

Evaluation of rehabilitation models for different types of traffic offenders

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Development of driver rehabilitation in Europe

Starting in the 1970th in the German speaking countries

- First programme by TÜV Hannover/Germany, followed by Switzerland and Austria.

2002 (EU-project ANDREA)

- Programmes in 10 European countries were documented.

2007 (EU-project DRUID – first information)

- About half of the 29 European states (Switzerland and Norway included) provide driver rehabilitation programmes in one or another way.

Reasons for the importance of driver rehabilitation

- Firstly, driving is a learned behaviour, thus it can be influenced or changed.
- Secondly, fines and/or withdrawal of driving license are not always sufficient for behaviour modification.
- Thirdly, measures helping to re-establish fitness to drive are needed supplementary to driver assessment.

Characteristics of driver rehabilitation programmes

- Person-based intervention (psychological, therapeutic, educational).
- Aiming at a change of the individual problem behaviour in traffic.
- Main method is discussion and self-reflection supported by information material.
- Mainly group intervention with several meetings over a defined time period.

Target groups of driver rehabilitation programmes

Driver improvement programmes for the following groups:

1. General traffic offenders
2. Alcohol intoxicated drivers
3. Drivers under the influence of drugs

Most programmes are connected with legal consequences, e.g.

- Reduction of penalty points or punishments (e.g. fines)
- Avoidance of further prosecution
- Condition for ongoing validity of driving license, for reduction of license suspension period or for regranting of driving license.

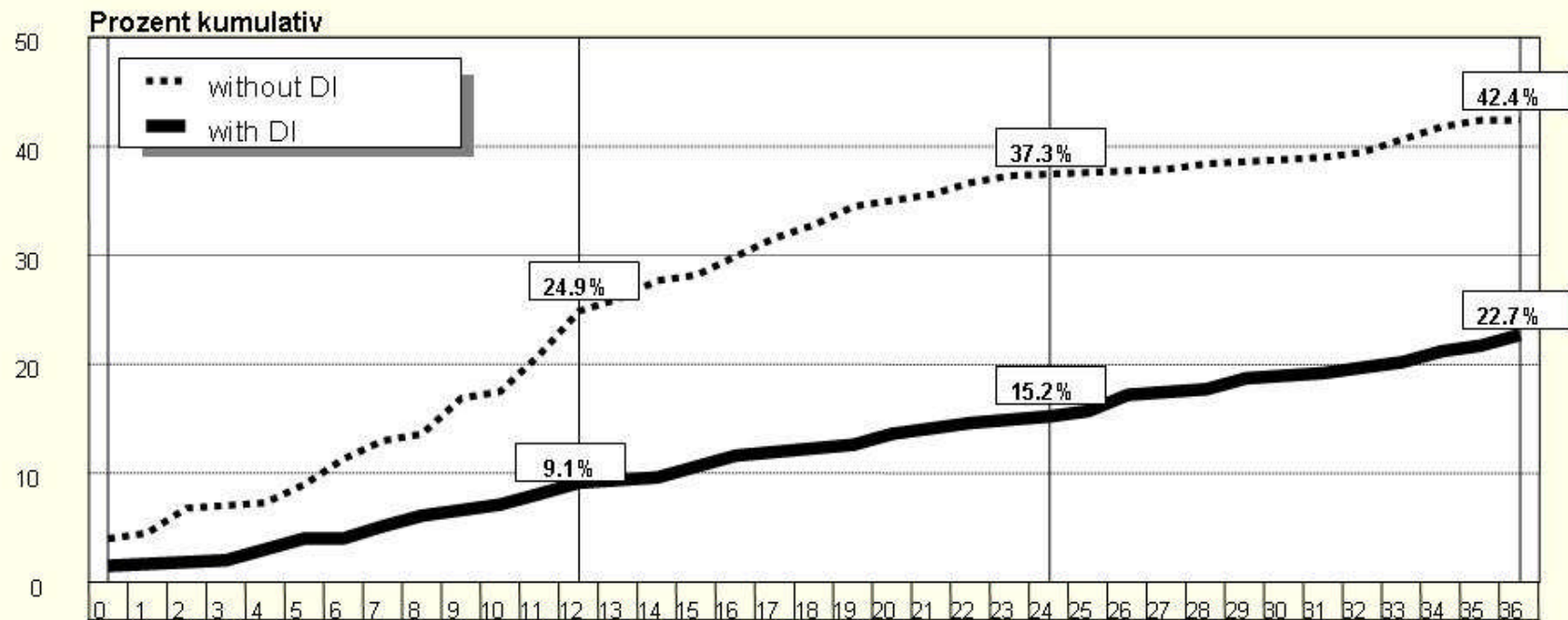
Effectiveness and acceptance of driver rehabilitation

- Quantitative and qualitative scientific research joined the development of driver improvement from the beginning, on one hand to optimize the measures and procedures continuously, and on the other hand to prove its relevance for traffic safety.
- The most prominent criterion is the so-called legal probation, measured by recidivism.

ANDREA project – Recidivism

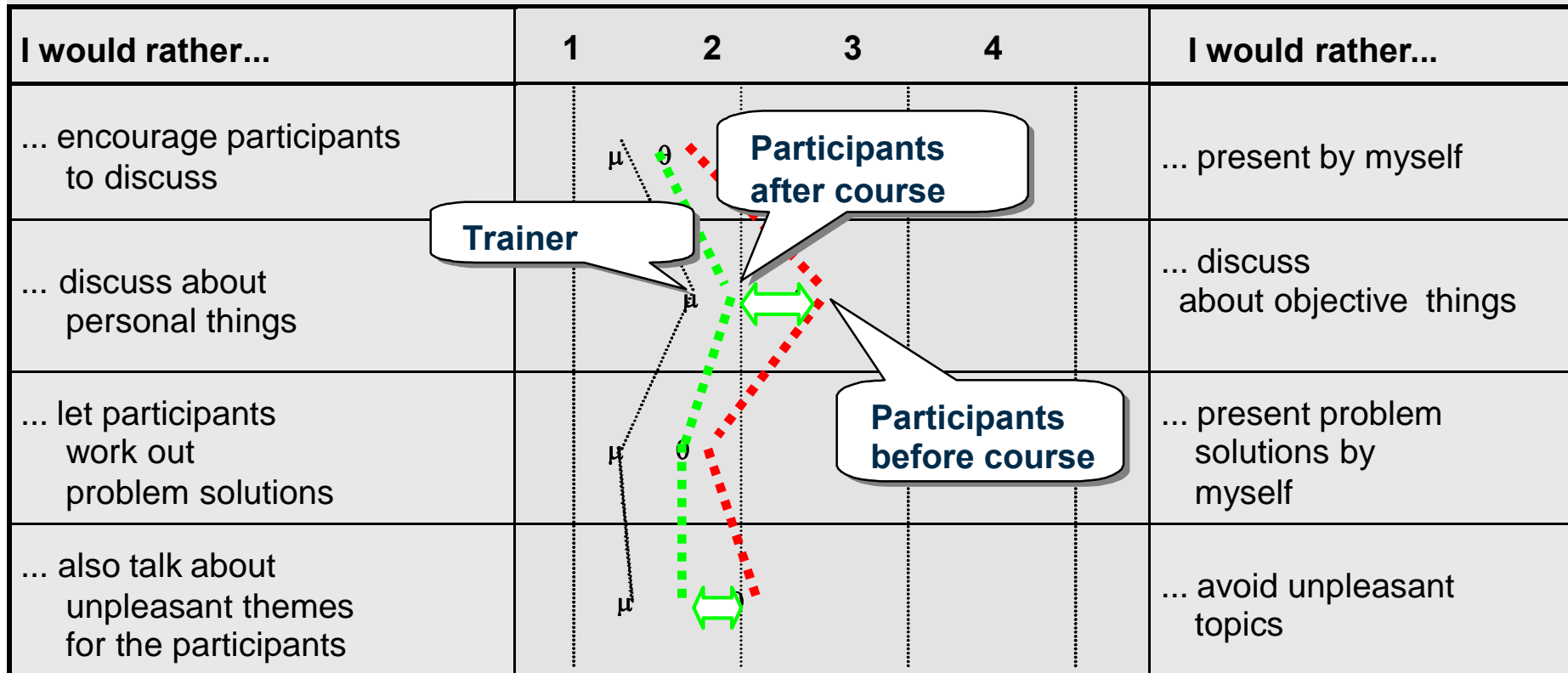
“Magical minus 50 percent”

Recidivism in months



Grafik KfV Steiermark

ANDREA project – Usefulness of contents (confirmed by 89 % of participants)



Transition of driver rehabilitation from national to EU level

ANDREA was the first project which draws attention to the value of driver rehabilitation on EU level.

SUPREME, an actually ongoing EU project searching for best practises for traffic safety in the Member states, is mentioning driver improvement as well.

DRUID, another current EU project focuses on all relevant aspects of driving under the influence of alcohol, drugs and medicines considering driver rehabilitation, too.



DRUID – Workpackage 5 “Rehabilitation”

General aim

- Increasing and actualizing knowledge on rehabilitation measures for intoxicated drivers in the Member States.

Specific goal

- Identifying good practice regarding driver rehabilitation for drink-driving and drug-driving offenders.

Expected outcome

- Being in a position to propose/impose rehabilitation schemes to drivers adequate to their problem behaviour and having a positive impact on traffic safety.



DRUID – Workpackage 5 “Rehabilitation”

Part 1 – data collection

- Update of existing rehabilitation programmes and approaches in the Member states and outside (literature review, questionnaires sent to rehabilitation and assessment providers).
- Update of effectiveness and success of rehabilitation programmes (feedback study focusing on the change process, in depth analysis on reasons for recidivism/ second time course participation).
- Update regarding quality management.



DRUID – Workpackage 5 “Rehabilitation”

Part 2 – Evaluation instrument

- Development of an evaluation instrument for good practises (based on the outcomes in part 1 - data collection and expert hearings).

Part 3 – Validation

- Validation of existing rehabilitation schemes.
- Proposition of adequate rehabilitation schemes for different groups of drivers.