

# *Fit to Drive*

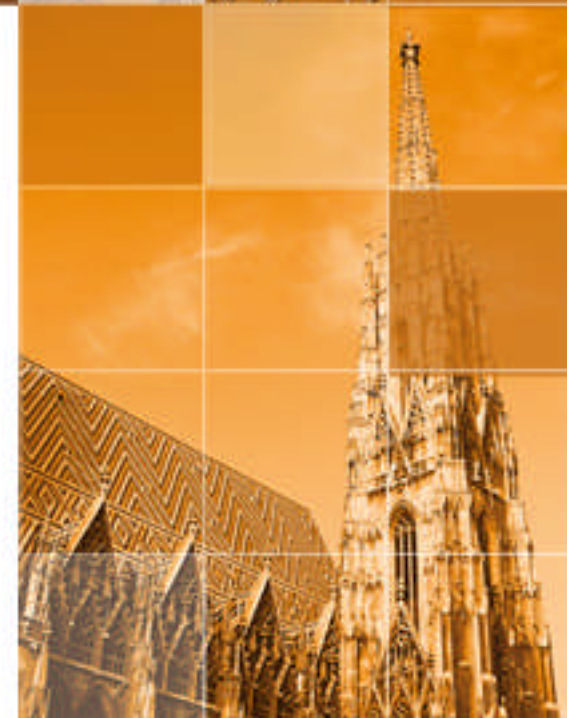
2nd International Traffic Expert Congress  
Vienna from June 14th - 15th 2007



Welcome

## Evaluation of the medical- psychological assessment procedure MPA in Germany

Horst Ziegler, Psychologist,  
TÜV Hessen , Frankfurt Germany





- **The medical / psychological system applied for the assessment of driving aptitude in Germany**

- How effective and reliable are predictions?

- Scientific results und findings to date in Germany

- How effective are the assessment criteria applied for assessing driving aptitude?

- New evaluation study conducted by the VdTÜV in Germany in 2007



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- **Federation of Technical Control Boards Association (VdTÜV) Driving Aptitude Commission**

- New assessment criteria for driving aptitude applied since 1986 in the assessment centres of VdTÜV members
- Implementation on a compulsory basis in all assessment centres in Germany since 2006



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## Begutachtungs- Leitlinien zur Kraftfahrereignung

Erweiterte 2. Auflage

## Kommentar

Wolfgang Schubert  
Walter Schneider  
Wolfgang Eisenmenger  
Egon Stephan

KIRSCHBAUM VERLAG BONN

## Urteilsbildung in der medizinisch-psychologischen Fahreignungsdiagnostik

## Beurteilungskriterien

Wolfgang Schubert  
DGVP  
Rainer Mattern  
DGVM

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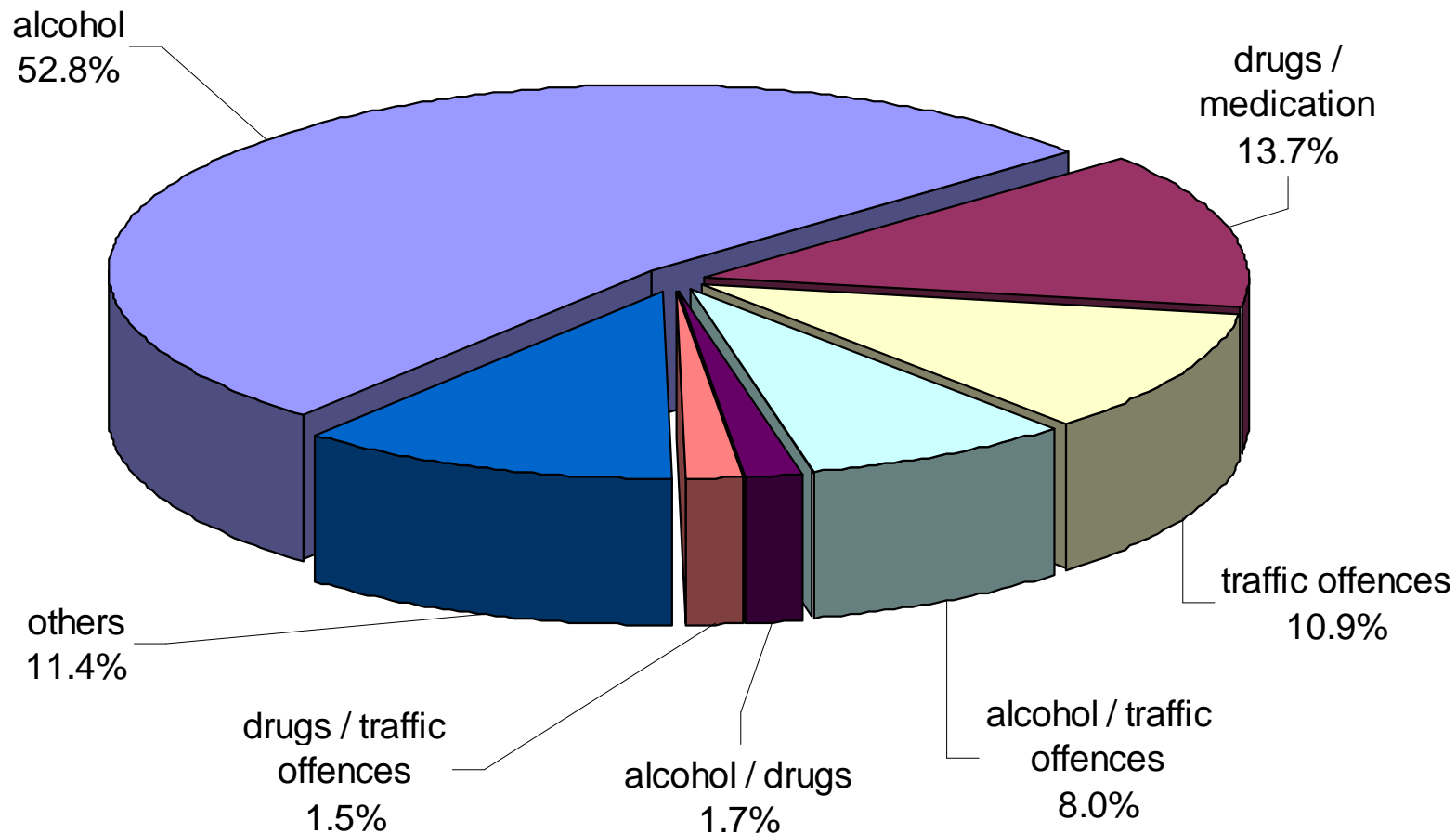
Schriftenreihe  
Fahreignung

- **Federation of Technical Control Boards Association (VdTÜV) Driving Aptitude Commission**  
**Participants of the new study:**

- TÜV Süd
- TÜV Nord
- TÜV Rheinland
- TÜV Pfalz
- TÜV Thüringen
- TÜV Hessen
- DEKRA



## MPA in Germany 2005: 104 325 cases



- **„EVAGUT“-Study in Germany VdTÜV**  
(Jacobshagen & Utzelmann 1996)

How efficient is the MPA?

Following an MPA in 1987-90

- 3039 motorists with drink-driving offences
- 4219 motorists with a high number of traffic offences

were successful in MPA or recommended to attend a retraining course



- **„EVAGUT“-Study in Germany 1996**

level of recidivism after 3 years:

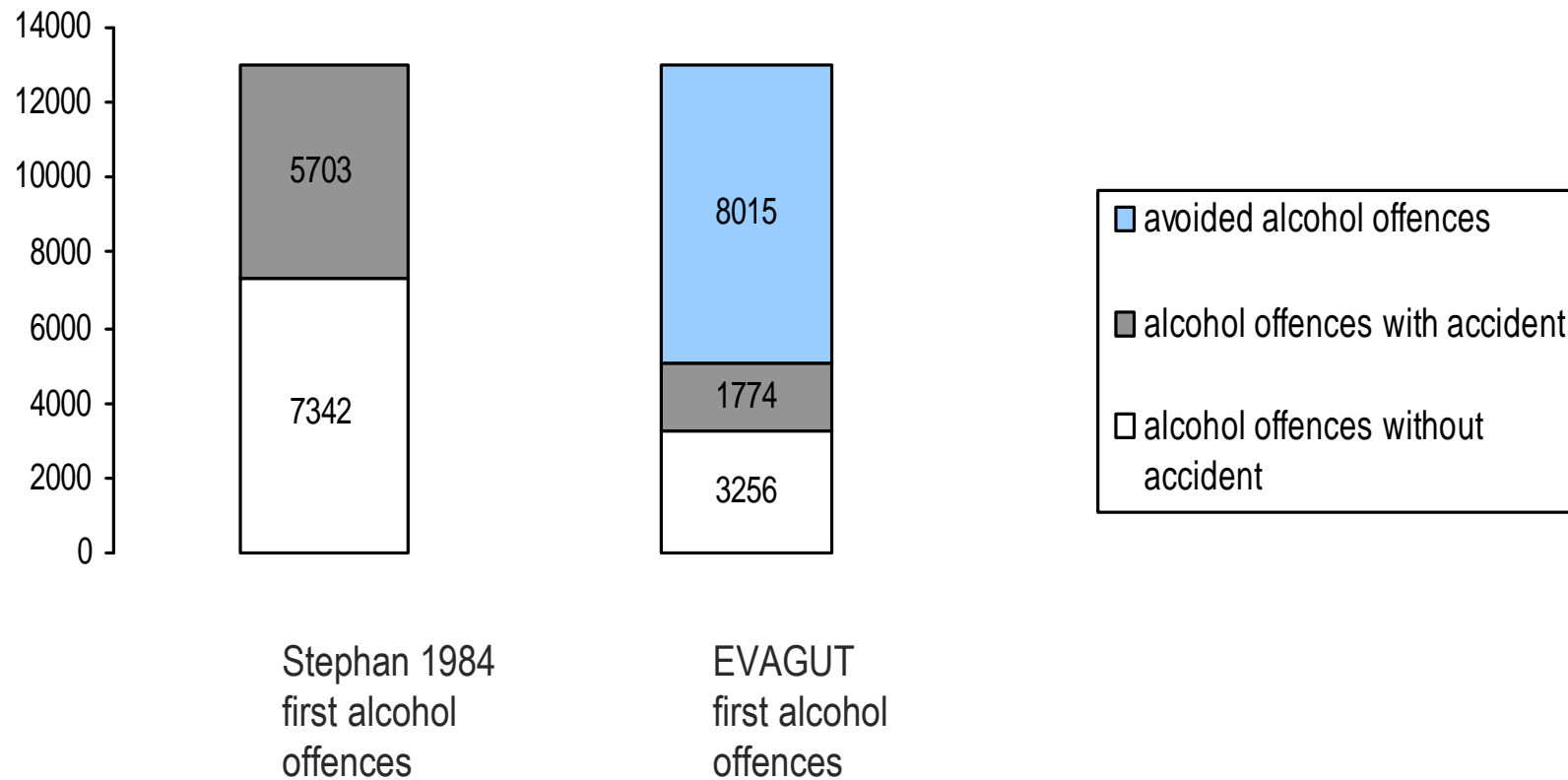
**12.2% for drivers with alcohol offences**

compared with the figure expected after 3 years:

**24.9% for drivers with first alcohol offences in the  
Stephan study dating from 1984**



## Post-MPA drivers not committing alcohol offences over a monitored 3-year period, EVAGUT-Study 1995



- **„EVAGUT“-Study in Germany 1996**

level of recidivism after 3 years:

**13.8% for drivers with alcohol offences attending retraining courses**

compared with figure expected after 3 years:

**24.9% for drivers with first alcohol offences in the Stephan study dated 1984**



- **„EVAGUT“-Study in Germany 1996**

➔ recidivism rate after an MPA in both groups  
more than halved compared with the figures  
expected over a 3-year registration period



- **“EVAGUT”**: Incidence of recidivism to assessment criteria

The following factors are the most significant in determining levels of recidivism

- **Change in the pattern of alcohol consumption**

(reduction in the amount of subsequent alcohol consumption)

- **Stability in current alcohol consumption patterns**

(Drinking regulations are also observed on special occasions, effective drinking control was assessed as being achievable)

- **Control of conduct where there is a conflict between drinking and driving**

(Organisation of occasions on which alcohol is to be consumed, realistic appraisal of amount of alcohol consumed)

- **Motivation and stabilisation of changes**

(Consolidation of new patterns of conduct, long-term and effective incentive for change in conduct, conducive background factors).

- **Summary of the results of “EVAGUT” Part C information on the assessment criteria**
  - The developed assessment criteria were applied as expected
  - There is an established relationship between the criteria applied upon which assessments are based and behavioural patterns predicted

- **Effectiveness of „BUSS“**  
(Jacobshagen 2001)

200 motorists with drink-driving offences after a MPA in 1994-96 (TÜV Nord) being trusted to drive again

level of recidivism over 3 years:

→ **6.5 %** („EVAGUT“ TÜV Nord **12,3%**)



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- „The legal efficiency of drink-drivers“  
(Maukisch, Kannheiser & Radwan 2000)

141 motorists with drink-driving offences after an  
MPA in 1986-96 - 20 persons trusted to drive

level of recidivism after 3 years:

**→ 10 %**



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- **A new planned study in Germany 2007 from the Federation of Technical Control Boards Associations (VdTÜV)**

goals and questions:

- How effective and reliable is the prediction?
- What are the results more than 10 years later?
- How valid are assessment criteria for driving aptitude?

- **Transferability of the results of the study**
  - Use of the identical assessment criteria by all bodies
  - More than 75 % of all assessments are prepared for those participating in the study

## Target groups of the new study „Evaluation of the MPA in Germany“

| <b>cases</b>              | <b>MPA (in 2002)</b>                         | <b>new alcohol offences: yes</b> | <b>new alcohol offences: no</b> |
|---------------------------|--|----------------------------------|---------------------------------|
| first alcohol offences    | Successful outcomes (N = 400)                |                                  |                                 |
|                           | rehabilitation courses recommended (N = 400) |                                  |                                 |
| repeated alcohol offences | Successful outcomes (N = 400)                |                                  |                                 |
|                           | rehabilitation courses recommended (N = 400) |                                  |                                 |



- **Approach adopted in the new evaluation study**
  - Cell size approximately 400 persons
  - Distribution at random
  - Number of assessments per supporting body in accordance with the proportion of survey figures for 2002
  - Evaluation by the Federal Office for Motor Traffic (KBA) of reoffenders in the central traffic register
  - Period of time covered – 3 years
  - The personal results are sent back by the KBA without the names of offenders being disclosed



- **Problems in a control group of persons with unsuccessful outcomes**

- ◊ A large number of contradictory factors and consequences exert such a powerful impact on the question as to whether individuals are likely to reoffend that it is not possible to make a reliable statement concluding that the individual concerned should have his driving licence returned. (therapeutic intervention / support system available for those with unsuccessful outcomes, subsequent “Driving without a driving licence“ offences, etc.)

- **Drivers under observation (control-group)**

→ Breathalysed drivers whose have had alcohol-related motoring offences recorded in a special nationwide transport register, having been caught with an blood alcohol concentration (BAC) of less than 0.11 % without an MPA or any treatment (i.e. Alcohol courses for young driver).



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- **Comparison and classification of results**
  - Preliminary studies (EVAGUT, BUSS, etc.)
  - Quasi control group of those reoffenders with low blood alcohol levels



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- **Schedule of forthcoming events**

To be carried out and evaluated by (to be confirmed)  
Professor Dr. Georg Rudinger,  
Centre for empirical methods and evaluation ZEM,  
University of Bonn

|                              |                              |
|------------------------------|------------------------------|
| Beginning of data collection | August 2007                  |
| Evaluation of data           | Early 2008                   |
| Presentation of results      | “Fit to Drive“ congress 2008 |