

PROTOCOL OF THE 1ST TPI MEETING, BERLIN, MAY 6TH 2011

List of participants (alphabetic order):

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Spotlights:

FR

- A traffic psychological “glossary” is needed to ensure, that traffic psychologists have the same understanding for some issues and terms
- Training and academic curricula of Traffic psychologist should be harmonized
- Assessment/Therapy for speeding offenders are required
- A psychological frame for traffic laws is required

PL

- Responsibilities of traffic psychologists should be defined and regulated
- Education of traffic psychologists should be harmonized
- A traffic psychology group should be built up
- Definition of traffic psychological concepts

- We need to know how “traffic psychology” in other countries is defined
- For PL it is necessary to establish standards, in order to harmonize the traffic psychological assessment
- PL want to establish a certification system for traffic psychology

DE

- Traffic psychologists have to learn how to communicate with non-psychologists

AT

- Demerit point system should be revised. At the moment the fixed violations lack theoretical background
- New fields for assessment should be fixed
- Traffic psychologists should undergo a broader education, we do have knowledge about diagnostics and group dynamics, but we lack knowledge about traffic itself. Traffic psychologists should be able to communicate with engineers and technicians -> it is necessary to understand the system of traffic
- Traffic psychologist should improve the cooperation with universities

CZ

- Standards for driver improvement should be set
- Case studies (DI) could help
- Need to regulate: which Organisation/Ministry is responsible for DI

SK

- 2009: traffic psychological assessment was regulated by law, but every psychologist can do these assessments
- Autumn 2011: standards for education and conditions (e.g. light, space etc...) is going to be regulated by law, as well as driver improvement
- International cooperation should be improved

BE

- In BE there is no officially defined field “traffic psychology” exists
- Standards for assessment and education should be implemented

Next steps:

- We need to identify and address traffic psychology experts in every member state!
- Every member state should establish an own traffic psychological society!
- Every country should send a representative to the EFPA Standing Committee!
- Traffic psychologists from any other country are invited to join the DGVP (a discount on the annual fee is offered)!
- The members of TP International should attend international traffic psychology conferences/congresses!

- National traffic psychology conferences should be organized to which Driving License Authorities and experienced colleagues of TP International should/could be invited!
- The TPI meeting should take place biannually!

Mail distributions:

- Contact list (TPI)
- EFPA files (Risser)
- Bast Regulations (DeVol)
- Begutachungs-Leitlinien (the digital english short version) (Nickel)
- PASS link (TPI)

To do's:

- DeVol will check, whether the fit to drive Proceedings from 2006-2011 can be provided (one copy for every country)
- DeVol will provide the FTD-presentation of the SPEED evaluation results.
- Nickel will send a standardized letter concerning the main issues of traffic psychology which should be sent each national member of the EU parliament.
- Participants will send their contact details to trafficpsychology-eu@dgvp-verkehrspsychologie.de

Notes:

- CZ offers the members of this working group to participate in a pilot phase and implement own ideas.
- The TP International aims for a stronger cooperation with the EFPA, thus this Protocol is going to be sent to Dr. Schade, German EFPA representative.

Next Meeting:

It is planned to take place in Bratislava, Nov. 2011, but must be approved by the board of the DGVP.