

Research of Moral and Ethical Responsibility at Candidates for Drivers as a Condition of Successful Formation at them Subject Identity

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Abstract

The subject of the research is the analysis of the main reasons for growth of number of accidents on roads. It has been made the assumption that it occurs in a consequence weakening of moral and ethical standards of modern drivers and not formation of subject identity. It has been allocated and described some shortcomings of the program of training of drivers. Results of the research allowed to define measures directed on increase of level of moral and ethical responsibility and formation at drivers of subject identity.

Keywords: *subject, identity, moral and ethical responsibility, vocational education, psychology and pedagogical conditions.*

1. Introduction

Relevance of research is caused by the influence of technical means on activity and behavior of the person growing every day. More and more people act as "the driver of the vehicle". Thus it is possible to state growth of number of accidents on the roads connected with a human factor. Drivers show behavior with other participants of traffic, as well as in everyday life. Thus it is necessary to consider that traffic and behavior of participants of traffic are multicomponent systems. Complexity of all types of interaction in such systems results in need to consider activity of the subject driver included in system "in subject – action – object – world around" (Strelkov, 2001), (Kaminsky, 2010).

Researches of the American psychologists showed that the person operates the car as he lives. Its way of life, its relation to work, to surrounding people generally are defined by its moral and ethical qualities which are rules of the hostel, behavior which define obligations for the relation to each other and to society in general. It is undoubted that drivers who conform to the rules of morals and ethics, call of duty, discipline and integrity distinguishes. These qualities remain at such person and at a car wheel: he is kind, precautionary to other participants of traffic and strictly follows traffic regulations.

Driver's activity is considered as socially determined, possible and existing only in the context of processes of social perception, attribution and designing of an image of a road situation in the course of interaction of participants of traffic (Kabalevskaya, 2012).

It assumes studying of social and psychological and moral mechanisms which influence process of construction by the subject of activity of the ordered image of the world. Results of research will give the chance of optimization of the traffic interfaced to the high risks of interaction of its participants which aren't regulated by moral safety requirements. The moral choice of participants of traffic isn't recorded by objective rules and is an important link of culture of behavior of drivers on roads. It explains interest in researches of a problem of interaction of drivers as subjects – participants of the road and transport movement.

According to the decision of the UN of 2011-2020 are declared decade of actions for traffic safety.

By results of scientific and practical researches of implementation of the Federal complete program "Increase of Traffic Safety in 2006 - 2012" amendments were introduced in programs of preparation and retraining of drivers.

On the basis of the order the Ministry of Education and Science of the Russian Federation of 26.12.2013 N 1408

"About the approval of approximate programs of a vocational education of drivers of vehicles of the corresponding categories and subcategories" (It is registered in the Ministry of Justice of the Russian Federation 09.07.2014 N 33026) a number of changes were brought. Introduction to training of future drivers of the course "Psychophysiology of Drivers" became one of new additions. The sections recommended for studying and subjects of the program include: informative functions, systems of perception and psychomotor skills; ethical bases of activity of the driver; emotional states and prevention of the conflicts; psychological practical work.

However, the analysis of the approximate recommended program of training of drivers of category "B" allowed us to reveal some shortcomings:

1. The contents of the program indirectly assume strengthening of psychological training of the driver for the purpose of the prevention of accident rate on roads. Studying in the lecture mode of subjects: "Informative functions, systems of perception and psychomotor skills", "Ethical bases of activity of the driver", "Emotional states and prevention of the conflicts" in the specified volume (6 h.) informs future driver on his psychophysiological features, on ethical standards of the driver and his responsibility for safety on roads more, but doesn't form at future driver of responsibility for traffic safety.
2. The due attention isn't paid to primary diagnostics of the identity of the driver, namely diagnostics of level of formation of moral and ethical responsibility, as one of factors of social reliability of the driver.
3. The course doesn't give full understanding by the driver of as subject of activity – the participant of traffic.
4. Formation subject identity "I'm a reliable driver" isn't controlled fully.

Due to the revealed shortcomings, our research is directed on determination of level of formation of moral and ethical lines of the personality and properties (lines) of character. The knowledge of features of character, a level of development of moral and ethical responsibility at candidates for drivers, will allow to improve training of drivers in the Russian driving schools and to create at drivers subjects, participants of traffic their subject identity.

Purpose of our research: to increase efficiency of teaching a training course "Psychophysiological bases of activity of the driver" which will consist not only in broadcast of psychological knowledge and demonstration of ways of self-control of an emotional state, and in creation of psychology and pedagogical conditions for acceptance by the candidate for drivers of moral and ethical responsibility which is a basis of formation of subject identity of the driver.

The practical importance of our research consists in possibility of use of its results when training drivers of vehicles and training officers of driving schools for the purpose of increase of culture of driving, reduction of accident rate on roads, and improvement of quality of training of drivers.

1.1 *The analysis of literature on a research subject*

The analysis of literature on a subject of research showed that a large number of works of psychologists is directed on studying of various behavioral reactions of the person who is the participant of the road and transport environment and the managing director of any vehicle, for example, the car, the motorcycle, by bicycle.

N.G.Gaifullina, I.A.Talysheva, G.M. Ldokova was studied by mental and physiological features of young drivers and revealed that they possess the developed emotional stability, they are capable to control the behavior according to moral standards (Gaifullina et al., 2014).

A. Brodin, A. Carlsson, J.A. Groeger consider the car as a certain "symbolical" cover which causes a certain behavior of the individual who is at a wheel and which isn't peculiar to it out of the vehicle (Brodin et al., 1986), (Groeger, 2000). The car is perceived by the subject as the "protection" ensuring additional safety from other participants of traffic. It assumes that the driver as the subject of traffic, can regulate the movement without the typical aggressive reactions which are shown in crowd. We agree with opinion of the above authors as we consider that the driver, being in the car, feels at home and behaves in his behavior it is possible to observe: fieriness in manifestation of emotions, egoism in relation to other participants of the movement, the verbal aggression directed on others. Such emotional condition of the driver leads to decrease in its reliability as driver. And the more drivers afford similar uncouth behavior during driving, it is more the risk of road and transport accidents.

Ch. Gelay, J Sirek., K. Dahmen-Zimmer investigated aggressive behavior of drivers and revealed that aggression doesn't leave anywhere, and only takes other forms (Gelay, et al., 2011).

E Dahlen, R.C. Martin, K. Ragan, M.M. Kuhlman considered aggressive behavior of subjects of traffic in a historical and cultural context. They consider that such behavior on roads is universal and peculiar to a human nature, only vehicles change: from an ancient chariot to the modern car (Dahlen et al., 2005), (Stasi, et al., 2011), (Svenson, et al., 1985).

Part of scientists assumed that a number of individual and psychological properties of the driver influence his

aggressive behavior at a wheel, for example the neurotism is connected with aggression during operate of transport. Taubman-Ben-Ari O., Mikulincer M., Gillath O. consider that neither the floor, nor age don't influence tendency to aggressive manifestations. But the neurotism, friendliness, responsibility can contribute the driver to aggression, and, influence of a neurotism is mediated by anger, and communication between aggression and friendliness and integrity has direct character (Taubman-Ben-Ari, et al., 2005).

The analysis of literature allowed to make the assumption that growth of accident rate on roads is caused on the one hand by objective increase in number of participants of traffic, and on the other hand – weakening of moral ethical standards at modern drivers.

Specifics of training of the driver consist in assimilation of rules road the movement and acquisition of skills of driving. Traffic regulations represent imperatives, and are legal regulators of the law and an order on the road. Unlike legal norms, moral standards assume a big freedom of choice of behavior of the driver on the road. According to P. S. Gurevich the moral standard is a border of personal moral liberty but as border it becomes the specific social catalyst of moral freedom. (Gurevich, 2012).

1.2 Norms of morals as a factor of maintenance of an order in society

Moral standards, from the point of view of ethics, it not some special, independent norms, but the norms adapted for special relationship, existing between people. Norms of morals work in a uniform field of social communications, they are social norms. These norms pursue a common goal - establishment and maintenance of an order in society. Also have a uniform functional purpose - to influence behavior of people, to govern their relations, to form scales (standards, standards) of behavior. They are addressed to all or to big group of people, that is are rules of conduct of the general character; have the uniform spiritual nature, the general valuable core - justice.

Therefore, the driver on the road finds himself not simply as the technician able to press pedals and to own a wheel, but always as the personality who has to respect moral standards. On the movement of the car it is unmistakably possible to tell about features of character of the driver, respect for another, responsibility, discipline, good breeding, a maturity and insistence to himself, restraint, the vigilance reasonable for care, etc.

From our point of view, the low formation of moral and ethical responsibility of drivers is connected with not formation problem at it subject identity.

We understand the dynamic organization of requirements, motives, abilities, belief, values and norms of the personality as identity. It defines a self-identification of the person in space and time.

1.3 Subject identity as one of components of the identity of future driver

Thus this category is closely connected with the concept "subject". To be the subject - means to be a source of activity, action, thought, values and meanings, to want and begin a causal row from itself, to go beyond in advance certain, to be capable to transform the world and itself in this world on own projects, considering social and natural laws of the universe.

The philosophical understanding of the subject is based that is one of poles the subject - the object relation forming a basis of activity, consciousness and knowledge (Lectorsky, 2001).

Psychological approach to understanding of the subject is considered through various treatments, for example, the subject is each personality (Brushlinsky, 2003) and it is ability of the person to operate the activity, to transform surrounding reality and themselves in it (Leontyev, 2010).

S. L. Rubenstein expanded the understanding of person as an active subject. He wrote that the "pure", transcendental subject of objective knowledge is a generality which really exists only in the form of a great number of empirical subjects (Rubenstein, 2003). From this it is possible to draw a conclusion that each personality, being the subject of a certain activity, it develops, will be transformed and formed in it.

Concept "subjectivity" deeper, than concept "subject". This non-uniform and rather difficult mental education which approaches an explanation of psychological aspect of human ability to operate the actions more. Subjectivity can be shown at people in various situations and at various stages and the periods of development of the personality. Subjectivity is considered by researchers as an inclusiveness measure in activity and the subject's intentionality (Osnitsky, 2007), or as a projection of functioning of all system of social relationship to the certain person (Brushlinsky, 1996).

Subjectivity isn't the stable psychological characteristic of the personality. Therefore, once and for all the personality can't reach it. It is shown in various life situations and is connected with an inclusiveness in multi-scale social processes, for example when training drivers. Thus, subjectivity - property system and changeable, depending on activity.

It is shown in its ability of initiative and intelligent inclusion of the person in different types of activity.

Having considered such key concepts as "subjectivity", "identity" we can pass to an explanation of such important concept as "subject identity" which is defined as one of components of personal identity.

Change and formation of new identity happens by means of overcoming of crisis of development of the personality. Can lead such intra personal factors as a self-assessment, a ratio to transformation of identity "I" ideal and "I" real, adjusting system of the personality and the internal conflicts, and also external, social factors (Arutyunyan, 2004). Thus, ability of the person to change surrounding reality and itself in the attitude towards her – its intrinsic characteristic opening a human nature (Batishchev, 1995). Internally free person which self-orientation, a self-reflection independently makes conscious, moral decisions at which the self-knowledge is aggravated, is defined as the subject. Thus, subject identity is an identity to itself in activity, on the basis of such characteristics as activity, a reflection, initiative, responsibility. Destruction or deformation of subject identity lead to deviant and marginal behavior of the personality (Biserova, 2007).

2. Method

Candidates for drivers of driving schools of the city of Yelabuga of the Republic of Tatarstan in number of 90 people became object of our research. The age of respondents made from 17 to 34 years. Average age of examinees is equal 21.5 years.

The received these researches will allow to understand, on the basis of what lines of the personality moral and ethical responsibility at candidates for drivers is formed. Results of work will be a starting point of creation of the differentiated training of cadets of driving school in psychological aspect for understanding and acceptance by the cadet of subject identity of the driver.

Research was conducted on the basis of driving school Yelabuga of the Republic of Tatarstan "Progress" from January 11, 2015 to February 20, 2015.

For the purpose of identification of formation at respondents of moral and ethical responsibility DUMEOLP questionnaire - diagnostics of level of moral and ethical responsibility of the identity of I.G. Tymoschuk was used. The author of a questionnaire at its development was guided by the theory of lines of the personality. Any line of the moral and ethical sphere of the personality is shown in the certain situations demanding updating and concrete external behavior of moral and moral qualities in actions and acts. The last, in turn, it can be expressed in the wide range of behavior. Besides the analysis of an ethical correctness actually of the subject's acts, the questionnaire allows to consider their obvious and latent determination.

The questionnaire consists of 5 diagnostic scales: "A reflection on moral and ethical situations", "Intuition in the moral and ethical sphere", "Existential aspect of responsibility", "Altruistic emotions", "Moral and ethical values". The choice of this questionnaire was caused by that there is a need in diagnostics of the general level of moral and ethical responsibility at future drivers as law-abiding citizens. We consider that all drivers can conditionally be divided into three categories.

It is possible to refer to the first category "Convinced" drivers who know and divide values of a moral standard, consider that its observance is necessary in any situations. Candidates for drivers with a high level of development of moral and ethical responsibility will be referred to this category. In the course of training will be rather accurate to show them sides of responsibility of the driver for traffic safety. Formation of the competent and cultural driver will demand from teachers of driving school and training officer only explanations and the maximum informing on the dangers arising on the road, ways of prevention of road accidents. In our opinion, at this category of candidates for drivers subject identity of the driver "I is more effectively formed is a conscientious driver" as it is based on available for them the high level of system of belief in need and effectiveness of rules of human existence.

We refer to the second category "Not Realizing — Thoughtless" drivers who know traffic regulations, but doesn't consider it necessary always them to execute if it is possible to avoid punishment. Such driver not always reflects on relationships of cause and effect between observance of traffic regulations and traffic safety; between own behavior on the road to roles of the driver and other participants of traffic. Often such driver gets to a dilemma of a moral choice: to violate the rule for the sake of satisfaction of actual selfish requirements, or to follow traffic regulations without creating the increased danger on the road the driving. We consider that such drivers belonging to this category – the majority. Degree of conscious responsibility of drivers can fluctuate from "not realizing" to "levity". It is peculiar to such category of drivers "Russian Perhaps". Such person *реактивен* in situations of a moral choice, is unpredictable on the road and to lives in general. Thus we consider that the level of formation of moral and ethical responsibility at them will be an average as it is the average citizen having subject identification with standard examples of behavior.

This category demands special attention from driving school and representatives of State Inspection for Road

Traffic Safety.

For such drivers the system of punishment for violations of the rules of traffic isn't sufficient that the global problem of the increased accident rate on roads of the Russian Federation confirms. In the course of training of such cadets in driving school on occupations "Psychophysiology of drivers" the differentiated training is necessary. We consider that from the psychologist the help to the candidate for drivers in understanding and acceptance of moral standards "respect and obligatory implementation of traffic regulations at the level of belief" is required. For this purpose it is necessary to concentrate attention of the cadet on consequences of the optional relation to implementation of traffic regulations, to show it concrete situations of accidents, accidents which turned out to be consequence of unpremeditated, inattentive, casual non-performance the traffic regulation. Thanks to such approach in training the cadet will be able emotionally to react to the situations which arose on imprudence of the driver. It will promote formation of installation on safe driving of the cadet.

The driver of the category "Not Realizing — Thoughtless" gaining experience in various extreme situations on the road created by it or other participants of traffic, to seek to avoid them, increasing the safety. Thus, the driver comes to awareness of need of observance of traffic regulations sooner or later. Candidates for the drivers who are potentially belonging to this category of drivers have no similar experience. Therefore we consider that creation of extreme road quasituations within training will help the cadet to gain experience of emotional accommodation of accidents, the conflicts between participants of traffic, to understand feelings and behavior of other participants of the movement. Such sensual experience of accommodation of road extreme situations promotes moral standards of future driver. It will quicker form the subject identification of the driver assuming acceptance of subject responsibility for the safe driving.

We can refer drivers with low level to the third category "Road Hooligan" moral and ethical responsibility. Such driver in certain cases consciously neglects traffic regulations, aggressively behaves on the road. He lives only by the rules which essence is reduced to scandalous violation of the rules as those. On the road thinks only of the interests, the safety. We assume that such drivers will have a low level of development of moral and ethical responsibility. As subject identity of the driver is formed on the basis of moral and ethical responsibility of the subject, at low level of the last it is difficult to create conditions for development of subject identity of the driver in this category of cadets. Fortunately, such cadets – unit, but the modern system of psychological selection of applicants in drivers of category "B" in Russia is developed insufficiently.

3. Results and Discussion

Results of diagnostics of level of moral and ethical responsibility of the personality at candidates for drivers of driving school were distributed as follows. The respondents possessing the high level of moral and ethical responsibility made 17% of total number of respondents (90 people). The average level 80% of respondents possess. And only 3% of examinees have a low level of development of moral and ethical responsibility. These data are confirmed by the assumption of large number of category of drivers made by us "Not realizing – thoughtless" which will be filled up by candidates for the drivers possessing the average level of moral and ethical responsibility.

We ranged moral and ethical responsibility on scales. On the first place this group has "altruistic emotions", on the second place – "intuition in the moral and ethical sphere", on the third place – "moral and ethical values", on the fourth place – "existential responsibility" and on the fifth place – "A reflection on moral and ethical situations". Thus, the most priority in moral and ethical responsibility at cadets are the moral principle of behavior meaning ability to understand neglect value own interests in favor of interests of others. In a situation of a moral choice respondents well use intuition which allows to make the moral decision. The reflection of own behavior is least of all developed at respondents. It can be explained with the absence of the expressed need for introspection of the behavior increased by the egocentrism caused by dynamism of modern life.

For the purpose of diagnostics of lines of the personality, potential behavior at cadets of driving school, we used 16 factorial personal questionnaire of R. B. Kettell. Each line of the personality is presented in the form of the continuum consisting of 10 sten. Low values of factors accept 1-3 walls, average values of factors corresponds to 5-6 walls, to high values of factors there correspond 8-10 walls; 4 and the 7th walls – are slightly deviating (respectively below or above norm).

On average values of group of examinees was are allocated such traits of character as are expressed: "L – Protetsiya" (9 walls), "G - High super - an ego" (8 walls). At the level of a tendency lines are most developed: "A – Affektomiya", "B - the High intelligence", "C - Force I", "E – Dominance", "F – Expressivity", "Q2 – Self-sufficiency" and "Q3 – High self-conceit".

Possessing the raised level of development above the listed traits of character, this group can be characterized as

mistrustful to an environment, absorption in the "I", discretion in actions and insufficient care of other people, experiences difficulties in group activity. The group is ready to follow moral standards and rules. If necessary can adapt to people around as it is ready to establish communication with others. Candidates for drivers will bark the average level of intellectual development. Emotionally mature people capable really to estimate a surrounding situation. In behavior can show independence, aggression, obstinacy, a carelessness to another and negligence in activity performance. They are satisfied with the situation in society, are enterprising, follow the "I" - to an image.

Between scales of moral and ethical responsibility and lines of the personality by means of Pearson's criterion reliable interrelations were revealed. The scale "Altruistic emotions" has communications with traits of character: with "MD – the Self-assessment" ($r = - 0.47$; $p < 0.01$), with "E – Dominance" ($r = - 0.37$; $p < 0.05$), with "N – Straightforwardness" ($r = - 0.39$; $p < 0.05$).

These interrelations can be interpreted as follows. The manifestation of altruistic emotions at candidates for drivers, the lower at them a self-assessment is higher. In our opinion, this tendency reflects an egoism prevalence over altruism. Big readiness of the person to endow the interests for the sake of other people leads to decrease of its status in society and as a result of it the self-assessment of the person is underestimated. In modern society personal progress, material welfare, but not altruistic emotions are more appreciated.

Negative interrelation between "Altruistic emotions" with "Dominance" and "Straightforwardness" we can explain to that the personality caring of others will be more modest, obedient and compliant. In behavior with others shows dependence on people around, observes a correctness in relationship, it is inclined to recognition of the fault.

The scale "Intuition in the moral and ethical sphere" is connected with the following couples of character: "B – Intelligence" ($r = 0.49$; $p < 0.01$), "C - Force I" ($r = 0.47$; $p < 0.05$), "L – Protensiya" ($r = - 0.37$; $p < 0.05$), "Q3 - High self-conceit" ($r = 0.43$; $p < 0.05$).

The moral and ethical intuition is connected with mental abilities of the person, with emotional stability, with active living position and sober estimation of reality. The more the moral and ethical intuition will be developed, the better the candidate for drivers will be able to adapt to a situation. The trait of character "L – Protensiya" has high walls that "I" point to its absorption in the. And the negative interrelation with a scale "Intuition in the moral and ethical sphere", having the second rank, the average level of development, causes a contradiction. This phenomenon can be explained to that people seek to give unconsciously socially desirable answers concerning morals as they are familiar with moral standards, but follow them from a benefit position. But, nevertheless, positive communication with a trait of character "Q3 - High self-conceit" specifies that candidates for drivers nevertheless are capable to approve themselves for observance of moral ethical standards in a choice situation.

The scale "Moral and ethical values" is connected with traits of character: "Q3 - High self-conceit" ($r = 0.43$; < 0.01) and "M – Autiya" ($r = - 0.47$; $p < 0.01$).

The communication of this scale with high self-conceit and trait of character reflecting need of the person for the correct acts testifies that the personality is every time in a choice situation: to follow moral and ethical values, having forgotten about the requirements, or to care of the momentary personal interests, to show behavior, unpleasant for people around. This interrelation confirms our classification of the drivers having the average level of development of moral and ethical responsibility whom we refer to the category "Not Realizing — Thoughtless".

The scale "Existential responsibility" has negative interrelation with "MD – the Self-assessment" ($r = - 0.47$; $p < 0.01$). Existential responsibility as an internal component of the personality assumes responsibility for itself and the environment. But as candidates for drivers not always arrive according to moral ethical standards, acceptance of existential responsibility will lead to understating of a self-assessment.

The scale "A reflection on moral and ethical situations" has communication with "About – Gipotimiya" ($r = 0.40$; $p < 0.05$). A reflection provoke to moral and ethical situations at the personality alarm, concern, sense of guilt. People don't want to test unpleasant emotional states therefore it is easier not to reflect on compliance of the acts to moral standards. This negative interrelation is also explained by it.

The general scale of moral and ethical responsibility correlates with such traits of character as: "L – Protensiya" ($r = - 0.37$; $p < 0.05$), "N – Diplomacy" ($r = - 0.39$; $p < 0.05$), "M – Autiya" ($r = - 0.38$; $p < 0.05$). In case of increase of moral and ethical responsibility at candidates for drivers will be such traits of character as sentimentality, openness and artlessness, and also good nature in the relations with others will be dried. They will feel concern about non-performance of moral standards and rules.

4. Conclusion

The average level of development of moral and ethical responsibility is characteristic for 80% of respondents that is for us

the positive fact as we consider that at this group of respondents it is easier to create installation of personal responsibility for traffic safety.

Having data, about the expressed traits of character inherent in group, a level of development of moral and ethical responsibility and their interrelations, will allow us to be guided by actual needs of candidates for drivers and to promote formation of subject identity of the driver by means of increase of level of moral responsibility of the driver. Being guided by the developed traits of character of candidates for drivers: discretion in actions, readiness to follow moral standards and rules, egoism, will allow us to show them benefit of observance of traffic regulations, the responsible relation for safe behavior on the road.

The conducted research will allow us to increase efficiency of the program of training of candidates for drivers of category "B". We consider that having created psychology and pedagogical conditions for formation of subject identity of the driver, by means of continuous receiving feedback by the candidate for drivers of teachers, training officers - will increase his level of moral and ethical responsibility, quality of a vocational education of drivers of vehicles. In quasiconditions of training of drivers working off the typical conflict situations connected with a moral choice where each candidate for drivers will be able to live them is supposed emotionally to react, discuss with other participants of training, to get experience of response to similar situations. Thus, we consider that the offered conditions of training of candidates for drivers will promote formation at the last subject identity of the driver.

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