A Review Study on ADED (the Association for Driver Rehabilitation Specialists) and CDRS (the Certified Driver Rehabilitation Specialists) - With USA Focus -

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ABSTRACT
Objective: There are reportedly only a few institutions available to provide professional driving education for people with disabilities, including National Rehabilitation Center, SongPu Gu Office, handful of private driving institutions, and a brand-new driving rehabilitation center in Daegu University. Moreover, it is the undeniable reality that systematic and professional programs to train expert professions who are able to educate needy disabled people are not ready in Korea yet. This study thereby attempts to provide preliminary information to develop educational programs for Driver Rehabilitation Specialists (DRS), referring to the system in USA.

Methods: This study, as a descriptive study, investigated the Association for Driver Rehabilitation Specialists (ADED) which plays a major role in the certification of specialist and the Certified Driver Rehabilitation Specialists (CDRS) examination in US. The information described in this study includes eligibility requirements, policies/regulations, procedures, contents outline, application, and re-certification of the CDRS examination, along with a brief history of the ADED.

Results: Developed country like USA employs such complicate process and strict qualifications to uphold professionalism and qualities of the DRS. In addition, they recognize rights to self-driving for individuals with disability and its importance, and endeavor to enhance the system in order to improve quality of life of the individuals and to achieve a true rehabilitation.

Conclusion: Korea, as a country which is strongly required to establish an educational program for driving rehabilitation specialist, this preliminary study shows us a good benchmark to refer and provides useful information for people who are interested in driving rehabilitation and the DRS system, through investigating the ADED and the CDRS system in US.

Key Words: ADED, CDRS, Driver rehabilitation, Driver rehabilitation specialist

Introduction
"More disabled people will be able to drive in China, including those paralyzed from the waist down, thanks to revisions to driving license regulations that will take effect starting from April 1, 2010. Some out of
the 28 millions disabled with paralyzed limbs in China have driven anyway, hoping to avoid being caught by police officers. The new regulation also permits hearing impaired people to drive if they can hear adequately while with a hearing aid/China Daily. Disabled Chinese to get driver’s licenses. April 01, 2010, from http://www.chinadaily.com.cn). As seen in this article, self driving itself like in every country has become a prerequisite mean for the individuals with disabilities to reach out to the personal dignity and happiness as human beings.

According to the Korea Employment Agency for the Disabled, as of the Year 2008, the number of registered disabled was 2,246,965 while it was 958,196 in 2000. It has been recorded 11.2% of increase in average year on year. And the ratio of the registered disabled to the total population in 2008 became more than double as it was 4.5% while 2% in 2000/Ministry of Health & Welfare, 2009: Korea Statistical Information Service, 2009.

Even through many other theses, dissertations, papers, articles, etc. in Korea, we have been also aware or taught the emerging importance of the right of transport for the people with disabilities. As society and community have been mature, especially thanks to the dramatic changes of awareness and perception on the disabled for the last several years, big visible improvement has been made for the right of transport for disabled. However, those changes in many areas have been laid emphasis on making public transportation system, public and private facilities relatively more easily accessible, but not enough to ensure the instinct and fundamental right to survive as per the broad definition of Disabled Welfare.

In welfare programs for the disabled, rehabilitations such as Medical Rehabilitation, Educational Rehabilitation, and Occupational Rehabilitation have been regarded as important areas to serve for the disabled. Those various welfare programs will also become a good for nothing if the access to the concerned services and programs is blocked up due to the physical environment and obstacles; no matter how good programs and services are available for the needy individuals with disabilities(Ho, 2009).

There are reportedly several public institutions, such as National Rehabilitation Center, Song pa Gu Office, and a handful of disabilities related private institutions where have provided training for the disabled under the contracts with private driving institutes where have provided driving education for the individuals with disabilities(Oh, 2009). And it was reported that Daegu University recently opened up a "Driving Rehabilitation Center for the Disabled" last year and resumed to provide driving education for the disabled(Dginews, 2009). However, it is also undeniable reality that systematic professional programs to develop talented professions to educate needy disabled are yet to be ready in Korea.

Consequently, as many other developed countries like US, certified specialists (so called "Driver Rehabilitation Specialists") who have sufficient academic background with appropriate experience in this field have played important roles to plan, develop, coordinate and implement driver rehabilitation services for individuals with disabilities. As a country where the number of individuals with disabilities has increased and the perception on the right of transport for the disabled has been improved year on year, a preliminary study on system and infrastructure of this field would worthwhile being prepared for the very near future.

Therefore, in this study, information on the Association for Driver Rehabilitation Specialists(ADED) and the Certified Driver Rehabilitation Specialists(CDRS) Examination will be provided for those who are interested in a brief history of ADED; eligibility requirements for the CDRS examination, examination policies, an examination content outline, an
examination application, and re-certification. And the information elaborated and quoted in this study was mainly gathered from the websites of ADED, various reference books, and articles.

II. ADED

1. About ADED

ADED, formerly known as “The Association for Driver Educators for the Disabled” and changed its name with the acronym ADED to “ADED, Inc.” with the description “The Association for Driver Rehabilitation Specialists” in 1997, was established in 1977 to support professionals working in the field of driver education/driver training and transportation equipment modifications for persons with disabilities through education and information dissemination.

ADED, a nonprofit association, is the primary professional organization in this specialized area. ADED’s functional services will be accomplished through educational conferences, professional development programs, research support, legislative efforts, and encouraging equipment development to maximize transportation options for persons with disabilities.

ADED’s members are dedicated to enhancing the lives of individuals with disabilities and age-related impairments and changes by providing services that assist such individuals in the attainment of skills that enable safe, independent driving and transportation. This goal is accomplished through the application of driving strategies.

As a part of these efforts and to support and accomplish the mission of ADED, ADED provides a certification process. The purpose of the certification process is to protect the public by:

A. providing measurement of a standard of current knowledge desirable for individuals practicing driver rehabilitation;
B. encouraging individual growth and study, thereby promoting professionalism among driver rehabilitation specialists;
C. formally recognizing driver rehabilitation specialists who fulfill the requirement for certification.

2. Brief History of ADED

ADED began with an organizational meeting in Detroit, Michigan, on August 25 & 26, 1977. Thirty people, from ten states, representing professionals in the field of driver evaluation and training of persons with disabilities attended this meeting. Since that date, ADED has continued to expand. The ADED membership as of August 2008, it has 576 members. There are 306 Individual members, 139 Facility Members, 113 Mobility Equipment Dealer members, and 18 corporate members. The first CDRS exam was August 25, 1995.

III. CDRS Examination

The term Driver Rehabilitation Specialist (DRS) signifies one who “plans, develops, coordinates and implements driver rehabilitation services for individuals with disabilities.”

1. About the Exam

The CDRS Examination is designed to test a well-defined body of knowledge representative of professional practice. The content of the CDRS Examination has been defined by a national role delineation study. The study involved surveying practitioners in the field of driver rehabilitation to identify tasks that were performed routinely and considered important to competent practice. The examination has
been developed through a combined effort of qualified subject matter experts and testing professionals who have constructed the examination in accordance with the CDRS Examination content outline. The CDRS Examination consists of 100 multiple choice questions. Each question consists of a stem with four response alternatives (A, B, C, D), with one best or correct response. Candidate will be permitted two hours to complete the examination. Those who meet the eligibility requirements and achieve a passing score will be awarded a certificate indicating that they have achieved credential status as a DRS.

2. Eligibility Requirements

To eligible to take the certification examination, the education and/or experience requirements listed below should be met. Candidate needs to submit an official transcript and/or letter documenting his/her experience in the field of Driver Rehabilitation.

A. An undergraduate degree or higher in a health related** area of study with 1 year full time experience in degree area of study and an additional 1 year full time experience in the field of Driver Rehabilitation.*

B. Four year undergraduate degree*** or higher with a major or minor in Traffic Safety and/or a Driver and Traffic Safety Endorsement with 1 year full time experience in Traffic Safety and an additional 2 years of full time experience in the field of Driver Rehabilitation.*

C. Two year degree in a health related** area of study with 1 year experience in degree area of study and an additional 3 years full time experience in the field of Driver Rehabilitation.*

D. Five years of full time work experience in the field of Driver Rehabilitation.*

Full time means 32 hours per week.

* In the field of Driver Rehabilitation includes direct hands on delivery of clinical (pre-driving evaluations) and/or behind the wheel evaluations and training with the client.

** Health related degrees include Occupational Therapy, Physical Therapy, Kinesiotherapy, Speech Therapy, Therapeutic Recreational Therapy, or other areas as approved by the Certification Committee.

*** Undergraduate degree areas of study include Social Work, Vocational Rehabilitation, Health and Physical Education, Counseling, Psychology, or other areas as approved by the Certification Committee.

3. Application Procedures

All the applicants should complete the application and submit it with the required documentation with $50 US dollars of fee by the application deadline to AMP (AMP stands for "Applied Measurement Professionals, Inc." which is the professional testing agency contracted by ADED). Potential applicants need to check the exam date for the year because it has only one exam per year. The 2010 CDRS Examination is scheduled for the afternoon of August 3, 2010 and the deadline for returning applications to AMP will be June 22, 2010.

With the application form, candidate must provide the documentation required by the eligibility route selected. Depending upon the route under which you apply, this may include:

A. Official transcript(s) of course work from an accredited college or university. The transcript must state the degree requirements have been completed and list the date the degree was conferred.

B. A letter from an employer(s) on official letterhead stating dates of employment and practical experience.
4. On the Exam Day

Candidate needs to come to the test center no later than 1:00 p.m., as distribution of examination materials and examination instructions will begin promptly at 1:30 p.m. If arrive after the examination begins, you will not be admitted.

The examination will be held only on the day and time scheduled.

1. Candidate will have 2 hours to complete the examination. Additional time will not be allowed. There are no scheduled breaks during the examination. You must receive permission from a test center proctor to leave the examination room while other candidates are testing.
2. Must bring your admission letter and appropriate identification.
3. Pencils will be provided.
4. Candidates are advised to bring a watch to the test center and set it to correspond to the official time used by the proctor (no alarm watches please).
5. Be sure to record an answer for each question, even if you are uncertain. You can mark questions you wish to reconsider in the examination booklet and return to them later. No credit will be given for answers recorded in the examination booklet. Avoid leaving any questions unanswered; this will maximize your chances of passing and prevent mismarking your answer sheet. It is better to guess than to leave a question unanswered.
6. Calculators are not permitted in the examination room. Examination questions are designed so that computations can be completed without a calculator within the time permitted.
7. No electronic devices are permitted in the examination room, including cellular phones, signaling devices such as pagers and alarms, or personal digital assistants (PDAs).
8. No books or other reference materials may be taken into the examination room.
9. No examination materials, documents, or memoranda of any sort may be taken from the examination room.
10. No questions concerning the content of the examination may be asked during the testing period. It is your responsibility to read the directions in the examination booklet and listen carefully to the instructions given by the proctor.

5. Test Results & Recognition

Test results will be informed by mail within six weeks after taking the examination whether you have passed or failed. No results will be provided by telephone, e-mail, or fax. Individual test scores are released only to the individual candidates.

Eligible candidates who pass the CDRS Examination will receive a certificate indicating they have achieved credential status as a Driver Rehabilitation Specialist (DRS). Certification is effective for 3 years beginning the 1st of January after the successful completion of the examination, and ending on December 31st of the

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3rd year.

Examination scores are reported as scaled scores. A scaled score is statistically derived from the raw score or the number of correctly answered questions. Your total scaled score determines whether you pass or fail; it is reported as a value between 0 and 99.

6. CDRS Re-Certification

Certification for Driver Rehabilitation Specialty will be valid for a period of three years. To be eligible for re-certification, the individual will need to complete 30 approved contact hours during their three year certification period. This policy and procedure describes what are acceptable activities to use to meet the 30 contact hour requirement.

7. DRS: Scope of Works

Scope of works as DRS will be as below and much detailed information and verifications are available at the "Best Practices for the Delivery of Driver Rehabilitation Services 2009."

1: Interview / Medical History
2: Clinical Visual Assessment
3: Clinical Physical Assessment
4: Clinical Cognitive Assessment
5: Behind-the-Wheel Evaluation
6: Behind-the-Wheel Training / Intervention
7: Vehicle and Equipment Assessment
8: Client as Passenger
9: Documentation
10: Prescription / Equipment Recommendation Form
11: Final Fitting
12: Licensing
13: Quality Improvement

Conclusion

Professional training programs in line with individual types and levels of disabilities need to be developed for the individuals with disabilities to self-drive. And it is also equally imperative that we nurture the people of talents with specialties to effectively and successively operate such professional programs.

There are reportedly several public institutions, such as National Rehabilitation Center, Soonpa Gu Office, and a handful of disabilities-related private institutions where have provided training for the disabled under the contracts with private driving institutes where have provided training for the disabled with disabilities (Oh, 2009). And it was reported that Daegu University also opened up a "Driving Rehabilitation Center for the Disabled" late last year and resumed to provide driving education for the disabled. However, systematic professional programs to develop talented professions to educate needy disabled are yet to be ready in Korea.

As reviewed in this preliminary study, the roles and responsibilities have been given to Driver Rehabilitation Specialist (DRS) who "plans, develops, coordinates and implements driver rehabilitation services for individuals with disabilities in US."

With these complicated processes and tight qualifications as seen in the study above, most of the developed countries like USA has expected DRS (Driver Rehabilitation Specialist) to build up professionalism and to keep up the talents and has made sincere efforts to help and assist individuals with disabilities through deep understanding of the importance of self-driving to ensure them to become a practically part of the society.

Thus, as a country where has an urgent needs to develop the means (and system) to cultivate the Driver Rehabilitation Specialist in the very near future, this
preliminary study would provide us a good benchmark for us to refer to and a basic knowledge of the whole picture on ADED and CDRS with valuable insights.

References


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국문초록

미국 운전재활전문가협회와 운전재활전문가 제도에 대한 고찰연구

서론: 현재 우리나라의 국립재활병원, 송파구청, 몇몇 개인 운전학원과 연계된 장애인 단체 그리고 최근 개원한 대구대학교의 운전재활센터뿐만이 장애인이 운전재활 교육을 받을 수 있는 곳이다. 또한 장애인에게 운전재활을 교육할 수 있는 전문 인력 이 우선 필요함에도 이들을 양성할 수 있는 조직적이고 전문적인 프로그램이 아직 준비되지 못한 것이 부인할 수 없는 현실이다. 따라서 본 연구에서는 미국의 예를 들어 차후 한국에서 장애인운전재활 전문가 양성을 위한 제도를 만들고자 할 때 이에 대한 기초지식을 제공하려고 하였다.

본론: 미국 운전재활전문가와 운전재활 전문가 자격증에 관하여 중추적인 역할을 하는 ADED에 대한 간단한 역사, 시험응시자격, 시험구조, 출제내용 설명, 시험응시에 관한 유의사항, 그리고 자격증 취득 후에 그 자격증을 지속적으로 유지하는 방법들에 대하여 기술하였다. 미국은 운전재활전문가가 되기 위해 이처럼 복잡하고 까다로운 자격요건을 요구하여 전문가로서의 전문성과 자질을 지속적으로 유지하도록 하고 있으며, 또한 장애를 가진 사람들이라 할지라도 자기운전의 중요성을 인식하고 장애인들에게 전달한 사회복귀와 삶의 질을 향상 시켜주는 제도의 발전에 노력을 기울이고 있다.

결론: 앞으로 운전재활 전문가 양성방안을 마련해야 할 우리나라로서는 미국 운전재활전문가협회와 운전재활전문가 자격증제도에 대한 전반적인 내용을 알아보면서 우리나라의 장애인 운전재활과 운전재활전문가에 관심이 있는 사람들에게 유용한 정보가 될 것이다.

주제어: 미국 운전재활전문가협회, 운전재활, 운전재활 전문가, 운전재활전문가 자격증