



EFPA

TASK FORCE

TRAFFIC PSYCHOLOGY

Convenor : Ralf RISSER

REPORT to the

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EFPA Task force Traffic Psychology

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Introduction: About task forces

This report is started with an extract on the EFPA guidelines for the establishing of task forces, and how task forces should work:

"EFPA Task Forces are usually fairly small groups which work together for a specified length of time, on a particular project considered of priority and importance to the Federation, which is formally reported to the General Assembly. Task Forces may give guidance to the Executive Council on matters of policy in the field and to Member Associations on matters of national concern.

Fields of Task Forces may be areas of specialist interest and practice (e.g. traffic psychology), or specific activity (e.g. behaviour adaptation) or professional focus (e.g. interdisciplinary work). Task Forces work by convening a group of representatives from Member Associations who work together for a specified period of time. They provide the vehicle for interested members with particular experience and expertise from several member associations to collaborate on a particular task and to produce a report and other products for the benefit of all member associations and the wider community.

EFPA Task Forces become groups of expert advisers who are able to advise the Executive Council (EC) about matters in their field of expertise. It is the EC which develops policy of EFPA in accordance with the wishes of the General Assembly. Task Forces should always work in co-operation with the EC, and not develop policy on their own.

Establishing of task forces takes place on base of

- a) a description of the area or aspect of psychology of the proposed Task Force and its relevance to EFPA
- b) a clear statement of the aims and goals of the Task Force and the benefits for EFPA and its member associations to be derived from the work
- c) a full outline of the tasks and work to be carried out by the Task Force
- d) a detailed time schedule that is proposed for the work of the Task Force
- e) a description of the products of the Task Force and the potential interest and relevance of these to member associations of EFPA and to the wider community
- f) where appropriate, a suggestion for the convenor of the Task Force"

This report will be constructed as an answer to these guidelines. Each point from a) to f) above will be addressed implicitly or explicitly. But before that, the introductory text above (before the list a to f) will be commented, especially with respect to the time limitation of task forces, and the rule that policy has to be carried out by the Executive council, and only by the Executive council.

The development of the task force on traffic psychology

When the Task force Traffic psychology was founded for the first time in 1993 in Tampere, the idea was quite clear and simple: The work of traffic psychologists in Europe should be summarised. This was commenced in an obviously convincing way: It became transparent that the work would lead to valuable results, but that it could not be finished within two years. Thus, in Athens in 1995 the period of the Task force was prolonged. By 1997, the first comprehensive report of the Task force Traffic psychology was produced, mainly dealing with the main income sources of traffic psychologists at that time, "Driver Diagnostics and Selection" (Risser R. 1997, FACTUM). During this period, also a book was produced, with the convenor of the task force as editor, namely Risser R. (Ed.) 1997, Assessing the driver, Faktor Mensch im Verkehr Nr. 41, Rot-Gelb-Grün-Verlag Braunschweig.

Next, a summary report was produced: Activity Report of the EFPPA Task Force Traffic Psychology from 1.8.1993-31.12.1997, which was issued in Vienna in 1998 (FACTUM). This report dealt with current activities in 13 European countries, and then focussed on Driver selection and person diagnostics & rehabilitation, on Education and instruction of drivers, on Campaigns and social marketing, on Law enforcement, and on the Provision of traffic experts.

Finally, the issue of how to address authorities was taken up – without results, though –, a discussion about Quality management and assurance system was led, and at the end it was summarised, where traffic psychologists should be involved more in the future. This issue is of course intimately interwoven with the problem of how to approach authorities, because efficient lobbying is one central prerequisite if we want to open up new professional fields for traffic psychologists. This is true even if we are convinced that in many cases it is totally clear that psychologists should do certain work that is connected to analysis and influencing of human behaviour. There, routines have developed where other disciplines have taken care of these things, which leads to sloppy work on the human-factors side which is not based on a sound theory-of science and/or psychological bases. It can be assumed, thus, that the most important element in the traffic area – the road-user himself/herself – is not

treated according to good-scientific standards, which probably costs societies a lot of money, e.g., for expensive measures that are inefficient because they do not take care of the human-factors aspects appropriately. But it is obviously not enough to state this and to have on one's side good arguments and facts that support this statement: One also needs some institutional power to get things done - the EFPA? (On this topic of rationality and power, see Flyvbjerg 1998).

At the Fifth EFPA-Congress in Dublin in 1997, no decision was taken with respect to the task force traffic psychology, and this has to be explained: Several activities that we have deemed necessary in order to promote traffic psychology in the sense that matters of societal importance with respect to traffic and transport are discussed with psychologists, need a combination of continuing and spontaneous action. Therefore, another organisational form was suggested; the request formulated by the task force traffic psychology to the EFPA chair was, to make the task force to a section of EFPA that works continuously. Traffic psychologists should have the possibilities to become active without a "filter" constituted by the EFPA chair, which makes all action more clumsy and bureaucratic. This request could not be fulfilled. It was argued that such an organisation is impossible due to the structure of EFPA as an umbrella organisation. The additional arguments, that already now international psychologist organisations are members of EFPA that work completely autonomously (e.g., aviation psychologists), and that an international traffic psychologist association under the umbrella of EFPA would be warmly welcome by many colleagues, especially from the Eastern European countries, could not influence this decision taken by the general assembly of EFPA.

Topics since 1999

In Rome in 1999, after 2 years' interruption, the task force was re-installed, and at the Seventh congress in London in 2001 it was prolonged. For the prolongation it was argued that the following aspects should be taken up in the near future, in an appropriate way, both in connection with work within the task force, and with communication with official institutions, especially in Brussels:

Focus on Interpersonal communication in traffic

Interpersonal communication is neglected in research and in practice of traffic sciences, and traffic-psychology so far acts in the spirit of this tradition, as well. In contrast to this approach one should keep in mind that the road-traffic system is based on individuals' adjusting behaviour to each others. Psychology has the theories and the tools to implement in-

provements of communication both in the rule system and in training. In practice, the most urgent activity would be to install interpersonal communication as a central issue in driver training. But we are far from achieving this, on the contrary: Psychologists are not at all, or only marginally involved in the development of a European drivers licensing system, according to what could be found out. When reading the latest official text on the Internet – from 1999 – the word psychologist, or psychology, does not appear at all¹. At the same time, drivers' training of natural reasons has to be both behavioural and attitudinal training. Both issues are domains of the psychological discipline, at least to the same degree as pedagogic. Traffic psychology is always involved, when dealing with the question what is going wrong in traffic on the behavioural side. It is a strange contradiction that we should be involved in solving problems combined with behaviour and attitudes, but not in building up the required preconditions.

Accordingly, interpersonal communication is not an issue in the licensing regulations, while it has to be underlined that interpersonal communication is probably the most important ingredient for reducing behavioural conflicts and for improving drivers' behaviour by implementing conflict reducing infrastructure measures, techniques and training. Education and training, especially with respect to interaction with other road users and informal rules, have to be elaborated on, and implicit knowledge in this area has to be made explicit. Driver training should become more of a *communication training in traffic*.

In the task force possibilities were discussed for involving EFPA officially in *driver education issues*. But there was no result, there are no time and resources. We could work for free and by using up our own resources. On the other hand, this is an issue of high relevance for psychologists, because a lot of psychological work is to be done in connection with drivers' licensing. Or in other words, a lot of jobs are connected to this issue. Thus, we continue to argue, that the task force should be given another organisational structure, and should get more assistance, in order to promote the issue of getting involved in drivers licensing matters more systematically. Three topics should be introduced clearly and operationally: **"interpersonal communication", individual driver diagnostics" as a tool to ascertain or re-install safe mobility and "driver rehabilitation"**.

¹ ROAD TRAFFIC (LICENSING OF DRIVERS) REGULATIONS 1989 <http://193.120.124.98/ZZSI285Y1989.html#ZZSI285Y1989A9>
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Policy development

With respect to the concept of "sustainability", aimed at in most of the modern research and implementation work connected to traffic and transport, two aspects are essential: 1. One has to elaborate on the subjective parts of the definition of sustainability, and 2. one has to work with the problem how to receive co-operation from road users where this is necessary in order to achieve sustainability (safe behaviour, mode choice etc).

At least some 2000 psychologists within the European Union have developed and maintained skills to assess and rehabilitate individual drivers who repeatedly failed to adapt the traffic rules and thus lost their driving license, important parts of their individual mobility and, thus, a substantial part of quality of life. **Policies should be developed in order to establish comparable standards within the European Union in order to tackle this question more systematically and consistently, providing an acceptable compromise between legitimate individual and social needs.**

It has to be seen to, both by motivating individual psychologists, but especially by communicating with official institutions, including the institutions of the EU, to involve psychology/psychologists in policy development work. From this, plans of action should derive, and research that focuses on the psychological and social aspects of sustainability would soon be a natural outcome.

Evaluation

It is generally agreed upon, that all work in the area of traffic and transport that is in any way financed by public sponsors, should be evaluated regularly. This is especially valid for infrastructure work, and for campaigns (e.g., with the goals to influence safety, or mode choice). Thereby, the subjective side has so far often been neglected. The degree to which different groups of road users are satisfied with infrastructure implementations, and how they use it, and the way different groups react to communication measures, is however decisive for the functioning of measures.

Infrastructure and communication measures, but also all other implementations that are financed with public money should be evaluated with respect to psychological and social parameters. Thus, not only car drivers or their representatives have to be considered, as has

become a strange tradition in the traffic area, but the perspectives of all road users. Such evaluation work is very much connected to psychological and social-psychological theories, models and tools; for instance, communication models like marketing, motive analyses, etc. that all need qualitative data as a basis and have to make use of qualitative tools. Evaluation models, e.g., those financed in the frame of research financed by the EU commission, should consider this, and EFPA's communication with the commission would, among others, have the goal to see to it that calls for tenders issued by the commission do consider this. For example, evaluation of new technology, as far as effects in practice are concerned, cannot be done without psychological know-how. Behaviour will be influenced in some way, and the theories to develop hypotheses on what this influence will look like are psychological theories. The same is valid for studying the hypotheses: The instruments to find out how behaviour is influenced in practice have to be developed in a psychological framework even if measuring changes in speeds or similar parameters would of course have to be included.

Neuropsychology

From a Portuguese colleague (Jorge Alvoeiro; clipsy@esoterica.pt) the following comment has been made: "This e-mail is about the Task Force on Traffic Psychology of the EFPA in particular in relation to the role of Neuropsychology in this area and which, from what I read on the EFPA's site, is an aspect which is missing. The point is that most people drive just after a brain damage and a few psychologists like myself are trying to make those people aware of the danger of such act as most of the research done in this area show cognitive deficiencies which can be very important on people's capacity to drive.

Thus I would like to suggest you a subsection in the Traffic Psychology Task Force in order to look into this problem. I have already a few people in this area who are interested in creating a Network in this area of work within the European Science Foundation and I thought that your Task Force may also like to become involved in it as well."

This is only one example standing for many other problems related to the needs in traffic psychology – put in other words, we may say that as "they drive as they live" the majority of living conditions have an impact on driving: who else than psychologists would be able to provide the relevant know-how?

So certainly, in addition to the areas described above, there are still more aspects of traffic that should be tackled.

Activities

In the following we will produce an outline of the work carried out by the task force in order to fulfil the task defined in the previous chapter. The time schedule was, as usual, "designed" for two years with the hope for two more years.

Regulations concerning task forces also ask for "a description of the products of the Task Force and the potential interest and relevance of these to member associations of EFPA and to the wider community". As far as the "products" are concerned, we will very much refer to plans. Given the extremely tight work schedule everybody in the task force has, and doing unpaid work for the task force usually has to replace paid work at the job/in one's profession, the possibilities to produce elaborated outputs are limited. Still we believe that the following summary will show that we have taken some reasonable steps, and that what has been produced so far is valuable for a wider EFPA community.

Work of the EFPA Task force Traffic psychology 1998 - 2001

In this period from 1998 to 2001 there were two main activities of the EFPA Task force Traffic psychology.

1. The preparation of the Traffic Psychology Congress ICTTP II in Bern. As the convenor of the Task force I was invited to help prepare this congress, travel and hotel costs were paid by the organiser, the Swiss council for accident research BFU. EFPA was officially named in the congress files as the Co-Organiser of the workshop.

2. In the last year of the period, the production of the report over these three years periods was in the centre of the task force's work (Risser ed. 2001, Some features of traffic psychology around the millennium shift. An overview with focus on Europe; EFPPA Task Force Traffic Psychology Activity report 1998-2001).

Members, part time members, or associated persons who co-operated actively in the task force during this period were Lars Åberg (Sweden), Magdolna Draskoczy (Hungary), Rafael Denis Huguenin (Switzerland), Martin Koran (Czech Republic), Wolf-Rüdiger Nickel (Germany).

The following persons provided information that was valuable for the work of the Task force: Jacqueline Bächli-Biétry (CH), Claude Blanchard (France), Elizabeth Die-

nes (H), Charles Downing (UK), Gerda Fellay (CH), Ray Fuller (IRL), Urs Gerhard (CH), Thierry Gieseler (B), Mika Hatakka (Finland), Marika Hoedemaeker (NL), Mihai Hohn (RO), Mark S. Horswill (UK), Wolfgang Jacobshagen (D), Esko Keskinen (FIN), Günter Kroj (D), Juha Luoma (FIN), Tsuneo Matsuura (JP), Fritz Meyer-Gramcko (D), Stanisa Milosevic (YU), Hector Monterde i Bort (Spain), Tarjaliisa Raitanen-Ukkonen (FIN), Talib Rothengatter (The Netherlands), Fridulv Sagberg (N), Jorge Almeida Santos (P), Pierangelo Sardi (Italy), Jens Schade (D), Hans Dieter Sömen (D), Heikki Summala (FIN), Jack Weaver (USA)

The report summarising the work of the task force (Risser ed. 2001, see above) consisted of a more general introductory part, referring to the working areas identified in the frame of the first work phase of the Task force from 1993 on, and of an overview of its work done so far, since it was re-established by the end of 1998.

The intention of the report was to argue for more involvement and more initiative of traffic psychologists in different areas of traffic and transport. Arguments referred both to traffic psychologists' work, and to their education. It was the hope of the colleagues involved in this report that many colleagues who read it would agree with the arguments presented, and that thus impulses could be given for future work in traffic-psychology

The first part of the text was to remind of the goals that were formulated during the first two two-years-periods of the task force from 1993 to 1997 (see Task force report 1997, that was also published in the EFPA journal), and that were specified when the task force was revitalised. After that, the work done in the second phase of the task force (1998-2001) was shortly described. Then, in six short chapters, we dealt with work areas that were – and still are - considered important in connection with traffic psychology: Education of traffic psychologists, typical work areas of traffic psychologists, road user behaviour, ergonomics and human-machine interfaces, assessment and rehabilitation of drivers, and clinical psychology and its role in traffic psychology (so the suggestion of the Portuguese colleague that has been reported above concerning clinical psychology does not fall on a "tabula rasa"). Finally, some general suggestions of what more could, or should be done in the area of traffic psychology, were given. This was the basis for the last work period of the task force:

EFPA Task force Traffic psychology 2001/2003

The colleagues that were named by their national associations to be members in the EFPA task force were

1. Lars Åberg, Sweden
2. Max Dorfer, Italy
3. John Groeger, United Kingdom
4. Lisbeth Harms, Denmark
5. Denis Huguenin, Switzerland
6. Hector Monterde i Bort, Spain
7. Wolf-Rüdiger Nickel, Germany
8. Ralf Risser, Austria (Convenor)
9. Pier-Angelo Sardi, Italy (Liaison officer with the EFPA)

The main part of the work during this period consisted in presentations of the work and the achievements of the EFPA task force. Especially the following two presentations/publications are worth mentioning:

1 Preparation of the EFPA Report from the period 1998-2001 for presentation at the workshop of the Japanese Traffic Psychologists JATP in Nagoya (Japan) in May 2002, under the title " Demands on Traffic Psychologists in Europe ", together with Dr. Christine Chaloupka from Vienna

2 Translation of the EFPA Task force report (Risser ed. 2001, see above) to German language, and Publication of two slightly different versions (adaptation of length) in Germany and in Austria:

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

Risser R. 2002, Einige Bereiche der Verkehrspsychologie zum Jahrtausendwechsel. Ein Überblick mit Schwergewicht auf Europa, EFPA Arbeitsgruppe Verkehrspsychologie, ZVS 3 2001, 47.Jg.

One side product of networking certainly was, that colleagues from Scandinavia, under the leadership of Lars Åberg (member of the Task force traffic psychology) founded a network of researchers who deal in one or the other way with road user behaviour. This network has no name yet (the founding assembly took place in November 2002), but sooner or later it will become a formal association with a name.

Somewhat before that an EFPA Task force meeting was prepared. It took place in Vienna, in September 2002. Lars Åberg, Max Dorfer, Denis Huguenin, Hector Monterde i Bort and Wolf-Rüdiger Nickel could make it to come to Vienna. Ralf Risser hosted the meeting. The points on the agenda where the following:

- a) Where do we "want to see" Traffic Psychology in 10 years? What should our relevance for practice be? What are "our" priorities? Wolf-Rüdiger Nickel wanted to produce a paper on this topic.
- b) Preparation of the next congress organised by the International Conference for Traffic & Transport Psychology, ICTTP2004 in the UK; Lars Åberg communicates with the organisers of the congress as a representative of the EFPA Task force traffic psychology
- c) Preparation of a symposium on traffic psychology, in the frame of the EFPA-Congress 2003 in Vienna, by Ralf Risser
- d) Discussion of the further work programme of the task force, with one suggested topic already there: Drivers' licensing in Europe and the role of Traffic psychology. No clear plans have been made with respect to this point on the agenda, as this work would take quite a bit of time and resources, that are not available a priori. We could not decide how to solve this problem.

Ad a) Where do we "want to see" Traffic Psychology in 10 years?

Traffic psychology is still a relatively small area within psychology, and the task of traffic psychologists varies in the different countries, in spite of the fact that erroneous road user behaviour and mistakes are said to be the source of the majority of road accidents. So it is our expectation that lots of things have still to happen – and will happen – in connection with driver assessment and diagnostics, research on traffic safety and traffic psychology, driver improvement and counselling, and many other fields.

Driver assessment and diagnostics

It is basically the medical doctor's task to assess the state of health of people who want to have a driving licence. There are, however, mental abilities and psychological characteristics that are much more vital for safe driving than physical health, and that belong to the competence of the traffic psychologist. The psychological screening of the whole driving population would cost too much, compared to the profit it would bring. Besides, the lack of the necessary mental abilities and psychological characteristics very often becomes obvious during the driver training. Therefore the screening can be limited to a smaller population. There are, however, some specific driver groups that are assessed by psychologists in many countries, where testing and psychological assessment is desirable. Those are:

- professional drivers with especially demanding driving tasks (policemen, drivers in the rescue system, firemen, lorry drivers who transport dangerous goods, bus drivers, etc.),
- drivers with bad accident and/or violation record,
- people with different types of alcohol and/or drug problems,
- people with a criminal record, as there is some evidence that there is a relationship between such a record and the characteristics of traffic participation.

Not so much of safety reasons, but more with the goal to assist them, members of the following groups should be dealt with in the frame of drivers diagnostics:

- people who want to go on driving and especially those who want to start driving in old age,
- people who fail on the practical driving test several times,
- handicapped people who want to get a driving licence

For these groups, a good diagnostic analysis could provide the clues concerning what should and could be done to help them to be and to remain mobile, if necessary by being able to drive a car.

Driver improvement programmes and counselling

The last paragraph above expresses the fact that traffic psychologists also want to give direct help to people who cannot cope efficiently with the task of taking part in the traffic system as vehicle drivers. The best-organised part of this work is the sys-

tem of driver improvement programmes for drivers who have lost their driving licence because of DUI, because of accident causation, or because of high scores in the point demerit system for drivers. The content of the driver improvement programmes varies from country to country, and it is usually different for the different driver groups (drivers with alcohol problem, aggressive drivers, etc.). The psychologist's work is to facilitate group activities, working face-to-face with drivers.

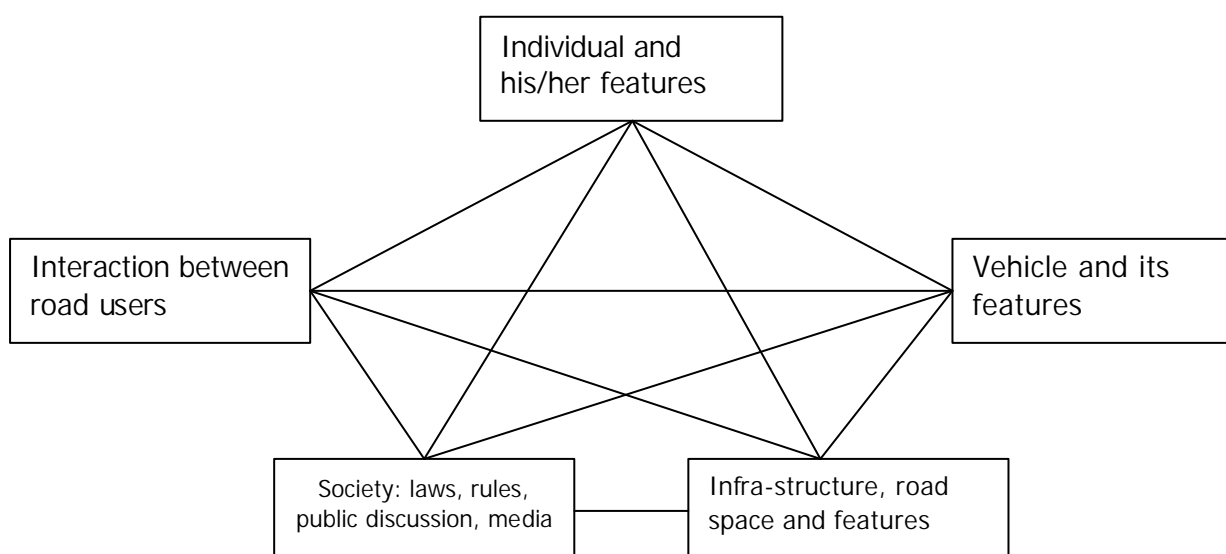
Traffic psychology in companies/organisations

A subset of diagnostic and counselling activities is carried out in the frame of companies or organisations, where traffic psychologists give direct psychological help to the company's employees who drive vehicles or organise fleets of vehicles. Their task is usually to carry out specific psychological assessment of the company drivers and make specific selection according to the company's specific tasks. Another part of their work is very often to take care of the mental health of the employees, by providing psychological counselling to those employees who need it because of some work-related problems or the trauma of an accident.

Traffic safety and traffic psychology research

Research is the main area of activity for traffic psychologists in most countries, even if the total number of researchers is much smaller than the number of those doing diagnostics. The main aim of traffic-psychological research is, of course, to improve traffic safety. It is as a rule carried out in close co-operation with other experts of the traffic safety "scene".

Graph 1: The traffic system



The most important areas for traffic psychologists are located in the area of the individual preconditions and the areas outside the individual that influence individual behaviour: Societal background, communication with other road users, infrastructure preconditions, and vehicle preconditions (see graph 1 above).

Some types of necessary research work resulting from this perspective are the following areas:

- vehicle ergonomics
- questions of human – machine interface
- questions of user needs and sustainability

Another area is centred around the problems of road users' individual behaviour, such as

- behaviour of different road user groups (pedestrians, young drivers, cyclists, etc.),
- how does the change of the traffic environment influence road user behaviour,
- influence of age on road user behaviour (children, elderly people),
- driving as a profession (fatigue, work load, etc.)

A third area of research concentrates on methodological issues of activities that are not necessarily carried out by traffic psychologists, where the development of the methods needs deeper knowledge of psychology. Therefore the contribution of a psychologist is necessary. The main topics in this area are:

- methodology of driver education, under special consideration of communication between drivers and societal background
- methodology of driver rehabilitation,
- methodology of traffic education for children,
- methodology of driver improvement programs, when carried out by non-psychologists

Another field of rapidly growing importance is evaluation, which, however does not necessarily have to be carried out by psychologists; on the other hand psychologists should be aware of the need for evaluation, be prepared to develop, design and apply evaluation themselves and stress its importance. Evaluation procedures are the primary precondition for optimisation and cost-reduction in many fields of work.

Many other fields of research are of course interesting for the traffic psychologist, and we have written much about that in the previous task-force reports. The points above had to be underlined because it was deemed necessary at the moment. Generally, all aspects that could in principle influence road user behaviour in one or the other way are, or can be, subject to traffic-psychological research. An official statement of the goals already exists since the beginning of the EFPA task force, that has been more and more elaborated on during the three periods of the EFPA Task force so far.

The primary role of the Task force - if the second P for "professional" was still there - would have been to stabilise the job situation of psychologists and to get more jobs for them. So it was in the beginning. Different points necessary in order to assure this were discussed:

- Feasible strategies of the task force under the prevailing conditions
- Conditions, goals, quality and scientific value of Psychological assessment, as this is the work that is done of the highest portion of European traffic psychologists
- What are the needs of the society, and how could and should traffic psychologists meet these needs
- Possible impact of traffic psychology on policies (linked to the needs of the society, as well)
- Net-Working (establishing of professional, interdisciplinary, international groups, establishing co-operation with policy makers, data bases, etc.)

The know-how of traffic psychologists must be stronger involved in practice (infrastructure planning, urban planning, vehicle design and construction, etc.)

Basically and above all, the processes of driver licensing – i.e., receiving and keeping the licence - and the education of the drivers are of central importance. It has been said in the beginning of this report, already, that rarely psychologists are involved in this process so far – although changes become visible, e.g. in Germany, where the

DGVP, the Deutsche Gesellschaft für Verkehrspsychologie is enhancing respective activities.

However, all activities mentioned above that are connected to "getting jobs for traffic psychologists" cannot be done properly without scientific basis and background. There has to be a scientifically based discussion of the validity of our work. All practical work will be easier if we convince relevant people that our work is valid. At the same time, validity in the field of psychology is often an extremely complicated construct. Take diagnostics for example: Of course, the skills of the drivers are important for traffic safety, even if maybe not as essential as will, as Evans has pointed out. But the relationship of skills to traffic is rather complicated. Scientific models to explain this are essential, one cannot do without them.

So we want to concentrate on a professional policy that is based on our scientific background. E.g., a lot of work is done by engineers in connection with new technologies, so far, with the trivial argument that "this is technology". But in reality, they very often deal with behavioural aspects and problem, and this should be our work.

The problem is that there are different groups of psychologists; scientists and practical workers, with heterogeneous goals. Often, they do not know each others, viz. each others' work. Knowledge transfer is very poor especially across language borders – the Eastern European, the Francophone/Romantic, the German speaking and the Anglo-Saxon area (comprising also Scandinavia and the Netherlands) almost seem to be separate worlds.

Moreover, there is also quite a heterogeneous view on psychological activities between so-called academics and so-called practitioners: The purist academic view on psychological science is in fact an obstacle to practical psychological work, which does not function like natural sciences. Continuous experience is necessary, and many things can only be learned in practice, where "clean" psychological methods are not applicable, and where heuristic and qualitative approaches play a much more important role than the academic laboratory approach. Universities very often do not have practical experiences. The laboratory-view on things that eliminates all "disturbing variables" increases the distance between psychology and reality. Reality consists very much of disturbing variables.

A sustainable compromise between these two poles has not been achieved, so far, and this is one of the reasons for our lack of lobbying power. This makes it almost impossible for psychologists to work in practice, as all technical approaches are much

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simpler and have stronger appeal to laypersons. The departments of traffic in many countries in Europe are "good" examples, where mostly technicians and law experts are working, but no – or very few - behavioural and social scientists.

The conclusion of all this: We need a scientific basis for work in practice. For this, the Universities have to be involved. But we also need to involve a reality-based theory-of-science view on things, in order to get involved into the discussion what disciplines should deal with certain problems in traffic, thus developing some arguments of weight. And we have to insist that we are given opportunities to develop strategies, methods and instruments in practice, which would enable us to learn, to evaluate and to improve our approaches step by step.

However, the quality of work is of utter importance. If quality of practical work is assured, psychologists will easily get jobs in the long run: The concept of "Professional" includes two aspects, the quality of the work and the solid scientific background. By now, the second P from former "EFPPA" has vanished and we have become EFPA, but still we should remember the concept of "professional" and improve the quality with respect to both aspects above.

Take the problem of speeding: If you want jobs in this field you need the scientific knowledge concerning speeding. The quality management/evaluation in this case would be to test existing programs that try to reduce speeding. How are such programs perceived, how do road users agree and comply, what are the effects with respect to what criteria, etc. We have to define our goals in such respects, including the discussion on criteria.

From Northern Europe the following comment came when we were finalising this report: Instead of contrasting "academic" research with practical psychological interventions it is of outmost importance to clarify that traffic psychology is a vital part of both. As an applied field traffic psychology uses practically all branches of psychological theories and fields. Thus, the strength of scientific (academic) research in traffic psychology is important to the growth and practical use, such as education and driver assessment.

But perhaps there is a situation in the Nordic countries that is different from many other countries in Europe: In the Nordic countries, there are no (or only very few) practitioners working in traffic psychology, and the gap between traffic psychology research and psychology research in general is not so wide. The task of Nordic traffic psychologists is rather to inform people like driver teachers, engineers, medical people, law people, etc., about human

behaviour in traffic than directly addressing the drivers. In other countries where many traffic psychologists are practitioners more than researchers, the gap to psychology research in general is probably much wider, and perhaps more problematic. Therefore we (e.g. the EFPA task force) should try to eliminate this gap even if it may not be that relevant in some countries.

Anyway, the quality of our work is THE priority of our work, but we also have to underline what areas we hope and/or expect to be working in the future, in order to answer the question in the headline of this chapter: Where do we "want to see" Traffic Psychology in 10 years? Most probably, central fields of interest will be the following (that partly are the same as today):

- Education
- Diagnostics
- Rehabilitation & driver improvement
- New technologies

Where are the priorities with respect to these fields? The traffic and transport system must carry road users and everybody must be able to get access to the system. As long as it is necessary you have to educate road users, and officially responsible persons, in order to achieve these goals. Thereby, independently of the area we are working in, the following issues should systematically be dealt with, and improved:

- Completion and systemisation of basic knowledge
- Development and proper application of tools
- Systematic evaluation of all implementations in the field
- Quality management

Last not least, in combination especially with the validation/evaluation of implementations, it has to be made clear that these activities cost money: If we do not convince responsible organisations – including the national psychologists associations - that money is needed for such work, there will be no work in our fields in the long run, and this would be the end. No financing means that we do not get further → this is a common view.

Ad b) Preparation of the next ICTTP2004

A much more practical issue is the organisation of the International Conference for Traffic and Transport Psychology in the UK in the year 2004. The EFPA Task force traffic psychology

will be represented in the preparation group, Denis Huguenin and Lars Åberg are prepared to be involved.

The suggestions for sessions made at the task force meeting in Vienna 2002 reflect our focuses of interest:

- Conceptual problems of shaping vehicles
- Speeding and its background
- Intelligent Speed Adaptation ISA: 1) theoretical discussion of effects on drivers (concepts, variables which should be used), 2) empirical approach, 3) evaluations in the field (whether cars with ISA have positive safety effects, etc.)
- Problems of elderly drivers, how are elderly people assessed by other groups and how do they communicate with each other, what are their problems? How to provide their mobility?
- Life Quality and analysing well-being, possibilities to assess Life Quality in connection with living/housing and transport and mobility
- Poster session: Psychological concepts of psychological training of other professions (lawyers, engineers etc.)
- Poster session on Knowledge transfer: how to spread knowledge in traffic psychology, and, e.g., overcome language and culture barriers
- Defining research fields; ways to do this – more about heuristic procedures and creative group work – some transfer from organisational psychology to traffic psychology

It has not yet been clarified, who will present the papers above, we just would like to have them as topics. Maybe, members of the Task force traffic psychology can offer presentations concerning a larger part of these issues.

Ad c) EFPA Congress 2003, Symposium Traffic Psychology

At the EFPA Congress in July 2003 in Vienna a Symposium on traffic-psychology will take place, with contributions from Austria, Finland, Germany, Italy, Sweden, Turkey and Romania. The topic is Traffic is a psycho-technical system. An important issue in most of the presentations is new technology in cars and how drivers make use of it. From a political point of view, Intelligent Speed Adaptation ISA is the most interesting system that is discussed in the Symposium: ISA consists of a digital map that is combined to GPS so that the position of the car is always clear, and thus the actual speed-limit. There are several ways then to adjust

speed to the limit – on a voluntary basis, by giving information to the driver, or on a more restrictive basis, by automatically limiting speed via the throttle ("Intelligent gas pedal"). The psychologically interesting aspects are questions of acceptance, of behaviour adaptation and, possibly, of risk compensation and similar compensatory phenomena.

Ad d) Discussion of work programme of the task force

At the Task-force meeting in Vienna 2002 many plans were made concerning things to do for the Task force. But then only a small part could be implemented, due to high workload of the task force members. The text below gives an overview on what has been actually done, first, and then follows a short list of the activities that have been postponed: Either to be done by a new Task force Traffic psychology whenever such a task force is established again, or by any other group that wants to enhance psychological involvement in the traffic area.

Co-operation, networking & dissemination

The headline above came about because it was strongly stressed that co-operation, networking and dissemination are of greatest importance. So far, there are national organisations which work in national frames. But within the EU there is the need to get together and to co-operate Europe-wide. The problems in the European countries are similar. Also the national policy is getting closer to international interests on a higher level. There is a good motivation behind both national and international structures, but there should be more co-operation between groups, like between EFPA and IAAP.

All these activities are of course ideally aiming at the co-operation of an existing Task force Traffic psychology with other groups. But in case there is no Task force after Summer 2003, the members of the Task force should try individually to either become members of other groups, or to co-operate in any other way.

It is suggested that steps are taken to establish, or intensify co-operation between EFPA, or EFPA members and IAAP Division 13 "Traffic and Transport Psychology". In this IAAP division they look to different continents, or parts of the world., and researchers from different parts of the world are invited and involved there. A representative of the Task force traffic psychology is active in Division 13 (Denise Huguenin), and he will promote the idea of establishing of a Sub-Division "Europe". Theoretically he could initiate a possible merging between IAAP Division 13 and EFPA Task force Traffic psychology. Organisation will not be that easy, however, because IAAP consists of personal members, whereas EFPA is an umbrella organi-

sation. It will be necessary to discuss this aspect further. But one aspect is important: A subdivision in Division 13 of IAAP could become a "Home" for European traffic psychologists, and certainly all those who co-operate in the frame of the Task force Traffic psychology can become members of IAAP Division 13. Denis Huguenin sends application forms for IAAP to the task-force members.

Not only to "find a home", but also to open up the market place for traffic psychologists and their know-how, networking with other institutions, and more regular international publication about the task-force should be enhanced. For instance, there is the possibility to put 1 to 2 pages in journals like the German Journal for Traffic Safety (ZVS). There are certainly similar possibilities in other countries, as well. The publication of the Task-force report 1999 in the year 2000 in the ZVS and in the Journal of the Austrian Psychologist Association BÖP was an activity in this sense. Task force members are encouraged to publish information about their work in different European journals and in more than one language.

We traffic psychologists should also use other contacts, like the European Traffic Safety Council ETSC, where Denis Huguenin is a member. He started a discussion about that with ETSC. ETSC produces a Newsletter about its activities, everybody who is interested can get this Newsletter and accordingly, offer co-operation in case that issues are dealt with that cover one's own expertise, viz. where one has done relevant work oneself.

Tasks that had to be postponed

Several activities were planned to be started during the lifetime of the Task force Traffic psychology, but could not be carried out:

- Preparation of a paper with comments on the European Diploma for psychologists, with special consideration of education and training needs of traffic psychologists
- The state of the art, design and ideas of a medical-psychological assessment of drivers should be developed. There is a European project IMMORTAL going on about that. It was planned to search co-operation, or at least systematic information about the work, there. But of several reasons no meeting could be arranged. One problem was that IMMORTAL had co-ordination problems and it was not clear who should be addressed. The only concrete information that we could receive gave the impression that there was no sufficient state of the art, there were no clear opportunities for further work defined, and no answers to critical questions were presented.

Vienna, April 30th 2003 - Ralf Risser