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Non-DUI-offenders in Germany: Psychological Assessment of newly emerged risky groups

In Germany, there are increasing numbers of people who endanger traffic in a grossly rule-breaking, reckless and repeated manner. Excessive speed, driving too close, distractions caused by smartphones or red light infringements have a major impact on road safety besides driving under the influence of alcohol or drugs (DUI-offenders). "Speeding" is the first cause of fatal accidents: around one third of all fatal accidents are caused by speeding. Almost 90% of all accidents are caused by human error. The proportion of corresponding medical-psychological assessments of Non-DUI-offenders is increasing compared to those with alcohol-related offences during the last 10 years.

Since traffic delinquents are a very heterogeneous risk group and, in addition, newly upcoming risk groups and deficits in knowledge of this phenomenology impair adequate treatment, fresh approaches, valid explanatory models and adequate assessment strategies are urgently needed in order to evaluate the on road risk of those offenders. Among those newly upcoming risk groups are participants of illegal road races, "Auto-Posers" demonstrating their stylish cars along with the roaring sounds of their car's exhaust pipes, people committing offences as so called "Reich citizens" or aggressive rescue lane refusers.

The structure of the presentation will be threefold: Firstly, there will be an overview of prevalence and structure of Non-DUI-Traffic-Delinquency in Germany along with relapse-rates and predictors of re-offending. We also take a look at the new risk phenomenology upcoming in Germany during the recent years. Psychological theories and hypotheses will be projected at typical behavioural features for explanatory reasons. Secondly, a hierarchical deviance syndroms model will be introduced as a theoretical frame for assessment of diagnostic elements regarding both the severity of risky behaviour and requirements of changes in cognitive and behavioural components. Thirdly, some empirical data regarding speed-affine-drivers will be presented illustrating the validity of the syndrom's model. Here, we can show that features from offences are less important for the traffic psychologists expert rating of traffic rule adaptation in the future compared to criteria such as "problem insight" and "self-criticism".

Key words: Medical-Psychological Assessment; speeding; risky drivers; traffic delinquency; syndrom's model.