



EFPA

**TASK FORCE
TRAFFIC PSYCHOLOGY
Convenor : LARS ARBERG**

**REPORT to the
GENERAL ASSEMBLY 2005 in GRANADA**

EFPA Task Force Traffic Psychology 2003-2005

Convenor: Lars Åberg (Sweden)

Members: Max Dorfer (Italy), John Groeger (UK), Lisbeth Harms (Denmark), Rafael Denis Huguenin (Switzerland), Martin Koran (Czech Republic), Hector-Monterde I Bort (Spain), Wolf-Rüdiger Nickel (Germany), Ralf Risser (Austria), Pierangelo Sardi (Liaison officer to EFPA; Italy), Yesim Yasak (Turkey)

1. Executive summary:

- Period of Task Force: 2003 – 2005 (In all from 1993 to 1997 and 1999 to 2005)
- The scope of the Task Force Traffic Psychology was, due to the shortage of time and economical resources, to come to a consensus among the members about future activities of EFPA traffic psychologists. The main tasks are:
 - to aim at a better representation of National psychological associations in the Task Force one activity towards this aim is to make a survey among European countries about the state of traffic psychology and their current activities.
 - to aim at a common platform of traffic psychology (e.g. aiming at common minimum standards for certification of traffic psychologists something well in line with EFPA ambitions and something that will improve the status of traffic psychology in European countries).
 - to start a discussion with psychologist active in other fields of transport (railway, airway, and shipping), with which we have a lot in common, and aiming for an enlarge field “Transport psychology”.
 - to improve the role of traffic psychologist in order to build a safe and sustainable road network in Europe.
- Recommendations: To acknowledged traffic or transport psychology as an important field of professional psychology and promote the Task force Traffic Psychology into a Standing committee Traffic (or Transport) Psychology
- This Task Force reported was accepted as the position of EFPA at the GA, Vienna, 2003

2. Introduction Task Force Traffic Psychology

The EFPA Task Force, Traffic Psychology was founded in 1993 in Tampere, Finland and has been working since that time, except for a period between 1997 and 1999. The activities in earlier years were summoned in the EFPA report April 2003 written by the former convenor Ralf Risser (Austria).

Today the Task Force has been active for about ten years during which time about 20 different European nations have been involved in the work of the Task Force as members or as associated persons. When another Task Force period was decided by the EFPA GA in Vienna, 2003, a new convenor, Lars Åberg (Sweden) was acknowledged. The present report is restricted to Task Force activities from 2003 to 2005.

2.1 Aims of the Task Force Traffic Psychology, 2003-2005

When the new Task Force period started the ambition was not to begin with a membership meeting, but to plan for the work during the period via internet: as a matter of fact, it turned out to be very difficult to find a time and a place for such a meeting that suited a majority of the members, which are very busy, as traffic psychology is strongly required by the present society. On the other hand, the Task Force had been going on for a long period of time and the members had spent a lot of time and efforts on different activities, eventually hoping that the Task Force would get an improved status, for example, by becoming a continuously working group of EFPA (still not possible according to the rules of EFPA). When, after ten years, the Task Force Traffic Psychology was still only a Task Force – with no power or economical resources – many members had a feeling that their meetings were fruitless. Also, for a long time the Task Force meetings had been hampered by a disagreement among different groups of scientists and practical workers (described in the EFPA report April 2003 (Risser, 2003)). Because of these

problems and in order to increase motivation, instead of a common meeting in the beginning of the period, activities were going on via e-mail and small group meetings when members met at psychological conferences, for example in Beijing, China, and Nottingham, UK, during 2004. Activities have been successful on the elaboration of the European directive on railway interoperability, regarding train drivers' psychological selection procedures. From these contacts and discussions, about the future of the Task Force and Traffic Psychology in Europe, it was learned that a Task Force meeting was motivated, that there were several important topics on the agenda and the meeting could be arranged in Rome in February 2005 with eight of the members present. The present report concerns the result of the Rome meeting.

In each of the previous periods of the Task Force around there were about 10 national members involved and totally about 20 members or associates have participated in different Task Force activities. In recent years the number of possible members has increased as EFPA now covers 31 different countries.

Activities planned but not carried out in the previous Task Force period (2001-2003) have been considered in the present period:

- A paper with comments on the European Diploma for psychologists with special references to the needs of education and training of traffic psychologists – this question has been discussed and future actions are suggested below.
- Development of a state of the art report concerning design and ideas of a medical-psychological assessment of drivers should be developed – this topic has also been discussed. (see below)
- A related task was to gather information about the work in the IMMORTAL-project dealing with medical assessment of drivers - Wolf-Rüdiger Nickel attended a meeting where the results of IMMORTAL were discussed and he informed about the this in Rome (see below)
- Two members Denis Huguenin and Lars Åberg were involved in the preparations of the International Conference for Traffic and Transport Psychology in Nottingham, UK in September 2004.

2.2 Task Force, Traffic Psychology meeting in Rome February 2005

In a Task Force meeting in Rome the aim was to discuss the future of traffic psychology as a profession as well as the future of the Task force Traffic psychology. A general background is that with increasing transportation of goods and people across the borders within the European Union there will be a need for harmonization of traffic and transport infrastructure and traffic regulations. As a consequence it will be necessary to discuss an international consensus for topics like driver licensing, driver rehabilitation, professional drivers, etc. These are all areas where psychological expertise and professionals can and should be involved.

The Task force meeting in Rome was successful and it turned out to be easy to reach consensus among the members present about a number of actions in order to strengthen the role of Traffic psychology in Europe. It was decided to focus on increasing the status of traffic psychology and to leave methodological problems etc. to be solved in the future. It does not mean that a scientific basis for traffic psychology is unimportant only that it can be better dealt with in a group with a stronger position to act from (The minutes are presented in Appendix I)

2.3 Actions suggested for the future of Traffic Psychologists in Europe

2.3.1 Better representation of National psychological associations in the Task Force Traffic Psychology

When the first Task force Traffic Psychology was founded in Tampere, Finland, 1993, the first task was to summarise the work of traffic psychologists in Europe. In 1998 this resulted in a report describing activities in 13 European countries. However, the situation has changed since 1993. Today EFPA covers 31 different countries and very little is known about the role of traffic psychology in many of the new countries. Therefore a new questionnaire to the different members of EFPA should be administered. Such a questionnaire would be valuable in two ways. To obtain useful information about the state of the art of Traffic psychology and to inform new member countries about the efforts to increase influences from psychologists on transportation and traffic safety issues.

It was decided to make a new survey of the present role of Traffic psychology in Europe

2.3.2 Aiming at a common platform of traffic psychology (Advanced Diploma in Traffic psychology)

EU has developed a procedure to enable all-European professional organisations to set up common standards to be certified by the Commission. The EU has therefore issued a draft directive which will be finalised during the first half of 2005. EFPA - as an organisation of professional psychologists representing all EU member states and 12 more countries - could use the common platform to propose the certification of professional traffic psychologists ("European Traffic Psychologist"): The only known non-governmental curriculum for traffic psychologists seems to exist in Germany ("Fachpsychologe für Verkehrspsychologie") which could serve as a basis for an all-European standard. The group decided to work towards the further specification of European standards for the certification of traffic psychologists.

It was decided to work rapidly (within 2005) on a report on a priori requirements for a common European certification practice for Traffic Psychologists in accordance with the Common Platform of the EU.

This aim is essential for an improved status of traffic psychology in European countries. However it will also be important for EU as road infrastructures and traffic regulations in different countries need to be harmonized in order to guarantee sustained mobility and safety over national borders. Such a platform (or Advanced Diploma) in Traffic psychology will not only mean increased mobility for professional traffic psychologists between countries but also an increased need to educate traffic psychologists in member countries.

2.3.3 Discussions with psychologist active in other fields of transport aiming for "Transport psychology".

Today there are psychologists working in Europe with problems of drivers and road user safety mainly dealing with driver selection, assessment, counselling and rehabilitation. There are also psychologists involved in research at universities and similar institutes. Altogether there are more than 2000 individuals with training in traffic psychology the number is small compared to 287 000 individuals in general psychology (EFPA survey, spring 2003).

In the Rome meeting establishment of common standards of interoperability of train traffic in Europe was discussed together with Italian railway experts. The Technical Standards of Interoperability (TSI) are to be common for European countries for trains and drivers crossing national borders. It includes technical standards, work environment, tasks and also human factor

issues. Human factor issues are predominantly focused on selection and testing of train drivers as a unique psychological activity and it may generate a new work area for transport psychologists, since testing and selection is equally relevant for all traffic (road, railroad, air and marine traffic). There is a huge chance for transport psychology in developing the system outlined in the directive; the development could then follow the triangular task of traffic psychology: assessment, counselling and training.

It became clear that different fields of transportation have so many psychological issues in common that it would be a great advantage to integrate professional psychologists working in these areas into one common Task Force: Task Force, Transport Psychology.

It was decided, that each national representative should contact possibly existing national networks to find out or even generate their interest in a common Task Force, Transport psychology or a Standing Committee, respectively.

Related to this point was a discussion about possible new topics of traffic (transport) psychologists like disaster psychology and security of transportation topics that are recently in the focus of interest among many of the member countries.

2.3.4 Driver assessment, counselling and rehabilitation

Today there are psychologists working in Europe with problems of drivers and road user safety mainly dealing with driver assessment, counselling and rehabilitation. There are also psychologists involved in research at universities and similar institutes with well founded knowledge about behaviour of road users and possible ways to change behaviours. However, today it is basically the medical doctors' task to assess the state of health of people who want to have a driver's licence and psychologists are second to medical doctors in most of these areas. Thus today there is little room for psychologists and psychological expertise in the field of traffic safety work.

The problem was recently discussed by Wolf-Rüdiger Nickel from Germany when invited as an expert in a seminar "Joint meeting on fitness to drive" in Brussels 27/28, April. His arguments are in line with those of the Task force. He made a comment in a discussion of epilepsy "that risk calculation and evaluation should be applied to all impairments caused by physical deficiencies. If risk calculations are impossible for the time being – mostly because of the lack of relevant epidemiological data – the Commission should encourage the systematic production of such data because the type of risk calculation presented would be necessary in order to reduce bureaucracy and deregulate licensing for the sake of free access to a driver's license for those who bear (only) an average risk. Furthermore, risk calculation is a prerequisite for setting priorities in research, development and application."

This problem does not, of course, only concern medical professions, it is a general problem for traffic psychology as well.

Furthermore, in a comment to the IMMORTAL project Wolf-Rüdiger Nickel argued (in short) that driver behaviour plays the most important role in accident causation and as a consequence behavioural research and evaluation is a predominantly psychological domain. If the Commission aims at halving the fatalities in the EU by 2010, this can only be achieved by combining medical measures, etc. with behaviour-based psychological measures of assessment, training and rehabilitation.

(The written statements of Wolf-Rüdiger Nickel are presented in Appendix II)

This point, aiming at an increased influence of traffic psychology on decision-making concerning driving and transportation, has been central to the work of the Task force since it was founded in 1993. It is still the primary goal, but it is still far away. As, traffic psychologists we have the knowledge about humans and their behaviour in traffic and we have better competence than others to change that behaviour. The consensus about this common goal that was obvious at the Rome meeting should be communicated to other traffic psychologists in Europe.

There is a need to improve the role of Traffic psychologist in order to build a safe and sustainable road network in Europe and it is vital for the goal of EU to half the number of serious accidents on the roads.

2.3.5 Summing up the future activities suggested as an effect of the Rome meeting:

- We should aim at a better representation of National psychological associations in the Task Force one activity towards this aim is to make a survey among European countries about the state of traffic psychology and their current activities.
 - We should aim at a common platform of traffic psychology (e.g. aiming at common minimum standards for certification of traffic psychologists something well in line with EFPA ambitions and something that will improve the status of traffic psychology in European countries).
- We should start a discussion with psychologist active in other fields of transport (railway, airway, and shipping), with which we have a lot in common, and aiming for an enlarge field “Transport psychology”.
- We should improve the role of traffic psychologist in order to build a safe and sustainable road network in Europe.

Therefore, as we know that we have the “know how” to offer the European community we need to do something. As EFPA have kept our Task force, traffic psychology, alive for a long time they showed that they were willing to support any initiatives from us to improve our professional status.

3. One paragraph introduction to the field and definition

4. Literature

1. Risser, R. (1997). Driver diagnostics and selection. Factum: Vienna
2. Risser, R. (Ed.) (1997). Assessing the driver, Factum: Vienna
3. Risser, R. (1998). Activity report from the EFPA Task force Traffic Psychology from 1.8.1993-31.12.1997. Factum: Vienna
4. Risser, R. (Ed.) (2001). Some features of traffic psychology around the millennium shift. An overview with focus on Europe; EFPA Task force Traffic Psychology activity report 1998-2001.
5. Risser, R. (2002), Einige Bereiche der Verkehrspsychologie zum Jahrtausendwechsel. Ein Überblick mit Schwergewicht auf Europa, EFPA Arbeitsgruppe Verkehrspsychologie, Psychologie in Österreich 2&3, September 2001
6. Risser, R. (2002), Einige Bereiche der Verkehrspsychologie zum Jahrtausendwechsel. Ein Überblick mit Schwergewicht auf Europa, EFPA Arbeitsgruppe Verkehrspsychologie, ZVS 3 2001, 47.Jg
7. Risser, R. (2003). EFPA Task force Traffic Psychology 1999-2003. EFPA report April 2003

5. Methodological aspects

6. Summary Data

Not investigated

7. Proposal for a common EFPA position.

To improve the status of the Task Force Traffic Psychology by making it a “Standing committee” within EFPA

8. Implication for EFPA Mas

To identify individual national representatives for a Standing committee Traffic Psychology

9. Future tasks of EFPA

To promote the role of Traffic (or Transport) Psychology to ensure safe and sustainable transport in Europe and the role of psychological knowledge for individual assessment, counselling and rehabilitation.

10. Conclusion

Traffic Psychology should be acknowledged as an important field of professional psychology and a Standing committee Traffic Psychology is needed to achieve this goal

Appendix I

Present: Lisbeth Harms (DK) Denis Huguenin (SHZ.) Martin Koran(CZ) Hector Monterde (E) Wolf-Rüdiger Nickel (D) Pierangelo Sardi (I) Lars Åberg (S), Ralf Risser (AU).
Absent: John Groeger (UK) Yesim Yasak (Turkey) Max Dorfer (I)

MEETING MINUTES: ISSUES DISCUSSED, DECISIONS TAKEN, CONCLUDING REMARKS AND ACTIVITIES TO BE PERFORMED IN 2005.

Friday

The chairman opened the meeting and presented the agenda.

A brief overview of the representation of EFPA members in the group was carried out and *it was decided to follow-up on an even better representation of the National Psychological associations in the task force.*

The discussion on intentions and future tasks of the Task Force was introduced by WRN (attachment 1 and 2). It focused on the driver licensing practices in Europe, the relationship between national and EU legislation, including the control of re-licensing.

HM presented the new selection rules and demerit point systems in Spain and Portugal (attachment 3 and 4).

Traffic Psychology as a profession was the next issue to be discussed. PS informed about the procedures and chances connected to Common Platforms within the EU; they are not aimed at a priori acknowledgment of professions in general but serve the intention to regulate specialisations of professions which are generally ruled by national and European law. As the EU does neither have the competence nor the intention to draft professional standards for specialisations of existing professions, but needs to guarantee full inter-European accessibility for all professionals, a procedure has been developed to enable all-European professional organisations to set up common standards to be certified by the Commission. The EU has therefore issued a draft directive which will be finalised during the first half of 2005. EFPA - as an organisation of professional psychologists representing all EU member states and 12 more countries - could use the common platform to propose the certification of professional traffic psychologists ("European Traffic Psychologist"): The only known non-governmental curriculum for traffic psychologists seems to exist in Germany ("Fachpsychologe für Verkehrspsychologie") which could serve as a basis for an all-European standard. The group decided to work towards the further specification of European standards for the certification of traffic psychologists. WRN pointed out that the existing curriculum will be translated and distributed to all members of the task force in due time; he also drew attention to the fact that the accreditation procedure required in the draft directive containing the procedure for common platforms has been developed in Germany since 1998 and is now represented by the Federal Highway Research Institute (BASt). Members of the task force from countries with possible current certification practices were asked to report elements in curricula, educational practices and requirements for a subsequent discussion on equivalence of educational elements and on a common certification practice. *It was decided to work rapidly (within 2005) on a report on a priori requirements common European certification practice for Traffic Psychologists in accordance with the Common Platform of the EU.*

As there was some discussion on the shortcomings of testing and diagnostics (the problem of validity) WRN stressed the need for a mutually linked (maybe triangular) system of traffic psychology in order to meet the needs of the mobile society: (1) psychological assessment of driver needs, (2) psychological counselling for drivers and society (3) psychological training, rehabilitation and/or therapy for drivers (e.g. those with alcohol and/or drug problems, with problems of behaviour control or a variety of other deficiencies). This triangular system could serve the intention of the EU to ascertain mobility for all and guarantee safety.

RR summarised the first day discussion about future activities in the following main points:

1. Mobility and safety
2. Driver licensing and rehabilitation related to driver licensing
3. Scientific discussions on problems related to testing and diagnosis
4. Measures to re-establish safety (including relevant research issues).
5. Support accessibility and mobility for all
6. Opening of new professional fields (co-operation with other groups)
7. Certification of Traffic Psychologists

The final point on the agenda for the first day was information from two experts from the Italian railways (TRENITALIA) on the role of psychologist in the assessment and selection of railway drivers associated with the establishment of common standards of interoperability of train traffic in Europe (Annex III Basic Requirements). The Technical Standards of Interoperability (TSI) are to be common for European countries for trains and drivers crossing national borders. It includes technical standards, work environment, tasks and also human factor issues. Human factor issues are predominantly focused on selection and testing of train drivers as a unique psychological activity and it may generate a new work area for transport psychologist, since testing and selection is equally relevant for all traffic (road, railroad, air and marine traffic). WRN maintained that there could be a huge chance for traffic psychology in developing the system outlined in the directive; the development could then follow the triangular task of traffic psychology: assessment, counselling and training.

This presentation made it even more clear that different fields of transportation have so many psychological issues in common that it would be a great advantage to integrate professional psychologists working in these areas into one common Task Force: Task Force, Transport Psychology. However as this decision requires interest and acceptance of psychologists working in the area of transportation *it was decided, that each national representative should contact possibly existing national networks to find out or even generate their interest.*

Saturday

LH shortly presented the most salient issues for professional traffic psychologists. In addition to selection and testing she mentioned (a) Education, in particular of other professionals (driving school teachers and others), (b) Issues related to man machine interaction in transportation and (c) psychological perspectives in accident analysis.

The situation for elderly drivers was debated. Legal issues concerning this topic will – among other issues - be treated in a European research project in which WRN will participate. One of its aims will be to map rules, practices and legal issues in different European countries..

It was agreed that mobility and safety should be weighted together and that practice might differ between countries dependent on the available services in collective traffic. Elderly drivers are a

small but rapidly growing population; their needs as well as those of disabled drivers have not been thoroughly and scientifically investigated yet. It was concluded that better evidence should be obtained before professional suggestions should be made (RR).

Other topics discussed during the first day of the meeting were security in transportation (HM) and disaster psychology (MK). The Task force found that the topic of disaster psychology was more clinical and should be referred to the current EFPS task force, and that co-operation with that task force was recommended. MK informed about an EU project on terror with call for proposal in April/May. The main focus is psychological support to terror victims, however an interesting perspective is also the impact of terror on the choice of mode of transportation *It was decided that a list of representatives of EFPA task force: Disaster/crisis Psychology be sent to Marti Koran.* Security was found somewhat closer to traffic safety and traffic psychology. Thus, psychological aspects of safety and security in transportation are issues in transport psychology.

Prior to concluding the meeting relevant future issues were listed (see below) and the proceeding of the work of the task force for the nearest future was decided.

A final discussion concerned the status of knowledge distribution within the field of Traffic Psychology. It was a recognized problem that results from some EU research projects was not submitted to an open scientific evaluation, not published in scientific journals or on Conferences but only available to a reduced number of people.

List of relevant future issues and projects		
Knowledge	Topics	Professional
<ul style="list-style-type: none"> • Driver licensing • Ageing • Dementia • Support for accessibility 	<ul style="list-style-type: none"> • Testing • Driver rehabilitation • Psychological intervention in the licensing process • Elderly drivers • Young drivers • Traffic education and psychological knowledge • Infrastructure design (psychological issues) • Design of on board and driver assistance systems 	<ul style="list-style-type: none"> • New professional fields • Platform for certification of Traffic/transport Psychologists • Transfer of knowledge and practices among countries

Conclusions of the meeting

The task force: Traffic psychology continues to work with the intention to use the Common Platform as an instrument for certification of a European Traffic Psychologist. We aim at a draft report in October and hope for European funding of the continuation and completion of this work. WRN takes responsibility for designing an inventory on post-university education and training required for certification. Representatives from countries with current practice in that field will be asked to report detailed descriptions of such educational/training programmes or curricula to WRN.

It was also decided to map current activities of traffic/transport psychologists including current activities related to traffic psychology. Lars Åberg took responsibility for this and representatives were invited to contribute issues for the questionnaire.

MK already had ready an outline for a questionnaire (“Survey on psychological work or intervention after traffic accidents”), which the representatives were invited to improve/comment upon within the next few weeks (from the date of receiving the meeting minutes). Members should reply to Martin.Koran@homolka.cz

Moreover representatives should contact psychologists working in other areas of transport than road traffic psychology (aviation, rail and sea traffic) and consult them about their interest in an extension of the Task force: Traffic Psychology to Task Force on Traffic and Transport Psychology.

Confirmed Activities

Two questionnaires are planned in 2005:

1. Email based questionnaire to national representatives about psychologists working in the area of transport and activities related to transport psychology. Please send suggestions for questions to Lars Åberg. Deadline for questionnaire 1. June 2005.
2. Design of a questionnaire on existing curricula or similar regulations for the education or training of traffic psychologists. WRN will deliver a draft until 1. May 2005 (A possible topic for a discussion in Granada)
 - 2a. After processing the information about current certification (number 2) Pierangelo Sardi writes a motivation including describing the added value for the National Associations based on the results of collection of data and the Common Platform. Deadline for Draft report: 15. October 2005
3. Send names of representatives in Task Force: Disaster/crisis Psychology to Martin Koran.

Future meetings

Next meeting could be during the European Psychology Congress in Granada 3-8 July 2005, depending on the number of representatives present. A third meeting is planned to be held in Brussels in November.

Referees:

Lisbeth Harms

Wolf-R. Nickel

Appendix II

Comments by Wolf-R Nickel:

During the Joint Meeting on Fitness to Drive, 27./28. April 2005 in Brussels, I was asked to turn in my comments in the discussion in writing.

1. Comment on the presentation of the Export Group on Epilepsy

The impressive and convincing presentation by E. Schmedding was based on sound logical reasoning. The type of risk calculation and evaluation should be applied to all impairments caused by physical deficiencies although medical experts may come to the conclusion that it is not applicable to all illnesses/deficiencies in the same manner.

If risk calculations are impossible for the time being – mostly because of the lack of relevant epidemiological data – the Commission should encourage the systematic production of such data because the type of risk calculation presented would be necessary in order to reduce bureaucracy and deregulate licensing for the sake of free access to a driver's license for those who bear (only) an average risk. Furthermore, risk calculation is a prerequisite for setting priorities in research, development and application.

2. Comment on the presentation of the 3rd call for the 6th FP (J. Valmain)

Obviously all participants agree on the widespread knowledge that driver behaviour plays the most important role in accident causation; some of the presenters have more or less touched the topic almost unintentionally. It seems necessary to question the present focus of the meeting in order to add the more promising dimension of driver behaviour when it comes to avoiding accidents, fatalities and serious injury. As behavioural research and evaluation is a predominantly psychological domain, I would like to stress the importance of focusing the psychological approach to driver behaviour (as was done by Gunnar Jenssen from Norway). Unfortunately driver behaviour is not the main focus of research either. If the Commission aims at halving the fatalities in the EU by 2010, this can only be achieved by combining some of the measures discussed so far with behaviour-based psychological measures of assessment, training and rehabilitation.