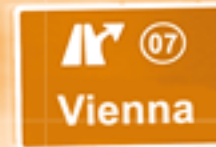


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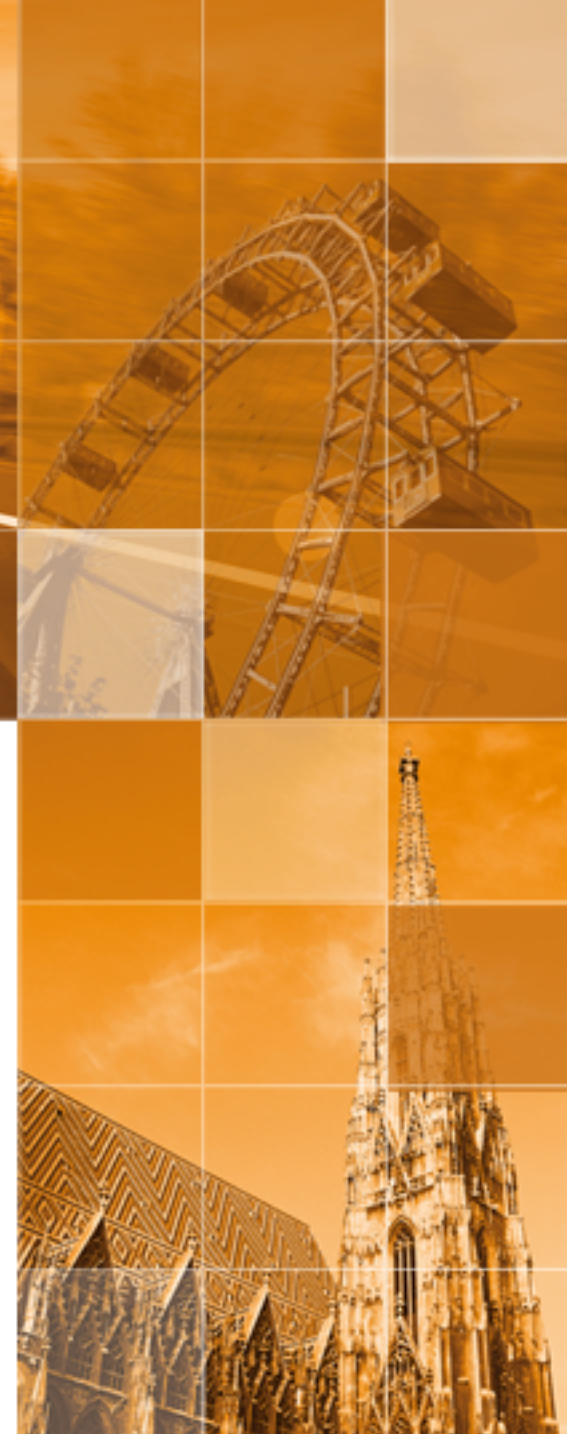
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Welcome

„Psychological and Medical Assistance for Safe individual Mobility (PASS)“

Dipl.-Psych. Adalbert Allhoff-Cramer
Association of German Professional Psychologists





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PASS - P psychological and medical assistance for safe mobility in Europe

Un modèle interdisciplinaire
pour la promotion et le
renforcement de la
compétence de mobilité en
Europe

Interdiszplináris modell
Európában a mobilitási
kompetencia támogatóására
és biztosítására

En internasjonal modell for å
fremme og sikre
mobilitetskompetansen i
Europa

Ein interdisziplinäres Modell
zur Förderung und
Sicherung der
Mobilitätskompetenz in
Europa

An interdisciplinary model to
promote and secure mobility
competence in Europe

En tvärvetenskaplig modell
för stöd at och för att sakra
den mobila kompetensen i
Europa

An interdisciplinary model to
promote and secure mobility
competence in Europe

An interdisciplinary model to
promote and secure mobility
competence in Europe



What is PASS?

- a plan to harmonise the European rules on driving licences by updating the driving licence directive?
- a catalogue of requirements?
- a non-binding model?
- a long-run vision?

=> the beginning of a profound discussion in Europe!



Preamble of PASS

The European Union strives to reduce the number of traffic accidents in Europe.

Such a reduction is possible. It demands a consistent utilization of psychological and medical knowledge applied to traffic related phenomena. That is only feasible with the interdisciplinary support of traffic psychology *and* traffic medicine.



PASS - the steering group

The „Section Traffic Psychology“ in the Association of German Professional Psychologists (BDP) convened a „round table of psychologists“ representing the different parties and bodies of traffic psychology in Germany.

The Round Table authorized a steering group in 2005 to develop guidelines for promoting traffic psychology in Europe.

Eight experts in the steering group - representing all German professional organizations in the area of traffic psychology - shaped the PASS model.



What are the objectives of the EU in the area of traffic safety?

- Ø Guarantee individual mobility
- Ø Guarantee safe mobility
- Ø Guarantee lifelong mobility
- Ø Halve the number of traffic fatalities

(It is rather unlikely to reach this reduction up to 2010.

With the assistance of traffic psychology and traffic medicine it can be reached in a clear time).

=> PASS promotes the same goals



Mission of the Round Table

- Modelling an European system of developing safe driving behaviour and attitudes
- Widespread description of the preconditions for safe mobility
- Focussing the „human factor“ - behaviour and attitudes
- Establishing traffic psychology as an academic discipline and profession in Europe

Implementation strategy: *Find partners in Europe*



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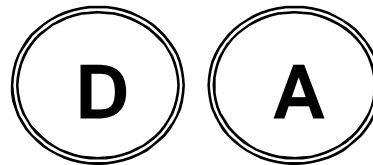
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**In the past traffic psychologists predominantly practised
in the german speaking countries**





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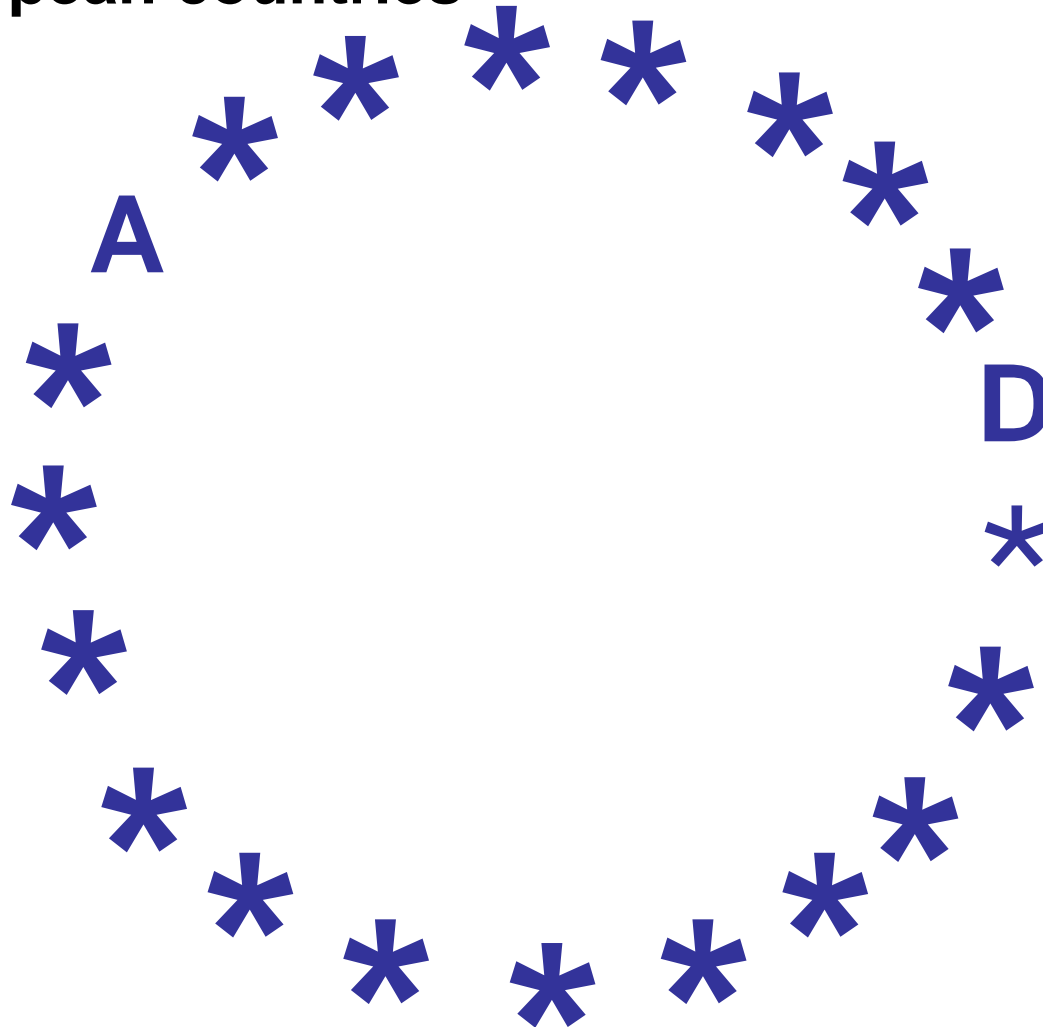
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The future: Traffic psychology finds its place in all european countries





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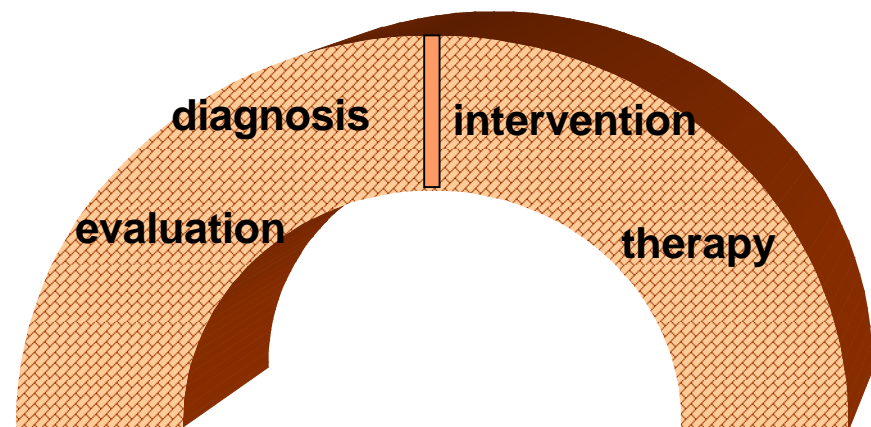
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Main problem areas

- ∅ rapidly increasing overall mobility
- ∅ mobility will stay hazardous
- ∅ traffic psychology has to focus the *individual* behaviour problems and to consider the *needs of all traffic participants*
- ∅ traffic psychology depends on social acceptance and will work best in cooperation with the fellow citizens.

The answer is PASS

- ∅ PASS is a *European* paradigm
- ∅ The new terminology „mobility competence“: Not a legal but a psychological terminology
- ∅ The goal: Improve road safety and facilitate free movement of citizens (*see: the European directive on driving licences*)
- ∅ The „Roman Arch“ indicates: diagnosis and intervention support each other





Premises

1.1 „mobility competence“

Mobility competence is the sum of mental, physical, attitudinal and behavioural bases for safe and co-regulated operation of motor vehicles.

The objective is: Strengthen driver's responsibility for his own and others safety by the development of individual resources

1.2 Interdisciplinary approach

PASS combines traffic medicine and traffic psychology in an interdisciplinary approach



1.3 Goals

Improvement of traffic safety in Europe. Perception of justice and legal security. Support of self-determined mobility

1.4 Concept

PASS must take into consideration the knowledge accumulated in member countries. It provides an interdisciplinary framework for the integration of this knowledge

1.5 Range of purview

PASS incorporates advances in engineering, law and driver's education.



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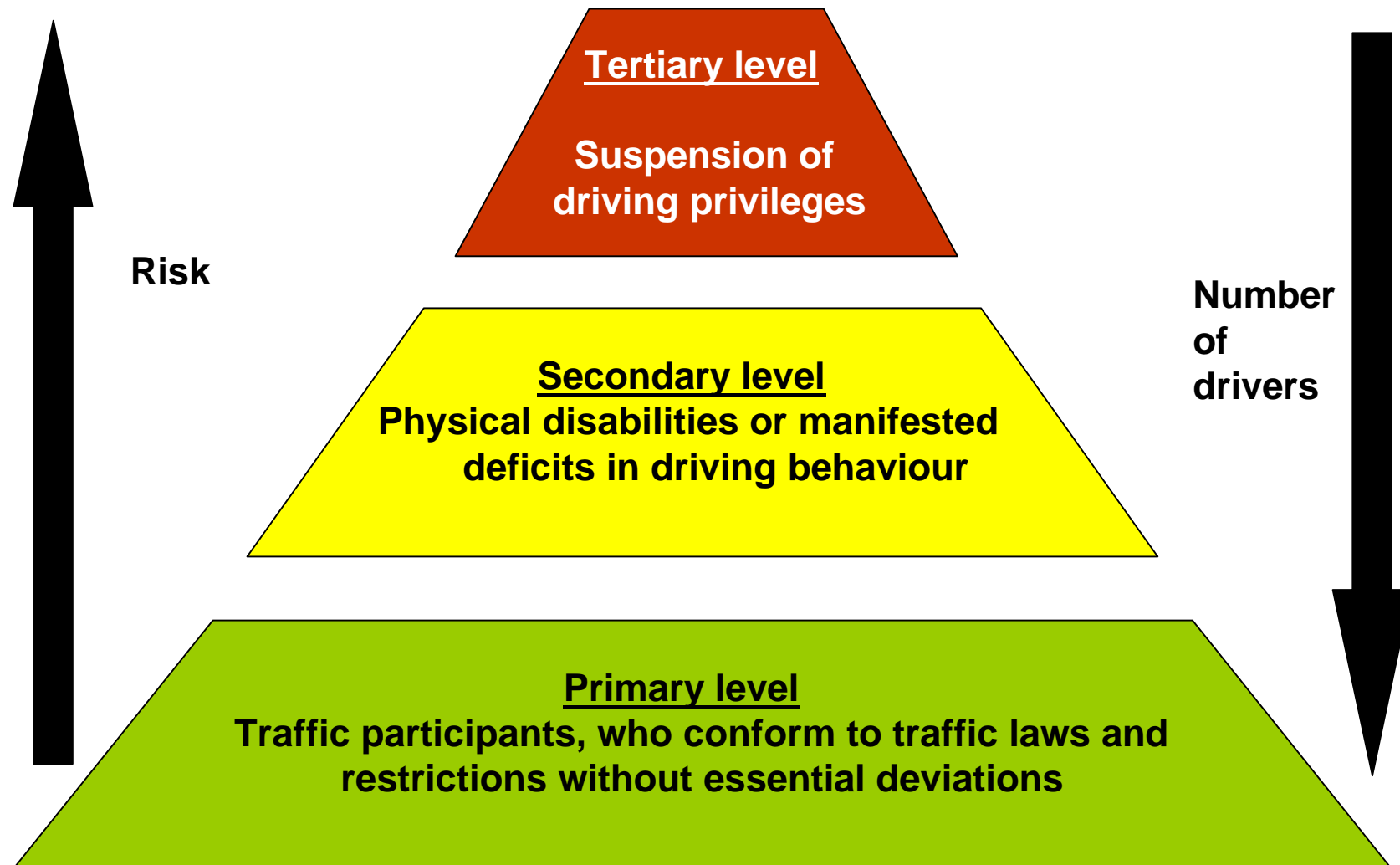
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Levels of improving and securing mobility competence





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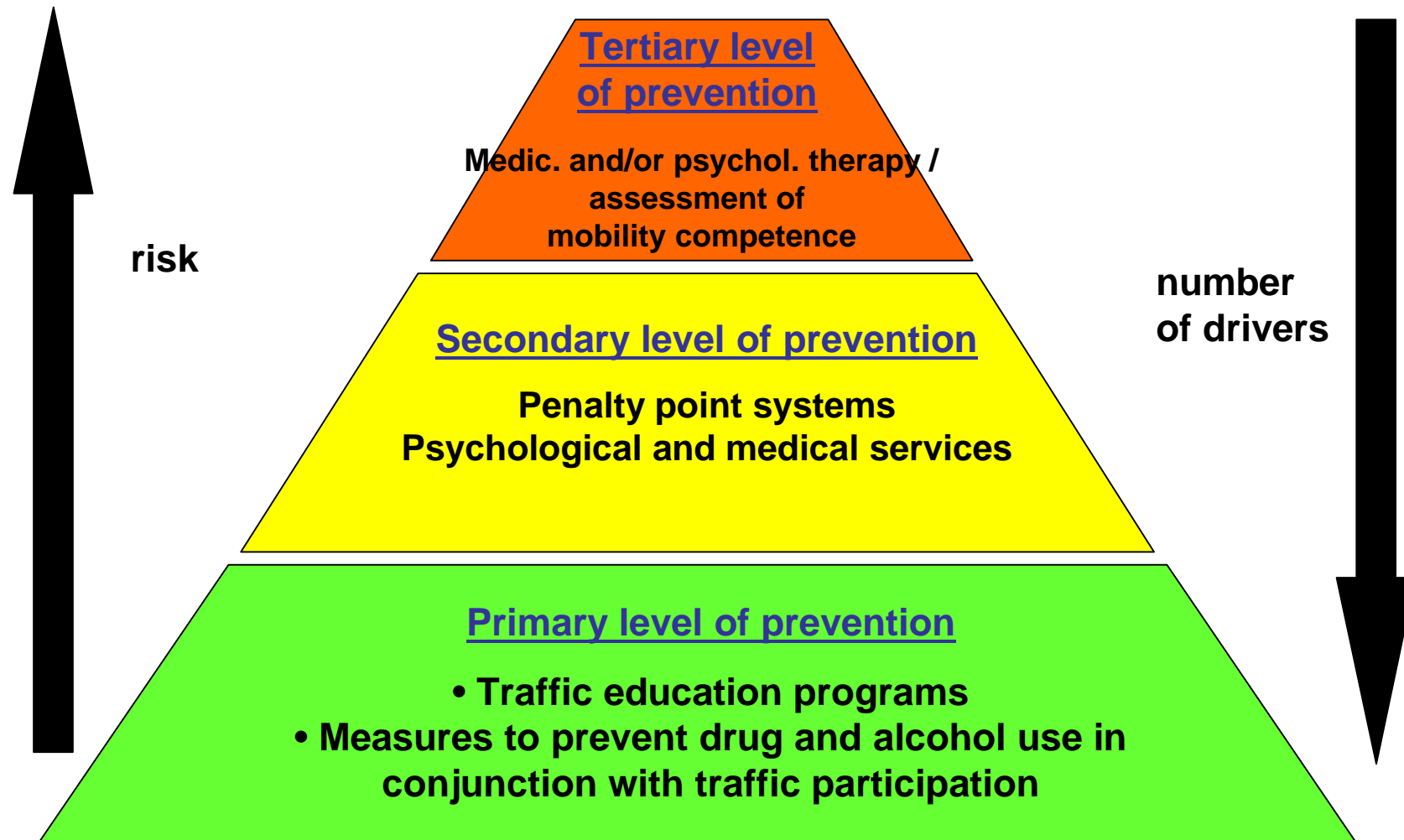
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Contributions of traffic psychologists and traffic physicians (examples)





A precondition: Demerit Point Systems

Requirements of point systems

from a psychological perspective

- a close relation of points and accident risk (validity)
- comprehensibility for a good acceptance
- a high level of transparency for concerned persons
- regulated reduction of points by effective psychological help



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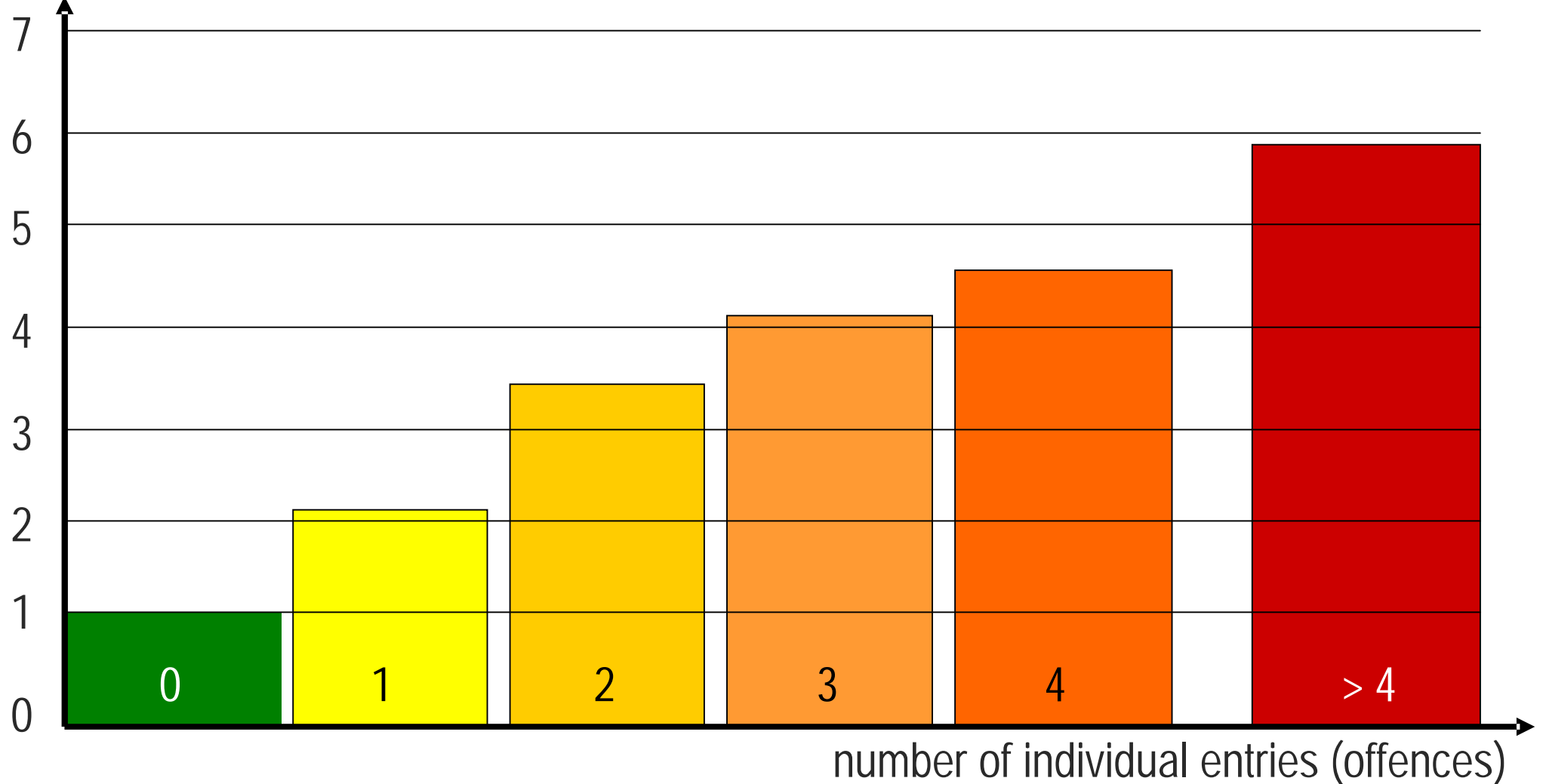
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risk of accident



*) Deutschland 2005. Nach Schade, F.-D. (2006). The effectiveness of the Points System in Germany. Fit-to-drive-Tagungsband 2006.



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Proportions of persons at primary, secondary and tertiary level in Germany (2005)

Primary level

well adapted traffic participants

~ 55 Mio. drivers without any entries
and points in the register (CRTO)

Secondary level

~ 8 Mio. drivers
with 1 to 7 points

8 to 13 points

Tertiary level
~ 140.000

18+



Preventive actions: Improvement and assessment of mobility competence - examples

Target groups on primary level

- special groups like pre-school children
- drivers with special responsibilities (e.g. taxi- and bus-drivers)
- elderly operators of motor vehicles with declining mobility competence

Target groups on secondary level

- medical examination of physically disabled drivers
- traffic offenders mapped on to degrees of dangerousness with penalty points
- other target groups (excessive speeders; consumers of drugs or high quantities of alcohol)

Target groups at tertiary level

- Measures to improve and re-establish mobility competence
- Examination of mobility competence



Continuous quality management and research

- Supervision by government authorities
Institutions for the examination of mobility competence should be controlled by member states
- Confirmation of effectiveness
The effectiveness of interventions to improve mobility competence should be evaluated with criteria of scientific research
- Professional qualification and continuing education
Practising traffic psychologists and traffic physicians must be adequately qualified for their services;
all practitioners have a degree minimally equivalent to a master's degree.



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What are the next steps?

- I. Development of the model Ü
- II. Publishment in ZVS 1/2007 (see also: www.p-a-s-s.eu) Ü
- III. Translation in the European languages (ongoing) Ü
- IV. Fit-to-drive 2007: begin of discussion in Europe Ü
- V. Preparation of a „reader“ / list of references on traffic psychology and traffic medicine
- VI. Fit-to-drive 2008: Contributions from other European countries to PASS?



The steering group thanks the translators of PASS:

PASS English (Don Doenges)
PASS français (Roman C. Schaffer)
PASS Norsk (C. Christophersen)
PASS svenska (Gunnar Larsson)
PASS Magyar (Andreas Nolte)
PASS Greek.doc (A. Hatzipoulidis)
PASS español
PASS Dansk (Anette Meng)
PASS polski (Ilona Buttler)
PASS eesti (Gunnar Meinhard)
PASS Nederlands
PASS italiano (Max Dorfer)
PASS Russian

If you are interested to give us your support for translations, please let me know!

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