

# Fit to Drive

7<sup>th</sup> International Traffic Expert Congress  
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**TPI: Traffic Psychology International on a  
common European curriculum for postgraduate  
education in traffic psychology**

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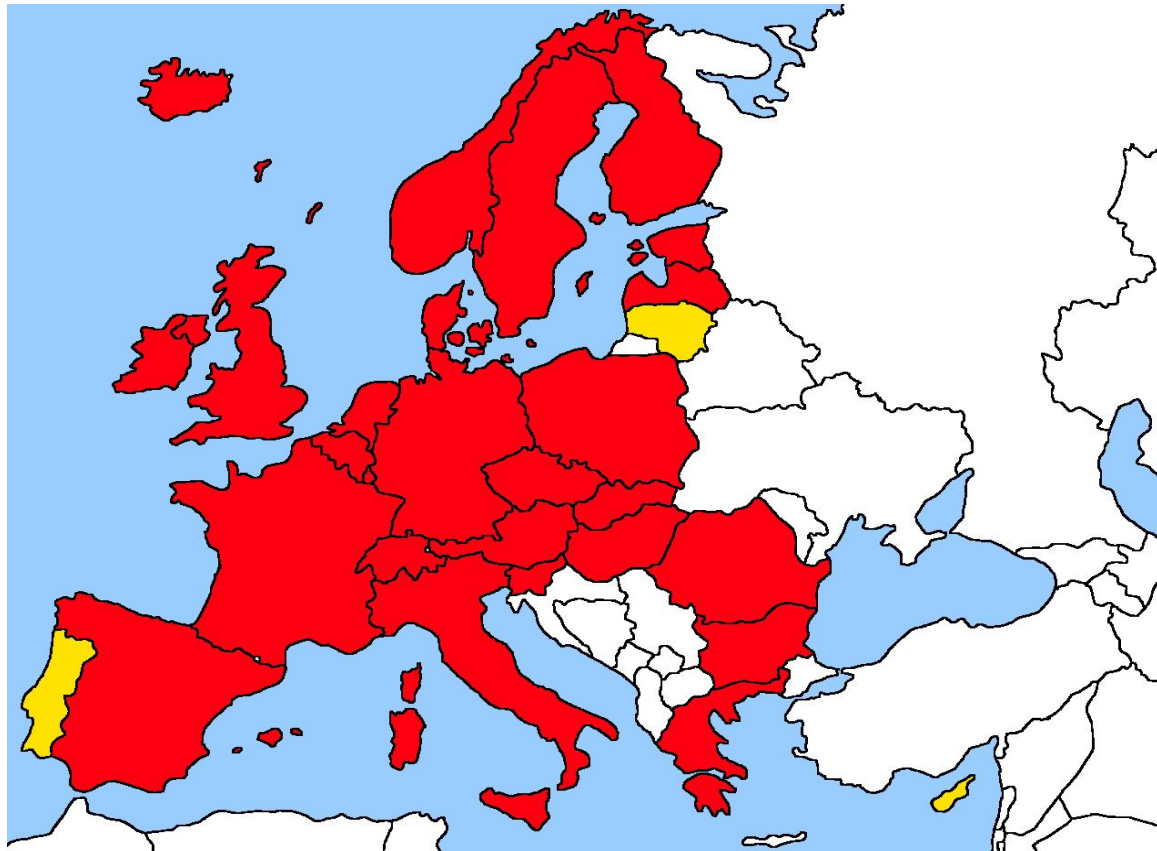


## Objectives of the study and participants

- To describe the state of the art in vocational education and training in traffic psychology, legislation issues, and the competences of traffic psychologists in different EU countries.
- To identify the needs for a common framework in vocational education and training in traffic psychology on the EU level and describe its basic characteristics.
- Data from 23 EU countries and Norway, Iceland, and Switzerland were collected. With regard to EU countries we lack data for Portugal, Cyprus, Malta, and Lithuania.
- A total of 33 questionnaires was collected.



# Participating countries



# Focus of study

## We focused on the following main characteristics:

- competences of traffic psychologists (scope of activities)
- education and vocational training in the field of traffic psychology
- common curriculum (needs and main characteristics)
- legislation (profession of a traffic psychologist, laws, specialisations)

Data were collected online by means of a questionnaire which was available on the survey website.



If you have any questions, do not hesitate to write to Dr. Matuš Šucha at [matus.sucha@upol.cz](mailto:matus.sucha@upol.cz).

## II. LEGISLATION

1. Does your country stipulate the profession of "traffic psychologist" (or other profession working in the area of traffic psychology) in a law?

- Yes  
 No

What requirements (such as education and work experience) need to be met?

Which law(s) provide(s) for this profession?

What is this profession called in your country?

Are there any specialisations within the qualification of a traffic psychologist?

- Yes  
 No

What are they?

## III. COMPETENCES

2. What is the traffic psychologists' scope of activities in your country?

Assessment of eligibility for driving



# TPI – Traffic Psychology International

The project was implemented as a part of the Traffic Psychology International (TPI) initiative – [www.traffic-psychology-international.eu](http://www.traffic-psychology-international.eu)

It followed its first questionnaire survey, which was undertaken in 2010 on the subject of the state of the art in traffic psychology as a profession in EU countries.

Traffic Psychology International (TPI) was established in 2010 with the primary objective being to increase the influence of traffic psychology within the field of traffic safety.

# State of the art

Vocational education and training **is provided** in 12 countries: Austria, the Czech Republic, Germany, Hungary, Italy, Poland, Romania, Slovakia, Slovenia, Sweden, Switzerland, and the United Kingdom.

In the rest of the countries (14 countries) education or training **is not provided** (Belgium, Bulgaria, Denmark, Estonia, Finland, France, Greece, Iceland, Ireland, Latvia, Luxembourg, the Netherlands, Norway, and Slovenia).

The majority of countries (18) **do not stipulate the profession of a "traffic psychologist"** (or other professions working in the area of traffic psychology) in a law; 8 countries do.



# State of the art

The scope of activities of traffic psychologists – psychologists mostly offer the following activities:

- 1.assessment of eligibility for driving (psychological fitness to drive)
- 2.educational programmes for drivers
- 3.rehabilitation of drivers
- 4.diagnosis of drivers/driver groups.

Less often: design of traffic environment, design of means of transport, educational programmes for students, and helping victims of traffic accidents.

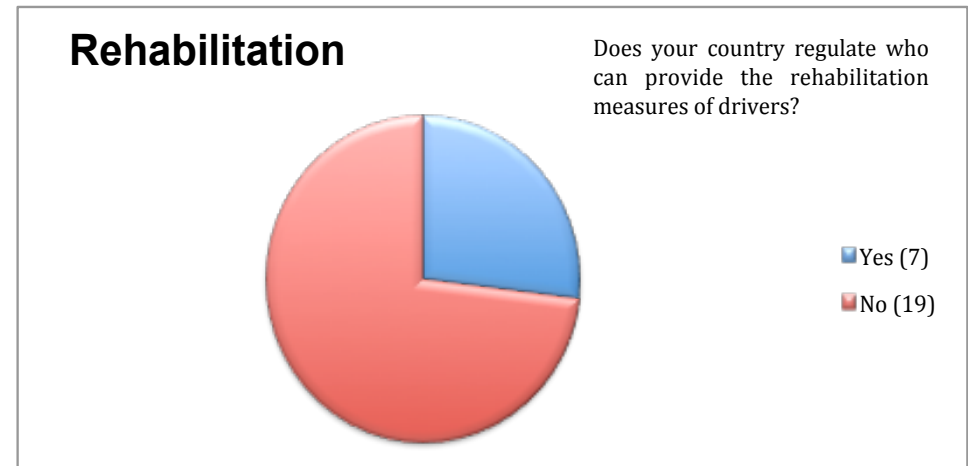
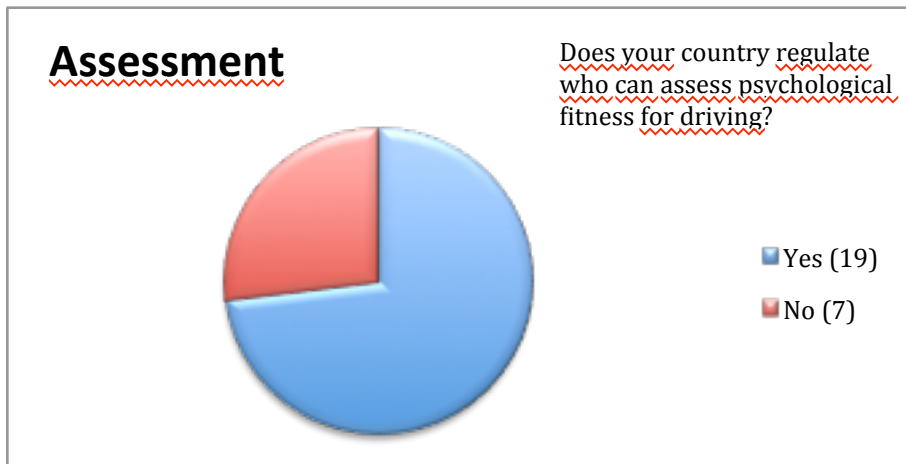




# State of the art

Very different results were expressed with regard to **legal regulations** and restrictions on who can assess psychological fitness to drive and run rehabilitation and driver improvement courses.

In the case of traffic psychology assessment the majority of states (19) report regulations; in case of rehabilitation only 7 states do so.

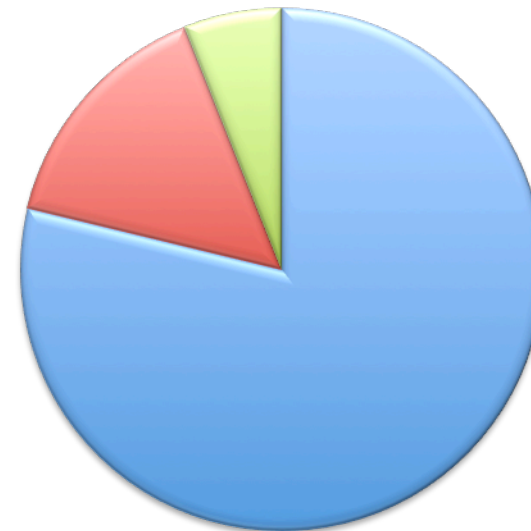


# Common curriculum

The great majority of respondents answered **positively** and stated that they support the idea of a common curriculum (26 respondents), 5 respondents do not support a common curriculum, and 2 respondents gave no answer.

When we look at the countries, no uniform stance was present for all countries (in some cases respondents from one country gave different opinions). The majority of countries support a common curriculum (20), 4 countries do not, and for 2 countries we have no answers.

**Common Curriculum**



Do you support the development of a common (integrated) curriculum for postgraduate education in traffic psychology at the EU level?

- YES (26)
- NO (5)
- no answer (2)



# Common curriculum

The main arguments (grouped) presented to support a common curriculum were (in order according to frequency of answers):

- harmonisation/uniformity/common knowledge base
- cooperation
- securing minimum standards (assurance of quality and quality control)
- helping TP to be a prestigious profession



The main arguments presented for **not supporting** the curriculum were: too many cultural differences and that discussing the topic is relevant for medical (psychiatric) services.



# Common curriculum – characteristics

- The programme should be provided by universities and research institutes with close collaboration with training facilities.
- Only graduates or equivalent should gain entry.
- The duration of training varies from 1 year to 4 years, including practical training.
- Education should be completed by integrated work – an oral exam (knowledge), a thesis (research), and supervision of actual cases (counselling, therapy).
- Practical training should include a daily routine of working with clients directly at the training facilities. It should be a sort of internship.
- Some kind of state authority (Ministry of Education or Ministry of Transport), university or state research body, or national association (of psychologists or traffic psychologists) should guarantee the education.



# Common curriculum – educational content

- Introduction to fundamental traffic psychology (theoretical models)
- Driver's personality, different groups of road users, risk perception
- Psychological fitness to drive and diagnostics
- Rehabilitation for drivers, behaviour change models
- Driving under the influence of drugs (DUI)
- Psychiatric disorders
- Domestic and foreign legislation
- Design and mechanical aspects, audit and road safety
- HMI and ITS
- Communication between road users, concepts of social psychology and community
- Research and evaluation, accident research
- Education and training in traffic psychology
- Prevention and promotion of safety, promotion of healthy lifestyles

# Limitations of the study and further steps

- The main limitation of the study is its design, which relies on self-reporting by a selected country representative.
- We collected and analysed the data without any further exploration. This may lead to wrong interpretations and misunderstandings.
- Not all EU countries responded, not all the questions were answered in all cases, or they were not answered according to the question that was put. This leads to non-uniform data, which significantly complicated the data analysis.
- For better understanding and possible preparation of a common curriculum, further exploration is needed. This would consist of structured interviews which would be conducted on the basis of the outcomes of this study.
- This exploration and deep analysis is crucial for the next appropriate steps, which would consist of preparation of the first draft of a common curriculum in vocational education and training in traffic psychology.

# Conclusions

- Vocational education and training is presently provided in a minority of EU countries (12); the majority do not provide this education.
- A majority (18 countries) does not stipulate the profession of a traffic psychologist in a law.
- The main interests of a traffic psychologist are the assessment of eligibility for driving, educational programmes for drivers, and the rehabilitation of drivers.
- According to legal regulations, in the majority of countries there are restrictions in the field of the assessment of psychological fitness of drivers, but not rehabilitation.
- The great majority of countries support a common curriculum, mainly because of uniformity of education, quality standards, and higher prestige for our profession.

# *Fit to Drive*

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Thank you for listening!

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