

Fit to Drive

2nd International Traffic Expert Congress
Vienna from June 14th - 15th 2007



Welcome

Solidarity in Traffic

A Look at the Future and at a New Paradigm
of Driving Behaviour Modification

Dipl.-Psych. Dr. Bernd P. Rothenberger, Germany
Bundesverband Niedergelassener Verkehrspsychologen (BNV)



OVERVIEW

- Safe mobility and solidarity in traffic are inherently connected.
- The idea of solidarity is not a vision in the future. Solidarity is in the here and now.
- Solidarity, not safety is the first principle in traffic psychology.
- Solidarity can be the guiding principle to all three levels of prevention aimed at improving and securing mobility.
- To improve traffic safety we should encourage at the norm of solidarity and the idea of a solidary community or a just community of all drivers.

The TRAFFIC SITUATION in EU

PROBLEM: One big stressor in traffic is the vanishing of solidarity in the behaviour and character of the drivers.

SOLUTION: Connecting the improvement of traffic safety to individualised behavioural techniques, based on empirical evidence **and** on the norm of solidarity.

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The European vision becomes true, if

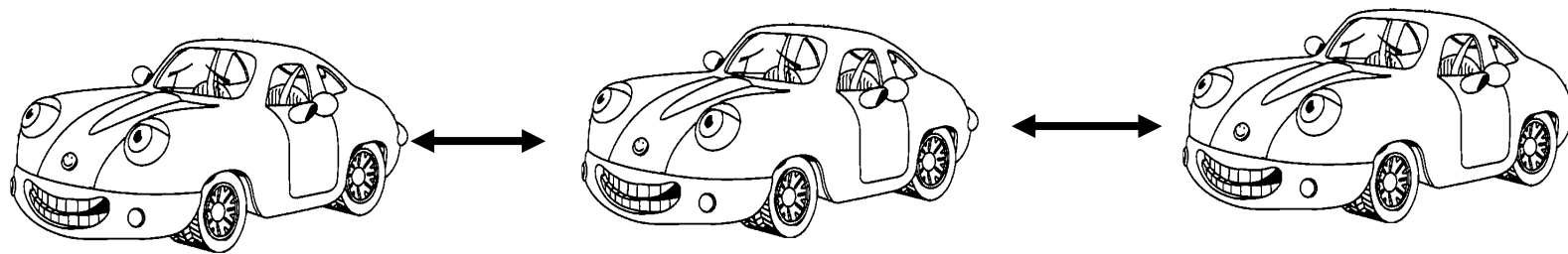
1. we have a holistic model of the individual mobility competence of all drivers,
2. the focus is on the behaviour and the emotions of the individual driver. All drivers should learn how to regulate their emotions and irrational cognitions behind the wheel,
3. we succeed to motivate the 250 million EU-drivers to a solidary and supportive driving behavior.

The norm of solidarity in traffic

Definition of „solidarity“ (Webster) :

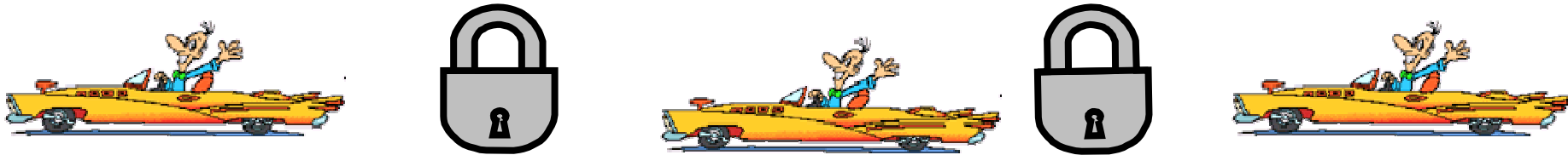
“agreement of interests, aims, principles or responsibilities in a group.”

Who is the solidary driver?



- Solidarity in traffic means the practice of driving in a solidary **relationship** of the individual drivers to other drivers.
- Unsolidary behaviour is driving in an oppositional-impulsive or a defensive and risk-reducing mental state.

How can we reach the aim of solidarity in traffic?



To stop the trend of escalating accidents in EU, we should not only select and assess the impulsive driver. It is more effective to develop the norm of **solidary responsibility** of all drivers.

A behaviour modification approach to encourage solidarity in traffic

Driver improvement is in essence **character improvement** of the driver, her/his intrinsic motivation to be a good driver,

emanating from a practice of solidarity with all drivers on the road.

building together a "**solidary responsibility community**".
(John Dewey, K.-O. Apel)

Professional Solutions (1)

Driving psychological therapy comes out of psychological lessons and concepts of

- **Clinical psychology** (clinical diagnostic, group dynamics, psychotherapy, MATCH, TTM of change)
- **Health psychology** (addictive behavior, stress management, health related behaviours)
- **Traffic psychology** (traffic safety, driver improvement)

Professional Solutions (2)

Driving psychological therapy is a new paradigm. It means **the interdisciplinary perspective of traffic law, traffic psychology and psychotherapy** (Perspektivenverschränkung)

- a. **Three levels of the emotional intelligent driver** (Leon James)
- b. **Three sequences of mobility competence** (Leon James)
 - sensomotoric sequence: sensomotoric excellence
 - cognitive sequence : Empathy and role-taking
 - affective sequence: solidarity and self-acceptance or self-love (H. Frankfurt).

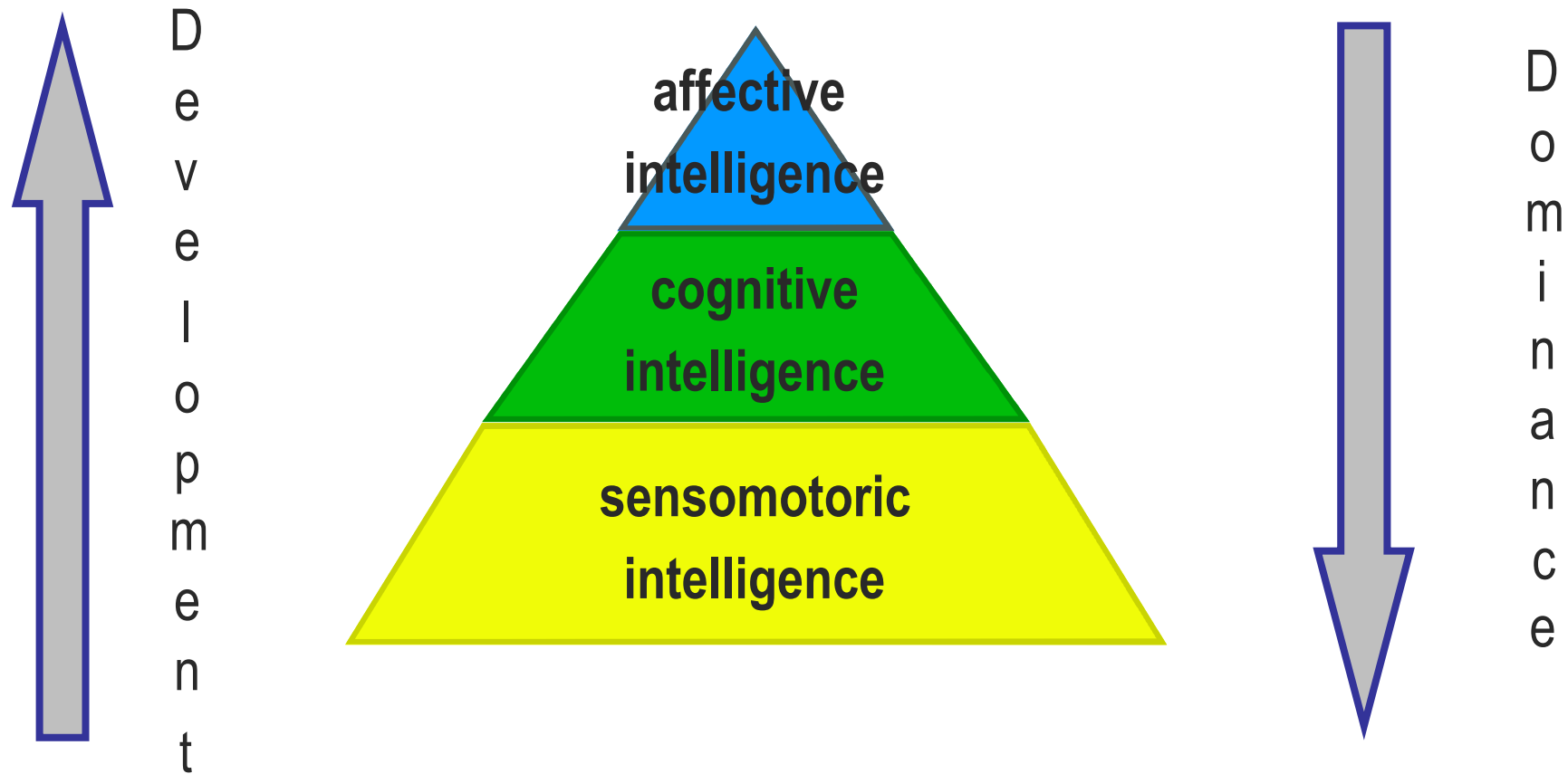
a) Three levels of mobility competence

(after L. James 2000, 2004)

Level	affect	cognition	sensomotoric driving behaviour
1	Oppositional	egocentric	selfish, reckless, impulsive, and hostile; expresses criticism; feels insulted, insecure
2	Defensive	logical	suspicious, wary; prudent but competitive, and restrained; expresses meta-worries
3	solidary&supportive	prosocial	communicative; helpful, friendly; expresses enjoyment and optimism on the road

b) Three sequences of the emotional intelligent driver

(L. James 2000)



Practice based evidences

1. The norm of solidarity in traffic is related to the idea of sequences or levels of mobility competence.
2. The highest level of mobil. competence is solidary driving.
3. The most effective and shortest way to improve mobility competence is ab behavior modification approach: „*driving psychological therapy*“ (Verkehrspsychologische Therapie).

Evidence based practice

1. The driving psychological therapy is an evidence based practice. This form of behaviour modification is

- descriptively based in a psychological theory
- normatively based on the traffic law and on character values
- empirically proved by studies of legal probation
- clinically effective by psychotherapeutic interventions
- practically proved by evidence-based interventions in the private practice
- organized and supervised in a national service system (BNV)

The figures

2a The therapeutic interventions have a *practice-based evidence.*

The therapy has an empirically proven impact on

- individual justice
- individual safe mobility in more than 90%
- the improvement of traffic safety. Relapse-rate in three years: round about 3,5%.

The comparative effectiveness

Relapse rates of traffic psychological interventions and
driving psychological therapy (Dr. H. Mayer, 2006)

time of legal probation

	3 years	5 years	10 years
Negative MPA and rehabilitation of hard core driver	≈ 14 %	≈ 21 %	
Driving psychological therapies according to IVT-Hö, BNV and PRO-NON	3,5 - 4 %		

Open Questions

1. Sustainable solidary behaviour – **do we need a life long learning and a life-span driver education?**
2. Programs that integrate aggressive and drunk driving prevention with other traffic safety initiatives?
3. What are the **psychological mechanism** and **common or specific factors** of the driving psychological therapies?
4. Therapy: **voluntary** or with **legal consequences?**
5. **A European network** of traffic psychologist working in private practice.

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Thank you for your attention

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