



Fit to Drive

8th International Traffic Expert Congress
08 to 09 May, 2014
Warsaw

Assessment of personal resources for safe driving – basic ideas and conception of MPA in Germany

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Driving Fitness, Driving Competence and State Factors

1. Driver's fitness to drive (= personal resource)

- Mental, health-related and personality-related resources for safe driving
- Longitudinal stability across situations and time
- Disposition and the basis for driver's competence

2. Driver's competence (acquired knowledge and skills)

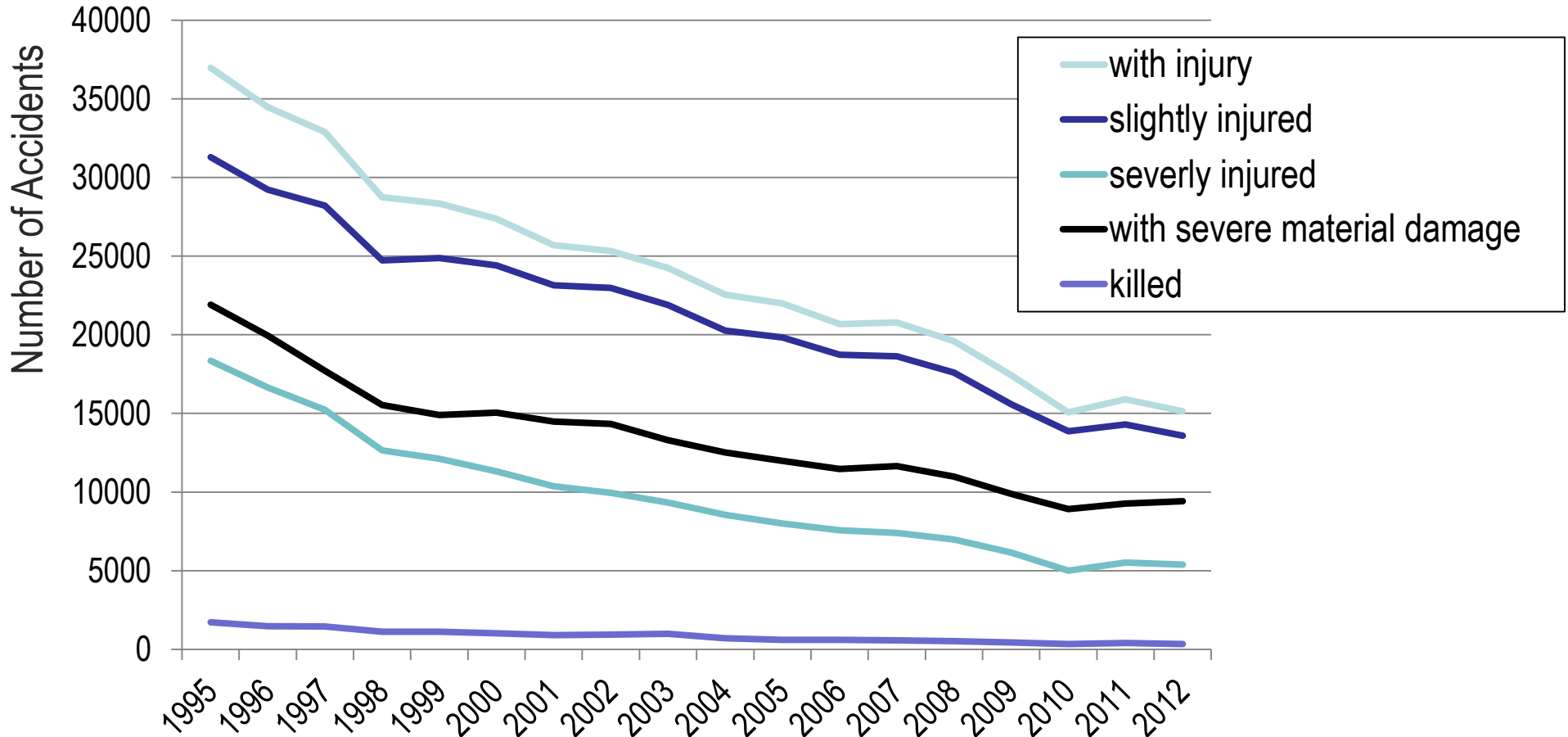
- Ability to steer and handle a car safely
- Combination of skills and knowledge

3. Driver's state affecting factors

- Monotony, fatigue
- Mental Workload
- Traffic demands and being in a hurry



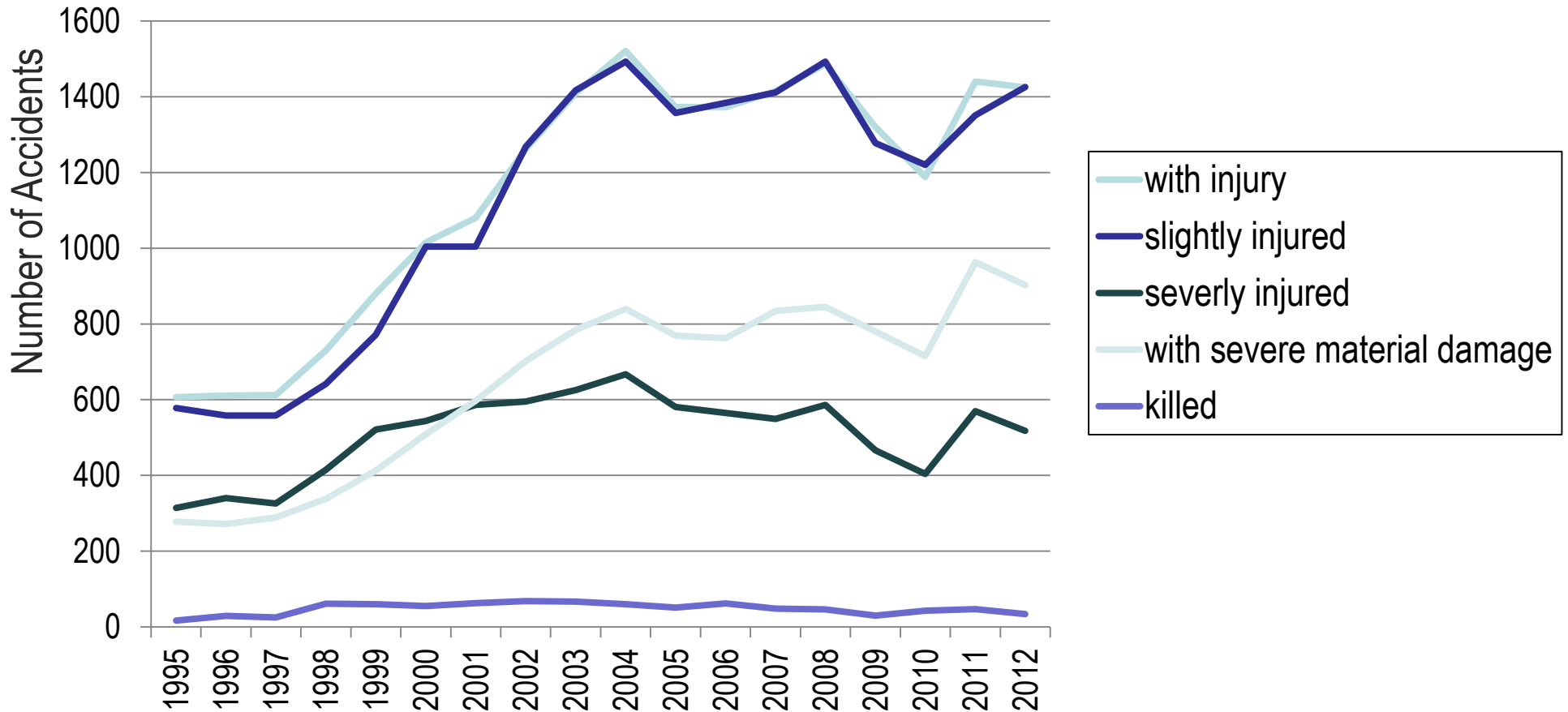
Accidents Under the Influence of Alcohol



Source: Statistisches Bundesamt



Accidents Under the Influence of Other Substances



Source: Statistisches Bundesamt



Number of MPA-Candidates Compared with Total Number of Driving Licence Possessions in Germany

ca. 54 Mio. driving licences in Germany



ca. 100.000 p.a.

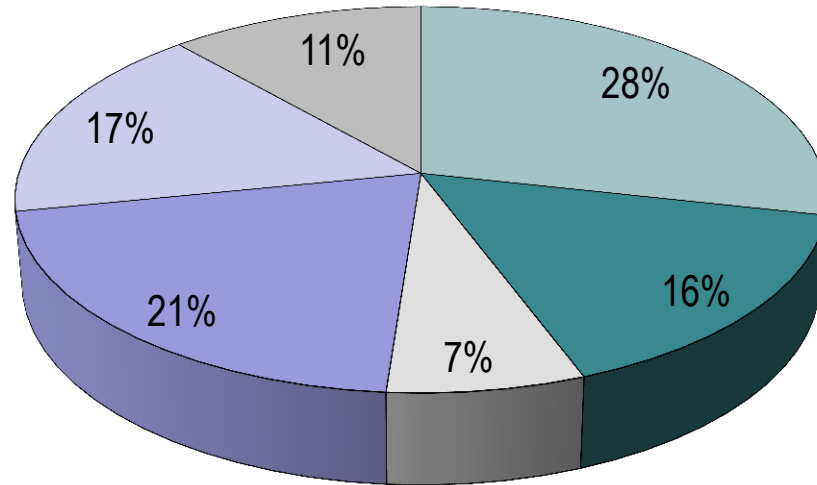
2009:	106 082 MPA = 0,196%
2010:	101 596 MPA = 0,188%
2011:	99 265 MPA = 0,184%
2012:	94 176 MPA = 0,174%



1:525
≅ 0,191%



Reasons for MPA in Germany 2012



- first alcohol offence
- repeated alcohol offence
- alcohol offence and other offences
- drugs
- general traffic offences
- other reasons

→ 53% Alcohol

→ 20% Drugs

Total: **94 176** Medical-Psychological Assessments

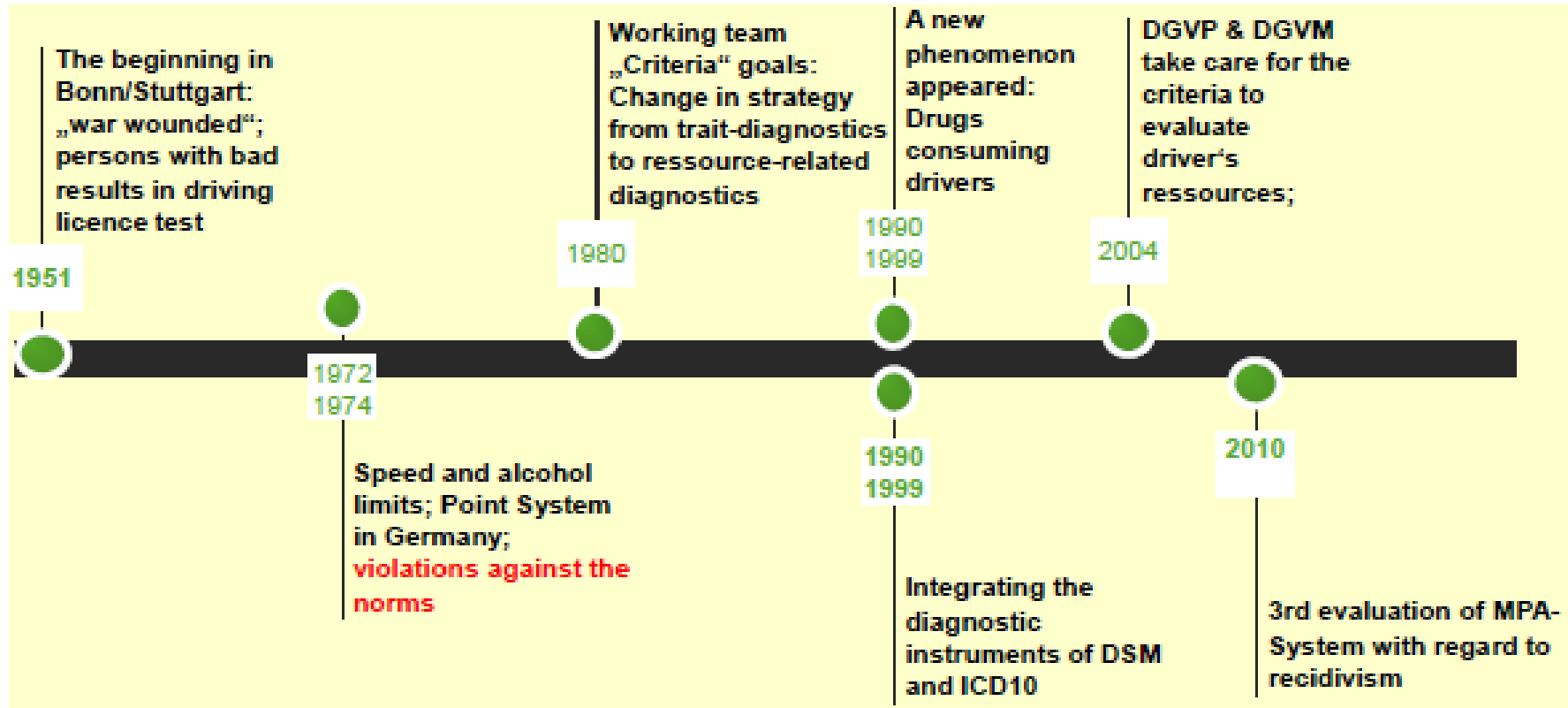


MPA: Basic Ideas, Indication and Goals

- Standards are defined with regard to **minimum levels** of intelligence, reaction performance and health variables – it is not about selecting highly skilled persons!
- Driving an vehicle also requires to show **social behavior**.
- **“Take a closer look to the unique character of the driver.”** – This means to combine psychological, medical and toxicological measures.
- The assessment procedure **focuses on positive resources** which support safe driving and help to avoid relapsed violations in the future.
- The assessment process has to **use standardized procedures** and rating principles.
- **Key Question:** Can we observe **conformity** between individual data and the set of profiled requirements?



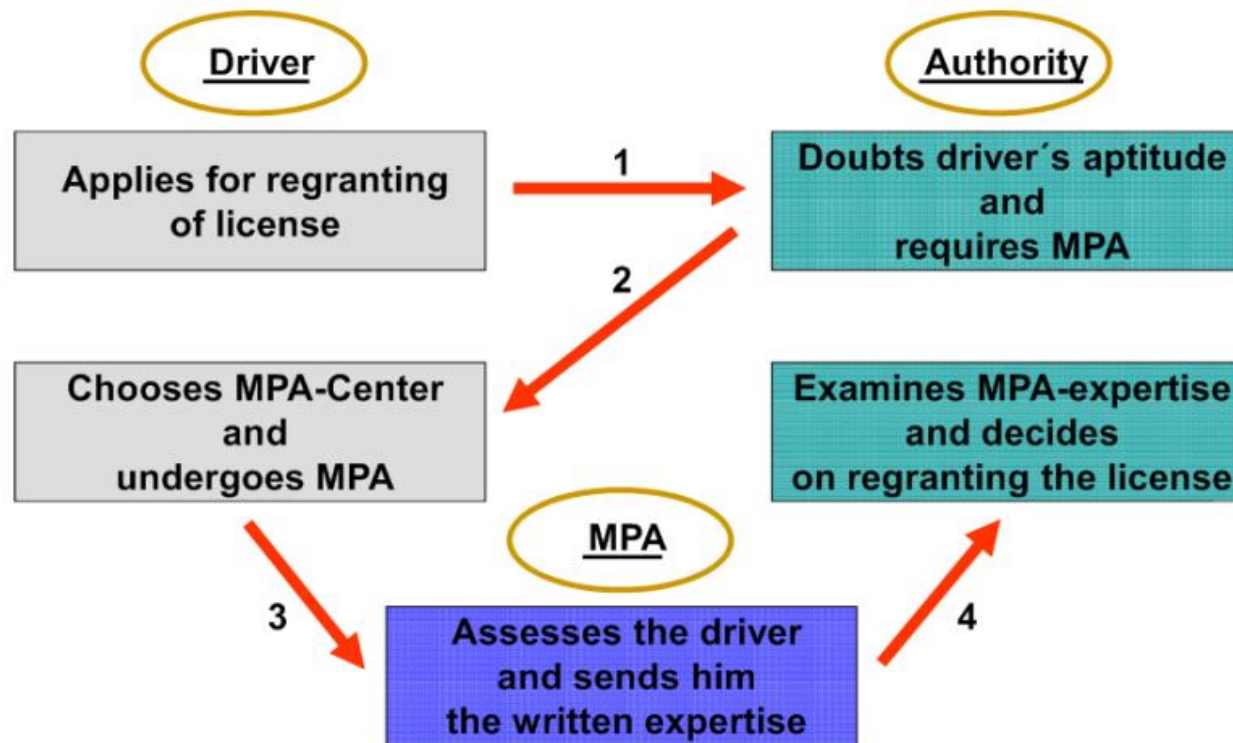
History of MPA and Evaluation Criteria



The architecture of the MPA criteria system is a fruit of societal trends and applied research.

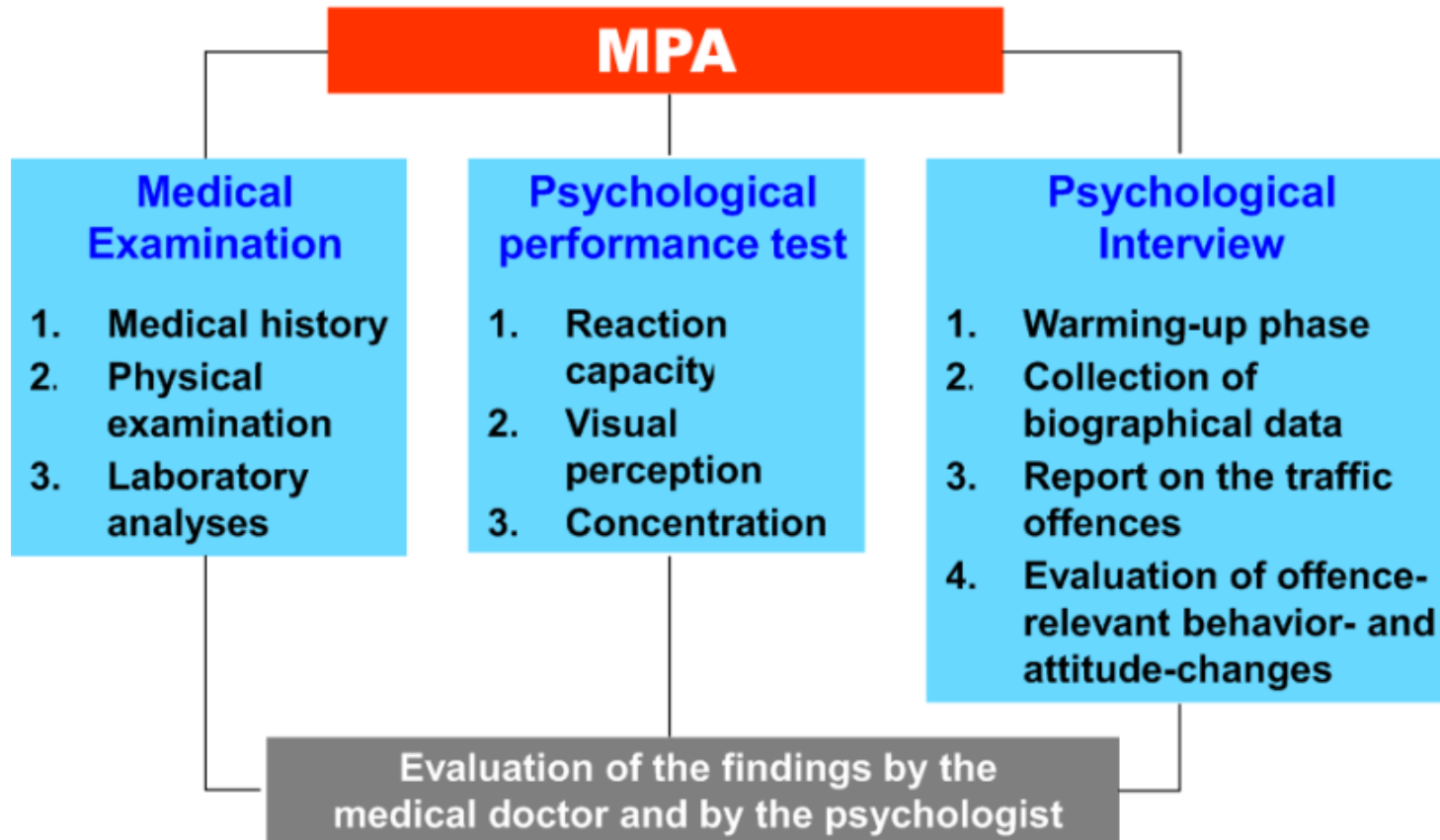


Medical-Psychological Assessment MPA Embedded in Administrative Actions





Medical-Psychological Assessment





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DGVP

Deutsche Gesellschaft
für Verkehrspsychologie e.V.

In Germany since almost 60 years the Medical-Psychological-Assessment (MPA) is an important method to assess driver's requirements for safe driving. According to German legislation a driver himself has to ensure, that he or she is of good physical and mental condition and did not violate traffic legislation severe or repeatedly. Therefore personal requirements to drive are more than simply being able to steer a vehicle, as personality aspects (e.g. alcohol consumption style, risk taking, hazard perception), health and performance-related factors (e.g. reaction capacity or concentration) are integrated in the general concept of fitness to drive. Medical-psychological assessment (MPA) has recently been shown to be highly effective in substantially reducing the number of subsequent drink and drive offences, which could be shown in several evaluation studies, especially in a brand new one published in 2012.

The presented manual is an introduction to the minimum standards of requirements connected with driving motor vehicles. The manual gives a description of the MPA-system and the decision-making procedure, giving several examples to illustrate the stages of collection and integration.

The special value of this guide book is its interdisciplinary approach. So it is expected that comprehension and acceptance by possible users (employees of authority, therapist, judge, lawyer, and not at least the applicant himself) should be enhanced. A standardized examination process, principles and rules of data integration are important contributions towards a fair, transparent and valid driver assessment, which supports the applicant in his or her attempts to get back the withdrawn driving licence.



Assessment of personal resources for safe driving

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The ideas of medical-psychological assessment in Germany



German Society for
Traffic Medicine

German Society for
Traffic Psychology



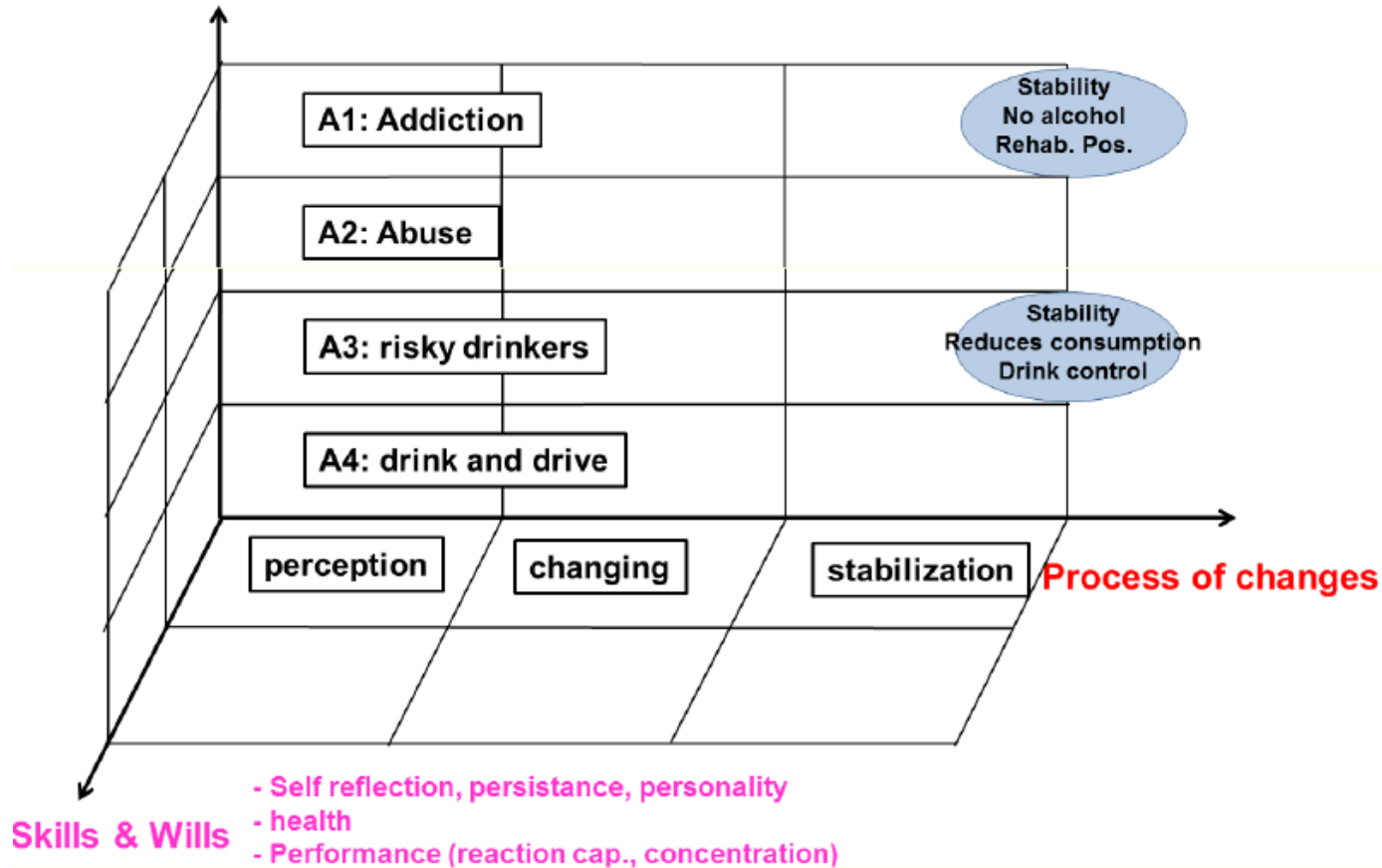
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Schriftenreihe
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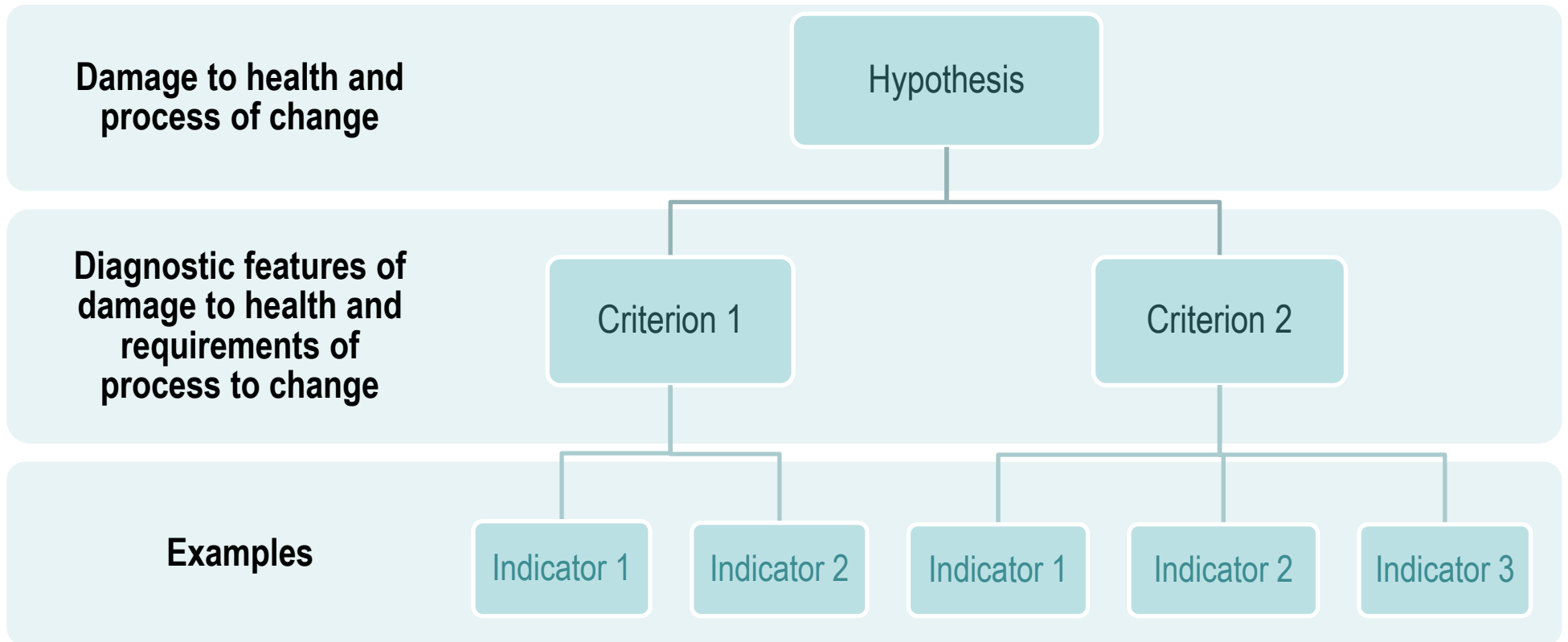
MPA – Central Ideas and Core Procedures

Problem characteristic



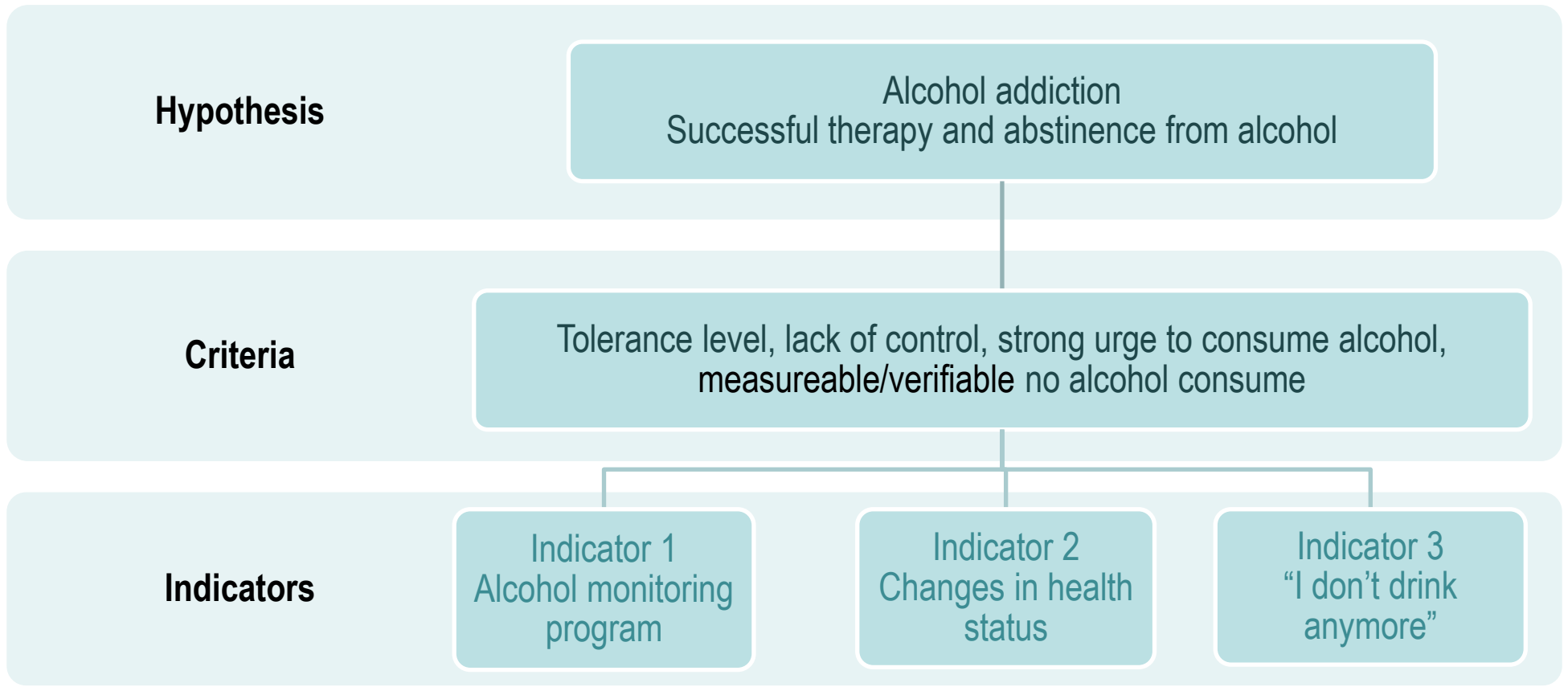


Hypotheses, Criteria & Indicators



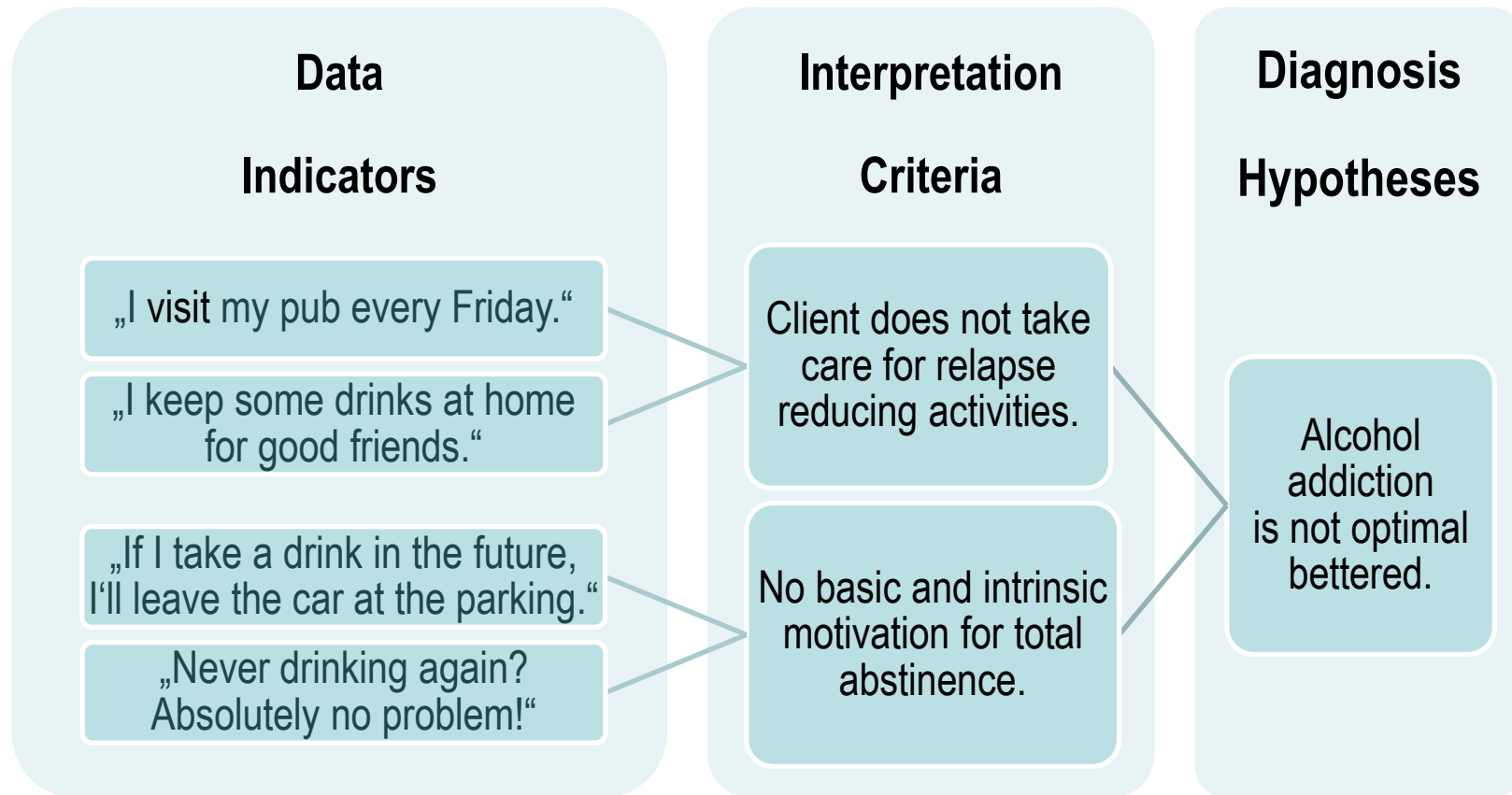


Hypotheses, Criteria & Indicators





Three Levels of Expert Findings – Psychological Interview





Research Results

1. MPA-Evaluation

- 93,5% of the **first** alcohol-offence drivers remain without a relapse
- 91,7% of the **multiple** alcohol-offence drivers remain without a relapse
- 94,6% of the drug-offence drivers remain without a relapse

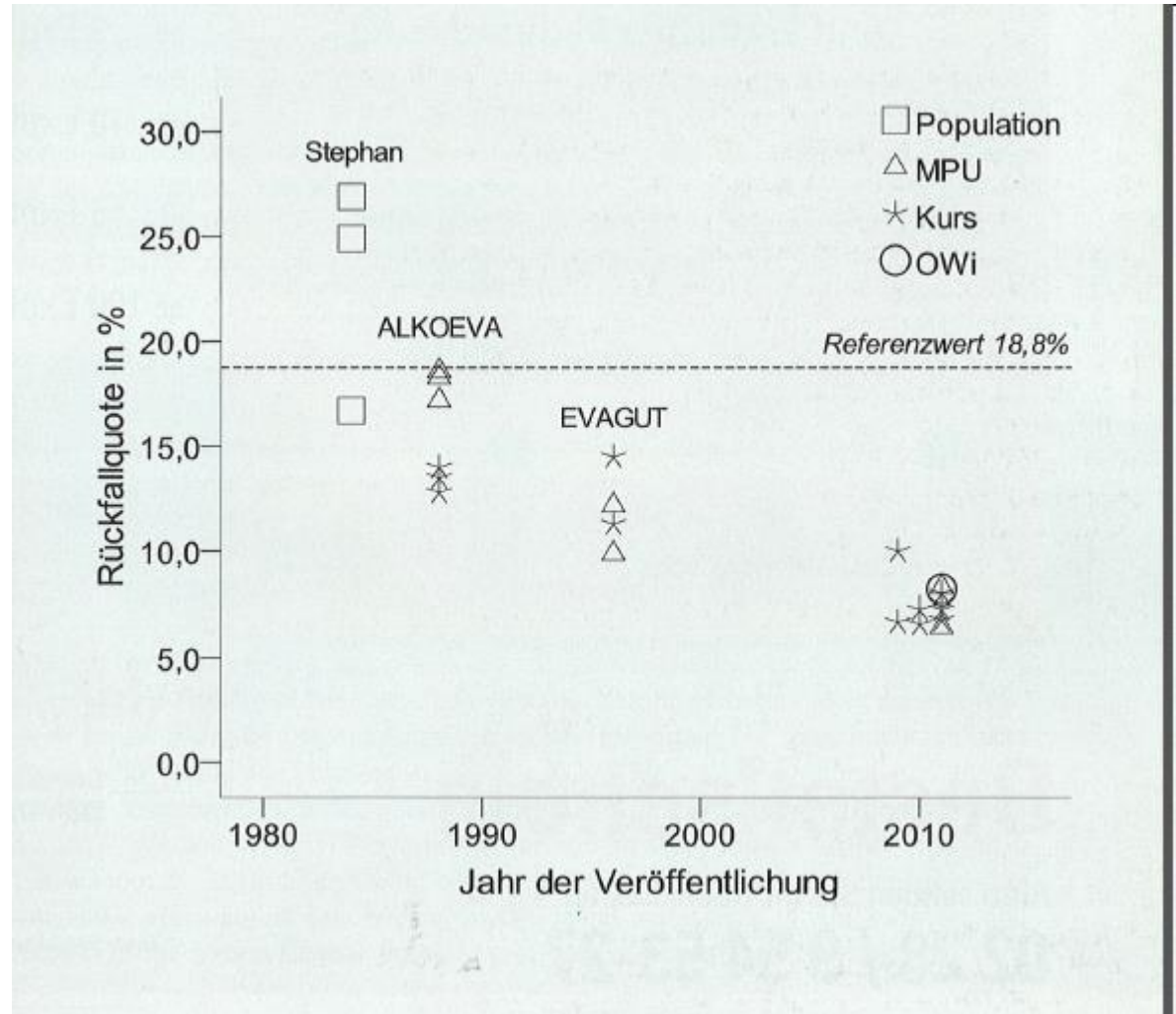
2. Rehab-Evaluation

- 91,6% of the participants in SPEED (for **drug**-drivers) remain without a relapse
- 92,7% of the participants in LEER (for **alcohol**-drivers) remain without a relapse



Research Results II

- Comparison of the results from current study -2010- to the findings of earlier evaluation studies since the 80ies





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