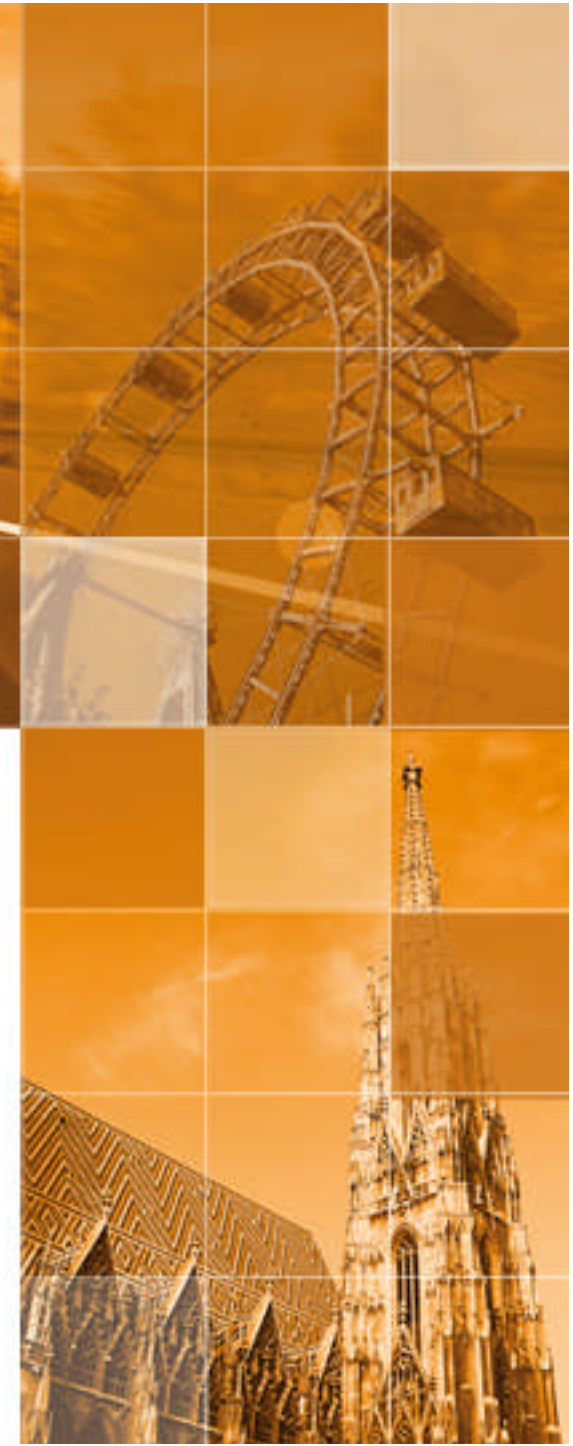


Fit to Drive

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



Welcome



The Second Fit to Drive Congress – Summary, Conclusions and Perspectives

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Objectives of the FTD Congress

- ➔ contribute towards halving road traffic fatalities within the EU to 25000 by 2010
- ➔ create a forum for discussing the development of fitness to drive requirements:
 - ➔ best possible support for individual mobility
 - ➔ fulfilling the safety demands of society
- ➔ co-operation of international organisations
- ➔ communication of scientists, driving trainers, administrators, police and other professions involved



Fit to Drive 2006 (Berlin, Germany):

Primary Prevention

Secondary Prevention

Early safety education and training in childhood	Driving Under the Influence
Driver training	Risk Assessment
Risk and accident prevention	Mobility for Specific Target Groups

Comparing Traffic Safety in Europe

Criteria for Future Models of Driving Fitness

Quality Assurance



Questions arising from 1st Fit to Drive meeting:

- How can we improve cross-national communication, comparison and co-operation on the implementation of effective measures?
- How should valid models of driver behaviour be put into practice?
- Cost: how do we demonstrate the economic outcome of measures?
- Can we find new sources for financing research, development and implementation?

•In line with that.....

Fit to Drive 2007 (Vienna, Austria):

Primary Prevention

Secondary Prevention

Driver training	Senior driver mobility
Young drivers	General and neuropsychological assessment
Group behavior of young drivers	Evaluation of assessment
Eye sight	Alcohol Ignition interlocks
Demerit point systems in various EU states	Rehabilitation
Unlicensed drivers	Model for safe individual mobility
Fatigue	



General

Cost benefit analyses of traffic safety measures

Solidarity in traffic

Best Practice in the EU

3rd EU Driving License Directive



Fit to Drive

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Goal:

- Overview of presentations and core issues
- Conclusion
- Perspectives



Primary Prevention

Driver training (DT)

2nd phase of DT in Austria

= (1) feedback in driving session, (2) road safety training, psychological education and (3) 2nd feedback before probation ends after a total of 2 years

- for novice drivers in effect since 2003
- evaluation of **accident reduction**, **attitude change** and **acceptance**
- preliminary results: 1 out of 6 cohorts observed for three years shows 28% reduction in serious accidents



Primary Prevention

Driver training (DT)

Driver training in Sweden

- Vision Zero as background
- National curriculum differentiates between „**knowledge & skill**“ vs. „**self-assessment**“
- trainees free choice of training alternatives
- weaknesses demonstrated: „a pedagogical desaster“
- improvement of curriculum planned:
 - stronger influence on attitudes towards alcohol and drugs
 - focus on risk awareness



Primary Prevention

Young Drivers

Young Drivers: the road to safety

- Highest crash rates in young male drivers. “Fatal mix” of lack of experience and emotional immaturity
- Need for a better understanding of the nature of the young male driver’s accident proneness
- detailed analysis of background yields 9 countermeasures, i.a.:
 - *higher overall safety*
 - *protective restrictions*
 - *probationary period*
 - *improved self-assessment, risk awareness*



Primary Prevention

Young Drivers

Group behaviour among young drivers

- About the internal behaviour of novice driver risk groups
- Group behaviour is about „sameness“
- Classroom groups compared to driving groups
- Roles of young drivers during the ride, e.g.
 - *“girlfriend” and “girls in the backseat” , “troublemaker”, “evader”, “yes-man”, “challenger” and “sleeper”*
- teaching material offered: “how can we change group behaviour?”



Primary Prevention

Eye sight and vision

Eye sight and fitness to drive issues in the EU

- relative risk of impaired vision 1.09 (alcoholism: 2.0)
- The Eyesight Working Group of the European Commission proposed new standards for visual functioning
- Function must be focussed instead of isolated diagnosis or test results
- personal and environmental factors must be observed



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Primary Prevention

Demerit Point Systems



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Primary Prevention

Demerit Point Systems (1)

Denmark	<ul style="list-style-type: none">-In effect since 2005, valid for 17 violations-Points deleted after 3 years, 3 points: pass driving re-test-Reduced speeding observed within first 6 months-Optimization of system planned
Germany	<ul style="list-style-type: none">-In effect for 33 years, numerous violations registered-1 – 7 points according to risk potential-Various thresholds for driver assistance and sanctions (seminars, courses, psychological counseling)-Stepwise improvement ; problem: drivers attempting to avoid sanctions through hearing procedure
Czech Republic	<ul style="list-style-type: none">-In effect since 2006; accumulation of 12 points = 1 year suspension-Observed decreasing fatalities only first 6 months-Too many ways to avoid sanctions resulted in the TWIST-project aimed at a more holistic approach



Primary Prevention

Demerit Point Systems (2)

Austria	<ul style="list-style-type: none">-In effect since 2005-13 offences registered-2 offences within 2 years: additional driver training/DI course-Offences deleted after 2 years
Hungary	<ul style="list-style-type: none">-In effect since 2001; experience from UK, D and F evaluated-14 points result in warning, 18 points in provisional license suspension-System is judged as inefficient-Amendments planned: stricter measures (more aggressive drivers)
Italy	<ul style="list-style-type: none">-In effect since 2003; no demerit but merit point system-Short period of fatalities decreasing, then substantial increase-more hit and run offences-Too easy to avoid sanctions-„the system is a complete failure“



Primary Prevention

Unlicensed Drivers

- **Major road safety problem** anywhere in the world
- Data from US, AUS, CAN, UK, D, F, S, N, B and NZ compared
- Statistics are shocking: 20% of all crashes by unlicensed drivers (US) and 30-40% of drugged/drunken drivers unlicensed in S and N
- Countermeasures:
 - Improve detection and apprehension
 - Introduce vehicle sanctions



Primary Prevention

Fatigue

- About 25% of fatal crashes and 1/3 of all crashes possibly caused by fatigue
- Reliable and valid measuring equipment developed (pupillography)
- Application of measurement in field study: > 50% of truck and bus drivers displayed critical and highly risky values of fatigue
- Study to be continued for three more years including car drivers



Secondary/Tertiary Prevention

Senior Driver Mobility

The SIZE Project

- 5th Framework Program of the European Union
- Goal: to assess prevailing mobility conditions for adults aged 65 or more in 8 European countries (A, CZ, D, E, I, IRL, PL, S)
- Role of driving as support for autonomy and life satisfaction (“quality of life”)
- Views of senior citizens contrasted with expert opinion
- Quantitative analysis of > 3300 seniors and 490 experts:
 - seniors and experts differ on a number of estimates
 - seniors fear loss of autonomy through legislation, lower pensions & loss of physical condition



Secondary/Tertiary Prevention

Senior Driver Mobility

Assessment of the Mental Performance Capacity of senior drivers

- Goal: achieve testing fairness for mental and physical performance
- Risk: tests may systematically underestimate driving performance
- “divided attention” and “selective attention” = predictors for driving; both are influenced to a lesser extent by age
- secondary analysis of 201 data sets showed significant relationship of “selective attention” to driving behaviour
- Measure: selection of functions used to assess mental performance capacity important in order to achieve valid and fair results



Secondary/Tertiary Prevention Assessment and Evaluation

Neuropsychological assessment of fitness to drive for impaired people

- Rookwood Driving Battery presented = reliable and valid
- Comparison of test battery with on-road test
- on-road test: high degree of face validity but reliability and validity questionable
- age of 70 = cut-off for older people – appropriate change of driving route yields greater pass rate



Secondary/Tertiary Prevention Assessment and Evaluation

Evaluation of the Medical-Psychological assessment

- previous evaluation study on MPA (1995) showed 12-14% relapse rate
- re-evaluation planned due to changes in the assessment system
- first time alcohol offenders to be compared with repeated offenders
- criterion: relapse within 3 years after assessment
- controls: drivers without assessment and/or rehabilitation, BAC < .11%
- results of study to be presented at next FTD congress



Secondary/Tertiary Prevention Alcohol Ignition Interlocks

A European pilot trial

- **goal:** determine applicability and practicability of alcolocks in a European context
- Qualitative study of the (subjective) impact of the alcolock
- Norway, Germany, Spain, Belgium (bus/truck drivers and bus passengers/truck clients)
- high acceptance in professional trials; companies fear investment for devices; no technical problems



Secondary/Tertiary Prevention

Rehabilitation

Evaluation of rehabilitation models for different types of traffic offenders

- (1) General, (2) alcohol intoxicated drivers, (3) drivers under the influence of drugs
- recidivism 9, 16, 23 % after each of three years observation (control: 25, 37, 42% resp.) – Austrian sample
- well accepted by participants
- planning update within DRUID workpackage 5



Secondary/Tertiary Prevention

Assessment & Rehabilitation

A model of psychological and medical assistance

for safe individual mobility (PASS)

- the model is focussing on the individual in road traffic and his mobility competence; it is interdisciplinary and applied on 3 prevention levels
- model has been published on website in all major and many other European languages
- Goal: discuss amend and create a common European model with experts from member states – therefore **call for participation** issued



General

Cost benefit analysis (CBA)

- CBA within IMMORTAL project: CZ, NL, N, E – CBA includes: safety, mobility, environmental impact as well as direct costs
- conducted for eyesight, random breath testing, interlock
- cost-benefit ratios vary substantially between countries; ethical problems discussed

Solidarity in traffic

- motivate the 250 million EU-drivers to a solidary and supportive driving behaviour – develop solidarity in driving culture
- stages of the mobile competent driver (oppositional, defensive, supportive) – achieved by driving psychological therapy



General

The SUPREME Project

- Commissioned by DGTREN of the European Commission; 2005-2007
- collect, analyse, summarise and publish best practices in road safety in EU
- clearly defined assessment criteria for best practice i.a. rehabilitation, diagnostics **and**: highly important recommendations

3rd EU Driving License Directive

- Increase road safety: adequate requirements for driving examiners
- fight fraud: plastic card license; validity restrictions; facilitate road side controls
- ensure mobility: mutual recognition, common rules



Perspectives

- (1) Demerit point systems as an important source of feedback to the individual driver seem to be a highly interesting area for discussion and improvement : the series of comparisons must be continued. We must answer the question: which is the common source for failure? Demerit point systems are one of the main clues to safer individual mobility.
- (2) It will certainly be rewarding to have a closer look at the presentations of this meeting: get your copy of the proceedings (edited by Ralf Risser and myself) as soon as they are available.



Perspectives ctd.

- (3) We all have our personal favorite topics: they need to be backed up and accompanied, however, by other topics coming along – mutual understanding of goals, methods and improvement potential is vital to the community
- (4) Reality and Vision: For a number of years it is one of our visions to see a Driver Behaviour Expert Group established by the Directorate General – Reality: slow motion, but we improve the chances for such a group through this congress!



Conclusion

There is only one: The importance and the variety of topics to address and discuss for the sake of improving safe individual mobility seems to grow year by year. It is my personal view that this series of meetings must continue – hoping the audience shares this view.

Thank you: to the organizers, the members of the organization and the program committees for the great effort. Thanks to the audience for their attention and patience throughout the past two days.