

psychological anxiety.

Table 1. Detection rate of psychological anxiety of enterprise employees under the transformation of manufacturing industry n (%)

Factor	≥2.5 score	≥3 score
Somatization	149 (3.7)	-
Force	149 (3.7)	45 (1.1)
Interpersonal sensitivity	504 (12.4)	162 (4.0)
Depressed	386 (9.5)	129 (3.2)
Anxious	324 (8.0)	120 (2.9)
Hostile	269 (6.6)	87 (2.1)
Terrorist tendency	378 (9.3)	134 (3.3)
Terror	112 (2.8)	34 (0.8)
Paranoid	267 (6.6)	75 (1.8)
Psychotic	158 (3.9)	47 (1.2)
At least one factor score ≥3	902 (22.2)	358 (8.8)

Conclusions: By analyzing the psychological anxiety of enterprise employees under the transformation of manufacturing industry and measuring the mental health of employees, it is found that the transformation of manufacturing industry has an important impact on the psychological anxiety of employees. Therefore, in the face of the transformation of manufacturing industry, the government, society and enterprises should attach great importance to the mental health of enterprise employees, put people first, and gradually integrate the mental health education of employees into the work agenda of modern talent training and innovation path, so as to jointly promote the positive development of employees' psychology in the period of transformation of manufacturing industry and create a good foundation and atmosphere for the development of society and enterprises.

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POSITIONING OF TRAFFIC ENGINEERS IN THE PROCESS OF AUTONOMY OF MODERN TRAFFIC TECHNOLOGY IN CHINA UNDER THE BACKGROUND OF COGNITIVE IMPAIRMENT

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Background: As a mental disease, cognitive impairment mainly refers to the disorder of learning and memory function caused by abnormal processing of human intelligent knowledge, and leads to pathological behaviors such as loss of line, recognition and use. The diagnostic criteria of cognitive impairment include normal overall cognitive function, main complaints of memory impairment and behavioral disorders inconsistent with age. The main causes of cognitive impairment are chronic brain injury, chronic systemic diseases and mental and psychological abnormalities, of which mental and psychological abnormalities are the most important. According to the latest research, the number of patients with cognitive impairment in China is increasing year by year, which has a serious negative impact on the patients themselves and their families. Timely intervention for patients with cognitive impairment can actively change their cognitive function, and then it is very important to reduce the quality of life of patients and their families. In recent years, many researchers at home and abroad have conducted intervention research on mild cognitive impairment. The intervention measures mainly include nutrition intervention, drug intervention, physical exercise, cognitive training, traditional Chinese medicine and acupuncture intervention. In a word,

cognitive impairment, as a common psychological disease in modern society, should be paid special attention to. At the same time, relevant research points out that under the background of cognitive impairment, traffic engineers will have a series of problems, which are mainly reflected in the positioning and construction affecting the process of autonomy of modern traffic technology in China, including incomplete system scheme, nonstandard product certification, unscientific system, and unclear R & D ideas. Therefore, it is necessary to link cognitive impairment with traffic engineers to carry out the specific positioning and development research of traffic technology autonomy.

The development direction of urban rail transit technology is very important for the independent development of urban rail transit technology in China. China's urban rail transit has entered a period of rapid development. Mileage and operation lines are close to developed countries. Relevant data show that the total mileage of subway and light rail in China's megacities has exceeded 1500 kilometers. At present, China has become the largest urban rail transit market in the world. Therefore, the research and development of traffic signal technology have become an important link to promote the development of urban rail transit in China. In view of the negative impact of cognitive impairment on traffic engineers, combined with the necessity and urgency of the independent development of signal technology, this paper carries out the research on the independent development strategy of urban rail transit signal technology in China.

Objective: In order to analyze the positioning status of traffic engineers in the process of modern traffic technology autonomy in China under cognitive impairment, this paper discusses the key elements affecting the development of autonomy, in order to provide new ideas and research directions for the development of modern traffic technology autonomy in China.

Research objects and methods: Select the traffic engineers of China's modern traffic technology localization as the research object, and intervene the cognitive impairment of the traffic engineers, and then use the fuzzy comprehensive evaluation method to evaluate the specific current situation of China's modern traffic technology localization. The evaluation content includes four aspects: system scheme integrity, product certification, system and R & D ideas. 50 traffic engineers are randomly selected for satisfaction evaluation: dissatisfied, satisfied and very satisfied. The corresponding scores are 1-9 points, 10-19 points and 20-30 points, so as to evaluate the development and construction of the localization of modern traffic technology in China.

Methods: Through SPSS23.0 data statistical analysis software to obtain the positioning effect of China's modern transportation technology autonomy under the intervention of cognitive impairment.

Results: Table 1 shows the positioning effect of China's modern transportation technology autonomy under the intervention of cognitive impairment. On the whole, in terms of system scheme integrity, product certification, system and R & D ideas, compared with before the intervention of cognitive impairment, the positioning effect of China's modern transportation technology autonomy after the intervention is relatively ideal ($P < 0.05$).

Table 1. Localization effect of China's modern transportation technology autonomy under the intervention of cognitive impairment

Category	Dissatisfied	Satisfied	Very satisfied
System scheme integrity	23*	21*	23*
Product certification	24*	23*	24*
TV system	25*	24*	25*
Research and development ideas	23*	25*	23*

Note: * $P < 0.05$, compared with that before the intervention of cognitive impairment.

Conclusions: After the intervention on cognitive impairment of traffic engineers, the localization of modern traffic technology in China has achieved good results in system scheme integrity, product certification, system and R & D ideas. Subsequently, the cognitive impairment intervention program can be applied to the localization and development of transportation technology autonomy.

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A STUDY ON THE PSYCHOLOGICAL TYPOLOGY OF “PEOPLE SUING OFFICIALS”

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Background: Can the administrative litigation system work well in China? A few administrative litigation cases have confirmed the existence of this advantage from one aspect. For people’s unwillingness to file administrative litigation, many scholars often look for reasons from China’s history, culture and tradition. Few people specially study the specific psychological type of “people suing officials”. The psychological reasons why farmers do not file administrative litigation may be that they are “afraid to sue”, “unwilling to sue” and “don’t know how to sue”. Among them, “don’t know how to sue” is the main reason, not what people usually think of as “afraid to sue”. Why do you have this psychological type? This psychological factor must be found out from the complex political, economic and cultural aspects of most farmers’ lives.

Economic reasons for psychological typology: China’s rural economy has been dominated by agriculture since ancient times, which is a self-sufficient natural economy. This self-sufficient natural economy usually exists in the family. It is easy to imprison farmers on the land, leading to attachment to the land and family. At this time, when there is a dispute between villagers, they often turn to their parents or moral people in their families rather than bring a lawsuit to the government. It takes too much time and money to file a lawsuit, and the poor family economy can’t afford the high litigation cost. Therefore, ancient Chinese farmers generally had the psychology of being tired of litigation, which continues to this day.

Political reasons for psychological typology: China, is a country with thousands of years of feudal autocratic rule. There is a patriarchal hierarchy. The idea of “officials are important and the people are inferior” is very serious. In order to meet the needs of feudal rule, the rulers advocated the so-called “morality first, punishment second” and “the combination of etiquette and law”. In a society based on officials, the political structure must be based on obligations. Farmers are not used to suing the government. Under this “political system”, the prosecution is an “act of treason”. This shows that China lacks the political and ideological soil that breeds “people’s sovereignty”, “separation of powers and checks and balances” and “limited government” like the west, which is the basis of administrative litigation.

Cultural reasons for psychological typology: Chinese traditional culture is a “no litigation” culture. The Confucian culture, which has long occupied the ruling thought of feudal society, advocates “no litigation”. This is the Confucian pursuit of “no litigation” to stabilize social order. Similarly, feudal rulers regarded “no lawsuit” as one of their political achievements. Pay attention to mediation when handling cases and try to stop litigation. In the long run, the Chinese people have formed a mentality of “peace is precious” and “fierce litigation”. In ancient China, litigants were often called “litigants”, which profoundly showed the disgust of the whole society to litigation. Although people’s legal awareness and culture have changed greatly compared with the past due to economic development and social changes, this thought is still deeply rooted in the hearts of many farmers.

In order to verify the three psychological types of “people suing officials”, this paper makes a multidimensional perspective on the “three noes” psychology of “people suing officials”, so as to find a solution for better implementing the administrative litigation system in rural areas.

Objective: To explore the reasons why the rural administrative litigation system encounters the psychological obstacles of “three noes”, in order to verify the psychological type of “people suing officials”, so as to find appropriate solutions and better implement the administrative litigation system in rural areas.

Research objects and methods: 400 villagers were randomly selected from a township in our city as the research object. The questionnaire survey method was used to investigate the specific situation of “people suing officials”. The questionnaire has 20 questions, mainly including three contents: Do farmers dare to sue? What are the psychological reasons? Why farmers do not file administrative litigation? How much do farmers trust the impartiality of the court?

Methods: Excel software was used for statistical data analysis.

Results: Table 1 shows the survey results of the psychological type of “people suing officials”. It can be seen from Table 1 that in the “Do farmers dare to sue?” Level, a total of 53.5% chose to find the government to resolve disputes, and 11.5% chose to swallow it. What are the psychological reasons why farmers do not file administrative litigation at the level of, villagers believe that their legitimate rights and interests have been violated and do not sue, mainly because they do not understand the relevant laws, accounting for 56.6%? In “the degree of farmers’ trust in the impartiality of the court?” At level of, farmers’ lack of trust and complete distrust of the court accounted for 53%.

Conclusions: There are many reasons why the rural administrative litigation system encounters litigation psychological obstacles. Through the research on the psychological classification of “people suing officials” farmers, it will help us see the essence of some problems and find appropriate methods to better implement the administrative litigation system in rural areas.