

Fit to Drive

6th International Traffic Expert Congress
Barcelona from 26th – 27th April 2012


Barcelona

Welcome

The foundation and first results of „Traffic Psychology International“ of the DGVP

**Don M. DeVol
(DGVP, Deutsche Gesellschaft für Verkehrspsychologie)
Margit Herle, Jürgen Merz, Karin Müller & Petr Zámečník**





Fit to Drive

6th International Traffic Expert Congress
Barcelona from 26th–27th April 2012



DGVP Deutsche Gesellschaft für Verkehrspsychologie
German Society for Traffic Psychology

VdTÜV Verband der Technischen Überwachungsvereine
Association of Technical Inspection Agencies

In 2009 the boards of the DGVP and VdTÜV decided to form a task force for international affairs called

“Traffic Psychology International”



“Traffic Psychology International” (TPI) Founding Members

- **Dr. Don DeVol**
 - member of DGVP
 - member of VdTÜV
 - member of ICADTS
- **Jürgen Merz**
 - member of VdTÜV
 - member of ICADTS
- **Margit Herle**
 - member of DGVP
- **Dr. Karin Müller**
 - member of the DGVP board
 - former member of EFPA



For many years the DGVP has been committed to the general goal of implementing and establishing traffic psychology measures as traffic safety elements within the German legislation.

To achieve this the DGVP agreed on:

- assuring already established psychological measures through scientific research and evaluation studies
- expanding the range of traffic psychological services on the basis of new research results
- advising the legislative authorities before changes of laws and regulations

July 8, 2011

REPORT

on European road safety 2011-2020

European Parliament

Committee on Transport and Tourism

Rapporteur: Dieter-Lebrecht Koch



EXPLANATORY STATEMENT

6. Road behaviour

- EU citizens have a right to a high level of road safety.

....

However, there is also **a need for psychological measures designed to change the behaviour** of road users who consistently breach traffic rules, ...

....



ANNEX III

MINIMUM STANDARDS OF PHYSICAL AND MENTAL FITNESS FOR DRIVING A POWER-DRIVEN VEHICLE

ALCOHOL

14. Alcohol consumption constitutes a major danger to road safety. In view of the scale of the problem, the medical and psychological professions must be very vigilant.

Group 1:

14.1. Driving licenses shall not be issued to, or renewed for, applicants or drivers who are dependent on alcohol or unable to refrain from drinking and driving. After a proven period of abstinence and subject to authorized medical and psychological opinion and regular medical check-ups, driving licenses may be issued to, or renewed for, applicant or drivers who have in the past been dependent on alcohol.

Group 2:

14.2. The competent medical and psychological authority shall give due consideration to the additional risks and dangers involved in the driving of vehicles covered by the definition of this group.



Traffic Psychology International

Goals

- to represent continuously the DGVP at international scientific and political events.
- to contact organizations such as CIECA, EFPA or ETSC.
- to participate in European research projects.
- to find common perspectives and strategies concerning traffic-psychological issues.
- to define standards as one prerequisite for implementing psychological measures.
- to receive recognition as an expert group in psychological issues of traffic safety.



Traffic Psychology International

Areas of Interest

- Introduction of minimum standards for drivers with high responsibility (i.e. dangerous cargo and bus drivers)
- Definition of psychological specifications for a common EU-regulation of alcohol-interlock-systems
- Development of a traffic-psychological frame to ensure the safe mobility of elderly people in Europe
- Introduction of a harmonized point system as one prerequisite for implementing psychological measures
- Definition of standards of education and qualification for European Traffic Psychologists

Traffic Psychology International

Activities

- The workshop “Create the Future of Traffic Psychology in Europe”
 - Workshop I. in Berlin (May 2011)
 - Workshop II. in Bratislava (November 2011)
- Communication among traffic psychologists of other member states
- Dissemination of state of the art information on Traffic Psychology

➤ Two Examples

- ✓ The European research project “Phaeton”
- ✓ The questionnaire on the status of Traffic Psychology in the EU



Fit to Drive

6th International Traffic Expert Congress
Barcelona from 26th–27th April 2012



Lifelong Learning Programme

**Grant application
for the European research project
“Phaeton”**



„PHAETON“ Partner Organizations

SALVUS	Slovakia	private medical facility & training center
KTP	Czech Rep.	non-profit organization for adult education
FACTUM	Austria	private research institute for traffic psychology & sociology
TÜV Süd	Germany	private organization for driver improvement
CDV	Czech Rep.	public transport research center
RTTEMA	Latvia	university research institute for transport & traffic psychology
PRU-UVEG	Spain	university research unit for traffic & safety psychology

Aims and objectives of “Phaeton”

- The aim of this project is to help improve the work in the field of **Driver Improvement** by providing new and adapting/improving existing training materials.

European added value

- establishing a common platform and unifying the theoretical and conceptual framework of traffic psychology in Europe.
- defining a European approach towards the rehabilitation of drivers with problematic driving record.
- creating a common training tool to be used Europe-wide by traffic psychologists and other providers of rehabilitation courses.

The questionnaire on Traffic Psychology

This questionnaire was developed by the TPI Group and aims at finding out more about the application and work-field of traffic psychology in various European countries.

19 participants

from

15 states

3 Topics

- Qualification
- Organizations
- Legislation



First results:

<p>QUALIFICATION: Opportunity to receive a training in traffic psychology at universities:</p>	<p>No opportunity to receive a training in traffic psychology at universities:</p>
<p>Poland, Czech Republic, Slovakia, Netherlands Spain, Germany,, Sweden, United Kingdom</p>	<p>Denmark, Belgium, Greece, Portugal, Italy, Switzerland, Austria</p>
<p>ORGANIZATION: Professional associations for traffic psychologists exist in:</p>	<p>No professional associations for traffic psychologists exist in:</p>
<p>Poland, Czech Republic, Slovakia, Spain, Germany, Austria, Switzerland,</p>	<p>Denmark, Belgium, Greece, Portugal, Netherlands Italy, Sweden, United Kingdom</p>
<p>LEGISLATION: Laws concerning traffic psychology:</p>	<p>No laws concerning traffic psychology:</p>
<p>Poland, Czech Republic, Slovakia, Spain, Germany, Austria, Italy</p>	<p>Denmark, Belgium, Greece, Netherlands Portugal, Sweden, Switzerland, United Kingdom</p>

Traffic Psychology needs

- **Recognition**
 - as a science based field within the traffic safety system
- **Implementation**
 - of evaluated measures, i.e. in driver assessment and rehabilitation
- **Communication**
 - between EU-member states and between different traffic safety disciplines
- **Promotion**
 - of research and education in traffic psychology on a European level

Traffic Psychology International

We are ready to take responsibility and
determined to contribute our share to
traffic safety in Europe!

But we need your support!



Fit to Drive

6th International Traffic Expert Congress
Barcelona from 26th–27th April 2012



**Workshop III. will
be held in Vienna on
May 29, 2012**

**If you want to participate,
please contact us:**

**[trafficpsychology-eu@dgvp-
verkehrspsychologie.de](mailto:trafficpsychology-eu@dgvp-verkehrspsychologie.de)**



Fit to Drive

6th International Traffic Expert Congress
Barcelona from 26th–27th April 2012



Thank you very much!!