

ICADTS Symposium

**The Road Ahead for Alcohol, Drugs and Traffic
Safety: Evolution, Revolution, and Research Needs**

Potsdam, Germany

September 8, 2011



Traffic Psychology in Germany

A close look at the German Traffic Safety System

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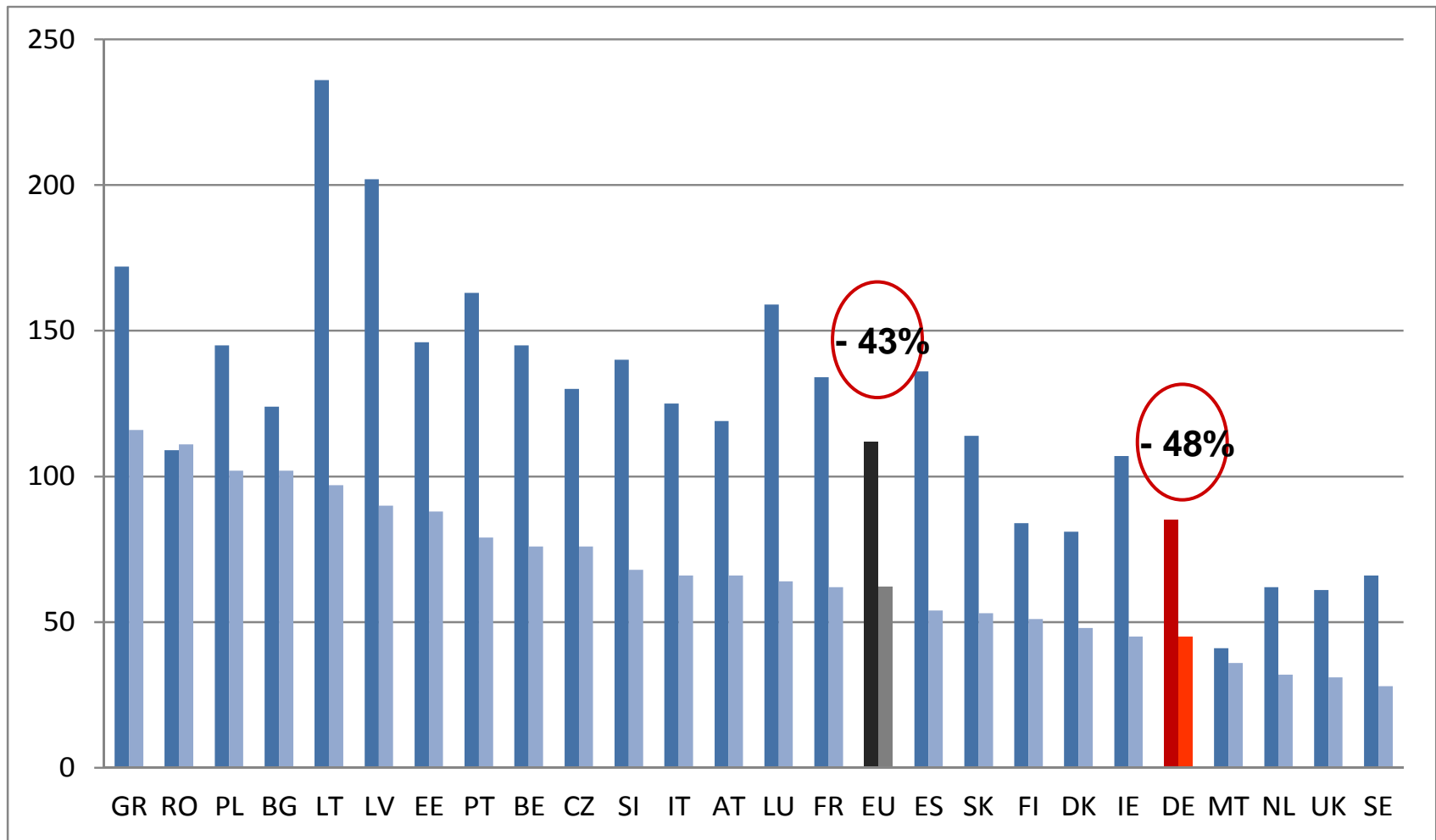
Erfurt, Germany

TÜV Thüringen

Mit Sicherheit in guten Händen!

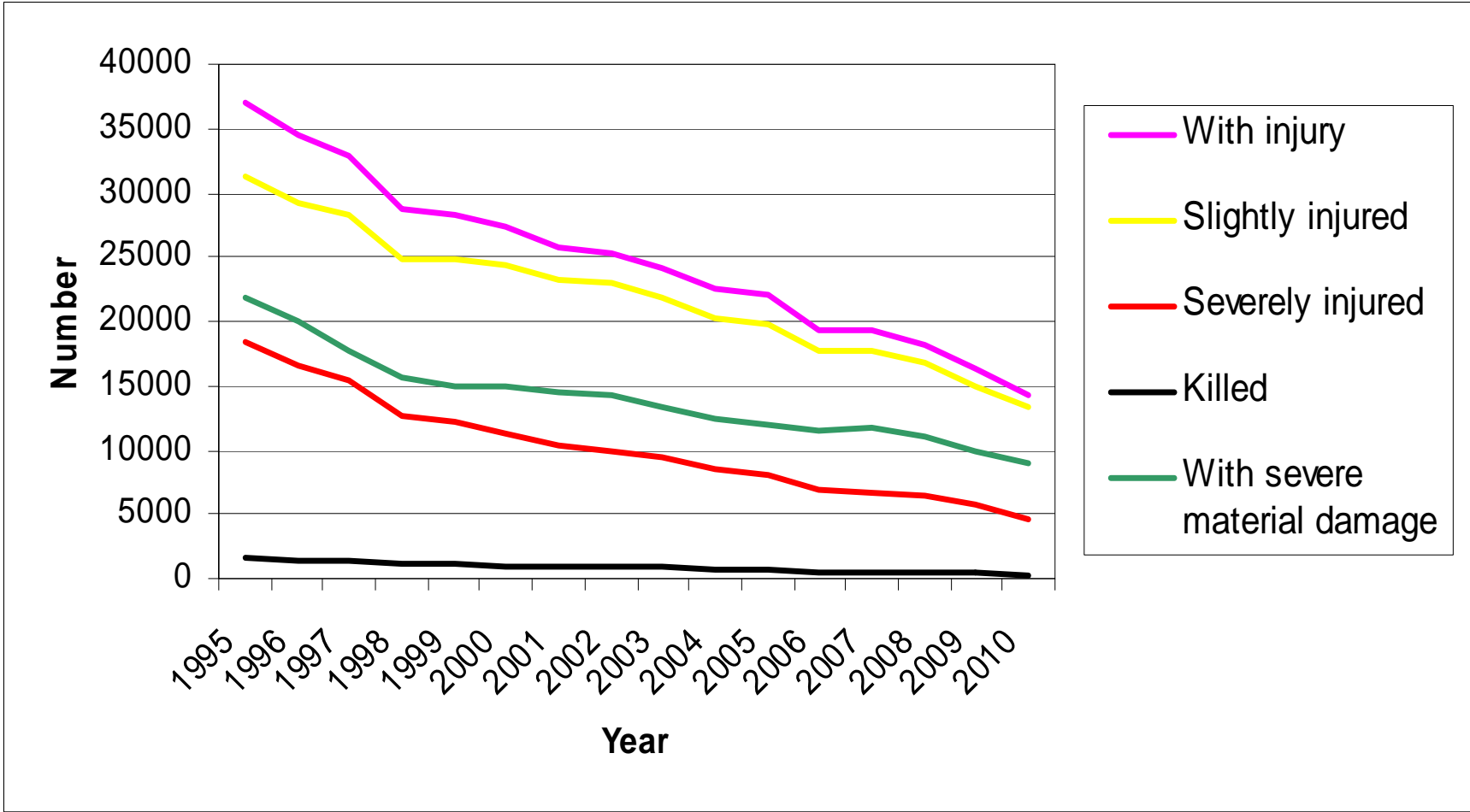
- 1. Numbers and Statistics**
- 2. Psychology within the German Traffic Law System**
- 3. The Medical-Psychological Assessment as a Road Safety Measure**
- 4. Research and legislation needs**

Traffic Fatalities in the EU 2001 vs. 2010 (per Mio. Inhabitants)



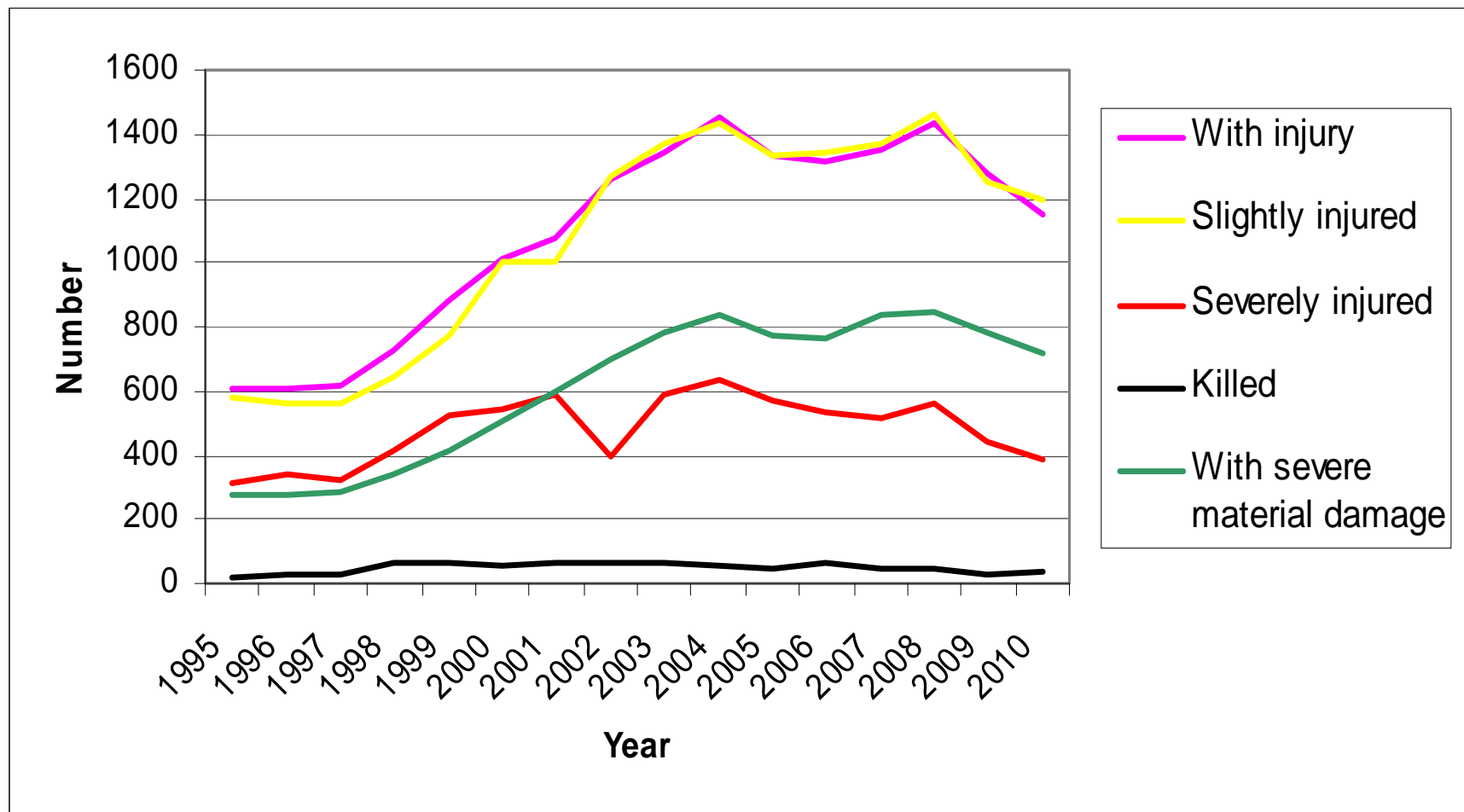
[Source: CARE - EU road accidents database / European Commission – DGMOVE]

Accidents under the Influence of Alcohol: 1995-2010



[Source: Statistisches Bundesamt]

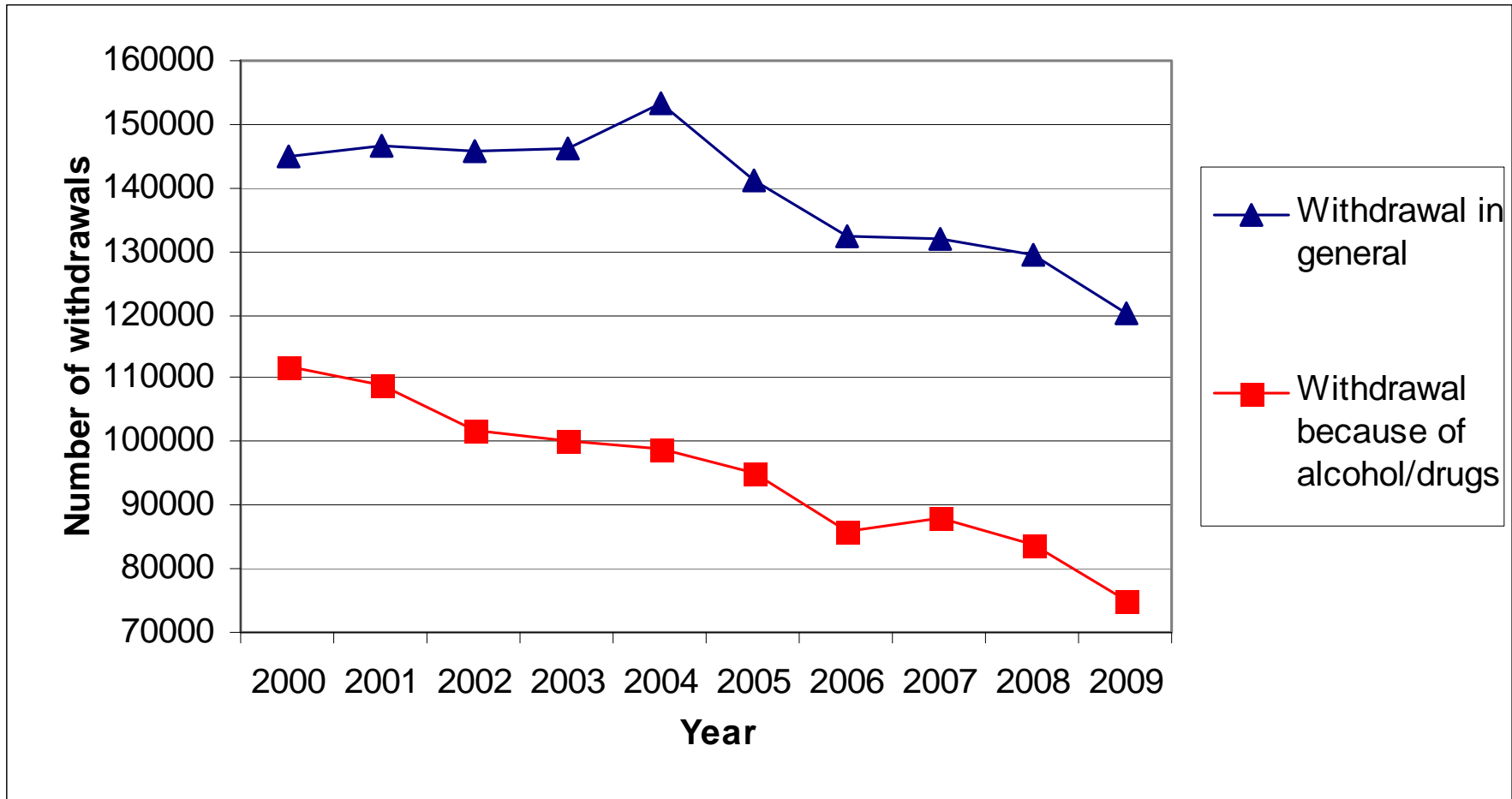
Accidents under the Influence of other Psychoactive Substances: 1995-2010



[Source: Statistisches Bundesamt]

Efficiency of Traffic Safety Measures

Withdrawal of Driver's Licenses in Germany: 2000-2009



[Source: Kraftfahrt-Bundesamt]

Psychological Measures within the German Traffic Law System

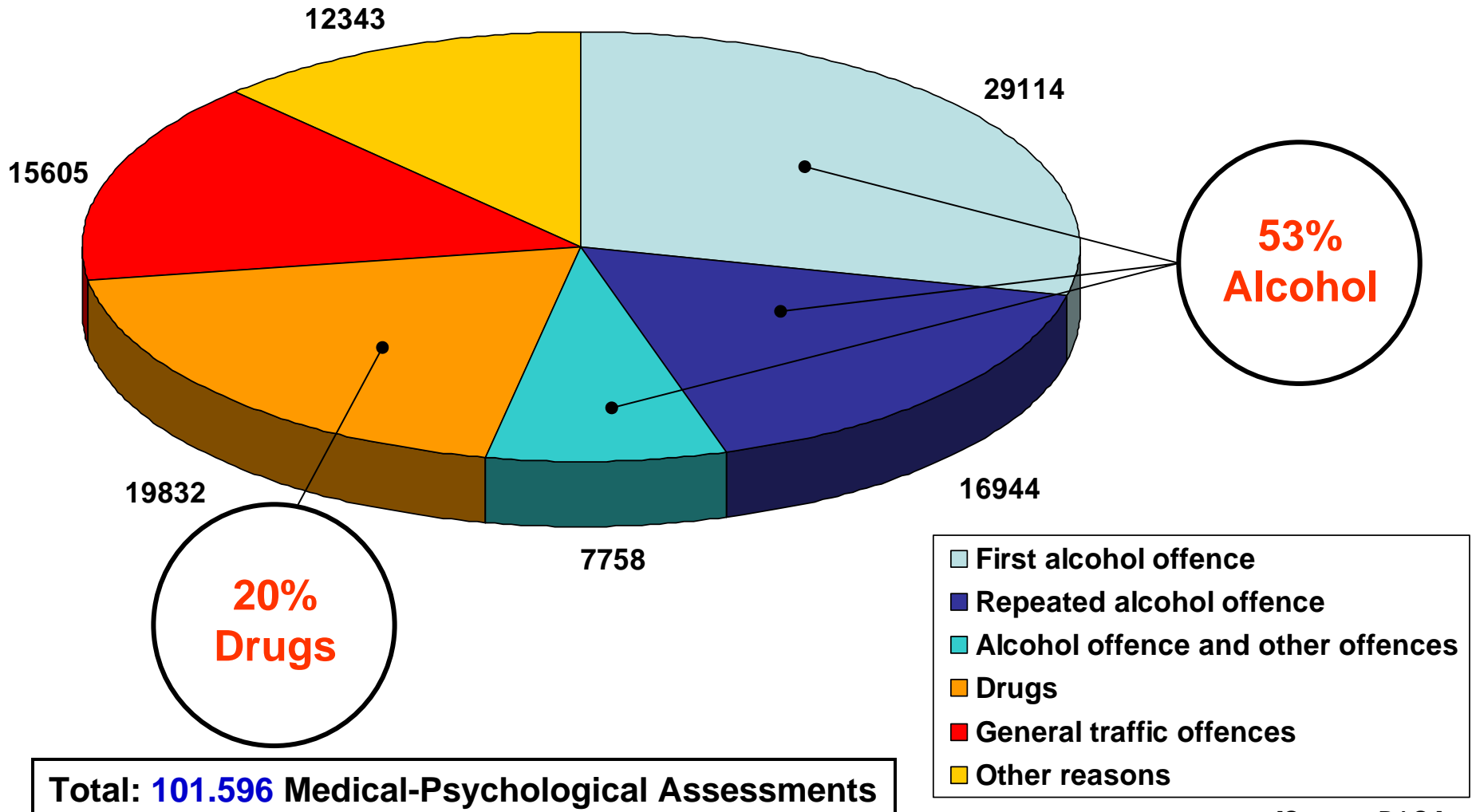
1. Assessment

- a. Bus and taxi drivers
- b. Drivers under the influence of alcohol or drugs (MPA)
- c. Drivers with multiple traffic offences (MPA)
- d. Handicapped drivers

2. Training and rehabilitation programs

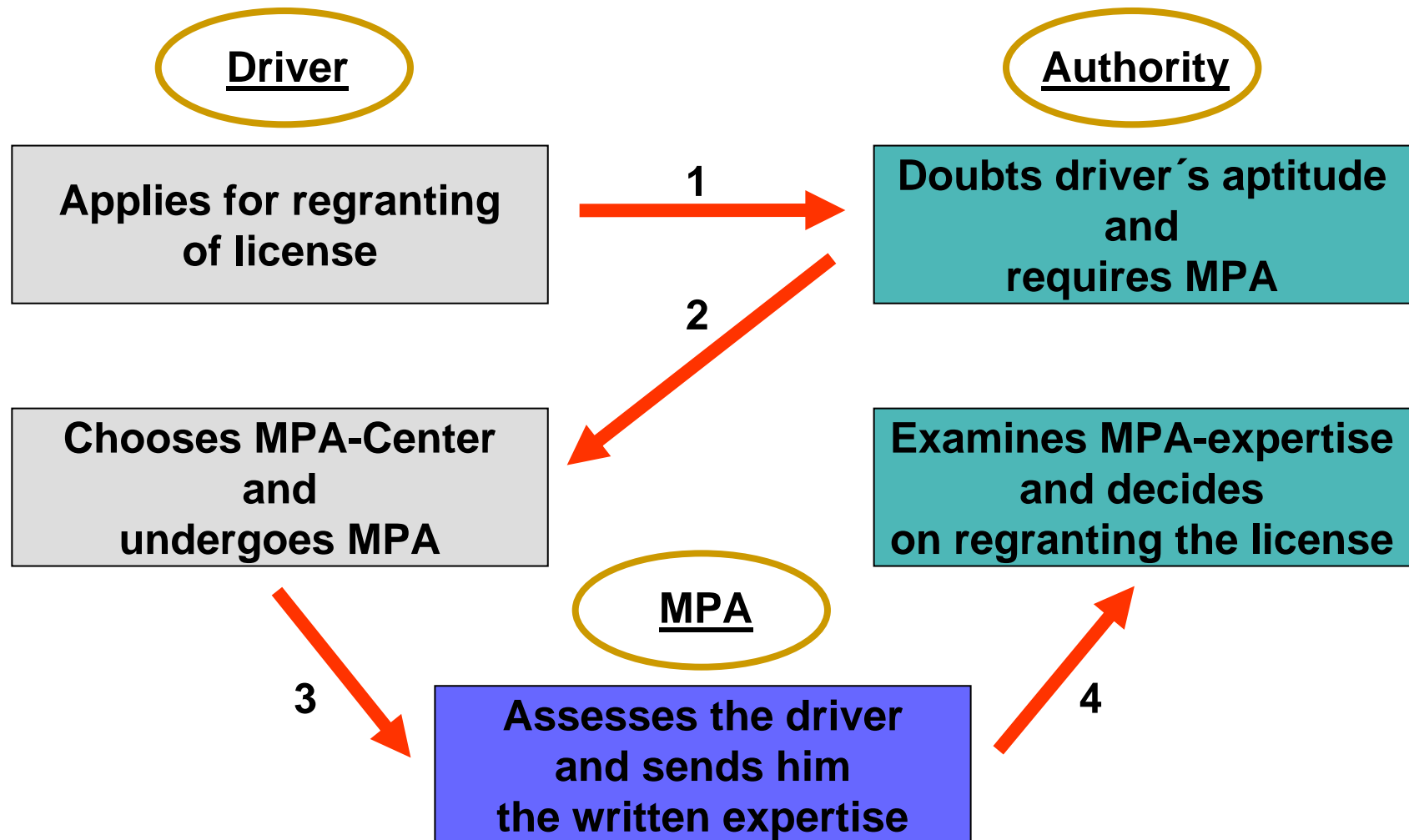
- a. Novice drivers with a severe traffic offence
- b. Drivers with multiple traffic offences within the demerit point system
- c. Drivers under the influence of alcohol and/or drugs

Reasons for MPA in Germany 2010

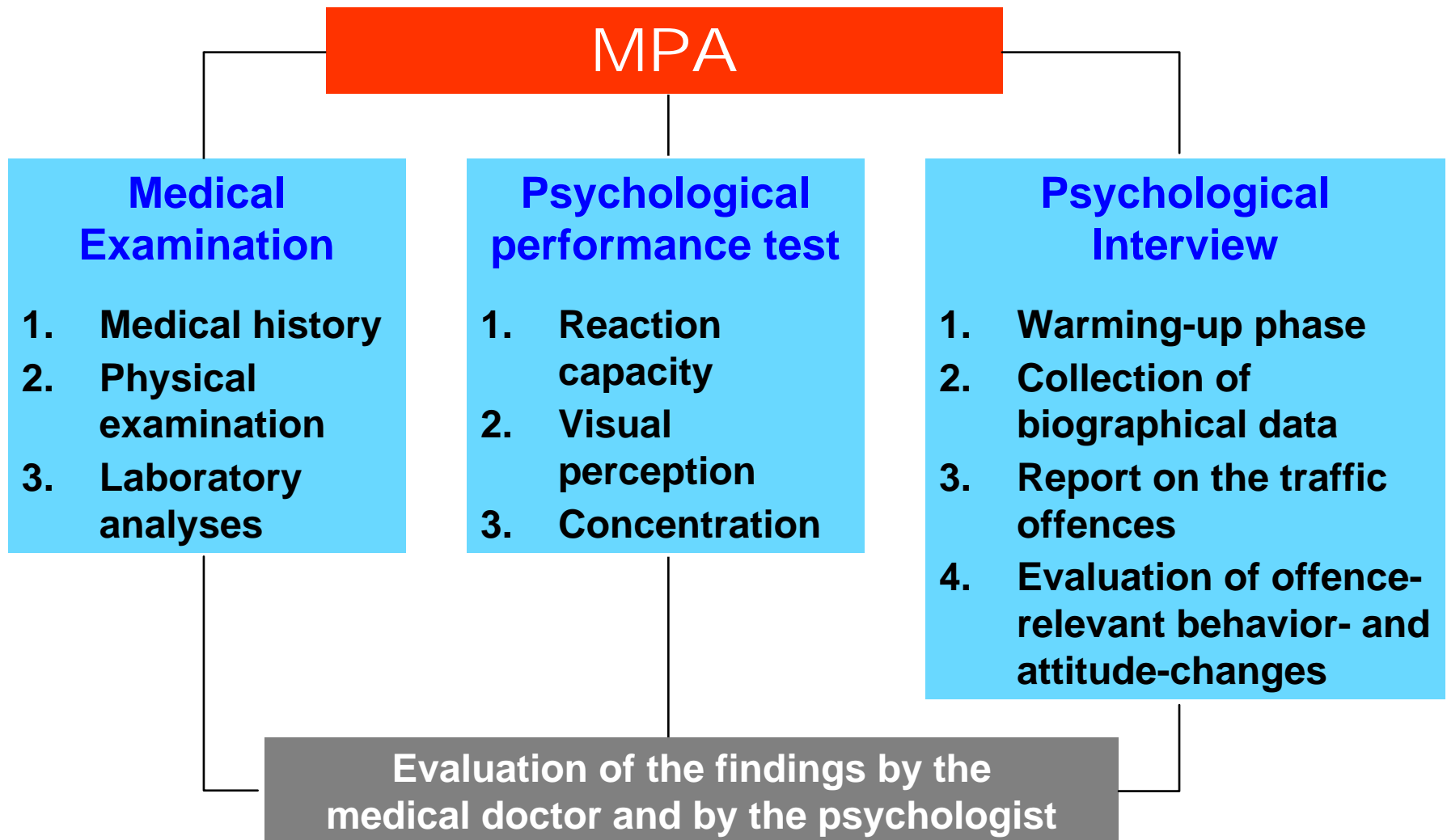


[Source: BAST]

Medical-Psychological Assessment of Traffic Offenders



Medical-Psychological Assessment



Possible Outcomes of the MPA

MPA

Negative Outcome:

- The driver's license **cannot** be regrantd
- Recommendations are given according to the MPA-results
- The MPA must be repeated

Partially Negative Outcome:

- Participation in a **driver improvement** course
- Then the driver's license **can** be regrantd

Positive Outcome:

- The driver's license **can** be regrantd

Research Results

▪ 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

▪ 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 and legislation needs

- Definition of research based criteria for evaluation studies on the effectiveness of psychological measures
- Definition of psychological and technical standards for a common EU-regulation of alcolock-systems
- Evaluation studies on the effectiveness of alcolock-systems combined with rehabilitation programs
- Introduction of minimum psychological standards for drivers with high responsibility (i.e. dangerous cargo and buss-drivers)
- Introduction of a harmonized point system as one prerequisite for implementing psychological measures

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 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.

*Many thanks
for your attention !!*



Visit us
in Erfurt!!

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