

DGVP

Deutsche Gesellschaft
für Verkehrspsychologie e.V.



Create the Future of Traffic
Psychology in Europe
Berlin, 06.05.11

***Berlin
May 6th, 2011***

Create the Future of Traffic Psychology in Europe

Dr. Don DeVol Margit Herle Jürgen Merz Dr. Karin Müller - DGVP - TP international



Program

10 – 12 Uhr:

- Welcome (DeVol)
- Opening statement by the 2nd chairman of DGVP (Nickel)
- Development of the idea of the workshop (DeVol)
- Introduction of the participants (All)
- Presentation of the agenda for the day, activities and objectives (DeVol)
- A European model of assessment and rehabilitation of driver aptitude (Nickel)

13 -15 Uhr:

- Introductory statements by various participating nations
- Open discussion and compilation of difficult domains

15 – 16 Uhr:

- Development of an activity plan
- Next steps
- Conclusions (DeVol)



The fields of **Traffic Medicine & Traffic Psychology** are represented by 2 commissions within the **VdTUV** (Verband der Technischen Überwachungsvereine):

1. **Commission Driver Aptitude (K-F)**

2. **Commission Driver Improvement (K-DI)**

Members:

- TÜ Hessen
- TÜV Nord
- TÜV Rheinland (to 31.05.10)
- TÜV Süd
- TÜV Thüringen
- DEKRA



Within the German Society for Traffic Psychology (DGVP) 2 members of the board were designated to form a small task force for “International Affairs”:

1. Dr. Karin Müller

- ❖ member of the DGVP board
- ❖ former member of the EFPA
- ❖ member of ICADTS

2. Wolf-Rüdiger Nickel

- ❖ current ICADTS president
- ❖ member of the DGVP board
- ❖ VdTÜV consultant for european affairs



Since many years the DGVP and the VdTÜV are committed to the general goal of implementing and establishing traffic psychology measures as traffic safety elements within the German legislation.

To achieve this they 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
- influencing the legislative authorities before changes of laws and regulations



In 2009 members of DGVP and VdTÜV conducted the 1st Workshop „Future Perspectives of Traffic Psychology“. One result of the workshop was to form the working group „Traffic Psychology International“.

Goals & Objectives:

- Development of networks
- Gain influence on the EU legislation

Members:

- Margit Herle
- Dr. Karin Müller
- Dr. Don DeVol
- Jürgen Merz



To date activities of DGVP/VdTÜV

- Development of the concept **PASS** (“Psychological and medical assistance for safe individual mobility”) - translated into in 17 languages
- Organization of the international congress **Fit-To-Drive** (Berlin, Wien, Prag, Tallinn und 2011 in Den Haag)
- Participation in the EU research project **Bestpoint**
- Consulting the NL government with the **Alcolock** legislation
- Evaluation study of the **Medical-Psychological Assessment**
- Evaluation studies of **Driver-Improvement Courses**



Networks

Finding Platforms to develop networks

- ✓ Evaluate organizations such as ICADTS, EFPA or ETSC.
- ✓ Continue or change the frame of „Fit-to-Drive“.
- ✓ Represent continuously the DGVP and VdTÜV at international scientific and political events.
- ✓ Participate in European research projects
- ✓
- ✓



EU Legislation

Gaining influence on EU legislation

- We need the support of other EU member states.
- The workshop “Create the Future of Traffic Psychology in Europe” was planned with member states, which already have established some kind of traffic psychology system.
- The goal is to find a common perspectives and strategies concerning traffic-psychological issues, in order to operate efficiently on an EU-level.



Traffic psychology within EU legislation

- Introduction of minimum standards for drivers with high responsibility (i.e. dangerous cargo and buss-drivers)
- Definition of psychological and technical specifications for a common EU-regulation of alcolock-systems
- Development of a traffic-psychological concept to ensure the safe mobility of elderly people in Europa
- Introduction of a harmonized point system as one prerequisite for implementing psychological measures.



EU-Kommission

Vorankündigung der EU-Kommission: "4th Road Safety Action Plan,,

Um das Ziel, die Zahl der Verkehrstoten von 2010 - 2020 von heute 35.000 zu halbieren, sind folgende Aufgabenbereiche in den Fokus gestellt:

- **Changing driver behaviour**
- **Improving vehicle technical standards**
- **Road design**

Außerdem soll auf die nationalen Regierungen Druck ausgeübt werden, Gesetze zu folgenden Themen zu verfassen:

- **Speed limits**
- **Alcohol**
- **Wearing seatbelts**
- **Alcohol-Locks to be fitted on school-busses or in vehicles of people convicted of drink driving**

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Train Drivers

DIRECTIVE 2007/59/EC

OF THE EUROPEAN PARLIAMENT

AND OF THE COUNCIL

of 23 October 2007

**on the certification of train drivers operating
locomotives and trains on the railway system
in the European Community**



Train Drivers: EU Directive

2.1. Medical examinations:

- drugs: tests for psychotropic substances such as illicit drugs or psychotropic medication,
- cognitive: attention and concentration, memory, perception, reasoning, communication,
- psychomotor: reaction time, hand coordination.

2.2. Occupational psychological examinations

The purpose of the occupational psychological examinations is to assist in the appointment and management of staff. In determining the content of the psychological evaluation, the examination must assess that the applicant driver has no established occupational psychological deficiencies, particularly in operational aptitudes or any relevant personality factor, which are likely to interfere with the safe exercise of the duties.



Train Drivers: German Directive

2.1. Medical examinations:

- a) general medical exam;
- b) examination sensoric functions: visual, acoustic and color perception;
- c) blood- and urine analyses, to determine i.e. diabetes;
- d) elektrokardiogramm (ECG);
- e) tests for psychotropic substances such as illicit drugs or psychotropic medication;

2.2. Psychological examinations:

- a) cognitive abilities: awareness and concentration, memory, perceptual ability and reasoning;
- b) communication;
- c) psychomotor abilities: reaction time, hand coordination;
- d) jobspecific personality and attitude factors.



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 s must be very vigilant.

Group 1:

14.1. Driving licences 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 authorised medical **and psychological** opinion and regular medical check-ups, driving licences 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.

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**Let's start
working!**

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