

# *Fit to Drive*

7<sup>th</sup> International Traffic Expert Congress  
25<sup>th</sup> – 26<sup>th</sup> April 2013  
Berlin



## **Looking back...**

"Those who do not know their history will repeat it"

Ralf Risser & Doris Wunsch



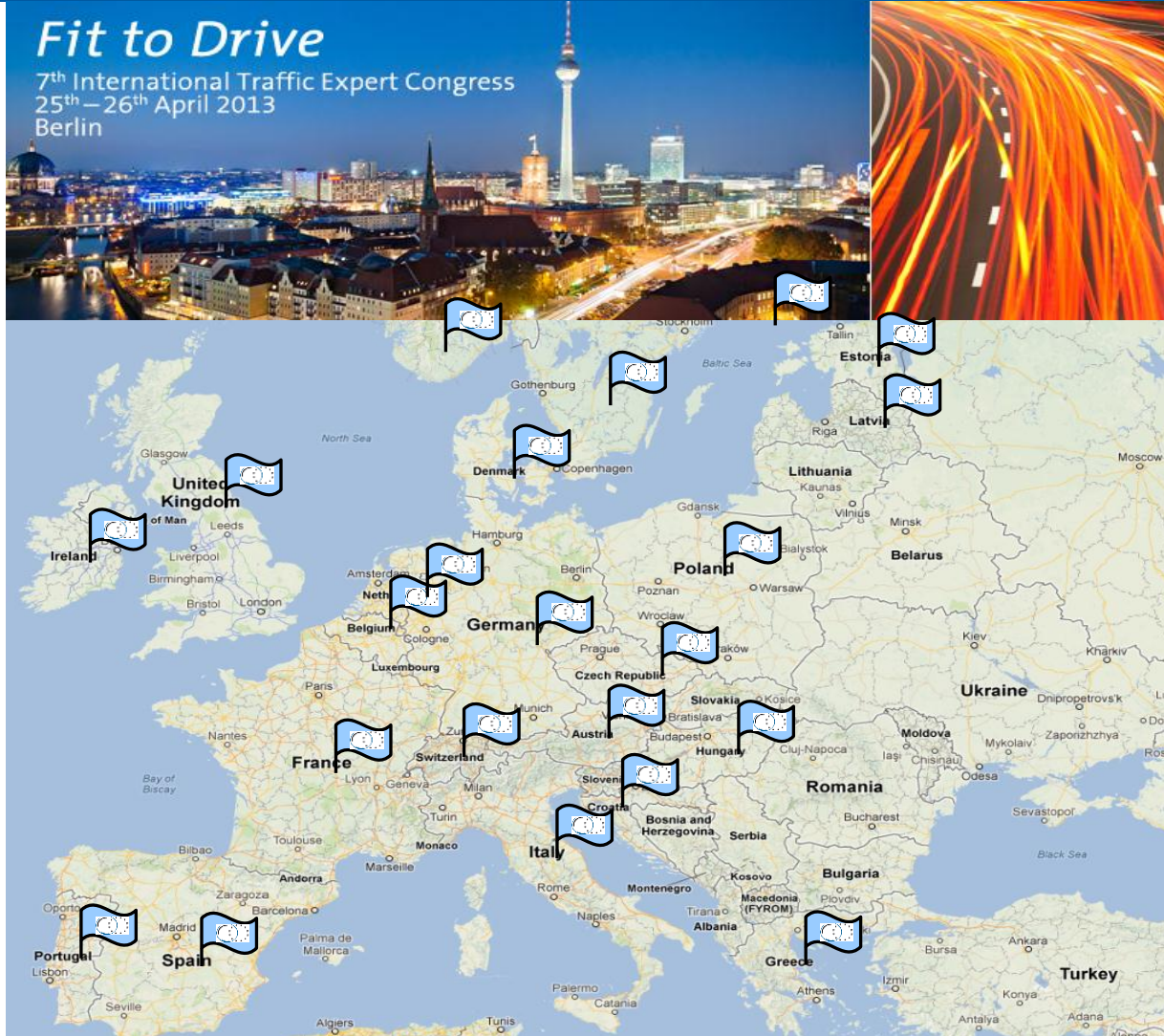
So far, six Fit-to-drive-Congresses have taken place:

- 2006 in Berlin
- 2007 in Vienna
- 2008 in Prague
- 2009 in Tallinn
- 2011 in The Hague
- 2012 in Barcelona
- 2013 back to Berlin



# Fit to Drive

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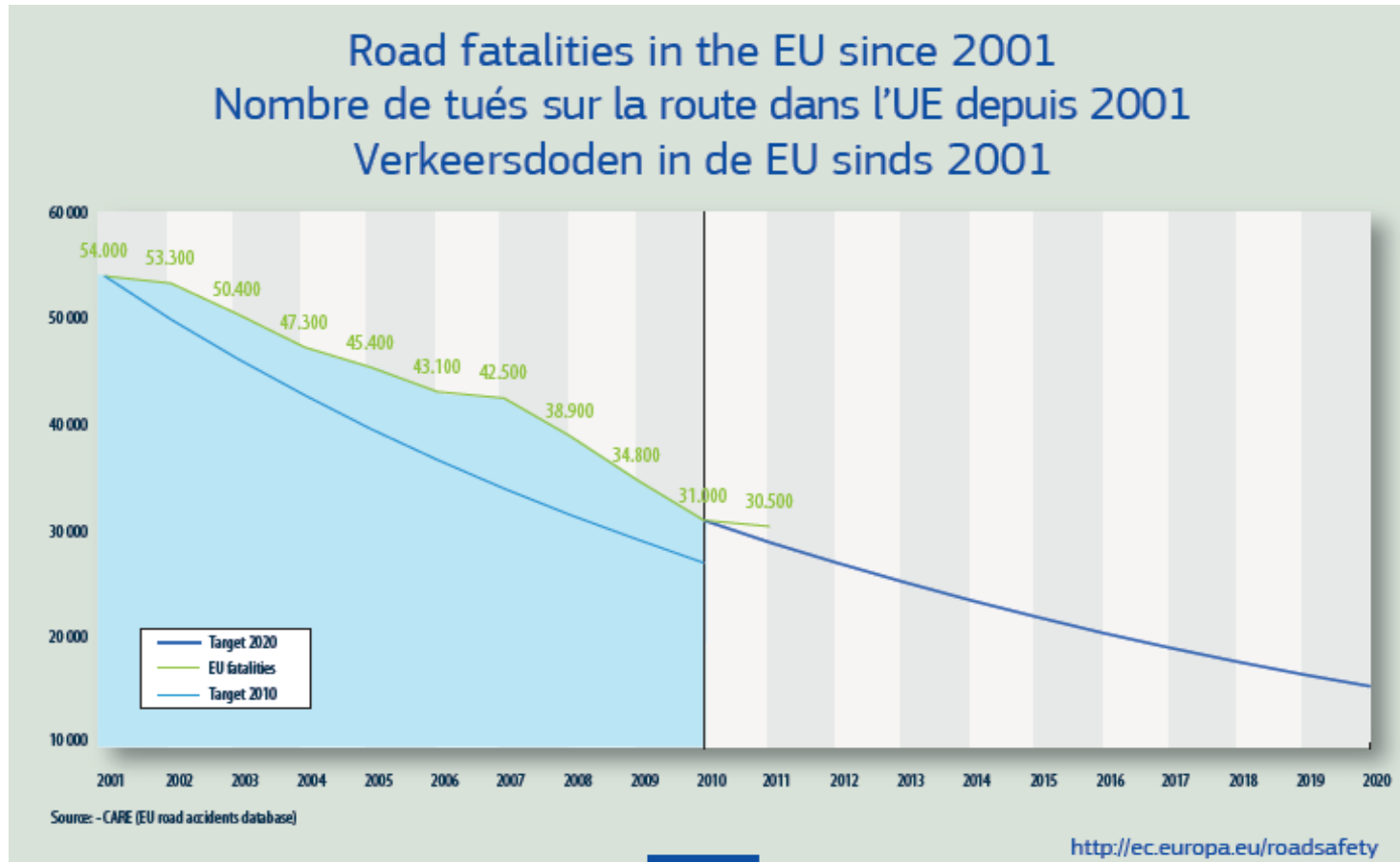


## Objectives and goals

- Contribution towards halving road traffic fatalities within the EU to 25.000 by 2010 for EU25 (Bulgaria & Roumania were not included in this figure of 25.000)
- To discuss requirements in which best possible way to give support for individual mobility in harmony with safety demands of society
- To encourage discussion & to build bridges between international experts, organisations & institutions, and between disciplines



## Did Europe reach the goals?





## EU road fatalities

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	evolution 2001-2010	average annual evolution (2001-2010)
Belgique/België	1,488	1,306	1,214	1,162	1,089	1,069	1,071	944	944	812	-45%	-6%
България (Bulgaria)	1,011	959	960	943	957	1,043	1,006	1,061	901	776	-23%	-3%
Česká republika	1,333	1,430	1,447	1,382	1,286	1,063	1,221	1,076	901	802	-40%	-5%
Danmark	431	463	432	369	331	306	406	406	303	255	-41%	-6%
Deutschland	6,977	6,842	6,613	5,842	5,361	5,091	4,949	4,477	4,152	3,648	-48%	-7%
Eesti	199	223	164	170	170	204	196	132	98	78	-61%	-10%
Éire/Ireland	412	376	337	377	400	365	338	280	239	212	-49%	-7%
Ελλάδα (Elláda)	1,880	1,634	1,605	1,670	1,658	1,657	1,612	1,555	1,456	1,258	-33%	-4%
España	5,517	5,347	5,400	4,749	4,442	4,104	3,823	3,100	2,714	2,479	-55%	-9%
France	8,162	7,655	6,058	5,530	5,318	4,709	4,620	4,275	4,273	3,992	-51%	-8%
Italia	7,096	6,980	6,563	6,122	5,818	5,669	5,131	4,731	4,237	4,090	-42%	-6%
Κύπρος (Kypros)/Kibri	98	94	97	117	102	86	89	82	71	60	-39%	-5%
Latvija	558	559	532	516	442	407	419	316	254	218	-61%	-10%
Lietuva	706	697	709	752	773	760	740	499	370	299	-58%	-9%
Luxembourg	70	62	53	50	47	43	46	35	48	32	-54%	-8%
Magyarország	1,239	1,429	1,326	1,296	1,278	1,303	1,232	996	822	740	-40%	-6%
Malta	16	16	16	13	17	11	14	15	21	15	-6%	-1%
Nederland	993	987	1,028	804	750	730	709	677	644	537	-46%	-7%
Österreich	958	956	931	878	768	730	691	679	633	552	-42%	-6%
Polska	5,534	5,826	5,642	5,712	5,444	5,243	5,583	5,437	4,572	3,908	-29%	-4%
Portugal	1,670	1,655	1,542	1,294	1,247	969	974	885	840	845	-44%	-6%
România	2,450	2,411	2,229	2,442	2,629	2,587	2,800	3,061	2,796	2,377	-3%	0%
Slovenija	278	269	242	274	258	262	293	214	171	138	-50%	-7%
Slovensko	614	610	645	603	606	614	667	622	380	371	-40%	-5%
Suomi/Finland	433	415	379	375	379	336	380	344	279	272	-37%	-5%
Sverige	583	560	529	480	440	445	471	397	358	266	-54%	-8%
United Kingdom	3,598	3,581	3,658	3,368	3,336	3,298	3,059	2,645	2,337	1,905	-47%	-7%
<b>EU</b>	<b>54,302</b>	<b>53,342</b>	<b>50,351</b>	<b>47,290</b>	<b>45,346</b>	<b>43,104</b>	<b>42,540</b>	<b>38,941</b>	<b>34,800</b>	<b>30,900</b>	<b>-43%</b>	<b>-6%</b>
annual evolution		2%	6%	6%	4%	5%	1%	8%	11%	11%		
evolution since 2001		2%	7%	13%	16%	21%	22%	28%	36%	43%		

European Commission- Directorate General for Mobility and Transport, Source: Care & national data, 29.03.2012



## EU road fatalities

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European Commission- Directorate General for Mobility and Transport, Source: Care & national data, 29.03.2012



# Procedures

- Well-known experts report their experience and research
- But also less known colleagues' work should be brought to the scene
- Involve decision makers
  - Representatives of the European Commission are steady visitors
  - So are decision makers from European countries
  - → to exchange ideas & know how for borderless safety in Europe





# Topics presented so far

- Training of Driving / Education
- Penalty / Demerit Point System
- Rehabilitation
- Assessing Fitness to Drive
- Certain attitudinal / Behaviour Issues
- Driver groups & specific situations
- Policy & policy support
- Others



# Training of Driving

- Licencing system and training of driving in different countries
- Education for driving instructors, e.g. digital media
- Quality assurance and optimisation
- PORTARE → what preconditions should a person fulfill in order to receive the driver's licence (handbook for driving assessment professionals)

## Open issues:

- Proof of effectiveness of driver training
- Will-, interest- and attitude-aspects as preconditions for coping



# Education

- Traffic education for children and youth, Pre-licence education
- Safety education, attitudes and traffic rule compliance
- Hazard perception training
- Example: CLOSE-TO - involving accident drivers in driving licence lessons

## Open issues:

- To demonstrate which education steps are effective in the frame of a life long learning process
- To educate youth “against” a grown-up society which breaks rules & does not behave satisfactorily



# Penalty/demerit point system

- Many countries have such a system, e.g. Austria, Denmark, Germany, Hungary, Italy, Ireland, Latvia, Poland, Spain, Sweden, UK
- “BESTPOINT” – an EU project to develop criteria for good practice concerning demerit point systems is described

## Open issues:

- Psychological reinforcement principles (e.g. merit or demerit etc.) → Elaboration on psychological theories is necessary
- An evaluation that makes use of empirical results
- Fairness & efficiency of allocation of points (→ law enforcement?)

# Rehabilitation

EU projects, e.g.

- SUPREME (Rehabilitation and Diagnostics),
- DRUID,
- HERMES (coaching vs. psychological intervention),
- LEER (alcohol offenders),
- Info about alcohol & traffic courses in Denmark, Spanish system of driver assessment, Poland, Learning programmes for traffic offenders etc.

## Open issue:

- What kind of process is rehabilitation? And if this is clarified → what kind of professional know-how is necessary to steer such processes?

# Fitness to drive - dimensions

## Psychologically and Physically:

- Medical issues (Epilepsy, neurologically impaired, diabetes mellitus, chronic illness), older drivers and aging related diseases, visual field regulations
- Psychological diagnostics
- Voluntary declaration of medical condition (Quebec)

## Open issues:

- Validity criteria in diagnostics
- Attitudes & personality assessment (“it is will, not skill, that is the problem”)
- Age fairness



# Attitudinal/behaviour issues

**Risk-taking behaviour** (role of biological markers)

**Alcohol** (preparing adolescents to understand dangers of alcohol and driving, measures to combat drink driving, etc.)

**Drowsy driving, driver fatigue**

**Driving in darkness and winter conditions**

Open issues:

- Research concerning countermeasures focusses very much on alcohol, other important issues not treated with similar importance
- Appropriate methods for awareness raising are necessary
- Appropriate discovery of misbehaviour is necessary

# Attitudinal/behaviour issues

## Drugs

- Drug driving/ drug driving patterns
- Meta-analysis on effects of psychoactive substances, international overview of drug abuse of young drivers

## Speed awareness

- The effect of education versus punishment on driver attitudes
- Speed and speed management for road safety, problem awareness

## Open issue:

- To better understand resistance to change concerning more effective and efficient speed control measures





# Driver groups

## Young/novice drivers

- Strategies for reducing crash risk of young workers and students
- Young impaired driver problem, young drivers & drug abuse
- Driving circumstances and accidents
- Cognitive & performance differences between novice & experienced drivers
- Long-term education
- Prepare adolescents to understand dangers of alcohol & driving

## Open issue:

- Are societal measures to improve young drivers' safety efficient?



# Driver groups

## Senior citizens

- Fitness to drive
- Mental performance capacity of older drivers
- Mobility and mobility behaviour
- Compensation/support by technological measures
- Prejudices against elderly drivers
- e.g. EU project SIZE

## Open issue:

- How to keep the older persons mobile?



# Driver groups

## Unlicensed drivers

## Professional drivers

- Corporate responsibility of fleet companies and professional drivers
- Enhancing traffic safety for truck drivers

### Open issue:

- Professional drivers are those who can be reached – much more efforts should be made to achieve a critical mass of well-behaving drivers by dealing with professional drivers → research?

# Policy Role

- Improving road safety is declared goal
- Perspectives in the EU are good – or are they? 2011 increase in fatalities!
- Future trends in road safety
- Cost-benefit analysis of measures regulating impaired drivers
- New paradigm of driving behaviour (solidarity, responsibility)

## Open issues:

- Implementation is an issue but could be stronger as a research topic
- Savings by reducing accidents, but „no money“ for measures

## Some measures and strategies

- Devices – alcohol ignition interlocks, alcohol interlocks developments, combination interlock and rehabilitation
- Emerging technologies to prevent drink-, drugged-, drowsy driving
- Behaviour changes of traffic participants, target-group specific success (courses, group-talks)
- Effectiveness of formal standards in shaping informal behavioural norms
- Mobility – as a social task, older drivers, impaired drivers, Project PASS (Psychological & Medical Assistance for Safe Individual Mobility)



## Topics presented more often

- Driver education and education of driving instructors,
- Legal & political issues,
- Presentation of point systems in different countries,
- Assessment & rehabilitation systems & evaluation criteria for diagnostics,
- Young and novice drivers



## Issues presented more seldom

- Traffic education of children
- Unlicensed drivers
- Professional drivers (2011 for the first time)
- Speed (2008 for the first time)
- Mobility in general and referring to different target groups (senior citizens, impaired people)
- Technological devices



# Top working areas in the future

- Fair discovery of misbehaviour
- Evaluation of measures
- Technological & infrastructure support
- Implementation issues



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## Thank you for your attention!

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