

Fit to Drive

3rd International Traffic Expert Congress
Prague from June 19th - 20th 2008

RECOMMENDATIONS

After the 3rd Fit-to-drive Congress

Praha June 19th & 20th 2008

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Why recommendations?

Two FTD congresses carried out.

Almost all papers contain explicit or implicit recommendations

Dr. Tostmann's (former head Road Safety unit DG TREN) suggestion

→ giving recommendations should become a regular exercise after FTD conventions starting with the 3rd one in Prague

Types of envisaged recommendations

- Develop criteria for effective demerit point systems
- Install task force traffic psychology at EU commission
- Develop best practice list for road safety measures
- Search EU support for attendance to congresses
- Adapt assessment and rehabilitation to structures of EU countries
- ...

Address and specify recommendations

Organisational psychology: what should be done
→ who should do it, e.g.

EU, EU-commission

Legislative bodies in member countries

Research institutes

Associations and lobby groups

Media

Several of them separately or as allies

Ourselves

Structure of recommendations



What do we know about a topic?

What is recommended therefore?

Who should do something, or who should do what?

Pre-formulated recommendations FTD 1 & 2

The following three recommendations were phrased by the Programme Committee PC on basis of FTG 1 and 2

1st recommendation

The European Commission is recommended to implement an expert working group on behavioural problems of road users – thus focussing on the most important causes of fatalities and serious injuries

Recommendation to be accepted by the member states as they are responsible for the national traffic safety - an European expert working group can only be effective if their work is accepted by the member countries

2nd recommendation

*European Commission is recommended to facilitate implementation of a central register for criminal and serious traffic offenders covering all member states of the Union

*Individuals cross borders – there must be a common initiative to protect European citizens from harm by serious traffic offenders. A central register delivers information about deviant traffic behaviour to the national authorities who take measures

Parenthesis: Only if individual behaviour is controlled will it be possible to achieve both safety and sustainability

3rd recommendation

As more than 90% of traffic accidents are caused by human errors, the European Commission, the national governments / research institutes and funding bodies are recommended to implement existing knowledge and to enhance the proportion of research projects in the area of traffic behaviour which should be co-ordinated by behavioural experts and conducted in an interdisciplinary design.

Recommendations resulting from the 3rd FTD-Congress

Based on contents of presentations

Areas

- 1 Problem detection on predictor side
- 2 Problem definition/detection in the field
- 3 Driver training and instruction
- 4 Elaboration on measures to solve problems
- 5 Responsibility of professionals
- 6 Production of a reliable evidence base
- 7 Vulnerable road users/residents
- 8 Looking for synergy
- 9 Laws and regulations
- 10 Enhancing implementation

Problem detection on predictor side

Traffic safety experts (TSE)/Psychologists:

- *Define „unfit“ drivers. Find agreement.
- *Medical-psychological assessment: show relation to (probability of) risky/dangerous behaviour.
- *Provide analytical and risk thresholds.
- *Improve assessment of special groups, stamina problems, DM, progressive diseases.
- *Go on trying to understand young people's problems better.
- *Carelessness, lack of motivation to comply?

Problem definition/detection in the field

TSE & authorities:

Improve definition and detection of risky/dangerous or illegal behaviour

→ related to law enforcement

Psychologists/medical doctors:

Improve and spread knowledge concerning legal & illegal drugs

Driver training and instruction

TSE, driving schools:

Specify: What do instructions for drivers contain?

What should they contain? → Guidelines

E.g. include training for the use of electronic devices.

Elaborate on measures to solve problems



Traffic Psychologists with other disciplines:

- *Educative measures, additional training, good-practice for training measures; rehabilitation programs.
- *Young drivers: Use group effects to raise awareness, to influence behaviour.
- *Improve enforcement strategies.
- *Provide assistance for special groups.
- *Older citizens: Enhance a life-long learning process.
- *Technological solutions, in-car equipment.
- *Infrastructure measures (e.g. rumble strips to prevent people from driving off the road).
- *Harmonisation of demerit point systems?

Responsibility of professionals

Traffic safety professionals:

- *Define demands for driving assessors, instructors.
- *Involvement, try to enhance political commitment.
- *Guidelines for „health care professionals“.

Produce a reliable evidence base

TSE, traffic researchers:

Insist on quality assurance. Evaluate measures.

Provide a thorough empirical basis for policy makers.

„No professional guesswork“.

Validity of any measure has to be proved, not only of psychological measures.

Distribute knowledge and know-how, improve networking even more.

Vulnerable road users/residents

Authorities, TSE, traffic schools, researchers:

Do not forget vulnerable road users, both with respect to problem identification, driver training and education, and traffic safety measures of other types.



Look for synergy

Traffic safety community & authorities:

Integrate road safety with sustainability,
environmental issues, etc.



Laws and regulations

Authorities/sponsors:

Provide laws and regulations that allow/enhance good work with respect to definition of problems, their detection in practice, and measures

E.g. speed: Excellent knowledge about effects, lack of belief → demonstrations

Enhance implementation

Put a focus on implementation. **Researchers, policy makers, citizens' advocates** → facilitate change.

TSE, researchers:

Provide an overview of good practice for implementation of measures.

Analyse barriers that keep authorities from acting.



THANK YOU VERY MUCH

