

EUROPEAN FEDERATION
OF PSYCHOLOGISTS'
ASSOCIATIONS
EFPA



STANDING COMMITTEE OF TRAFFIC PSYCHOLOGY

CONVENOR : LARS ABERG

REPORT TO THE
GENERAL ASSEMBLY JULY 2009 IN OSLO

EFPA
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BELGIUM
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EFPA Standing Committee Traffic Psychology 2007-2009

Convenor: Lars Åberg (Sweden)

Members: Pierangelo Sardi (Liason officer to EFPA, Italy), Vera Giovanni (Italy), Lisbeth Harms (Denmark), Martin Hubacher (Switzerland), Martin Koran (Czech Republic), Panayiotis Kalogirou (Cyprus), Patricia McKenna (UK), Hector-Monterde I Bort (Spain), Jens Schade (Germany), Ralf Risser (Austria), Françios D'Onghia (Luxembourg), Mark Tant (Belgium), Vlasta Zabukovec (Slovenia), Yesim Yasak (Turkey), Andro Pavuna EFPSA

1. Executive summary:

- The Task Force Traffic Psychology was promoted to a Standing Committee in summer 2006 about one year after a decision made by the EFPA GA in Granada 2005. Since 2007 the committee has had three meetings, in Vienna, June 2007, in Prague, July 2007, and in Prague, June 2008.
- The scope and main tasks of the Standing Committee, Traffic Psychology are:
 - To formulate common guidelines for the practice of Traffic and Transport Psychology (TT Psych) in Europe. The form could be statements prepared for individual topics, presented in a series of strategy documents.
 - Harmonise proposals for a curriculum for education in TTPsych. and what counts as equivalent qualifications across Europe.
 - Clarify and improve the structure and delivery of TTPsych across Europe. This would also involve networking with other psychologists beyond EFPA and where appropriate with medical colleagues who are central to the efficient delivery of TTPsych.
 - Act as a voice to promote TTPsych in Europe. As well as networking where the opportunity allows, we can attempt to develop a website; clarify the channel of communication within and via EFPA; and lobby our national representative of the Council when relevant issues and Directives emerge. We can also publish the SC via presentations about it at conferences.
- Recommendations: To acknowledged traffic and transport psychology as an important field of professional psychology
- The Standing Committee Traffic Psychology has been active since summer 2006
- A new convenor for the SC will be suggestend

Note! The present report is preliminary as a new convenor will be suggested and as the members of the SC have not yet had time to react to the text. A definite report will be presented before the GA meeting in Oslo.

2. Standing Committee Traffic Psychology

The EFPA Standing Committee, Traffic Psychology was founded in 2005 in Granada, Spain and was promoted from being a Task Force in summer 2006. The Task Force was founded in 1993 in Tampere, Finland and the Task Force has been active since that time, except for a period between 1997 and 1999, until it was turned into a Standing committee. Its history has been reported by Risser (2003).

The present report is focused on the SC activities in the time after the 2007 EFPA GA meeting.

2.1 The strategic aims of the Standing Committee Traffic Psychology

The strategic aims of the SC were formulated in Prague, October 2006, and this is again the strategy of the SC.

- **Formulate common guidelines for the practice of Traffic Psychologists in Europe.** This could take the form of statements prepared for individual topics, where the guideline is illustrated by a current newsworthy event or situation. These documents could form a series, with Wolf's existing strategy document being the first, and the consequent ones can address each of the issues he outlines.
- **Harmonise proposals for a curriculum for education in Traffic Psychologists** and what counts as equivalent qualifications across Europe.
- **Clarify and improve the structure and delivery of Traffic Psychologists** across Europe. This would also involve networking with other psychologists beyond EFPA and where appropriate with medical colleagues who are central to the efficient delivery of TTPsych.
- **Act as a voice to promote Traffic Psychologists in Europe.** As well as networking where the opportunity allows, we can attempt to develop a website; clarify the channel of communication within and via EFPA; and lobby our national representative of the Council when relevant issues and Directives emerge. We can also publicise the SC via presentations about it at conferences.

2.2 Activities of the Standing Committee, 2007-2009

In the period there were three Task Force meetings (in Vienna 2007-06-16, Prague, 2007-07-05, and Prague, 2008-06-21). The minutes from the meetings are enclosed in Appendix I and Appendix II. Among the activities of the members it can be mentioned:

- In the Vienna/Prague meetings preparations for the meeting with Mr Valmain from v DG TREN were discussed.
- The meeting between mr Valmain, Pierangelo Sardi, and Ralf Risser took place in autumn 2007 and a report from that meeting is presented in Appendix III.
- In the yearly conference "Fit to Drive" once initiated by former member Wolf Nickel an Pierangelo Sardi several members (and especially Ralf Risser and Martin Koran) have participated actively in 2007 (Vienna) and 2008 (Prague).
- Ralf Risser and Lars Åberg made a poster introducing the SC that was presented at the Fit to drive conference in Prague 2008

- Lars Åberg was a member of the Scientific committee of the International Conference for Traffic and Transport Psychology in Washington US in September 2008.
- The members of the SC have organized and participated in a number traffic safety conferences in the present time period

2.3 Ongoing actions suggested for the future of Traffic Psychologists in Europe (the points below will be elaborated in a final version of the report)

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

This goal is still an important activity and so far the number of members has increased to fourteen. Several national representatives have indicated their interest in becoming members.

2.3.3. The role of Psychologists within transportation

The SC has participated in discussions about the role of psychologists for assessment of train drivers.

2.3.4 Driver assessment, counselling and rehabilitation

One task of the SC was to discuss the German PASS initiative and also demerit point systems. As the general discussion about these topics at the moment is inactive the SC is mainly following the development.

2.3.5 SC traffic psychology WEB-site

This website is still going on and contacts with the HEAD office will be taken to integrate the website into the general EFPA website like the website of SC Crises and Disaster.

2.3.6 Further future activities

A new SC convenor will be suggested for the next time period and in a couple of meetings the committee will discuss further future actions.

3. One paragraph introduction to the field and definition

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4. Literature

- Koran, M. (2007) The role of psychologists after traffic accidents. Presented on the X. European congress of psychology, Prague, 3.-6.7.2007 (abstract on CD ROM ISBN: 978-80-7064-017-3)
- Koran, M. (2007). The history, goals and current activities of Czech traffic psychology. Presented on the X. European congress of psychology, Prague, 3.-6.7.2007 (abstract na CD ROM ISBN: 978-80-7064-017-3)
- Koran, M. (2008). Traffic psychology in the Czech Republic. Presented on the 3rd. International Traffic Expert Congress, Prague, 19.-20.6.2008 (in:

Eds: W-R. Nickel, M. Kořán: Proceedings Fit to Drive, ISBN: 978-3-7812-1713-3)

- Risser, R. (1997). Driver diagnostics and selection. Factum: Vienna
- Risser, R. (Ed.) (1997). Assessing the driver, Factum: Vienna
- Risser, R. (1998). Activity report from the EFPA Task force Traffic Psychology from 1.8.1993-31.12.1997. Factum: Vienna
- 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.
- 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
- Risser, R. (2003). EFPA Task force Traffic Psychology 1999-2003. EFPA report April 2003
- Åberg L. (2005). EFPA Standing Committee, Traffic Psychology 2005-2007. EFPA report 2005.

5. Methodological aspects

6. Summary Data

Not investigated

7. Proposal for a common EFPA position.

To maintain the status of Traffic Psychology by through the Standing Committee Traffic Psychology

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

The Standing Committee Traffic Psychology has an important role in promoting Traffic Psychology as an important field of professional psychology

TRAFFIC AND TRANSPORT STANDING COMMITTEE, EFPA

Draft Minutes of the Second Meeting of the Standing Committee – first half held in Factum, Danhausergasse 6/4, Vienna 9.00 am – 1.00 pm ,16th June 2007, and in second half held in , Prague,5th July 2007

Present

Vienna 16th June 2007, Factum			Prague 5th July Room 248, second floor. (It is provisional solution, the room is for the Organisational board of Congress and it is possible to use it in time from 10.00 till 13.30. Is simply equipped with table and approximately 15 chairs). 2007		
SC Member	Country	Function	SC Member	Country	Function
Lars Aberg	Sweden	Convener	Lars Aberg	Sweden	Convener
Pat McKenna	UK	Secretary	Ralf Risser	Austria	Secretary
Ralf Risser	Austria	Host	Martin Koran	Czech Republic	Host
Martin Koran	Czech Republic		Elisbeth Harms	Denmark	
Hector Monterde i Bort	Spain		Hector Monterde I Bort	Spain	
Marcus Hubacher	Switzerland		Pierangelo Sardi	Italy	Liason officer
			Karin Müller	Germany	excused
			Marko Divjak	Slovenia	
			Daina Voita	Latvia	
			Eleanor O'Leary	Ireland	

Vienna 16th June**1. APOLOGIES**

Lars and Pat gave sincere apologies for their oversight in re-arranging this meeting for the morning of the 16th June, which meant that some people had to rebook their flights and that others were now unable to attend. As partial remedy for this mistake, it was agreed that this committee meeting would take part over two dates to allow all members to attend. Thus the first part took place in Vienna in June and the second in Prague on 5th July.

2. MATTERS AND ACTIONS ARISING FROM PREVIOUS MINUTES (Prague, October 13th, 14th 2006)**(a) Status as a Standing Committee.**

Lars had investigated further the significance of the changed status of the group from task force to standing committee. Apart from lending more permanence and symbolic status to the group, there was no concrete benefit in terms of increased funding or power. It was noted that all bar one of the task forces of EFPA were now standing committees. However, the group felt that our status as a standing

committee did provide a cornerstone to consolidate our long term strategic aims and development.

(b) Effects of the Traffic Psychology Strategy paper on road safety

- i. ***Within EFPA:*** Lars had been unable to trace the effect or whereabouts of the strategy paper submitted to EFPA. Certainly, in Pierangelo's experience, Lars reported that it had been necessarily overshadowed by the urgent need for EFPA to focus on the train driver's directive. Original aim from previous minutes was therefore still ongoing :

"It was noted that within the Third Directive, the "EFPA Declaration 2006, the European Standards of education and training in professional psychology – EuroPsych" did not include Traffic and Transport Psychology. We did not know if our strategy paper reached Council of Europe or the Directorate General of EC. It was agreed that we should (a) trace the path the Strategy document took, (b) attempt to formalise the document under the aegis of EFPA, and (c) consider translating the document into all languages of the EU. Formalising the document could, e.g., include an appropriate logo (EFPA) and signature by Tuomo Tikkanen (President of EFPA) and Lars Aberg (Convenor of the SC)"

- ii. ***DGTREN (Energy and Transport), European Commission:*** Karin had sent a copy of the strategy paper to Mr. Matthias Ruete and received an invitation from the head of the unit, Dr. StefanTostmann to contact Mr. Joel Valmain for further discussion. The committee interpreted this as a possible invitation to go to Brussels for discussion and it was felt important to reply as soon as possible and ask for potential meeting times and dates quickly. This can also be discussed with EFPA officials in Prague at the General Assembly when Lars can clarify funding possibilities. The committee composed a letter to confirm acceptance of this invitation and requesting possible dates – (see Appendix I for copies of correspondence). Our correspondence now carries the EFPA logo.

(c). Raising the Profile of Traffic Psychology via the work of the Standing Committee

- i. ***Our Website:*** Hector had very kindly used his expertise to set up a prototype 'taster' website for us within his allocated part of Valencia university cyberspace but this would not be technically workable in the long term. We discussed how to develop and link such a website within EFPA's framework, as appears to be the case with the Disaster, Crisis and Trauma Psychology. Hector has agreed to lead and teach the group the technical protocol for setting up and running the website should this be possible within EFPA. The website should have public access for our documents but also a password protected area for committee members. We thought that this was a wider issue for EFPA and its SCs and that a well developed and maintained website with a designated manager was necessary for EFPA to be effective. Martin will discuss this with Dr. Solc, Chairman of the Congress Committee on Tuesday 19th June 2007 making the case for EFPA to host, pay and

allow access to the website but that committees can manage their own website. Lars will also formally request this at the General Assembly, and committee members can informally discuss this with Sabine and EFPA officials at the Prague congress. During the meeting, Hector drafted a suggested framework of conditions and regulations for the EFPA website.

ii. *SC's contributions to Vienna fit-to-drive conference June 2007 and Prague EFPA congress July 2007:*

(a). 3 presentations were made in Vienna by Hector, Pierangelo and Pat. Hector's presentation was of a joint project by Hector and Ralf. Martin's work had been presented within Mr. Heinrich's talk on the traffic situation in the Czech Republic.

(b) Prague Congress: Martin is a member of the organisational committee of the congress; a presentation will be made by Elizabeth; Ralf and Lars's presentations have now been incorporated within in 3 separate symposia and Martin is preparing two poster presentations.

(c) Lars will present the annual report of the SC to the General Assembly at the congress

iii. *Involvement in European consultations:*

Lars, Ralf, and Christine Chaloupka will be travelling to Riga, Latvia to meet with the Ministry of Transport to discuss testing drivers, attitudes and speeding.

(d) Membership and future organisation of the Standing Committee

The committee is still vulnerable to being under-represented by European countries. Dedicated members are few in number, and Lars and Pat are nearing retirement. For the time being, both are happy to continue membership and Lars to act as convener of the group and Pat to take minutes but we will need to address contingency plans for the longer term. In order to campaign for more members, Ralf offered to design a short leaflet about the Standing Committee with information about how to join. This will be disseminated at the Prague Congress as a folder within the information pack to delegates. We also need to explore funding for those people who would like to join but have no funding available from their psychology associations.

3. LEGISLATIVE PROPOSAL IN CZECH REPUBLIC

Martin reported that there had been a proposal from the Minister of Transport to restrict power to carry out assessments of fitness to drive to clinical psychologists on the logic that the decision is a medical one. This would seriously jeopardise the work and existence of traffic psychologists in the Czech Republic and Martin is concerned that this proposal does not succeed.

4. The PASS MODEL AND THE DEMERIT SYSTEM

The **PASS** model (Psychological Assistance for Safe Individual Mobility) is intimately connected with the Demerit Points system as a way of implementing the PASS model in some European countries. Markus reported that there is no demerit system in Switzerland, only a two phase system. However, a cornerstone of the model is that traffic psychologists help to facilitate good driving rather than to police driving behaviour. The committee's brief is to help disseminate, consolidate and implement the PASS system throughout Europe as well as see how well it is being applied in member states. A short questionnaire might be helpful for us to send to people.

This point was further discussed in Prague. Hector takes up the issue of translation (not appropriate Spanish version). Everybody should read the paper (www.p-a-s-s.eu) and give feedback to Lars before the end of September, for example about wording as many words have several meanings.

CIECA is also related to PASS – maybe we should take contact with them and give our opinion about PASS.

Lisbeth: Focus on environment and mobility and do not limit ourselves to safety – put psychology in the planning of society. As the suggestion for cooperation is good we should be diplomatic – say the we missed somethings but also found some nice things in the paper.

Hector: The paper asks for activities partly already done.

5. TRAIN DRIVERS' DIRECTIVE:

After the good news from Pierangelo that EFPA had succeeded in maintaining the primacy of psychologists in testing psychological fitness to drive in train drivers, it now appears that there are new proposals to allow medical doctors to do this. On 5th June the last consultation took place and there has been documentation reporting that psychological assessment can be done “*not only by a psychologist... but also by medical doctors*”. Committee members were unclear about the significance of this contradictory report and will seek clarification from Pierangelo.

INFORMATION EXCHANGE :

- Valencia ICTCT meeting in October 2007 – now closed and finalised.
- CDT (Czech Traffic Safety) meeting November 2007 in Centre for Transport Research in Brno

Prague 5th July

1. How to become a SC member

According to Lars delegates of the SC must be nominated by the National associations. In Prague some interested attendants from Latvia (Victorija Perepjolkina) and Ireland (Eleanor O'Leary) are welcome and Marko Divjak is a new delegate from Slovenia replacing Vlasta

Further campaign for members:

We should send out a questionnaire to the 34 EFPA countries and campaign for more members.

We should also contact persons directly - "we would like you to be represented".

We also try to be embedded in some important network in Europe; could we be represented in the ETSC? Or in ERSO?

EU is interested in independent research, not so much engineers and lawyers any more according to Pierangelo; psychologists are able to get confidential information.

2. Strategy paper and meeting with Mr Tostmann/Valmain

A strategy paper was produced and sent to Mr Tostmann and after the meeting we have got a suggested time for a meeting with Mr Valmain from September 10 to 14. We need to decide upon a day for the meeting and who should participate (Lars, Lisbeth, Ralf and Pierangelo expressed their interest at the meeting in Prague).

Lars will write a letter where he asks about issues that should be taken up.

Maybe a common project to be founded, like: demerit point systems; availability for any kind of questionnaire or monitoring study; IVIS – use and effects; quality assurance of testing and rehabilitation (also for train drivers)

3. Website

Compare the website of Disaster psychology (<http://disaster.efpa.eu>). Sabine Stewart (secretary of EFPA) will help us. A prototype will be made by Hector together with Martin (Strategy paper, next conferences, list of members and invitation to Prague 2008 will be included, plus curricula). Communication with Sabine & Pat.

By November Hector will make a website mock-up and for that he needs photos and a short CV for each SC delegate.

4. Logo

The logo of EFPA should be used with addition of ECTP or ECTTP – the first was preferred (but Google it first). Lisbeth: man in the frame of a warning sign. Until then we are allowed to use the EFPA logo in our correspondence.

5. The identity – what is a traffic psychology?

Summarise once again what advantage it is to have traffic psychologists involved in diagnostics and rehabilitation, there is knowledge outside clinical experience (a traffic psychologist is many things)

Identify those who work on a psychological basis in traffic related areas, not necessarily and strictly only psychologists, but behavioural scientists.

We could make a summer school and offer courses for Traffic psychologists: it is also important to know who works in the area for professional representation.

6. Miscellaneous

Pat McKenna would preferably be the ECTP secretary (if her organisation allows her also to come after her retirement)

Lars raises the question of the convenor (he will also retire and the question is if he can continue)

For train drivers psychologists or medical doctors or persons controlled by P or MD can be assessors in a new EU regulation - protests against this regulation did not help. We should remain active in this respect.

IMMEDIATE GOALS AND TIMETABLE FOR ACTION

Goal	Member	Date to be completed
Martin to email Pat with time and venue of second part of this meeting On 5 th July in Prague.	Martin	Tuesday 19 th June 2007
Pat to send draft minutes of 1 st part of meeting to all members	Pat	June 22 nd 2007
SC to choose secretary at second part of this meeting in Prague	SC	5 th July 2007
? to send draft minutes to Pat	?	?
Full draft minutes with attachments to be sent to all members for corrections	Pat	?
Draft Letter to Dr. Tostman requesting dates for a possible meeting	Ralf to send to Pat to attach to minutes	June 22 nd 2007
Website development within EFPA	<p>(a) Lars to send Pat Hector's draft outline of requirements of a website to attach to minutes before second half of meeting for discussion and any corrections</p> <p>(b) Martin to formally request setting up of SC websites within EFPA at (a) Tuesday 19th June meeting Martin has with Dr. Solc.</p> <p>(c) Lars to make a formal request at the General Assembly</p> <p>(d) Also for members to discuss informally with Sabine in Prague .</p>	<p>June 22nd 2007</p> <p>19th June 2007</p> <p>? July 2007</p> <p>July 2007</p>
Train Drivers' Directive : Clarification on rules about keeping psychological testing within the domain of psychologists	Committee Members to seek clarification from Pierangelo	5 th July meeting 2007
Disseminate and encourage PASS model to be adopted and followed in our own EU member states	<p>Members to send copies to experts in their member states requesting opinions:</p> <p>Pat - to Prof. Frank McKenna who has been running groups to help implement the model at primary, secondary and tertiary levels, and Janet Kirrage who is responsible for Road Safety in London Transport for their comments).</p>	To report back at next committee meeting.

10. **Date and venue of Next Meeting** : Prague – Fitness-to-Drive conference 2008 (dates yet to be decided)

Appendix II

**Draft Minutes of the ordinary EFPA SC Traffic Psychology meeting
in Prague at Centrum dopravního výzkumu (Traffic Research Institute)
21 June 2008**

Present:

Lars Åberg (Convenor)	LÅ
François D'Onghia	FO
Markus Hubacher	MH
Martin Koran	MK

Hector Monterde i Bort	HM
Ralf Risser	RR
Pierangelo Sardi (EC Liaison)	PS

<i>Jens Schade</i>	<i>JS</i>
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Apologies

Lisbeth Harms

Pat McKenna

1. Choice of chairman and secretary for the meeting

LÅ welcomed all members and thanked MK for hosting the meeting. Members agreed to appoint LÅ to the chairman and JS to the secretary of the meeting

2. Presentation of new members

FO from Luxemburg and JS from Germany gave a brief introduction about their professional background. Detailed information has been sent to LÅ in advance of the meeting and will be published on the new web site.

3. Thanks to old member

LÅ expressed the gratitude of the SC to the previous German member Karin Müller for her valuable work in the committee

4. Minutes of the Last Meeting

The minutes from the last meeting in Vienna/Prague have been accepted without comments.

5. SC TP achievements since the Vienna/Prague meeting

LÅ reports about recent achievements of the SC on TP

- Meeting and dialogue with PS, RR and Mr. Joël Valmain from DG TREN, Dir. E. (Road Safety Unit) in September 2007.
- Meeting with the European Railway Agency in January 2008 about the harmonization between the Directive on the certification of train drivers and TSI (PS). PS reported that in Italy and Denmark only certified psychologists are authorized to

buy and apply psychological tests for assessment and selection. MK referred to similar situations in Germany and Czech Republic.

- RR, MK, HM, MH, FO LÅ and PS participated in the 3rd Fit-to-Drive conference in Prague. MK presented a paper, RR and LÅ made poster presenting the SC TP (appendix), and RR made a summary of the content of the conference.
- RR mentioned that two former members of the TP-SC Wolf-Rüdiger Nickel and PS have been involved in the set-up of the Fit-to-Drive-Congress series.
- HM presented a proposal for a new web site (see point 9).

6. News from EFPA

PS reported about recent developments in EFPA:

- a new web site is prepared with new functions;
- reference to N.E.P.E.S. (see point 12) as a “best-practice” example also for the SC-TP
- concerning the Directives of Qualification, Services and Health Services which all are relevant to some extent for TP (see point 5).
- PS mentioned that a long-term goal should be to establish a formal accreditation of competent traffic psychologists within a European wide network like N.E.P.E.S.

7. Future organisation of the EFPA SC TP

The SC consists of 14 members including an EC Liaison (PS). There is a convenor (LÅ) and a secretary (Pat McKenna) and a WEB liaison (HM). A new convenor should be appointed in the next meeting in 2009.

8. Plans for future work in the SC

The discussion led to the following immediate tasks (apart from pending tasks):

- to encourage all members to actively participate in the SC;
- to extend dissemination of the SC. LÅ has produced a poster about the SC which has been published at the 3rd Fit-to-Drive-Congress.
- To make the benefits of the SC more explicit for national organisations.
- The SC should consider to organize a TP session/workshop at the next EFPA congress in Oslo 2009.

9. Website

- HM presented a proposal for a new web site that was very welcomed by the members. LÅ thanked HM for his excellent work. HM will distribute the address and password for member feedback on structure, news, contact etc.
- Result of the voting concerning the name of the SC on the web site (multiple votes were possible):

Acronym	Full title	Votes
ECTP	EFPA Committee on Traffic Psychology	5
EFPA-TP	EFPA – Traffic Psychology	3
ESCTP	EFPA Standing Committee on Traffic Psychology	-
ETP	EFPA Committee on Traffic Psychology	4
ECTTP	EFPA Committee on Traffic & Transport Psychology	-

It will be checked whether the acronym is applicable (HM).

10. Campaign for more members

A lively discussion about reasons for the lacking participation of many countries in the SC emerged (only 13 out of 34 possible countries, see appendix). It was concluded to work out the following issues:

- what should be the main reasons to engage in the SC TP for national organisations?
- what are main barriers which prevent national organisations to delegate a member?
- what are the rights & duties of participating members?

11. Comments to “Fit to Drive” in Prague 2008 (incl. discussion about PASS).

MK gave a short report about the Fit-to-Drive Congress held in Prague. Most relevant news was, that the PASS proposal will be postponed at least for one year because of financial constraints in Germany.

12. Miscellaneous

- Discussion about whether the SC TP could become some form of network which would be then possibly able to be a legal partner e.g. in research projects. PS referred to *N.E.P.E.S.* (Network of European Psychologists in the Education System, <http://www.nepes.eu/>), an autonomous initiative, recognised by EFPA. PS stated, a network could become a legal person, able to present projects as a formal consortium, or bargain in the process called “better law making”, with the independence required to sign, but backed by the EFPA auspices.
- Discussion about financial issues. It remained unclear whether and to which extent financial resources are available for the working of the SC.
Post meeting note: EFPA task forces have an annual budget up to Euro 1240,- for administrative issues, see <http://www.efpa.eu/taskforce.php>
- HM reminded to consider the Bologna-process and its consequences for the education in traffic psychology (graduate and postgraduate).

13. Next meeting

The 2009 meeting will be either in Tallinn (4th Fit-to-Drive Congress) or Oslo (next EFPA Congress). PS suggested to consider Oslo in order to increase the awareness about the SC at EFPA.

14. Close of meeting

The group thanked Martin and Vlasta for their great hospitality, and for hosting and organising the meeting which was very much appreciated.

Action Points

Task	Responsible	Dead line
Liaison with the EFPA test committee concerning access to psychological tests and its implications for TP (cf. point 5)	PS, LÅ	01.09.2008
Check status of N.E.P.E.S (cf. point 5 and 12)	RR	01.09.2008
Compile reasons/benefits to become a SC member (cf. point 9)	all	01.09.2008
Motivation paper based on a summary of the members reasons/benefits	LÅ	01-10-2008
Web site: HM will distribute address and password Check other SC web sites Members will provide feedback	HM HM All	now now 01.09.2008

J.S.

Minutes

24.06.2008

Dialogue with Valmain DG Tren E (Transport Safety)

Present: Pierangelo Sardi, Ralf Risser

Excised: Lars Åberg (illness), Lisbeth Harms (flight cancelled)

Meeting site: Dept. of transport, Rue Demot 24

Time: 1100 to 1230

Risser and Sardi offer support in the sense that traffic-psychology experts from EFPA can be consulted in relation with all human-factors matters connected to transport. The following four aspects are highlighted:

1. Demerit point systems - state of the art: Discussion about a connection between such systems and the measures to be taken. One main issue is always striving for a behaviour change, i.e. one needs psychological knowledge and know how. The aspect of efficient enforcement is strictly connected to the issue, as only consistent and contingent feedback on erroneous behaviour will have behaviour-modification effects.
2. Questionnaire studies: It is often the case that political discussions are based on assumptions of citizens' acceptance of measures/regulations (speed limits, enforcement, alko-locks, etc.). It is rather simple and easy to ask road users all over Europe such questions in a representative way and to come up with results within short time, as a policy basis, if colleagues in the member countries of EFPA are involved
3. Assessment of car drivers: The assessment of train drivers is introduced as a case of "prejudice"; in a document referring to train drivers, medical doctors are (in a still preliminary document) officially allowed to do psychological assessments, which we clearly protest against, and we definitely want to avoid a transfer to the road transport area: Psychological assessment of drivers has to do with behaviour, its understanding, and with prognoses on behaviour. Erroneous behaviour has mostly to do with performance and motivation and is a psychological issue in those cases, not a medical one (except for certain trauma and dementia cases)
4. Other issues, like telematics, the influence of vehicle and equipment on road user behaviour and interaction (Reference may be made to " European statement of Principles on Human Machine Interface for In Vehicle information and Communication systems" from 1998 (by the Task Force HMI, supported by the Converge project GD XIII)

Mr Valmain's comments

If there is some necessity, he knows that we (EFPA & representatives) can be contacted.
Enforcement: Closer cooperation between Member States on enforcement systems is necessary. There are expert group meetings on enforcement, but decisions have to be taken by member states, which is a longer process.

Penalty points systems of different types: Results of research projects are necessary. Projects should be submitted in the frame of the official calls of the commission.

How can common norms develop in Europe: Events like the Fit-to-drive congress (that we reported about) are certainly helpful. From the side of the commission, besides regulations more lean procedures towards harmonisation are possible: The exchange of best practice, recommendations, informal communication.

Assessment: Before assessment training and formation/education should be in the focus. The project "Close to" (Austria) is mentioned: Drivers that have been involved in critical or tragic events on the road inform other drivers about the risk. People who have been involved came to the driving schools - peer education. At the European road safety day 2007 young "witnesses" from Austria reported about their activities. Issues of driving licences should be prioritised before assessment

To do:

Ralf Risser will send a letter to Mr. Valmain in order to inform about next fit-to-drive congress in Prague 2008.

We will look at second-call projects in the 7th FP - maybe there is something that fits with what EFPA could provide for DG Tren (everybody in the Standing committee please!)

We will send some materials to Mr. Valmain:

- Material about train drivers (Pierangelo Sardi)
- Strategy document (we ask Karin Müller)
- Information of how EFPA works & the Task force (Pierangelo)

Vienna, September 19th 2007

Ralf Risser