

State (Study Year)	Data Systems	Results
National Data (1992-1997) ¹	FARS, GES, 1995 NPTS	For drivers age 16, the risk of driver death per 10 million trips was 1.39, 1.86 and 2.82 times greater when carrying one, two and three or more passengers , respectively, when compared to no passengers present. For drivers age 17, the risk of driver death per 10 million trips was 1.48, 2.58 and 3.07 times greater when carrying one, two, and three or more passengers , respectively, compared to no passengers present. Increases in number of passengers increased risk of driver death at all times of day, and risk of driver death was increased for males with passengers compared to females with passengers.
National Data (1995) ²	FARS, NPTS	Compared to having no passenger restrictions in place, implementation of passenger restrictions are estimated to decrease road-user deaths among 16-17 year olds 7-44% . Large estimated range is based upon variables such as proportion of drivers that will ignore the law, or take alternative routes (not go, go with an adult, drive themselves, etc).
San Diego, CA(1997 vs 1999-2000) ³	California SWITRS	Passenger injuries per licensed 16 year-old driver decreased by 23% after implementation of PRs
National Data(1990-1995) ⁴	FARS	16-19 year-old drivers traveling with 2+ peer passengers.were 5.22-7.86 times more likely to be involved in a fatal crash than when traveling alone.
California (1993-1998) ⁵	California SWITRS	54% of young drivers age 16-17 years-old involved in an injury crash were carrying passengers at time of crash and more likely to be carrying 2+ passengers than those not involved in crashes. Relative to driving alone, young drivers carrying male passengers were at a higher risk of crash.
Kentucky (1994-1996) ⁶	Database including all police-reported accidents in Kentucky during study period.	Passengers were found to have significant effect on young driver crash prevalence. Young drivers have increased propensity for causing single-vehicle crashes when traveling with peers.
Australia (1995-1999) ⁷	Literature review, ACT Data Analysis for 1995- 1999 and focus groups	Crash Risk of young drivers is elevated further when carrying peers as passengers, but reduced when carrying an adult or child as compared to no passengers. Young male drivers were found to have a higher risk of crash with passengers present than young female drivers. Fatal crash risk was also shown to increase with the presence of 2+ peer passengers. Focus groups showed the presence of young passengers increased risky behaviors among young drivers.

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- ¹ Chen L, Baker S, Braver ER, Li G. Carrying Passengers as a risk factor for crashes fatal to 16- and 17-year-old drivers. *JAMA* 2000; 283: 1579-1582.
- ² Chen LH, Braver, ER, Baker SP, Li G. Potential benefits of restrictions on the transport of teenage passengers by 16 and 17 year old drivers. *Inj Prev* 2001;283(12):1578-82.
- ³ Smith AM, Pierce J, Upledger R, et al. Motor vehicle occupant crashes among teens: impact of the graduated licensing law in San Diego. 45th Annual Proceeding of the Association for Advancement of Automotive Medicine. Barrington, Illinois, 2001.
- ⁴ Preusser DF, Furguson SA and Williams AF. The Effect of Teenage Passengers on the Fatal Crash Risk of Teenage Drivers. *Accid Anal Prev* 1998; 30(2):217-222.
- ⁵ Rice TM, Peek-Asa C, Kraus JF. Nighttime driving, passenger transport, and injury crash rates of young drivers. *Injury Prevention* 2003;9:245-250.
- ⁶ Aldridge B, Himmler M, Aultman-Hall L, Stamatiadis N. Impact of passengers on young driver safety. *Transportation Research Record* 1999;1693:25-30 (Paper No. 99-0710).
- ⁷ Regan MA & Mitsopoulos E. (2001) Understanding passenger influences on driver behaviour: implications for road safety and recommendations for countermeasure development. Monash University Accident Research Centre, Report No. 180