DR (Driver Rehabilitation)
Traffic-Psychological Interventions in Germany -
History, Analysis and Effectiveness

Dipl.-Psych. Dr. Birgit Kollbach,
DEKRA Akademie GmbH - MPD
Medizinisch-Psychologischer Dienst
Medical-Psychological Service

25.05.2015
1. DR – Programmes in EU
2. PASS - PSYCHOLOGICAL AND MEDICAL ASSISTANCE FOR SAFE MOBILITY
3. Over 50 Years of DR in Germany
4. Risk of Re-Offences since 1980 in Germany (Alcohol)
5. DUI Procedures in Germany
6. § 70 Programme IFT und SPEED-02
7. § 36 course for every DUI/DUID novice driver!
8. DUID Courses in Germany
9. Legal Consequences => High Standards Evaluation with DRET
### 1. DR – Programmes in EU 2009

<table>
<thead>
<tr>
<th>country</th>
<th>DR programmes per country</th>
<th>Number of DR programmes for</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>DUI</td>
</tr>
<tr>
<td>1. Austria</td>
<td>22</td>
<td>14</td>
</tr>
<tr>
<td>2. Belgium</td>
<td>6</td>
<td>2</td>
</tr>
<tr>
<td>3. France</td>
<td>8</td>
<td>2</td>
</tr>
<tr>
<td>4. Germany</td>
<td>28</td>
<td>13*</td>
</tr>
<tr>
<td>5. Hungary</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>6. Italy</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>7. Netherlands</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>8. Poland</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>9. Portugal</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>10. Sweden</td>
<td>1</td>
<td>-</td>
</tr>
<tr>
<td>11. Great Britain</td>
<td>15</td>
<td>15</td>
</tr>
<tr>
<td>12. Switzerland</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td><strong>2009</strong></td>
<td><strong>90</strong></td>
<td><strong>55</strong></td>
</tr>
<tr>
<td>13. Estonia</td>
<td></td>
<td></td>
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<tr>
<td>14. Slovakia</td>
<td></td>
<td></td>
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<tr>
<td>+ ???</td>
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</tbody>
</table>

* Only programmes of accredited providers were part of the study. 14 of 28 member states

**Definitions:**
- **DR** = Driver Rehabilitation
- **DUI** = Driving Under the Influence of alcohol
- **DUID** = Driving Under the influence of Illicit Drugs

**Table:** Programmes evaluated with DRET/Val* (Bukasa et al. 2009)

**EU-DRUID-Project:**
- DR-Evaluation Tool/Validation of existing driver rehabilitation measures
Driver rehabilitation (DR)

DR is about a person’s
• resources and
• willingness
to adapt to the reality of traffic and of safe driving with the help of traffic psychological intervention

Can a person change his attitude and his behaviour?

We trust in: YES, HE/SHE CAN

And there are several studies to prove this:
• ANDREA (Bartl et al., 2002),
• SUPREME (Winkelbauer & Machata, 2008)
• DRUID (WP 5, especial Bukasa et al., 2008 & 2009)
and several evaluations in Germany on our courses with legal consequences
Great EU Studies

Analysis of Driver Rehabilitation Programmes

Andrea
an EU-project

Bartl et al. 2002

SUMMARY AND PUBLICATION OF BEST PRACTICES IN ROAD SAFETY IN THE MEMBER STATES

Winkelbauer & Machata, 2008

Driving under the Influence of Drugs, Alcohol and Medicines
36 institutes from 18 European countries
2009 www.druid.eu
2. PASS - PSYCHOLOGICAL AND MEDICAL ASSISTANCE FOR SAFE MOBILITY

Road safety

Primary level of prevention:
Driver education and all trainings and campaigns to avoid offences and accidents

Secondary level of prevention:
all traitsments for offenders to stabilise the fitness to drive and to avoid further offences and accidents

Tertiary level of prevention:
all traitsments to regain fitness to drive, e.g. traffic psychological counselling

PASS in estonian language:
PASS – DR in Germany

Interventions with legal consequences

1. For novice drivers with learner permits:
   - § 36 FeV → Courses for DUI and DUID
   - § 38 FeV → Psychological Counselling

2. For repeat offenders (penalty points)
   - § 42 FeV → voluntary participation
     (-1 point) by driving fitness seminar

3. Medical-Psychological Assessment (MPA)

4. § 70 FeV Courses to re-gain fitness to drive for DUI and DUID
   offenders with recommendation of MPA e.g. IFT

Interventions without legal effects

5. Traffic Psychological Counselling still on a voluntary basis, preparation of MPA

Primary level of prevention
Traffic participants who act conformed to traffic laws

Secondary level of prevention
Traffic participants who have retained their driving privileges after deviating from traffic regulations

Tertiary level of prevention
Suspension of driving privileges

StVG = Straßenverkehrs- gesetz = road traffic act
FeV = Fahrerlaubnis-Verordnung = driving licence regulations
3. Over 50 Years of DR in Germany – prelude to legal consequences

Time table of DR Interventions with legal consequences

Phase of reasons for an application of DR:
1963-66 Negative sanctions and repressive measures are insufficient to reduce the risk of recidivism, necessity of DR schemes (Winkler, 1963, Schneider, 1966)

Phase of testing DR Programmes:
1968-78 „Driver Clinic“ in Cologne (Spoerer, 1968), Courses for DUI in LEER (TÜV Hannover, Winkler, 1971), Courses for novice drivers (BAST-/DVR, 1978)

Phase of sustainable practise:

1997 First Courses für DUID (DRUGS in Hessen)
Over 50 Years of DR in Germany – finally established: legal consequences

<table>
<thead>
<tr>
<th>Phase of DR Programmes (established in law):</th>
<th></th>
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</thead>
<tbody>
<tr>
<td>1986</td>
<td>First DR for DUI and DUID courses were implemented to German Road Traffic Act (StVG) with the introduction of the „Learner’s Permit“ (NAFA, ALFA)</td>
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<tr>
<td>1999</td>
<td>Implementation to German law (new Road Traffic Act, StVG) <strong>§ 70 FeV</strong> DR training courses according to new Driving Licence Ordinance as recommended by MPA report for DUI programmes (LEER, IFT, IrAK) for DUID programmes (DRUGS, SPEED-02) programmes for Repeat Offender in Point System (until 2011, Reha-PS)</td>
<td></td>
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<tr>
<td>1999</td>
<td><strong>§ 38 FeV</strong> Traffic Psychological Counselling according to for novice drivers</td>
<td></td>
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<tr>
<td>1999</td>
<td>Expert Committee „Courses § 70“ at BASf (Federal Highway Research Institute)</td>
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<tr>
<td>1999</td>
<td>Formation of the German Society for Traffic Psychology</td>
<td></td>
</tr>
<tr>
<td>Year</td>
<td>Details</td>
<td></td>
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<tr>
<td>------</td>
<td>---------</td>
<td></td>
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<tr>
<td>2005</td>
<td>Assessment Criteria (3rd edition 2013, DGVP/DGVM)</td>
<td></td>
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<tr>
<td>Until 2011</td>
<td>(Re-) evaluation of all § 70 programmes. Re-evaluation period 10 years</td>
<td></td>
</tr>
<tr>
<td>2012</td>
<td>EVA-MPU: Re-Evaluation of MPA and § 70 Courses for DUI (Hilger et al. 2012)</td>
<td></td>
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<tr>
<td>2014</td>
<td><strong>New StVG+FeV</strong>: „Driving Fitness Register“ instead of „Penalty Point System“</td>
<td></td>
</tr>
<tr>
<td>2015</td>
<td>Final report of project group „MPA-Reform“ at BASt, recommendation of officially registered „Traffic Psychological Counsellor for Driving Fitness“ (very first step to establish in law the preparation for MPA)</td>
<td></td>
</tr>
</tbody>
</table>
4. Risk of Re-Offences since 1980 in Germany (Alcohol)

![Graph showing the risk of re-offences for different programs and years, with data points for various programs and years.](image)

Quelle: Hilger et al. (2012)
Research Results

1. MPA-Evaluation
   • 93.5% of the first alcohol-offence drivers remain without a relapse
   • 91.7% of the multiple alcohol-offence drivers remain without a relapse
   • 94.6% of the drug-offence drivers remain without a relapse

2. Traffic psychological Rehab-Evaluation § 70 FeV
   • 91.6% of the participants in SPEED (for drug-drivers) remain without a relapse
   • 92.6% of the participants in IFT (for alcohol-drivers) remain without a relapse

EVA-MPU (Hilger et al. 2012), IFT + SPEED-02 Evaluation (Rudinger et al. 2009)
5. DUI Procedures in Germany

1. all drivers

According to the BAC

If minor breach of the law (Ordnungswidrigkeit)
1. § 24a > 0,5 per mill BAC (legal alcohol limit) → administrative fine 500 € (2nd offence 1,000 – 3,000) → banned from driving for 1 month (3 month)

If criminal act
2. § 315 c StGB (Criminal Code) > 0,3 per mill BAC + accident or failure
3. § 316 StGB > 1,1 per mill BAC
   → penalty fee ~ 30 day’s rate
   → UNFIT TO DRIVE → The driving license is revoked, a retention period of ~ 12 month is established

Before re-issuing: administrative procedure with clearly defined steps
If > 1,6 per mill BAC or 2nd offence: medical-psychological assessment (e.g. Berlin 1,1)

- Negative forecast
  - Try again later

- still negative, but § 70 course
  - re-establishment of fitness to drive
  - positive forecast
  - re-issuing
From offence to re-issuing with § 70 course

1. Offence
2. Verdict
3. Retention Period
4. MPA

4. § 70- Course to re-gain fitness to drive

5. Traffic Psychological Counselling still on a voluntary basis, preparation of MPA

Evaluated IFT-structure
participants: min. 4 - max. 12

3,5 hours per session
regularly 4 Weeks
duties between sessions

Scientific basis: Cognitive Behavioural Therapy, Systemic Therapy

Aims: Separation drinking / driving → controlled drinking or abstinence (also of drugs)

Modular setup: Many themes, exercises to changes in attitude and behaviour, booklet for information and for duties between sessions
DUI in Germany 2. novice drivers with learner’s permit

According to the BAC

If minor breach of the law (Ordnungswidrigkeit)

1. § 24c StVG (Road Traffic Act) Ban of alcohol + driving for novice drivers and < 21 → administrative fine 250 €

2. § 24a > 0,5 per mill BAC (legal alcohol limit) → administrative fine 500 € (2nd offence 1.000 – 3.000) → banned from driving for 1 month (3 month)

If criminal act

3. § 315 c StGB (Criminal Code) > 0,3 per mill BAC + accident or failure
4. § 316 StGB > 1,1 per mill BAC → penalty fee ~ 30 day’s rate → UNFIT TO DRIVE → the driving license is revoked, a retention period of ~ 12 month is established

Before re-issuing: administrative procedure with clearly defined steps
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Negative forecast
Try again later

still negative, but § 70 course
re-estabishment of fitness to drive →

positive forecast
re-issuing

§ 36 FeV → in all cases special traffic psychological course for DUI and DUID novice drivers
Expences of DR

The client himself has to bear all expences for MPA and for DR measures

But cooperation with system of social security (health and pension insurances) in cases of diagnoses of ICD 10 or DSM V
PASS – DR in Germany

Interventions with legal consequences

1. For novice drivers with learner permits:
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   - § 38 FeV → Psychological Counselling

2. For repeat offenders (penalty points)
   - § 42 FeV → voluntary participation (−1 point) by driving fitness seminar

3. Medical-Psychological Assessment (MPA)

4. § 70 FeV Courses for DUI and DUID offenders with recommendation of MPA e.g. IFT

Interventions without legal effects

5. „Traffic Psychological Counselling“ or „Traffic Psychological Therapy“ still on a voluntary basis, preparation of MPA

Primary level of prevention
Traffic participants who act conformed to traffic laws

Secondary level of prevention
Traffic participants who have retained their driving privileges after deviating from traffic regulations

Tertiary level of prevention
Suspension of driving privileges

FeV = Fahrerlaubnis-Verordnung = driving licence regulations
StVG = Straßenverkehrs-gesetz = road traffic act
6. § 70 Programme IFT und SPEED-02

- Institut für Therapieforschung – Institute for Therapy Research
- Security by Prevention: Experience with and Engagement against Drugs
§ 70 Alcohol: Aims of IFT (Institut for Therapy Research)

Know-how about alcohol
- BAC
- Impact on driving and on health
- Drink-driving conflict
- Legal alcohol limits

Self-criticism and self-control
- Appropriate problem-focused coping

Awareness of personal abuse of alcohol
- Risk of increased alcohol tolerance
- Risk of uncontrolled consume
- Awareness of background problems and changes

Considerable coping strategies
- Controlled and reduced drinking
- Abstinence
Basics in DR

a) Event related: The base of all traffic psychological counseling is the offence list

b) Orientation towards the client: Personnel responsibility → the client is the expert for himself (Schweizer 2003).

c) Orientation towards solutions: We follow principles of systemic therapy (Ellis 2005), we initialise changes in the concrete everyday life

d) Orientation towards resources: Focus on power and competence. Steps of changing must refer to the problem characteristic, must be useful, concrete and approachable
§ 36 course for every DUI/DUID novice driver!

Structure:
- Preliminary talk (1 hour)
- 3 x 3 hours in 2 - 4 Weeks
- min. 2 - max. 12 participants
- duties between sessions

Scientific basis: Cognitive Behavioural Therapy, Systemic Therapy

Aims: Separation drinking / driving → controlled drinking or abstinence (also of drugs)

Modular setup: Many themes, exercises to changes in attitude and behaviour, booklet for information and for duties between sessions
8. DUID Courses in Germany Design Parameters: SPEED-02

- **Time table:**

<table>
<thead>
<tr>
<th>Weeks</th>
<th>1 - 4</th>
<th>5 - 7</th>
<th>8 - 9</th>
<th>10 - 28</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phases</td>
<td>Phase 1</td>
<td>Phase 2</td>
<td>Ph 3</td>
<td>Phase 4</td>
</tr>
<tr>
<td>Hours</td>
<td>12 h</td>
<td>6 h</td>
<td>4 h</td>
<td></td>
</tr>
<tr>
<td>Certificate</td>
<td>1</td>
<td></td>
<td></td>
<td>2</td>
</tr>
</tbody>
</table>

- **Design parameters:**
  - Number of participants: min. 4 max. 8
  - Kursdauer: 28 weeks, 22 hours, 4 phases, **Ph. 2 = UrineScreening**
  - Certificate I → Re-issuing of driving license
  - Certificate II = End of course
SPEED-02: Work with Poster - the heart of this programme

- My life without drugs
- To stay clean: What is my benefit?
- That's me: power/weakness
- Intoxication: What was it worth for?
- My life with drugs

DEKRA
SPEED-02: „My Poster“
SPEED-02: Posterfield „My Life with Drugs“
SPEED-02: Posterfelder „Rausch wozu?“ / „Clean wozu?“

„Intoxication – What was it worth for?“
- Boredom
- Sorrow
- Stress relaxation

„To stay clean – What is my benefit?“
- Better life
- To stay healthy
- To solve problems
- To be re-socialised
- No stress with school or parents
9. § 70-Kurse: Legal Consequences => High Standards

§ 70 FeV (Annex 15) defines standards for recognition of the authority for the institution (e.g. DEKRA Academy)

✓ with its locations
✓ with its personal (traffic psychologists with special formation)
✓ with its programmes (science-based)
✓ with its Quality Management System

Every year survey of The Federal Highway Research Institute (BASt)

all 10 years re-evaluation of programmes
Qualification of Trainer

- Psychologist (Diplom, Master)
- Additional traffic psychological qualification
- Qualification in specific course programmes (e.g. § 70 IFT, SPEED-02, §36 DEKRA Mobile)
- Knowledge and experience on MPA
- Continuous work on this field (at least 2 courses every year)
- Periodic further education (at least 2 days on traffic psychology or therapy education every year)

- Participation of QM regulations
Conclusions of DRUID WP 5

Measures of driver rehabilitation for DUI and DUID offenders are important elements of secondary and tertiary prevention. They should be legally regulated.

DUI and DUID drivers are an unhomogeneous group and should be separated.

In cases of diagnoses of ICD 10 or DSM V (addiction) → special treatment cooperation with system of social security

Measures for non-addictad, mostly in groups of 6 – 10 people, scientific based concept, psychological and therapeutical approaches with educative elements, entry and exclusion criteria, specification of aims

Recommendation: Strategies of implementation in all member states e.g. DRET
By using DRET you can compare your national DR System or single Programme(s) to the DRUID WP5 identified good practices, e.g:

<table>
<thead>
<tr>
<th>Coding</th>
<th>Evaluation Content</th>
<th>DRUID WP5 Research Outcomes</th>
</tr>
</thead>
<tbody>
<tr>
<td>yes</td>
<td>DR measures are part of a comprehensive countermeasure system for DUI/DUID</td>
<td>Besides the DR systems itself this implies for instance: Regulations for measures of detection and prosecution of DUI/DUID offenders exist (e.g. mandatory roadside breath drug tests or others evidentiary methods). Central registry system of traffic offenders – including DUI/DUID – is installed in the country and supports that high risk offenders are detected. DR is an additional measure to other sanctions (e.g. driving license withdrawal) but does not replace them.</td>
</tr>
<tr>
<td>partly</td>
<td></td>
<td></td>
</tr>
<tr>
<td>no</td>
<td></td>
<td></td>
</tr>
<tr>
<td>don’t</td>
<td></td>
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</tr>
</tbody>
</table>
### DRET – e.g. criteria for single programme

**DRET/Val – P**

**Driver Rehabilitation Evaluation Tool – Programme level**

<table>
<thead>
<tr>
<th>PROGRAMME CONTENTS</th>
<th>Specification of aims</th>
</tr>
</thead>
<tbody>
<tr>
<td>yes</td>
<td>The aims of the DR programme are clearly defined and include the following as a minimum:</td>
</tr>
<tr>
<td>partly</td>
<td>- Attitude and behavioural change to avoid re-offending (e.g. modification of substance consumption patterns);</td>
</tr>
<tr>
<td>no</td>
<td>- Strategies to avoid re-offending (e.g. development of alternative/new behaviour);</td>
</tr>
<tr>
<td>don’t</td>
<td>- Problem awareness regarding substance impaired driving;</td>
</tr>
<tr>
<td></td>
<td>- Basic knowledge (e.g. legal consequences, impairment effects of substances).</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROGRAMME EVALUATION</th>
<th>Evaluation on the DR programme</th>
</tr>
</thead>
<tbody>
<tr>
<td>yes</td>
<td>Regular evaluation studies are a core element to steer service quality.</td>
</tr>
<tr>
<td>partly</td>
<td>The evaluation results should be available for the scientific community and the general public.</td>
</tr>
<tr>
<td>no</td>
<td>Evaluation results trigger programme improvements.</td>
</tr>
<tr>
<td>don’t</td>
<td></td>
</tr>
</tbody>
</table>
Literatur


The System MPA incl. traffic psychological courses boost health!

Thank you for your attention

Dr. Birgit Kollbach
DEKRA Akademie GmbH – MPD, Berlin