Book Review

L. Dorn
Driver Behaviour and Training

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"Driver Behaviour and Training", edited by Dr. Lisa Dorn, is based on contributions to the "First International Conference on Driver Behaviour and Training", in Stratford-upon-Avon (UK), November 2003. The motivation for the conference and primary objective of its proceedings, and therefore of the book under review, is "how driver training might reduce crash risk", or, how driver training could contribute to reducing human error, or better, erroneous driving behaviour (see the Introduction). The book contains 36 contributions, divided in four sections (Professional Driving, Driver Health, Fatigue and Accidents, In-Vehicle Technology, Driver Training and Instruction), which appear to have been rather haphazardly assembled instead of relating to the clearly stated objectives of the book. Common to all four sections is the fact that whilst some of the contributions do relate to aspects of driver training, others do not at all. Some contributions do not appear to have anything to do with driver/driving behaviour, for instance chapter 6, which deals with aspects of management of a bus company, or chapter 12 which is about safety aspects of baby seats in cars. These are undoubtedly important topics for the driving community, but they are bear no relation to driver behaviour and training.

On the whole the book is edited in a sloppy fashion. The lack of scrutiny and proper editing of the contributions is visible in many small and annoying details, such as common pre-editing typing errors (e.g. Preface; "… keynote speeches from *Proffesso*r Frank McKenna…."). Sometimes it is even amusing, like in the (otherwise instructive) contribution by Anders E. af Wåhlberg, who claims that "Female drivers, older drivers, those with increased service length *and people with Swedish names* all had lower levels of driver acceleration behaviour". If the world was that simple, we should consider giving young male

drivers a Swedish name for a couple of years. What is probably meant (but not reported) is that some drivers were of Swedish origin, with accompanying education and training, which discriminated them from others; not a killing slip of the pen but it should not have slipped through the editing process. The index at the end of the book, a mixed collection of topics and names to be found somewhere in the book, is a mess and incomplete (to be honest, I first noticed that because my eyes were drawn to the disappointing fact that my own name was missing in the index [oh vanity!], but in the process of reading the book I discovered that our work at the former Traffic Research Centre, University of Groningen, Netherlands, was referred to several times, though largely missing from the index).

By now the idea that this book is a complete waste of time to read must have occurred to the reader of this book review. Naturally this is not true. As usual with conferences with a theme and open submission of abstracts without restrictions, all kinds of contributions are to be expected, and indeed included in this conference book, some close to, others far from the leading theme. My assessment of each contribution in terms of "worthwhile reading" and "affiliated to the objectives of the conference/book", grading them from 1 (not at all) to 9 (highest possible), shows considerable variation between the chapters.

The first section with eight contributions is about professional drivers, i.e. police drivers (and motor cyclists in one case) and bus drivers. Surprisingly, no contribution on professional goods haulage is presented, even though the many problems of these drivers with respect to safety are well-known but yet unresolved. Nevertheless, the section contains some chapters that are well worth reading. An example of the latter is the very first contribution "Can deaths from police pursuits be reduced?" by Best (my ratings 8 & 8 for "worthwhile" and "affiliated to training" respectively), discussing the increase in fatalities, the characteristics of incidents and what is learned, or more importantly, what is not learned. Also the second chapter "Hazard awareness and police driving performance" by the Editor of the Book Lisa Dorn (my ratings 7 & 8) is informative and useful with respect to the role of professional driver training in relation to appropriate driver behaviour. Other good contributions (rating 7 for worthwhile) are chapters 3 by Gandolfi & Dorn, and chapter 5 by Af Wåhlberg. All the other chapters received lower ratings.

The second section contains 10 contributions on health, fatigue and accidents, in a variety of topics, from the influence of drugs to the behaviour of pregnant women drivers. Most of the chapters have little to do with the leading theme of the book, i.e. training, except chapter 15 "Evaluation of the Trucker Strain Monitor (TSM)" by De Croon, Sluiter & Frings-Dresen, a worthwhile contribution on the evaluation of the TSM stress management training tool. Best contributions in my view were chapters 12 "The effects of road predictability on driving performance" by Ismael, Chapman & Underwood, and 18 "Passenger influence on young drivers" by Engström, both rated with an 8, although their contribution to training is low. Also worthwhile reading are the first two, chapters 9 "The effects of illicit drugs on performance related to car driving" by Ridout, Winstock, Wolfe & Hindmarch, and 10 "Oculomotor indicators of driver fatigue" by Galley, Schleiger & Galley.

The third section is on in-vehicle technology, comprising eight contributions, of which in particular chapter 25 "In-Vehicle support systems and young, novice drivers" by Gregersen & Falkmer is good reading and responds adequately to the leading themes of the book. Other

worthwhile chapters, although not so relevant to training were chapters 23 "An exploratory study of the interaction between drivers' trust of automatic cruise control and reliability" by Kazi, Stanton & Harrison, and 26 "Mobile phone use while driving in Sweden" by Gustafsson.

The fourth section, dealing with driver training and instruction, should be the part *par excellence* where the information on the leading theme is condensed. This is indeed reflected in the ratings in that respect, all ranging from 6 to 9 for affiliation to training, however, not all the contributions are equally valuable reading. The best was the very first, chapter 27 "Goals and contents of driver education" by Hatakka, Keskinnen, Gregersen, Glad & Hernetkoski. Also worthwhile reading are chapters 28 "The TRAINER project" by Falkmer & Gregersen, 29 " Face validity analysis of a bus simulator for investigating bus driver behaviour and training" by Muncie & Dorn, 30 "Transfer of training in a driving simulator: comparison between reality and simulation" by Uhr, Felix, Williams & Krueger, and finally 31: "Experience with a low cost PC-based system for young driver training" by Allen, Rosenthal, Park, Cook, Fiorentino & Viirre.

Generally, my personal problem was mainly with the suggestive title and jubilant introduction of the book in the Preface, more or less promising a book that had something to add to the lack of scientific results on how all kinds of aspects of driver training may reduce crash risk in general. Some of the contributions do indeed, but most of them do not, fulfil such a promise.