

The ambiguity of the risk. Reflections on data of a research empirical thematic

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Abstract

Through a contribution to the two books, "Le ali di Icaro" by Paola Carbone and "Il paradosso del giovane guidatore" to Anna Maria Giannini and Fabio Lucidi, it offers some ideas from examination of the results of empirical research conducted on the profile of young drivers at risk, which highlights the ambiguity of the concept of risk and its necessary context.

Keywords: Risk, adolescent, ambiguity, society

Introduction

"Risk" and "adolescence" are two terms of relativity and fluidity inherent in that both artifacts of culture. The concept of risk is laden with meaning depending on the point of view of the subject and society. In the eyes of a boy that is risky for a parent, could not be held liable; in Eastern society, an action may be considered saving while in the west the same action could be perceived as risky. This concept refers to the proposal for Braconier to distinguish what is the risk from the representation of risk. Since, in our view, this distinction is conferred on exp subjective individual, it is difficult if not impossible, to identify a representation of risk common to all teenagers and even more difficult is to define an absolute preventive for adolescent risk behavior. Starting from this consideration, on which Paul Carbone reflected in the book "The wings of Icarus", repeated briefly some results of an empirical research conducted by Anna Maria Giannini and Fabio Lucidi in the text: "The paradox of the young driver, "the psychological profiles outlined in the project "Icarus 7", with the idea of developing a broader debate on the definition of risk in adolescence.

Personality and dangerous driving: not a coincidence but a correlation

Estimates Institute of Health (2002) Road traffic accidents are the leading cause of death for young people aged between 15 and 24 years. Several authors have attempted to explain these data of incidents. A factor that can explain the high involvement of young people in road accidents is that they tend to underestimate

the possible occurrence of the event, and overestimate their invulnerability to the risks inherent in various situations of dangerous driving. Indeed there is a vast literature that emphasizes the presence of significant correlations between the propensity to take on risky behaviors in driving and some specific personality traits. That's what has worked to research conducted within the project ICARUS 7, which probably represents the largest initiative to prevent road accidents conducted at the national level. The project will not only disseminate information through mass communication, but also intends to build a route from the knowledge of the children of their own individual characteristics, leading to a greater maturation of young self-consciousness of its strength and its limits. Through the acquisition of data and knowledge on the relationship between individual characteristics and propensity to risk, the project involved the delineation of psychological profiles and socio-demographic target on which to design prevention interventions later:

- Young drivers at risk;
- Young careful driver;
- The young driver-controlled concern.

The young driver risk

- Research, in what he does, feelings and emotions are strong;
- Does not respect the rules of living together and is also a very caring person;
- Believes that accidents happen more to blame others or bad luck than their own responsibility;
- Often gets nervous when driving with other drivers, and aggressive reactions in the face of minor problems of traffic;
- Is in most cases, a boy;

These behaviors also result in risky behaviors:

- Commits more violations of traffic laws and driving errors than others;
 - Often receives fines;
 - Use the car much and mileage;
 - Driving after drinking alcohol more frequently than other drivers;
- often driving at night, and tested more than others sleepiness at the wheel;
- Was more involved in road accidents, that on average, are more serious.

This profile of "risk driver" is detected in 34.33% of boys

interviewed. *The young driver prudent*

- Is unselfish and respects the rules of civil society;
- No proof anger towards others, is sociable;
- Think that accidents are caused by their responsibilities;

- Thinks that the rules of traffic rules should be respected because they serve to ensure their own and others' safety;

These characteristics are also reflected conservative attitudes Inc:

- Use the car less and driving less miles of other drivers;
- Guides rarely and during night hours, and envi avoids drowsiness at the wheel;
- Avoid driving after drinking;
- Has received less fines;
- Was involved in fewer road accidents;
- Commit fewer violations of traffic regulations, errors and oversights to drive than the driver to "risk"

The young driver "worried controlied"

- Is not altruistic but think that the rules of coexistence should be respected, however;
- Is a bit 'hostile with others, and he happens to be angry at the wheel and take it with other drivers;
- Is anxious and thinks he has little control of accidents;
- Fears of being more exposed to the risk of accidents than others;

The negative characteristics of this profile (anger-hostility-low altruism) not result in violations of

traffic rules, because in limited quantities anxiety and fear of an accident.

The young driver has a behavior very similar to that of careful driver, which however does not

protect against the risk of inattention to driving. (Giannini, Lucidi, "Il paradosso del giovane guidatore").

The project ICARUS 7 we consider it as a confirmation of our point of departure: the ambiguity of the concept of risk. Indeed, the authors of the research outline target profiles of young drivers by the knowledge that the high percentage of road accidents among teenagers is caused primarily by their underestimation of the probability of occurrence of a risk event, and therefore a very subjective perception event risky part of the adolescent. It is on this point that they intend to develop a plan of prevention: to develop among young people a greater awareness of themselves, their strengths and their limitations, leading to a common sharing of what is meant by "risk". For this reasons is evident as the researchers clarify what is meant as a risk behavior: some driving behaviors that are usually due to road accidents, with more or less serious repercussions on the subject. Besides, the high percentage of drivers at risk leads us to reflect on a second point.

The risk of adolescence as a risk society

Is customary of society today to consider a risky adolescent behavior as an isolated event and attributed to one individual responsibility. "Young people are not a breed apart (...), their risks are the risks of the company and their behaviors reflect those of their parents and adults in their environment" (Plant and Plant 1992, 'risk behavior in adolescents'), but the ambiguity of the concept of risk "forces" contextual analysis of its risk. We speak of our society nowadays witnessing an overwhelming affirmation of puerocentrism, where for puerocentrism means centrality of her son, absolutely central material.

Son as a legitimation of pair bonding. The parents end up investing too much in the few children they bring into the world, that too laden with connotations that are material to fill the void of absence, and this leads to consequences for children who feel compelled to respond to having high expectations and a demanding self-image. We find also in a more 'general anonymity of individuals in large cities: this is the Western industrialized society which imposes a deprivation of globalization as a boundary needed. It reached the point where the company is no longer 'can hold needs more' simple but at the same time more 'important to a teenager who in turn becomes a promoter of a consumer society through an ongoing search for articles intended to deceive. Here's how the risk of a child may reflect the risk environment in which they live, an environment that does not give space to what Stefania Marinelli calls the subjective 'sentire' as organization of knowledge, contact with reality and space to think and experience. In conclusion, we believe therefore that if you want to propose preventive plans for change and thus reduce risk behaviors implemented by teenagers, become necessary to clarify what is meant by the concept of "risk" and it becomes necessary to analyze depth of the context in which these behaviors are implemented. For this reason we wanted to make a brief reference to the project ICARUS 7, which shows these variables as a basis for developing such a survey.

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