#374 The lived experience of drivers with a spinal cord injury

MCQs

1. Which of the following *statements are most correct* regarding occupational therapy and driving rehabilitation?
2. Only occupational therapists with special training in driver rehabilitation should evaluate fitness to drive amongst medically at risk populations, such as persons with SCI.
3. Occupational therapists should undergo further training to be able to evaluate persons with SCI (or any other disabling condition) for fitness to drive.
4. Occupational therapists would be able to assist with driving recommendations to a certain extent; however driving rehabilitation training enhances service provision, and is thus recommended.
5. Driver rehabilitation training is mandatory for occupational therapists to work in the field of driver rehabilitation.

Select the *most correct combination.*

1. I, II, and III
2. I and IV
3. II and III
4. None of the above
5. The major findings from this article indicated that:
6. Occupational therapists ought to consider incorporating driver rehabilitation services in the comprehensive rehabilitation programs of persons with SCI
7. Occupational therapists may adopt mediation approaches to advocate for persons with SCI, who want to return to driving.
8. Plausible practice and research opportunities exist for occupational therapists who are interested in driving and SCI.
9. All of the above.
10. Regarding fitness to drive, which *statement is false*?
11. Fitness to drive refers to having all the necessary mental and physical abilities and resources required for driving a motor vehicle safely and without unduly hindering the progress of other traffic.
12. Fitness to drive may be enhanced by appropriate recommendations that adequately compensate for the individual’s limitations.
13. Any experienced driving instructor can sufficiently evaluate persons with disabilities, such as SCI, to return to driving.
14. In South Africa, there are currently no suitably qualified professionals (certified driver rehabilitation specialists – CDRSs) to conduct fitness to drive evaluations and interventions.
15. Fitness to drive is not part of the rehabilitation goals for persons with SCI who want to return to driving.
16. Which *statement is true* regarding the importance of driving post-SCI?
17. Driving post-SCI enhances employment opportunities.
18. Driving post-SCI improves engagement in outdoor and social activities.
19. Driving post-SCI may minimise likelihood of onset of depressive symptoms that may be triggered by mobility restrictions.
20. Driving post-SCI can contribute to construction of positive identity construction through facilitation of role fulfilment.
21. All of the above
22. Why is it necessary to understand the perspectives of persons with SCI for return to driving in the South African context?
23. Because driving rehabilitation is an emerging need in South Africa.
24. Because of the poor road safety conditions in the country which may further negatively influence safety perceptions of medically compromised drivers.
25. Perspectives of persons with SCI can inform South African rehabilitation professionals on the nuances of return to driving, or driving cessation, following their injury.
26. Spinal cord injury results in different functional limitations for different individuals.
27. All of the above.
28. The following has been identified as *major hindrances* for return to driving post-SCI in South Africa, *except*:
29. Limited number of driving schools accommodating drivers with physical disabilities.
30. Adequate rehabilitation services
31. Limited parking facilities for physically disabled drivers.
32. Traffic department officials not sensitised on how to assess persons with SCI.
33. Challenges in buying adapted vehicles.
34. Which *statement is incorrect* regarding driver rehabilitation post-SCI?
35. No need for continued follow up once the initial evaluation and appropriate recommendations are made, since SCI is a stable neurological condition.
36. The SCI non-governmental organisations in South Africa play a significant role in promoting driving post-SCI.
37. Rehabilitation professionals can utilise other drivers with SCI to motivate and support others with similar conditions to return to driving post SCI.
38. Standard fitness to drive guidelines are necessary to inform the assessment procedures for persons with SCI.
39. Each of the domains of the Ecology of Human Performance Model provides conceptual support for enhancing fitness to drive during driver rehabilitation.
40. What roles can occupational therapists assume to promote driver rehabilitation in South Africa?
41. Assessing the clinical aspects of SCI and then refer the clients to a driving school instructor for return to driving training.
42. Replacing driving school instructors once they have completed their certified driver rehabilitation specialist training.
43. Being involved with vehicle adaptation companies to recommend and evaluate adaptations, and assume advocacy roles to target the multifaceted environmental barriers.
44. None, assuming guidelines for traffic officials outline the procedures for assessing drivers with SCI.
45. Regarding the research implications of this study, *which statement is false?*
46. Obtaining individual perspectives of those individuals who ceased driving post SCI may yield useful information to promote driving post-SCI.
47. Not needing to repeat/ expand upon this study.
48. Assessing the driver rehabilitation educational needs of occupational therapists.
49. Conducting in–depth interviews to obtain saturation for those persons with SCI who attempted, however discontinued, driving post the injury.
50. The following were identified as needs related to driver rehabilitation in South Africa:
51. A need for financial assistance from the government towards obtaining and modifying vehicles (as in Sweden).
52. A need for improved monitoring of reserved parking spaces for drivers with disabilities (e.g. through introducing stiff penalties for violating disabled parking facilities).
53. A need to provide standard guidelines for traffic officials when assessing persons with SCI.
54. A need for review of the current procedures of purchasing an adapted vehicle.
55. A need for occupational therapists to evaluate and make fitness to drive recommendations for vehicle modification companies.

Select the correct answer.

1. II and III only
2. I, III, and V only
3. I, IV, and V only
4. All of the above