

# *Fit to Drive*

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



## A New European Traffic Safety Initiative – TPI: Traffic Psychology International

Day 2 - 26/04/2013

**Karin Müller**

**DGVP, Deutsche Gesellschaft für Verkehrspsychologie e.V.**

Don M. DeVol, Margit Herle, Jürgen Merz

## About TPI

### What is TPI?

TPI is a initiative of the German Society of Traffic Psychology (DGVP).

### Why TPI?

It becomes more and more necessary to disseminate knowledge about traffic psychology in Europe. European regulations will gain more and more importance for national legislation Traffic psychologists from DGVP and VdTÜV (Association of Technical Inspection Agencies) in 2009 decided to install a task force for international affairs, called “Traffic Psychology International” (TPI).

### Who is TPI?

Founding members: Don M. DeVol, Margit Herle, Jürgen Merz and Karin Müller. They form the actual TPI-Steering Committee (TPI-SC).

Colleagues from different EU-countries, working actively in TPI-Workshops

## Goals and Interests of TPI

TPI should

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

## Actual Activities of TPI

- TPI - Survey about the Situation of Traffic Psychology in Europe
- TPI - Workshops “Create the Future of Traffic Psychology in Europe”
- TPI - Website
- EU - Projects

## TPI - Survey about the Situation of Traffic Psychology in Europe

- Conducted in 2011 to get a first data base about the European situation in traffic psychology.
- Identified information about the national states of organizations, qualification and legislation in traffic psychology.
- First results reported on the 6th Fit-to Drive-Conference (DeVol et al.).
- Results of an in depth form of the survey and their subsumption under a common European curriculum for postgraduate education in traffic psychology are presented on the actual Fit to Drive Conference (Sucha et al.).

## TPI – Workshops “Create the Future of Traffic Psychology in Europe”

No.	Date	Place	Participants	Countries
I	May 2011	Berlin (D)	14	6
II	November 2011	Bratislava (SK)	15	4
III	May 2012	Vienna (A)	14	7
IV	November 2012	Brussels (B)	13	8
<b>V</b>	<b>May 13<sup>th</sup> 2013</b>	<b>Brno (CZ)</b>	<b>YOU ARE</b>	<b>WELCOME!</b>

## TPI – Workshop I – The Starting Point

### Central Aim:

- Find a common understanding, what traffic psychologists can offer society to reduce accident risk, injuries and fatalities and how they can at the same time ensure individual mobility.

### Identified common goals and tasks:

- Assess, train and educate drivers and other participants in road traffic
- Advise decision makers how to ensure traffic safety and mobility in general and esp. of the elderly,
- Rehabilitate drivers who have lost their driving licenses (DUI, speeding etc.),
- Advise legislation bodies, administrations, courts and public transportation systems to find modes of granting and regranting drivers` licenses by applying individually justified methods to serve the individual and society by preventing injury, fatality and other harm.

## TPI – Workshop I – **The Starting Point**

### Materials:

Participants received a package of materials with concern to traffic psychology, especially information about the evaluation of rehabilitation courses, regulations and quality prerequisites for institutions of driver assessment and rehabilitation programs in Germany.

Of special interest was the suggestion of a letter for political authorities, that all traffic psychologists in every nation could send e.g. to “their” national EU-Deputy in order to come in contact with him/her and to present what Traffic Psychology can contribute to European traffic safety.





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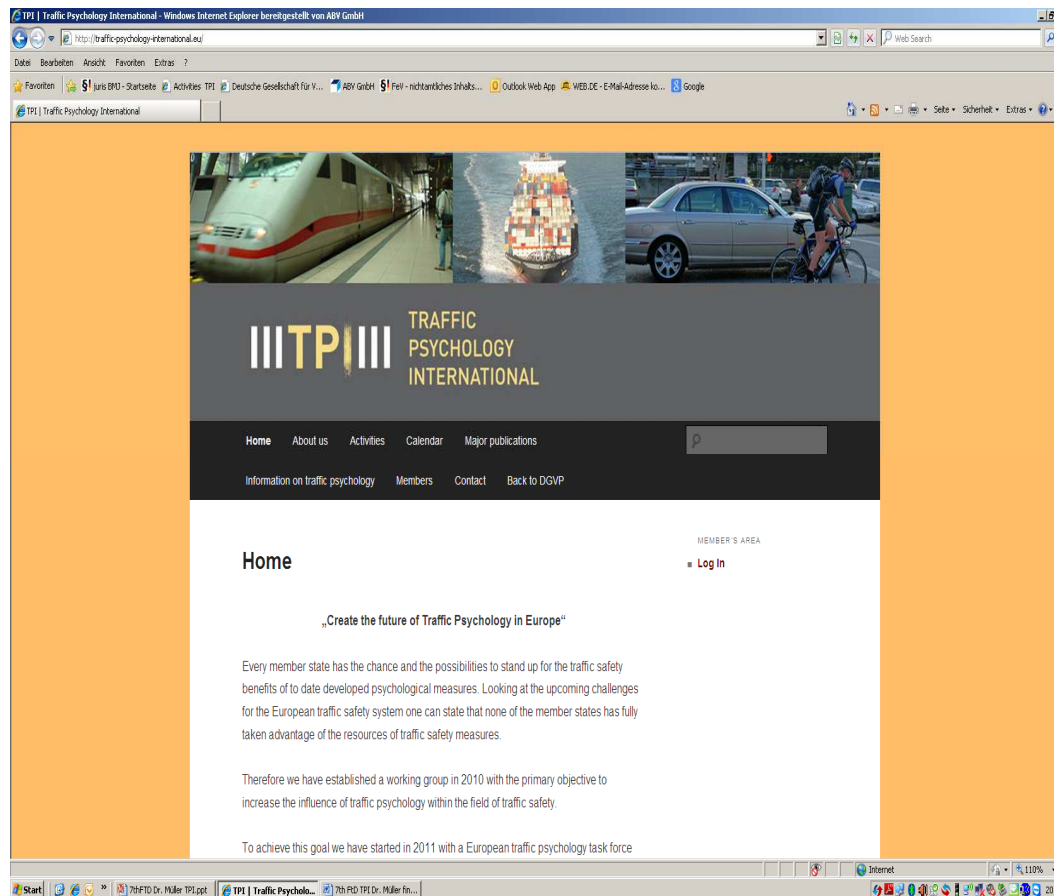
## TPI – Workshops II–IV - **Spotlights**

- Recurrently: Detailed reports of all participants about the situation of traffic psychology in their countries
- Detailed presentations about
  - Aging, Cognitive Impairments and Fitness to Drive (Brouwer, NL),
  - Traffic Psychological Training Programmes (Sucha, CZ),
  - The Evaluation of the Medical-Psychological-Assessment (MPA) in Germany (DeVol, D),
  - Belgian Alcohol-Interlock-Programme (Stuyver, B)

## TPI – Workshops II–IV - **Spotlights**

- Starting point of a common initiative to participate in international EU-projects
  - ⇒ PHAETON (Interactive Training Toolkit for Driver Improvement Courses in Europe)
  - ⇒ PROSIM (Psychologists for transport safety and sustainable mobility )
  
- Looking for cooperations to form a common European network of traffic psychology, contacts with the task force Traffic Psychology of EFPA (European Federation of Psychological Associations) and with CIECA (The International Commission for Driver Testing). WS IV: Mr. Vandenberghe from CIECA explained the aims and policies of CIECA, referring to common issues that CIECA and TPI share.

## The TPI – Website



On the website all information about TPI and its activities will be pooled.

There will be a separation in a public and in a non-public area.

The TPI-website will be linked to the website of DGVP.

[www.traffic-psychology-international.eu](http://www.traffic-psychology-international.eu)

## Strategic Perspectives of Traffic Psychology in the EU

One of the most important demands of European traffic psychologists must be implementation of psychological expertise in annex III of the EU driver's license directive\*:

### 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.”*

\*Suggestion by DGVP to the Directorate-General for Mobility and Transport (DG Move) of the European Commission in 2009

## Strategic Perspectives of Traffic Psychology in the EU

What Traffic Psychology needs is

- ⇒ recognition as a science based field within the traffic safety system
- ⇒ implementation of evaluated psychological measures, i.e. in assessment and rehabilitation
- ⇒ communication between EU-member states and between different traffic safety disciplines
- ⇒ promotion of education and research in traffic psychology on a European level.

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

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Contact:

Dr. Karin Müller

ABV GmbH

Alexanderstraße 5, 10178 Berlin

+49 30 24757819

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