The Forms and Contents of the Supervising Methodology with Respect to Road and City Transport Psychology.

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In the ČSR there are now altogether 18 working groups or sections covering the transport psychology within the framework of different road and city transport organizations. Some of them are located in the ČSR Automobile Transport concern, others in different City Transport Organizations and the rest in the Regional Transport Centres. In all there are recently 31 psychologists with a corresponding number of assistants; as an exception also some sociology specialists are on their staff (+).

(+) A complete list of these sections could be obtained from the author; it was also published in the Czech journal "Psychology in economic practice", 17, 4, 193 - 199, 1982.

Logically the work functions of such sections first of all cover the professional drivers (or the applicants for that job), psychological examination and evaluation of their mental fitness for driving. Such psychological examinations are usually done in the following cases:

- when employing new drivers;
- when reclassifying some already employed drivers;
- when for some reasons the periodical reexaminations are required;
- in connection with some serious or frequent traffic accidents;
- when the medical organizations or police or juridical authority request so. The functions of these sections include also:

- consultation service (in personal or labour matters);
- participation in research investigation cases;
- cooperation, forming and realization of the organization social development plan.

A qualified high-school educated psychologists are in charge of all the specified sections. Their direct superior is usually either the deputy director or the manager of personal department. Of course in both cases as far as psychology is concerned only the psychology specialist decision is important.

The Prague's Institute of Road and City Transport (ÚSHMD) was in accordance with the ČSR governmental decision (1975)
and in agreement with ČSR Interior ministry degree of transport director (1978) commissioned to supervise the methodology of individual sections.

This methodology is within our ÚSMD Institut applied by psychologists of the VU 114 section assigned to research department VČ 14.

The methodology control is realized by means of the following activity:

- individual consultations;
- planned visits of individual sections;
- special long- or short-time instructions and practical training arranged at the ÚSMD Institut;
- editing and distributing the advice or necessary documents (e.g. methodology of research reports, instructive notifications and official directives);
- correspondence (e.g. psychological evaluations and analyses);
- oral sessions and meetings with any transport personnel from ČSR, working on any sort of research project;
- by organizing special seminars or courses for transport psychologists from ČSSR (usually every year).

In the course of daily supervising the methodical functions the staff members of ÚSMD psychology section acquire many valuable informations and knowledge concerning:

- concrete problems connected with normal or special investigations of drivers;
- opinions, attitudes and reactions of drivers and their direct superiors;
- the effectiveness of individual tests and psychological examinations;
- working capacity and possibilities of individual psychological groups and sections;
- the importance of statistical results acquired by psychological examinations in a given period;
- any difficulties, misunderstandings or conflicts that may occur are decidedly decrease the work effectiveness of psychological sections.

Acquired knowledge (either in the form of individual communications or elaborated documents) is by the ÚSMD staff of psychological section or laboratory processed and adapted or integrated and in accordance with relevant requirements returned to individual sections in the form of guiding provisions, instructions or directions and distributed as necessary.

It also should be said that the obtained information could be used in many other regions as e.g.:
1. For research a development purposes in the field of transport psychology concerning:
- traffic accidents analysis,
- the problematics of different behaviour in the transport sphere, and
- engineering psychology as a special branch of activity.

2. For co-operation with universities, colleges or technical institutes (especially with the psychology department, philosophical faculty of Prague's Charles University), for any advices concerning the required special diploma of students studying transport psychology.

3. For the eventual requirements of medical sector, police investigation groups of juridical authorities (as detailed later on).

4. For the exchange of knowledge and experiences with similar Slovakia organizations or psychology sections.

In a rather rare case that the methodology control is not systematic and the information and feedback flow are seriously impaired, the above specified aspects and concepts might be disturbed; that consequently has a detrimental effect on our work as described in the following two paragraphs:

I. There exists and steadily increasing lack of uniformity in psychological investigations, in results evaluation and drivers judgments. (These harmful tendencies are rather regular, because there always are new workers, tendency to simplify problems, make things easy, underestimate some aspects or just an inclination to try something new and original).

Necessarily this means that, consequently, loss of individual sections coordinations would, after some time periods, lead to incomparable work results and to low performance capability.

A proper methodology should, as a matter of fact, keep all the functions in acceptable proportions: workers should have, on one side, the feeling of some freedom of action but on the other one any investigation should fulfil all necessary requirements, and simultaneously the comparability on admissible level. In addition also all the investigation records should be made in a standard way so that all the results could be statistically analysed by the same method.

II. If the methodology supervision is not fully systematic, the responsible transport organization authorities may have a warrantable conviction that the subordinate psychological section is not working properly. Such examples have already been recorded, often accompanied by discrepancies in other directions.

The staff of USMD psychology section as far as methodology is concerned obtained all the necessary commissions, e.g.:
- statutory position of specialists in methodology covering
many possibilities (and responsibilities as well) to collect and analyse any special and administrative data needed for the development and progress in transport field;
- feasibility to obtain all foreign special literature (books, journals etc.) through the mediation documentary USMD section (securing also an CSSR library exchange service and translations);
- easy contact with any Prague organizations with similar interests and aims (e.g. psychology department of philosophical faculty of Charles University, Central Institute of Railway Health Services and different Socialities and Police Transport Inspectorate of Prague etc.);
- a possibility to attend practically any professional actions (lectures, symposia, conferences, seminars etc.) appertained to work and transport psychology.

The above described methodology in supervising and control of all psychology sections should be done in close collaboration not only with medical organizations but also with any other relevant medical establishments.

On the contrary many medical organizations, establishments, boards and departments are time from time requiring our help and are applying to USMD psychology section for:

1 - psychological examinations in case of controversial or problematic problems connected with capability to drive road motor vehicles. Such examinations are usually done in periodical intervals, but lately, owing to deficient capacity, such cases are rather exceptionals;
2 - advice concerning some special psychological problems.

For illustration the most frequent advices are connected with the following cases:
- when a driving licence has to be obtained for a person having a lower intelligence, partial deafness or alcoholism; or for a person after a head injury or brain-shock and persons hot-tempered or violent;
- when an increased accident frequency is caused by inherent (and lasting) or situational (and temporary) factors or by rather a set of misfortunes;
- problems connected with the Health Ministry decision (1963), specifying some defects and diseases leading to inability to drive a motor vehicle. Such defects or diseases are, unfortunately, listed without any quantitative or qualitative measures whatsoever (e.g. the emotivity defects as far as unbalance and incontinence are concerned).

Such and similar advices are according to their importance answered individually, orally or in writing. If they are made by other resorts (not directly connected with transport authorities), answers are usually given by an intermediary action, as for example a special seminar. In the course of the last five-years plan approximately eight such seminars were realized. In such a case the psycholo-
gists of ÚSMD give lectures about the ability to drive motor-vehicle safely. Also some suitable courses covering the driver's problems are arranged for specialists of other transport organizations. (The objective control of drivers testimony concerning the transport accidents or driving difficulties is of great importance for a correct evaluation; the same holds good when considering the records in driver evidence cards at the pertinent transport inspectorate or the driving examination results. A maximal circum-
spection is here really necessary, as we may find many drivers trying to disimulate and conceal or suppress some relevant facts).

As the outcome of these considerations clearly shows it is predominantly the medical sector, where the complex and effective evaluation of drivers ability brings significant economic benefits. Problematical drivers are either incapable of normal work or are doing something of subsidiary value. If they are driving motor vehicles, they are dangerous as far as health and property damages are concerned. Unfortunately the special seminary actions are not of the institutional character; it could be realized only on the basis of personal contacts. In accordance with author ex-
perience the medical services are only incompletely, inaccurately and vaguely informed about the ÚSMD activity. Another advantageous social co-operation with medical ser-
vens could be expected in case of medicament effects on the psychic of drivers and in case of older drivers-ama-
teurs ability to drive (this research project was started at the beginning of the last five-years plan).

The author of the present report is definitely convinced about the importance, responsibility and economic benefits of methodology used by ÚSMD for the supervising of the trans-
port psychology sections everywhere. Such activity, however, would need a cypacity of at least two specialist-psycholo-
gists with an assistant.

The function and working plans of psychology specialists also include the following duties:

- popularisation of transport psychology field (using press, broadcast and television facilities);
- publication of reports in special and popularization jour-
nals;
- preparation of necessary documents for transport and other authorities;
- many other activities (e.g. preparation and verification of new psychological tests and actions for the investiga-
tion and evaluation of drivers, juridical expert's account service, selection and assemblment of optimal apparatus for testing purposes etc.);
- cooperation with the Slovakien, RVHP and foreign transport psychologists.
Conclusion note and author's recommendation.

It is perhaps fair to declare that due to the above described facts the methodical supervision of psychological sections included in transport organizations definitely has its place in the scientific and technical revolution and in modern development of our society. Such activity, either statutory or economical or personal is, therefore, important and desirable and first of all socially and economically significant; for this reasons it should be, if possible, fully realized.