



Life Service



47th CIECA Congress 2015

Personal resources for safe driving

on May 7th and 8th, 2015 Berlin

"Acting for the future"

47th CIECA Congress 2015, Berlin

Methods for assessing driving fitness Assessment of Driving Fitness and Personal Resources

Dipl.-Psych. Jürgen Brenner-Hartmann
TÜV SÜD Life Service GmbH
Hirschstraße 22, D-89073 Ulm
+49 160-7044465
juergen.brenner-hartmann@tuev-sued.de

Driving fitness differs from an ability to drive cars, but not only in a conceptual sense. Identifying and promoting driving fitness also requires a different selection method than for assessing driving ability. This is not merely about assessing specific knowledge and skills at a given moment in time, but more essentially the question as to whether there is the possibility (or the desire) to call on the required skills at any time. Whereas a test is geared towards a (minimum) legal standard to be achieved on the day of the test, the methods for testing driving fitness should help to deliver a prognosis of behaviour. As opposed to the driving test, the driving fitness assessment should therefore really be spoken about not so much as a *test*, but as an *assessment*.

When assessing driving fitness, three essential questions should be explained:

1. Is the individual able to call upon sufficient skills to meet the challenges of being a safe driver?
2. Are these skills also reliably available when the client drives?
3. Does the client show enough of a safety-minded attitude that he or she can be expected to drive only when sufficiently fit to drive?

Whereas the first question points to a still large area of overlap with testing ability – albeit by no means identical – the other two areas require specialist medical and psychological transport knowledge to be able to answer them appropriately.



Life Service



47th CIECA Congress 2015

Personal resources for safe driving

on May 7th and 8th, 2015 Berlin

The talk addresses various possible findings from medical, and especially psychological, research methods into transport. The main issues when assessing health problems are also tackled, such as the possibilities which come about in transport psychology research conversations. The standardised testing of relevant psycho-physical performance areas such as visual perception, attention, concentration and reactions are also touched upon, as well as the assessment of driving behaviour in terms of transport psychology. The main focus here is the question as to whether there are enough opportunities to be able to appraise the individual's skills and resources.

Author's CV:

Jürgen Brenner-Hartmann is Functional Manager at the TÜV SÜD Life Service GmbH, responsible for the assessment of driving fitness and aptitude. TÜV SÜD Life Service GmbH is a private institution, concerned with the assessment of severe or repeat offenders in commission of the administrative authority. The assessment centres are located in east and southern Germany and they are carrying out about 40.000 assessments of DUI-drivers, multiple offenders, drug abusing drivers and other people with diseases concerning the driving ability. Mr. Brenner-Hartmann has reached the diploma in Psychology at the University of Constance in 1983. Since 1986 he is employed as a traffic-psychologist, first occupied with driving-aptitude-tests and giving expert opinions to the administrative authority. Since 1987 he is also qualified and officially recognized as a trainer in post licensing measures for novice drivers and rehabilitation programs for DUI-drivers. Since 1988 he is in the position of a manager of a department for medical-psychological assessments in different locations, actually in Ulm (Danube). Since the 1990th he is additionally entrusted with specialized developmental assignments and responsible for the information management of the company. From 2004 to 2014 he held the position of an Regional Manager, responsible for five assessment centers and in July 2014 he got his actual position.

J. Brenner-Hartmann has published a number of articles on topics of driving aptitude, drugs and driving abilities as well as behaviour and attitude modification. He is member of several organisations and committees, consulting administrative authorities, jurisdiction and the legislature (e.g. Deutsche Gesellschaft für Verkehrspsychologie DGVP, ICADTS, Beirat der Deutschen



Life Service



47th CIECA Congress 2015

Personal resources for safe driving

on May 7th and 8th, 2015 Berlin

Fahrlehrerakademie DLFA). The DGVP is one editor of the “Expert-Guidelines” for the German medical-psychological institutes, which are obtained with driving aptitude examinations. J. Brenner-Hartmann is head of an expert group developing these “Expert Guidelines” since the 1990th. In this function he made contributions to several standard works, comments and guidelines in the field of traffic psychology and traffic medicine. He was also member or PORTARE, a international working group, that published a “European Handbook of Driving Assessment”. Since 2013 he is a member of the steering committee of the DGVP.