

Jan Schepmann

**Traffic Enforcement is the
First step: The Second has to
follow**

Nov. 2nd 2016

Traffic Enforcement is the First step: The Second has to follow



Agenda

- Introduction of the speaker
- Traffic Medicine and Psychology within German Legislation
- Assessments in Germany
- Medical-Psychological Assessment (MPA) in Germany
- Conclusions

Traffic Enforcement is the First step: The Second has to follow



Speaker

- Jan Schepmann
- Policy Officer at the Association of TUEV, Technical Inspection Agencies
- Expert at The International Commission for Driving Testing (CIECA)
- Member of CIECA-TAG (Theory Test Advisory Group)

Traffic Enforcement is the First step: The Second has to follow



Important regulating laws

- Road Traffic Act – Straßenverkehrsgesetz (StVG)
- Driving License Regulation – Fahrerlaubnis-Verordnung (FeV)
- Road Traffic Act – Straßenverkehrsgesetz
 - § 2: driving license
 - § 3: withdrawal
 - § 4: demerit point system
 - § 21 – 30: penalty regulations



Traffic Enforcement is the First step: The Second has to follow



Important regulating laws: Medical-Psychological Assessment (MPA)

Driving License Regulation – Fahrerlaubnis-Verordnung

§ 10: exception of minimum age (MPA)

§ 11: driving aptitude (MPA)

§ 12: eyesight (medical assessment; MA)

§ 13: driving aptitude and alcohol offenses (MPA)

§ 14: driving aptitude and drug offenses (MPA)

§ 46: withdrawal

Annex 4: list of illnesses, handicaps and impairments influencing driving aptitude

Traffic Enforcement is the First step: The Second has to follow



Assessment

› Assessment

- bus and taxi drivers: Medical-Psychological Screening
- drivers under the influence of alcohol (> 1.6 BAC) and/or drugs: Medical-Psychological Assessment (*after driving licence withdrawal*)
- drivers with multiple traffic offenses: Medical-Psychological Assessment (*after driving licence withdrawal*)
- handicapped drivers: Medical Assessment

Traffic Enforcement is the First step: The Second has to follow



Purpose of the Medical-Psychological Assessment (MPA)

- › Psychological-Medical Assessments:
 - opportunity to make a statement if somebody will be a responsible driver again
- › This Psychological-Medical Assessment allows the experts to make a very reliable forecast-decision
 - less than 10 % of those who got there license back after a positive assessment became detected as traffic offenders again

Traffic Enforcement is the First step: The Second has to follow



Purpose of the MPA

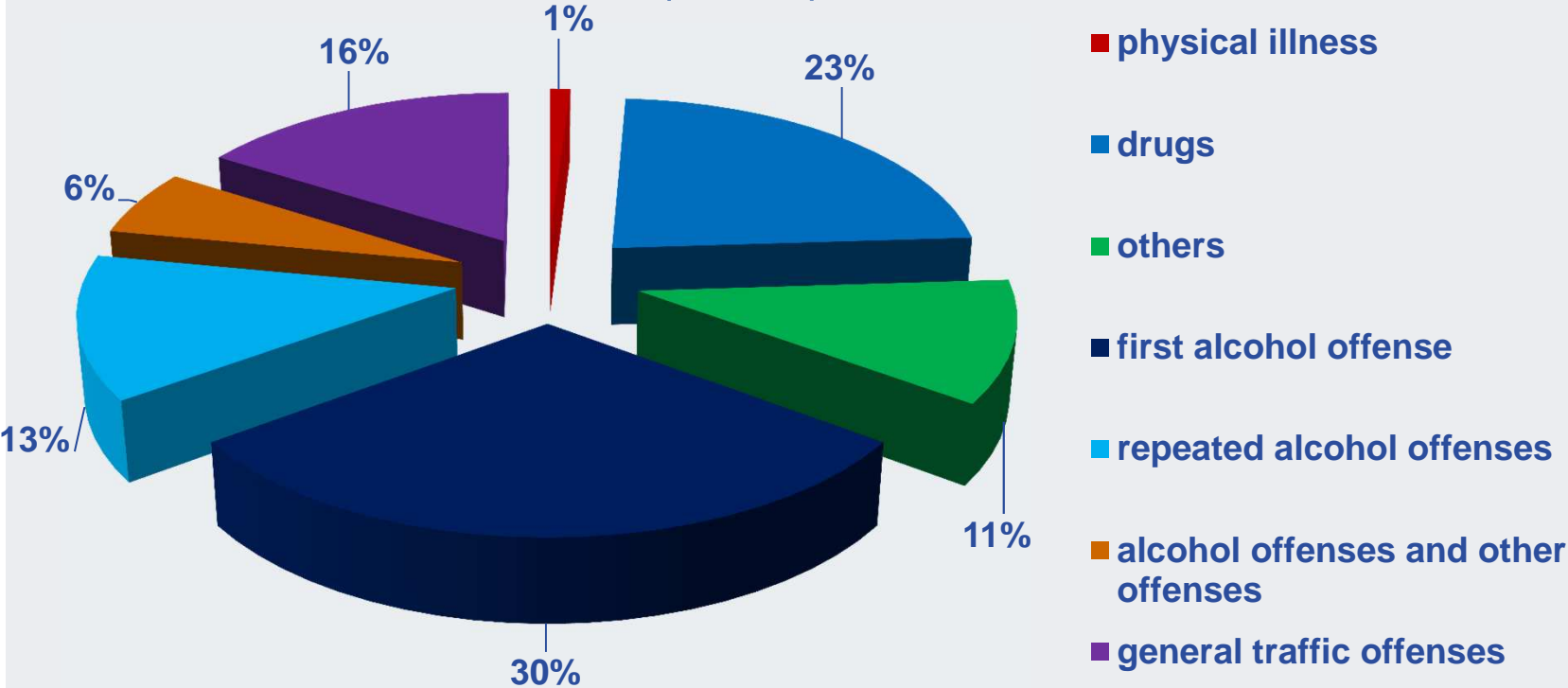
- › Dual function of the Medical-Psychological Assessment:
 - to ensure the society that those who are high-risk-drivers (e.g. > 1.6 BAC) are kept away from motorized driving
 - to give those who proved that they changed their behavior and risk potential a chance to be a part of motorized traffic again

Traffic Enforcement is the First step: The Second has to follow

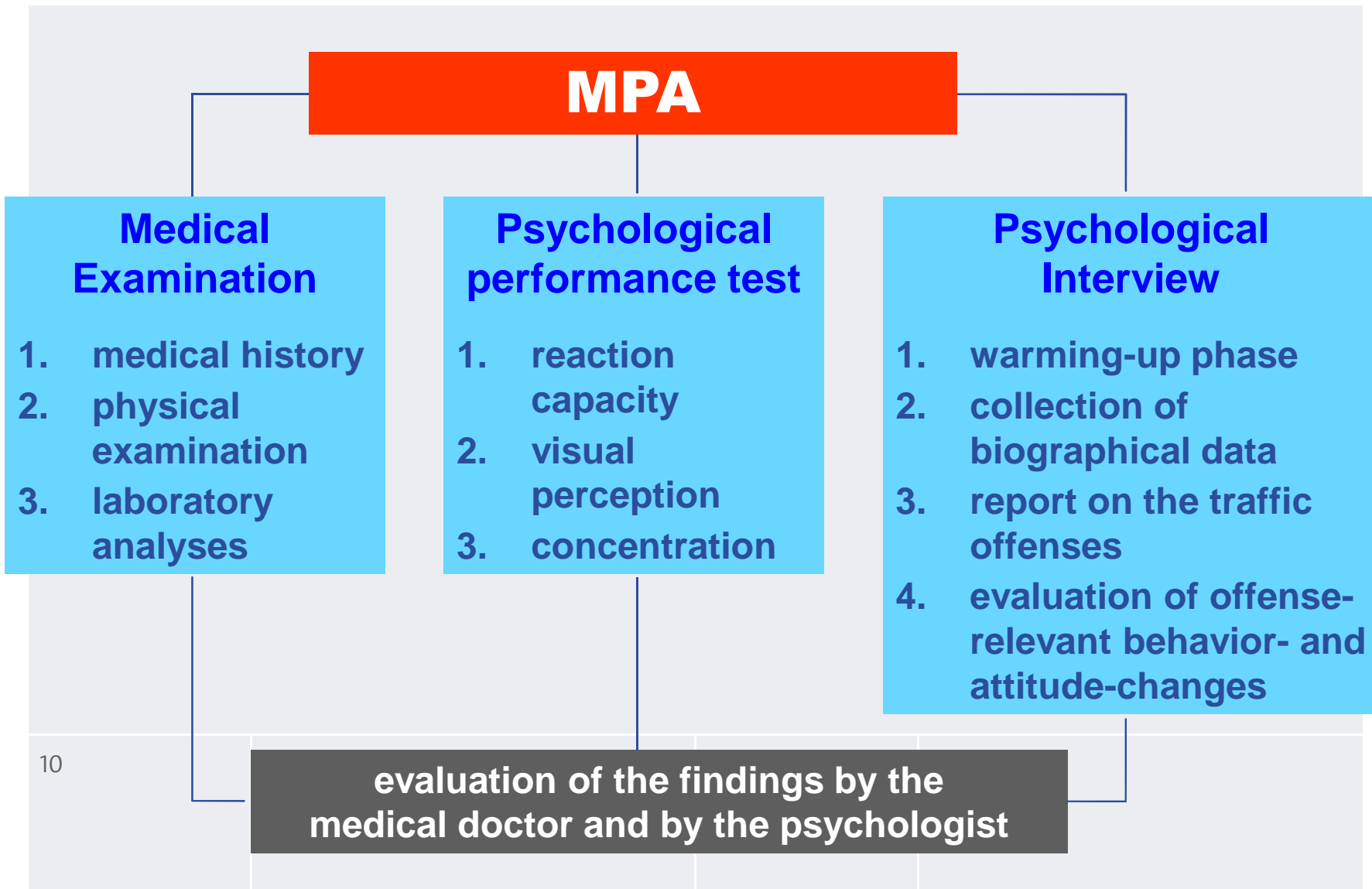


Medical-Psychological Assessment in Germany

› 91.276 MPAs in total (2015)



Traffic Enforcement is the First step: The Second has to follow



Traffic Enforcement is the First step: The Second has to follow



Conclusions

- › The Medical-Psychological Assessment (MPA) is a highly reliable instrument
- › The MPA is an instrument for high-risk drivers *after* the withdrawal of their driving licence
- › Two key-functions:
 - protection of the society from high-risk drivers
 - chance for traffic-offenders to get back their driving licence

Traffic Enforcement is the First step: The Second has to follow



Thank you very much for your attention

Jan Schepmann

Association of TUEV

Friedrichstrasse 136

10117 Berlin

0049/30/760095480

0049/151/12039694