



# ANNUAL REPORT 2005

# Contents

<b>Foreword</b>	<b>3</b>
<b>CIECA Highlights 2005</b>	<b>4</b>
<b>1 Description of the organisation</b>	<b>5</b>
1.1 Member organisations	5
1.2 Organisational structure	6
<b>2 Decision-making organs and working groups</b>	<b>7</b>
2.1 The Permanent Bureau	7
2.2 The Expert Advisory Group	8
2.3 Secretariat	9
2.5 Internal Working Groups	10
<b>3 Projects</b>	<b>12</b>
3.1 The EU NovEV project: 2002-2005	12
3.2 The EU TEST project: 2002 - 2005	14
3.3 MEDRIL 2004-2005	15
3.4 MERIT 2004-2005	17
3.5 Project proposals (call for proposals from DG TREN of the European Commission, 06/2005)	18
<b>4 Congresses, conferences and seminars</b>	<b>19</b>
4.1 37 <sup>th</sup> Annual CIECA Conference in Helsinki, Finland	19
4.2 CIECA Internal Workshop: Financing CIECA's Future; European projects – Implications for CIECA members	20
4.3 "Driving licenses in Europe"	20
<b>5 CIECA Communication</b>	<b>21</b>
5.1 CIECA Website	21
5.2 Forum	22
5.3 The CIECA Guide on Driver Licensing	22
<b>6 External relations</b>	<b>23</b>
<b>7 Consequences of CIECA work</b>	<b>23</b>



## Foreword

Dear reader,

It is with great pleasure that I present to you the CIECA annual report of 2005.

2005 has been a particularly active year for the organisation. CIECA became involved in the SUPREME project on best practice measures in the field of road safety. The successful ending of the NovEV and TEST strengthens our position as an expert project partner of the European Commission. The MEDRIL project on medical testing for drivers is nearing completion and it is hoped that MERIT will result in a basis for an EU Directive on driving instructors or as a source of best practice in driver instruction.

The Helsinki conference was a great success and the next CIECA congress, our 50th anniversary congress in Marseille, will take place in June 2006.

After the success of a highly constructive meeting in April 2005 on securing the future of CIECA, the organisation has been reviewed intensively and important measures have been taken to reorganise our association. 2006 will have the same challenges, and we will tackle them in the same spirit. I wish to thank in advance all CIECA members for their cooperation.

I also wish to sincerely thank the Members, the CIECA Permanent Bureau, Expert Advisory Group and staff members for their invaluable contribution to the success of CIECA.

Willem Vanbroeckhoven  
CIECA President

# CIECA Highlights 2005

## CIECA sets up its first independent office

After years of being housed in the offices of generous CIECA member organisations (Autoveiligheid, CBR), CIECA now has a new and independent office in the heart of Brussels, Belgium. Conveniently close to the EU institutions and other influential European organisations, CIECA's office is permanently manned and is available for meetings and presentations.

## CIECA's 'new' Secretary General

After some months as interim Secretary General, Sonja Sporstøl from the Norwegian Public Roads Administration was officially elected Secretary General of CIECA at CIECA's annual congress in Helsinki, Finland.

## CIECA's new website

CIECA's website was re-styled to improve access to information for members and other interested surfers. The paper version of CIECA's Forum magazine has been replaced by ongoing news articles on the website, and a new online event registration system is now in place.

## CIECA completes 3 EU projects on driver training and testing

3 EU financed projects came to an end in 2005: TEST (content, location and duration of the driving test), NovEV (evaluation of 2nd phase training for novice drivers) and MERIT (recommendations for driving instructor standards). TEST and NovEV were led by CIECA; MERIT brought together CIECA and EFA (the European Driving Schools Association) under the management of Institut Gute Fahrt, Austria.

## New project ideas submitted to the European Commission

CIECA proposed 3 more projects to the European Commission in 2005: HERMES (developing the teaching skills of driving instructors), Pro-Mobile (improving access to car driving for persons with disabilities) and T-TEST (content, methods and foundation of the theory test).

## Driving test audits

CIECA's Expert Advisory Group (EAG) continued their valuable work in auditing and commenting on the driving test in any CIECA member state that wishes to host them. 2005 saw audits taking place in Estonia, France, Belgium and Germany.

## Driving Licence Exhibition

The 'Driving Licences in Europe' exhibition was held at the European Parliament in early 2005. This exhibition showed the evolution of the driving licence through time and the proliferation of over 100 different driving licence models which are currently valid around Europe.

# 1 Description of the organisation

CIECA is the international commission of driver testing authorities, based in Brussels, Belgium. It was founded in 1956. CIECA and its 32 member organisations work together to continually improve the driving test, in addition to researching the broader issues of driver training and driver licensing. Through its various activities (internal and external seminars, workshops and congresses, international project management, publications, etc), CIECA aims to encourage the development of high, common standards for driver testing and training throughout its member organisations.

## 1.1 Member organisations

In 2005, CIECA consisted of the following members.

### MEMBERS

<b>Algeria</b>	Ministère des Transports, Direction des transports urbains et de la circulation routière
<b>Australia-Victoria</b>	VIC Roads
<b>Austria</b>	Bundesministerium für Verkehr, Innovation und Technologie – BmVIT
<b>Belgium</b>	Groupement des Organismes de Contrôle Automobile/Groepering van Erkende Ondernemingen voor Autokeuring en Rijbewijs - GOCA
<b>Croatia</b>	Hrvatski Autoklub - Croatian Automobile Club - HAK
<b>Czech Republic</b>	Ministerstvo Dopravyčeské Republiky - Ministry of Transport of the Czech Republic
<b>Denmark</b>	Rigpolitiets Færdselsafdeling- The Danish National Police
<b>Estonia</b>	Eesti Riiklik Autoregistrakeskus – Estonian Motor Vehicle Registration Centres
<b>Faroer Islands</b>	Akstovan
<b>Finland</b>	AKE Vehicle Administration
<b>France</b>	Ministère de l'Équipement, des Transports et du Logement, Direction de la Sécurité et de la Circulation Routière
<b>Germany</b>	Vereinigung der technischen Überwachungsvereine - VdTÜV
<b>Germany</b>	Dekra e.V.
<b>Great Britain</b>	Driving Standards Agency - DSA
<b>Hungary</b>	Közlekedési Főfelügyelet- General Traffic Inspectorate
<b>Iceland</b>	Road Traffic Directorate
<b>Ireland</b>	Department of Environment and local Government
<b>Israel</b>	Ministry of Transport
<b>Latvia</b>	Ministry of Transport, Road Traffic Safety Directorate
<b>Lithuania</b>	Regitra State Enterprise
<b>Luxembourg</b>	Ministère des Transports
<b>Malta</b>	Malta Transport Authority - ADT
<b>Monaco</b>	Ministère de l'Etat
<b>Netherlands</b>	Centraal Bureau Rijvaardigheidsbewijzen - CBR
<b>New Zealand</b>	Land Transport Safety Authority
<b>Northern Ireland</b>	Driver & Vehicle Testing Agency
<b>Norway</b>	Statens Vegvesen Vegdirektoratet - Norwegian Public Roads Administration

<b>Poland</b>	Ministry of Infrastructure, Motor Transport Department
<b>Portugal</b>	Ministerio da Administraçao Interna
<b>Portugal</b>	Automobile Club of Portugal - ACP
<b>Spain</b>	Dirección General de Tráfico
<b>Sweden</b>	Swedish National Roads Administration
<b>Switzerland</b>	Office de la Circulation et de la Navigation
<b>Tunisia</b>	Ministère du Transport, Direction Générale des Transports Terrestres

#### **ASSOCIATE MEMBERS**

<b>United Kingdom</b>	Thomson Prometric
<b>USA</b>	American Association of Motor Vehicle Administration

## 1.2 Organisational structure

### **General Assembly**

The General Assembly consists of all CIECA member organisations and is the highest decision-making body within CIECA. The financial accounts and activity report of the Permanent Bureau need to be approved by the General Assembly, and they must also vote on future members of the Permanent Bureau. The General Assembly is convened once a year.

### **Permanent Bureau**

CIECA's Permanent Bureau consists of the President, the Secretary General, the Deputy President, and a maximum of 6 vice presidents. According to the CIECA statutes, the Permanent Bureau is responsible for the daily management of the organisation and meets 4 times a year to discuss ongoing affairs. The President and the Secretary General always meet once before each meeting to prepare the meeting and to discuss the strategy of the organisation.

### **Expert Advisory Group**

The Expert Advisory Group (EAG) consists of a maximum of 7 members from different member organisations and is the body within CIECA that is responsible for advice on expert matters. The Expert Advisory group plays a role in all study projects and in the organisation of internal events. The Permanent Bureau appoints the various members of the Expert Advisory Group. In 2005, the EAG met 5 times a year.

### **Secretariat**

Following a decision of the Permanent Bureau in 2005, the CIECA Secretariat and Project office were merged.

The Secretariat supports the President and the Secretary General in their daily administrative work. The Secretariat looks after:

- the financial management of the organisation, communication with the members;
- the preparation of work and meetings of the Permanent Bureau and Expert Advisory Group;
- the organisation of congresses and conferences;
- management/coordination of projects co-financed by the European Commission
- development and management of the Guide on Driver Licensin
- website maintenance
- the dissemination of news articles from CIECA members
- the organisation of internal and external events.

### **Ad Hoc Working Groups**

In order to deal with specific subjects of current interest, the Permanent Bureau is entitled to create ad hoc Working Groups. These groups consist of several members from different countries, and have an assignment for a specific subject and a limited timeframe. They report to the Permanent Bureau about their activities.

## 2 Decision-making organs and working groups



### 2.1 The Permanent Bureau

#### The members of the Permanent Bureau

In 2005, the following persons were member of the Permanent Bureau:

- Mr. Willem Vanbroeckhoven, GOCA, Belgium – President
- Mr. Mahmoud Ben Fadhl, Ministère du Transport, Tunisia – Deputy President
- Mrs. Sonja Sporstøl - Norwegian Public Roads Administration, Norway – interim Secretary General
- Mr. Paul Butler, Driving Standards Agency, Great Britain – Vice President
- Mr. Jan Molthof, Centraal Bureau Rijvaardigheidsbewijzen, the Netherlands – Vice President
- Mr. Yves Le Breton, Ministère de l'Équipement, des Transports, du Logement, du Tourisme et de la Mer, France – Vice President,
- Dr. Wilhelm Petzholtz - DEKRA e.V., Germany – Vice President

Halfway through the year, the interim Secretary-General Mrs. Sporstøl was elected Secretary-General. Furthermore, the Permanent Bureau mandate of Mr. Le Breton came to an end in June 2005 and the following persons were (re)elected member of the Permanent Bureau:

- Dr. Wilhelm Petzholtz - DEKRA e.V., Germany – Vice President
- Mr. Jean-Pierre Fougère, Ministère de l'Équipement, des Transports, du Logement, du Tourisme et de la Mer, France

The Expert Advisory Group was represented in the Permanent Bureau by its chairman, Mr. Jean-Pierre Fougère, Ministère de l'Équipement, des Transports, du Logement, du Tourisme et de la Mer, France. Halfway through the year, he was replaced by Mr. Reinhard Meyer from TÜV Süd, Germany.

#### The meetings of the Permanent Bureau

The Permanent Bureau met four times in 2005:

- 11 March in Helsinki, Finland
- 30 September in London, England
- 09 June in Helsinki, Finland
- 18 November in Marseilles, France

#### Topics Discussed during the meetings

The 7 Board Members, under the chairmanship of Mr. Willem Vanbroeckhoven, addressed a wide range of topics during 2005. The main work of the Permanent Bureau consisted of transforming CIECA into a completely independent association, including the adoption of more professional corporate management principles. Among the highlights:

- The Permanent Bureau took up the Warsaw General Assembly decision (2004) to work towards a more independent CIECA that is less dependent on two CIECA members (Autoveiligheid and the CBR)

- The decision was taken to organise a workshop, dedicated to the CIECA finances, in April 2005. This workshop paved the way for a new financial structure that was agreed at the Helsinki Conference in June 2005
- The preparation of the activities and budget for 2006
- The Permanent Bureau requested that an options paper be made on the future of the CIECA Secretariat/Project Office. The purpose of the options paper was to present various options for the future of CIECA and its central secretariat, ranging from cheap/basic services to more expensive/professional services
- The Permanent Bureau discussed the restyling of the Website and the integration of its newsletter FORUM into the website by creating a digital CIECA newsletter
- Projects and working groups: Other topics discussed by the Permanent Bureau in 2005 included the progress of the various CIECA projects and in the Road Safety Charter Working Group, as well as the preparation of the Helsinki General Assembly. In each of its meetings, the Permanent Bureau addressed the activities of the Expert Advisory Group.
- The Permanent Bureau ordered, as in previous years, a financial audit.
- The Permanent Bureau further examined the proposed revisions of the Working Group on the CIECA Statutes and set up 3 new working groups (Marseilles congress, CIECA strategy and the CIECA sponsoring).
- The Permanent Bureau also decided to open new offices in Brussels. The address is: Rue Van Campenhout 22, 1000 Brussels (T +32 2 732 72 30 F +32 2 732 72 31 info@cieca.be) The office will also be available for our members to visit and use as a meeting location.



## 2.2 The Expert Advisory Group

### The members of the Expert Advisory Group

The members of the Expert Advisory Group in the beginning of 2005 were:

- Mr. Jean-Pierre Fougère (Ministry of Transport, France),
- Mr. Robin Cummins (Driving Standards Agency, Great Britain),
- Mr. Örjan Ellström (Swedish Traffic Safety Directorate),
- Mr. Han Rietman (CBR, The Netherlands),
- Mr. Jacques Quoirin (GOCA, Belgium),
- Mr. Kari Hakuli (Vehicle Administration, Finland),
- Mr. Reinhard Meyer (TÜV Sud, Germany)

During the CIECA Conference in Helsinki in June, 4 of the above members were replaced to form a new group, as follows:

- Mr. Reinhard Meyer (TÜV Sud, Germany)
- Mr. Han Rietman (CBR, The Netherlands),
- Mr. Jacques Quoirin (GOCA, Belgium),
- Mr. Trevor Wedge (DSA, Great Britain)
- Ms. Eveliis Nagel (ARK, Estonia)
- Mr. Per-Olof Nilsson (SRA, Sweden)
- Mr. Sami Myntinen (AKE, Finland)

### The meetings of the Expert Advisory Group

The Expert Advisory Group met 5 times in 2005:

- 20 January in Brussels, Belgium
- 22 and 23 August, Namur, Belgium
- 20, 21 and 22 April, Tallinn, Estonia
- 25 and 26 October, Stuttgart, Germany
- 10 and 11 May, Nimes, France



### Topics Discussed during the meetings

The work done by the Expert Advisory Group can be divided into two main areas: audits of driving tests and expert advice and feedback regarding the various tasks CIECA is involved in.

In 2005, the CIECA Expert Advisory Group had the opportunity to visit and provide expert feedback on driving tests in the following countries: Estonia, France, Belgium and Germany.

The advice given by the Expert Advisory Group was found to be useful in all cases and all countries have taken steps towards improving their tests in line with the recommendations formulated by the Expert Advisory Group.

The issues and topics discussed in the Expert Advisory Group meetings were:

- Incorporating the Expert Advisory Group in the internal rules
- Once the proposals for changes to the CIECA statutes had been completed, the Expert Advisory Group focused on the more detailed description of their tasks and responsibilities within the internal rules
- The CIECA projects – MEDRIL, MERIT, TEST and NovEV
- The Expert Advisory Group provided advice and feedback about projects in progress and commented on project proposals
- The new CIECA Website
- The Expert Advisory Group provided feedback and ideas as the work on the website progressed
- Updates of interesting research and reports from external organisations
- The Expert Advisory Group played an important role in determining and elaborating the contents of the new CIECA Guide on Driver Licensing (2006)
- The Internal event: CIECA projects and finances
- The Expert Advisory Group provided feedback with regard to the planning and contents of the internal event
- The CIECA Conference in Helsinki
- The conference programme was presented and discussed in the Expert Advisory Group.
- The contribution of the Expert Advisory Group to CIECA
- The work of the Expert Advisory Group should be directly beneficial to all CIECA members In this context, the Expert Advisory Group is working on a Best Practice Database.

## 2.3 Secretariat

In 2005, three persons worked at the CIECA Secretariat: Daniel Vandenberghe, Martina Hendrix and Nick Sanders.

The tasks performed by the Secretariat cover the following areas:

- Preparation and follow-up of the annual General Assembly / Support of the Helsinki Conference 2005
- Secretariat Permanent Bureau
- Secretariat Expert Advisory Group
- Secretariat Road Safety Charter Working Group
- Support of the CIECA President and the Secretary-General
- Support of the Statutes Working Group
- Maintaining contacts with the members about various topics and questions
- Maintaining contacts with the European Transport Safety Council (ETSC). This included briefing ETSC on the CIECA position on Driver licensing issues
- Management, secretariat and participation in various projects (TEST, NovEV, MERIT, MEDRIL)
- Preparation of internal and external workshops
- Developing, updating and maintaining the website
- Translation, editing and distribution of Forum articles
- Preparation of a proposal for the CIECA statutes and internal rules
- CIECA bookkeeping and audit preparation



- Development of the annual activities report
- Inventorising and responding to orders for the Guide on Driver Licensing and CIECA reports
- Legal publications in the Belgian legal gazette
- Organisation of the CIECA archives



## 2.4 European Road Safety Charter Working Group: Harmonizing the Assessment of Candidates

In April 2004, CIECA was one of the first signatories of the European Road Safety Charter. The Charter is part of the EU's objective of halving road fatalities by 2010. CIECA's specific commitment to the Charter is to develop guidelines for the quality of the assessment of candidates in the driving test, and to address the quality assurance of driving examiners. It is hoped that this work will lead to increased quality of the driving test, a more uniform approach to the pass/fail criteria and to better road safety as a result.

In response to this commitment, CIECA set up a working group to develop the necessary documentation by the end of 2005. The ultimate objective is to create a quality label for CIECA organisations to join/aspire to, which will be in place by 2008. The group is composed of 11 CIECA member organisations. Specifically, the individual members are:



NAME	MEMBER ORGANISATION	COUNTRY
T. Wedge (replaced A. Peoples)	Driving Standards Agency	Great Britain
B. Morrison	Driver & Vehicle Testing Agency	Northern Ireland
B. Sarrand	GOCA	Belgium
E. Nagel	Motor Vehicle Registration Centre	Estonia
S. Myntinnen	AKE Vehicle Administration	Finland
J.P. Fougère	Ministry of Transport	France
B. Reiter (replaced A. Böhne)	VdTÜV	Germany
W. Brugman	CBR	The Netherlands
P.G. Veltun	Public Roads Administration	Norway
E. Anderwert	Office of Circulation and Navigation	Switzerland
M. Ben Fadhl	Ministry of Transport	Tunisia
N. Sanders (secretary)	CIECA Secretariat	

The group met on 3 occasions in 2004 and the following 4 times in 2005: 24-25 January in Bedford (UK), March 31-April 1, Tallinn (Estonia), June 1-3, Oslo (Norway) and September 15-16, Weinfelden (Switzerland). By the end of 2005, the following draft documents were ready for consultation with the wider CIECA network:

- a quality manual for the driver testing organisation
- a paper on the driving competencies required to pass the driving test
- a proposal for the quality assurance of driving examiners.

## 2.5 Internal Working Groups

### CIECA Statutes

During the 2003 General Assembly in Edinburgh, a discussion was initiated on the need to revise the CIECA statutes. The text needed to be revised in order to set in stone the main strategic goals of CIECA, to improve the functioning of the organisation, to take into account recent changes in Belgian law and to correct mistakes in the current text.

Proposals for article modifications were discussed at the Warsaw (2004) and Helsinki General Assemblies (2005). On the basis of the decision of the Helsinki General Assembly, the Secretariat prepared both a proposal for new Statutes and Internal Rules. The Helsinki General Assembly

also agreed to install an editing committee that is responsible for editing the reference version (in French). The adoption of the new statutes Internal Rules is planned for the 2006 Marseilles congress.

#### **The Marseille congress working group**

The working group first met in Brussels on 8 September 2005 and is preparing CIECA's 50th anniversary congress, which will take place in Marseille in June 2006.

#### **The strategy working group**

The working group first met in Brussels on 16 December 2005. The purpose of the working group is to work out a strategy for CIECA built on a mission, vision and values document for the period 2006-2010.

#### **The sponsoring working group**

The working group first met in Brussels on 29 November 2005. The purpose of the working group is to find additional income to supplement membership fees.



## 3 Projects

The CIECA secretariat was working on 4 major EU projects in 2005. Three of them, NovEV, TEST and MEDRIL, were managed by CIECA. The fourth project, MERIT, was managed by another organisation with CIECA performing the secretariat function. See [www.cieca.be](http://www.cieca.be) for final reports, if available.

The following section describes in detail the aims, organisation and status of each of these projects.

### 3.1 The EU NovEV project: 2002-2005

#### Background

Whereas driver training and testing has traditionally tended to focus almost exclusively on the lower levels of driver behaviour: basic vehicle control and driving in traffic, the 'higher levels' of novice driver behaviour, such as how attitudes and motives affect driving style, have largely been overlooked. The main risks faced by novice drivers are caused by their youth, sex, inexperience, prevalent social norms and a propensity for sensation-seeking.

If progress is to be made to reduce the over-representation of novice drivers in road accidents, novice drivers need to be aware of these risks and to accurately assess their own individual strengths and weaknesses. One potential tool for achieving this goal is "2<sup>nd</sup> phase" driver training, where novices return for further training within a set timeframe after passing the driving test. Obligatory 2nd phase novice driver training already exists in Finland, Luxembourg, Estonia and Austria. Switzerland introduced its own 2-phase programme at the end of 2005. The CIECA-led Advanced project (2000-2002), also co-financed by the European Commission, issued recommendations on the content and methods of post-licence training. In particular, it highlighted 10 Golden Rules for the implementation of 2nd phase training. The EU NovEV Project should thus be considered as a successor to Advanced.

#### Project goals

The EU NovEV project is a culmination of scientific research, existing obligatory 2nd phase training and the recommendations of the EU Advanced project. Using this knowledge and experience, NovEV brought together 6 EU member states to implement and evaluate pilot 2nd phase training projects. The aims of the project were:

- to successfully design and carry out training on sample groups of novice drivers
- to develop and implement scientifically-sound evaluations on the effects of such training on the participants (in terms of knowledge, skills, attitudes and behaviour)

#### Project partners

CIECA was manager of the EU NovEV project. It was closely supported by an independent evaluation advisor from Turku University (Finland). His task was to help each pilot project to design the most effective evaluation possible.

NovEV brought together 7 2nd phase schemes from 6 EU Member States: Austria (KfV), Belgium (GOCA), France (ECF), Germany (BAST), the Netherlands (ROVG) and Spain (RACC and RACE). All the schemes included in NovEV were pilot projects apart from the one in Austria, which introduced its new compulsory multiphase driver training programme on January 1, 2003.

## Project Description

Training programmes were set up for each of the pilot projects. The classic 2nd phase training format is based on 3 modules: group discussion, on-road feedback drive(s) and track training. Guidelines were provided by CIECA and through the EU Advanced report recommendations. In practice, however, there were clear differences in the length, content and methods used in each pilot project. The French ECF project, for example, included two training days with a 3 month gap between them. The ongoing German DVR model contains 5 modules spread over 5 separate days. In contrast, the RACC training took place over a single day.

Evaluation designs were set up for each of the programmes in the respective countries. These designs were, with two exceptions, classic before-and-after evaluations with a control group. The data collection tools ranged from questionnaires to on-road driving evaluations using specially made protocols. Whilst the sample groups were too small – and the project duration too short – to measure the exact effect of the training on road safety (i.e. reduction in accidents), the evaluations aimed to reveal changes on the level of knowledge, skills, attitudes and behaviour.

## Project meetings (2003 and 2004)

- Kick off meeting, Brussels, January 16-17, 2003
- Project meeting, Vienna/Teesdorf, June 10-11, 2004 (KfV)
- Project meeting, Madrid, June 4-5, 2003 (RACE)
- Project meeting, Barcelona, September 20-21, 2004 (RACC)
- Project meeting, Niort (France), October 9-10, 2003 (ECF)
- Information Day, Brussels, October 5, 2004
- Project meeting, Amsterdam/Lelystad, January 15-16, 2004 (ROVG)

## Project status (end 2005)

Final report submitted to the European Commission in March 2005.

## Results

Some significant positive changes in self-reported driving behaviour, knowledge and/or risk awareness were found in all countries where a before-and-after evaluation design with control group was used. In one case, this significant positive change was appraised by trainers (on-road audit). A negative trend was found in one training centre in the Netherlands. Participants in the Austrian multiphase were satisfied with the training. The German programme was largely being implemented as planned. There were indications that, in at least two countries, the message of the track training was considered by participants (and seminar leaders and track trainers in Germany) to be skills-based as well as risk awareness-based (unintended effect).

## Conclusions

2nd phase programmes can positively influence the behaviour of young drivers. They can also have a negative effect if implemented incorrectly. Programmes on paper can be implemented differently in practice. Proper training-of trainers and ongoing quality control is vital, particularly as far as track modules are concerned.

## Recommendations

2nd phase training should address primarily the higher levels of driver behaviour, be participant-centred and spread out over time. The intervention period should ideally be in the first year of independent driving after the licence. More practical examples of useful exercises in class, on-road or track are needed. Training-of-trainers is equally as important. A training programme to develop coaching skills should be developed. Comprehensive, independent quality control is essential to ensure that the goals of the programme are delivered in practice. A post-licence probationary period, with stricter rules and restrictions for novice drivers, should accompany any 2nd phase driver training.



## 3.2 The EU TEST project: 2002 - 2005

### Background

In October 2003, Commission Directive 2003/59/EC came into force, modifying and extending the driving test requirements listed in directive 91/439/EEC (the second European driving licence directive). Together, these two Directives lay down minimum requirements for the practical and theoretical driving test in EU countries. The Directives describe the minimum time to be spent on the road, the elements that must be covered in the practical driving test, road types that must be driven on, mandatory special manoeuvres and topics to be addressed in the theory test.

In parallel to these events, research in the field of driver training and licensing developed substantially. Of particular note is the EU-supported "GADGET" project which developed inter alia a groundbreaking model for explaining the training needs and behaviour of (mostly learner or young) drivers. With this in mind, the TEST project aimed to explore not only the relationship between the duration & location of the practical driving test and test content, but also to what extent the driving test fulfils the needs of learner (and young) drivers in relation to their own safety and the safety of other road users.



### Project goals

The main goals of the TEST project can be defined as follows:

- to determine to what extent the duration and location of the practical driving test for category B allowed the requirements in Directives 2000/56/EC and 91/439/EEC to be met and to consider whether the tests were covering all requirements of the directives;
- to assess the homogeneity in the driving test in the 6 countries involved in the project and between the different test centres within each country;
- to assess how well the road safety needs of novice drivers are being met through the current practical test and, if necessary, to develop recommendations to improve the status quo.

### Project partners

6 testing authorities:

- Driving Standards Agency (Great Britain)
- Centraal Bureau Rijvaardigheidsbewijzen (The Netherlands)
- Vägverket (Sweden)
- Region of Salzburg Driver Testing Centre (Austria)
- Ministère de l'Équipement et des Transports (France)
- Dirección General de Tráfico (Spain)

3 scientific institutes:

- Turku University
- Swedish National Road and Transport Research Institute VTI
- Transport Research Laboratory TRL

### Project Description

The TEST project examined 3150 driving tests in 45 different test centres across the six countries involved in the project. Half of the tests under consideration date from before the implementation of Directive 2000/56/EC, and half after. The test assessments were made using a centrally designed and systematic protocol or audit form which was completed by a select and specially trained team of auditors. On the form, auditors were asked to record information about how many times the driving tests were covering different elements required by the Directives or how much time was spent on these items (e.g. crossroads, straight roads, motorways, independent driving, special manoeuvres, etc.). They were asked to make an evaluation of how robust they felt the examiner's assessment of the item could be on the basis of the amount of time spent on the item, the location in which it was tested, and the traffic density in which it was tested. The form was also used to collect information about the errors made in the test, the environmental circumstances (light, weather, etc.) and whether or not the test allowed for an evaluation of more general skills (e.g. taking into consideration the safety of all road users, hazard perception skills, etc.).

In addition to the protocol forms that were collected, examiners in the participating countries were approached and asked to complete a series of questions to gauge their opinion of the driving test in their country and provide input about how they felt it could be improved.

### Project meetings

- Kick off meeting, Brussels, 30 January 2003
- Project meeting Amsterdam, 25 and 15 June 2004
- Meeting Scientific Committee, Rijswijk, 5 March 2003
- Meeting of the Scientific Committee in Brussels, 18 and 19 October 2004
- Project meeting, Madrid, 17 and 18 October 2003
- Meeting of the Scientific Committee in Linköping, 15 November 2004
- Meeting of the Scientific Committee in Stockholm, 30 January 2004

### Project status

The final report was submitted in February 2005 to the European Commission. The final report was also presented in a meeting of the EU Driving License Committee, held in Brussels in March 2006.

### Conclusions

- There are differences between the driving tests in the 6 countries, mainly in the duration of the test and therefore in the topics that the test manage to cover. The differences between different types of test centres (according to geographical location) are, however, bigger than the differences between countries.
- Driving tests rarely cover all elements listed in the European Driving License Directives but in general cover most items listed as compulsory.
- The majority of examiners is relatively satisfied with the driving tests they conduct but if something could be changed, they would want more on-road driving time.
- Current driving tests are not yet incorporating the results of research conducted in recent years, which recommend introducing more behavioural elements into the driving test and focusing less on vehicle control alone. However, some countries are beginning to consider how this could be done and some ideas have already been put into practice.

### Recommendations

- The practical on-road driving test needs to last at least 25 minutes to be able to test all elements listed in the Directives; if the contents of the test are extended beyond the bare minimum, the duration also needs to be increased
- A special effort must be made to ensure that all testing centres (especially those in the countryside) provide all necessary environments for a valid and reliable driving test
- An effort needs to be made to incorporate driving on motorways into the practical driving test if this is at all possible and more time needs to be spent on roads outside urban areas
- Some extra efforts need to be made to ensure that all countries and all test centres are meeting all requirements listed in Directive 2000/56/EC (especially the safety check, the check of the sitting and driving posture, driving on motorways, overtaking, driving on slopes and passing railway crossings)
- Extra thought needs to be given to how to incorporate the higher levels of the GDE matrix into driver testing (for example with the help of suggestions listed in this report) and in doing this it is important to look at more than just driver testing but also to involve the training sector.

## 3.3 MEDRIL 2004-2005

### Background

MEDRIL is one of a series of EU projects focusing on the area of fitness-to-drive (see also IMMORTAL, AGILE, ROSITA, GLARE, QUA VADIS, CONSENSUS). This particular study focuses on medical testing for driving licence holders. The European Commission is keen to update Annex 3 (Fitness to Drive requirements) of the EU Driving Licence Directive which is both outdated and unrelated to scientific findings.

Specifically, the European Commission wants to know what proportion of the category driving population are afflicted by medical problems which can affect road safety (poor eyesight, diabetes, epilepsy, alcohol and drug abuse, dementia, etc).



### Project goals

MEDRIL objectives are to deliver the following reports:

- A survey on the medical condition of category B drivers in Spain, Netherlands, Finland and Luxembourg, based on a sample of 10000 drivers
- Description of ongoing fitness-to-drive requirements for category B drivers in EU Member States
- Recommendations for the contents and periodicity of a general ongoing medical screening test for category B drivers
- Description and analysis of on-road assessments for drivers with 'borderline' medical conditions, where the doctor may be unable to determine fitness-to-drive on the basis of a medical diagnosis alone.



### Project partners

MEDRIL is coordinated by the CIECA secretariat and involves 4 EU countries: Finland, Luxembourg, Netherlands and Spain. The CIECA member organisation is the responsible party in Finland, Luxembourg and the Netherlands (AKE, Ministry of Transport and CBR respectively). AKE Finland is supported by INSURAMED, a private company specialised in medical testing of company employees and drivers. ASECEMP, an association of driver medical centres, is our Spanish partner.



### Project meetings

- Kick-off meeting, Brussels, 11-12 March, 2004
- Workshop I, Brussels, May 20, 2005
- Project meeting, Helsinki, June 4, 2004
- Workshop II, Brussels, November 25, 2005
- Project meeting, Madrid, September 14, 2004

### Project status

By the end of 2005, the following objectives had been achieved:

- The survey of the medical condition of the category B population was completed in the four participating countries. The final number of drivers tested was, however, considerably below the initial target of 10000, namely 5056. The results were presented to the road safety community in a workshop.
- The common medical form designed to carry out the medical survey was used as basis for developing a recommendation for an ongoing screening test of the fitness to drive of category B drivers.
- Workshops were held regarding on-road assessments for drivers with borderline medical conditions and regarding the different fitness-to-drive procedures for category B drivers in the EU member states

### Results

The incidence of specific medical conditions found in the MEDRIL survey corresponded largely with the incidence of such conditions in the general population (drivers + non-drivers). The results should be treated with caution, however, due to the low sample sizes particularly in the Netherlands, Finland and Luxembourg. By way of example, between 1 and 5% of drivers in the 70+ age bracket failed the visual acuity test. Between 7 and 20% of drivers in the same age bracket had signs of mild dementia. Between 10 and 14% found night-driving difficult due to glare. Under 0,6% of all age groups in all countries suffered from epilepsy, defined as more than one seizure.

### Conclusions

None so far.

### Recommendations

None so far.



## 3.4 MERIT 2004-2005

### Background

Much use has been made of the GDE (Goals for Driver Education) matrix in scientific research over the past few years. If all the levels and cells of the matrix are to be covered in driver education, logically the 'driver trainer' (or driving instructor) must be both familiar with and able to transmit the contents of the matrix to the learner driver. The EU MERIT project is a 100% financed study from the European Commission which aims to recommend Minimum European Requirements for driving Instructor Training and testing.

### Project goals

MERIT aimed to make recommendations on optimal driving instructor standards (long-term vision) and minimum requirements for driving instructors (short to medium-term vision). The recommendations emanating from the MERIT project will be used by the European Commission either as a basis for a proposal for an EU Directive on driving instructors or as a source of best practice.

### Project partners

MERIT was run by the research company Institut Gute Fahrt in Austria. CIECA was responsible for the secretariat and for the day-to-day coordination of the project. The DVTA, a CIECA member from Northern Ireland, acted in an advisory capacity. Other partners include EFA (European Federation of Driving Schools), DFA (German Driving Instructor Academy), the Norwegian central Driving Instructor and Examiner College, and two other research institutes: VTI (Sweden) and Traffic Test (Netherlands).

### Project description

During the 18 month project, the MERIT team completed:

- a survey of existing driving instructor standards in Europe
- a literature study on research in the field of driving instructors
- recommendations on a long-term vision for driving instructor standards
- recommendations on minimum requirements for driving instructors

Consultation with stakeholders were assured via two workshops and an information day.

### Project meetings

- Kick-off meeting: Brussels, February 12-13, 2004
- Workshop I: Brussels, January 21, 2005
- Project meeting: Stuttgart, June 21-22, 2004
- Workshop II: Brussels, March 21, 2005
- Scientific committee meeting: Brussels, September 16, 2004
- Information Day: Vienna, May 19, 2005
- Project meeting: Veenendaal (NL), October 28-29, 2004

### Project status

The final report was submitted to the European Commission in June 2005.

### Conclusions

There are currently significant differences in the standards set for driving instructors across Europe. These differences relate to conditions for access to the profession, initial training, testing, ongoing training and quality control. The most striking example relates to requirements for initial training and testing, ranging from no requirements at all (Ireland) to 2 years full-time study (Norway).

### Recommendations

Recommendations were set for a long-term vision of the driving instructor and also more short-term requirements. At their core, the recom-



mentations require that instructors are both familiar with the Goals for Driver Education (GDE matrix) and possess the teaching and communication skills necessary to transmit these goals to the learner driver.

## 3.5 Project proposals (call for proposals from DG TREN of the European Commission, 06/2005)

CIECA submitted two proposals for co-financing from the European Commission in 2005 (Pro-Mobile & T-TEST), and was included in the consortia of three other projects. A summary of the objectives of these proposals can be found below:

### 1. PRO-MOBILE: improving the mobility of drivers with disabilities

The ultimate objective of the PRO-MOBILE project is to provide support and information to the authorities, persons with disabilities and the private sector on possibilities for safe traffic participation of drivers with disabilities using category B vehicles. Pro-Mobile's main activities will be:

- The development and validation of a practical on-road test for specific medical conditions regarding fitness-to-drive;
- The development of quality protocols for the application of vehicle adaptations and their installation into vehicles;
- Assessment of the use of the Community codes for vehicle adaptations, (from Annex I of the Driving Licence Directive) and working towards a harmonised interpretation of the codes across Europe;
- Description of the national procedures in the new EU-10 for drivers with disabilities to obtain their driving licence and the appropriate vehicle adaptations (extension of the QUAVADIS project).

### 2. T-TEST: future theory testing for category B candidates

In the light of technological developments and recent changes to the theory test in a range of CIECA member states, T-TEST aims to check respect for EU law vis-à-vis the Category B theory test requirements in the EU-25, and to exchange best practice regarding the content, methods and foundations of the theory test. The T-TEST project follows the TEST project which provided a similar function for the practical driving test.

### 3. HERMES

The HERMES project aims to design a ready-to-use 3-day training course on optimal communication skills for driving instructors, with an emphasis on coaching (rather than instruction). The total package will include:

- Training manuals for the trainee, trainer and training-of-trainers
- A DVD with video examples of typical coaching scenarios
- 60 practical examples on how to coach according to the environment (class, on-road and track) and each level of the GDE matrix

In addition, a trial will be carried out to test the above products. 20 driving instructors will be trained in a pilot, accompanied by a process evaluation to assess the effects of the training on the instructors themselves and their learner driver clients.

### 4. SUPREME: Best practice in the field of road safety

The objective of SUPREME is to collect, analyse, summarise and publish best practices in road safety in the Member States of the European Union as well as in Switzerland and Norway. The following road safety themes will be addressed: education and campaigns, driver licensing, rehabilitation and re-licensing, vehicles, infrastructure, enforcement, statistics & in-depth analysis, institutional organisation of road safety and post-accident care. The study results will then be disseminated to national and regional policymakers across Europe, with a view to broader implementation of such measures.

### 5. DESIGN: Road safety education in secondary schools

DESIGN will develop, test and evaluate a European basic curriculum for a future road safety education (RSE) for secondary schools. The aim is to anchor RSE and mobility education in schools for 10-18 year-olds, in the form of a structured and manageable curriculum. The curriculum integrates related aspects such as the environment, health and social skills, and it is set up in such a way that it provides a base for a continuous build-up of knowledge and experience. It includes a supporting catalogue and a set of materials targeted to specific grades and subject groups. Teacher training is also a focus.

# 4 Congresses, conferences and seminars



## 4.1 37th Annual CIECA Conference in Helsinki, Finland

On June 10th 2005, AKE, the Finnish Vehicle Administration hosted the 37th CIECA conference and General Assembly in Helsinki. AKE welcomed delegates from 25 countries.

Before the closed session of the General Assembly, all participants were invited to the morning session which consisted of two lectures. The first presentation, given by Inkeri Salo (M.A.), a Road Safety Researcher from the Finnish Motor Insurers' Centre, addressed the issue of driver training and novice drivers. The second presentation, given by Heli Varaanen (Phd.) of the University of Helsinki, debated street racing among young drivers in Finland.

The General Assembly began with an overview of the activities of CIECA in 2004 by Mr. Vanbroeckhoven, CIECA President. The discussion on the future of CIECA in the light of the Argumentation Paper on the Recalculation of Costs stimulated comment and debate among all CIECA Members. The 2004 Warsaw General Assembly took the decision to work towards a more independent CIECA that is less dependent on the generosity of two member organisations. Further, reports were given of the following topics:

- The financial accounts of 2004 and the budget for 2005 and 2006
- The new membership fee
- The revision of the statutes
- The European Road Safety Charter and the Road Safety Charter working group
- Annual report of the Expert Advisory Group in 2004
- The new CIECA website
- Report on the CIECA projects NovEV, TEST, MERIT and MEDRIL
- Next conference and congress in Marseilles, France (2006) and Oslo, Norway (2007)

The General Assembly said farewell to one vice president, Mr. Yves Le Breton and elected the following two new members (in alphabetical order):

- Dr. Wilhelm Petzholtz - DEKRA e.V., Germany – Vice President
- Mr. Jean-Pierre Fougère, Ministère de l'Équipement, des Transports, du Logement, du Tourisme et de la Mer, France – Vice President

## 4.2 CIECA Internal Workshop: Financing CIECA's Future; European projects – Implications for CIECA members

At the 2004 Warsaw General Assembly, the decision was taken to work towards a more independent CIECA. A working group was put into place to prepare a clear and precise proposal for the General Assembly in Helsinki. To help support and evaluate the work of this working group prior to the congress itself, all CIECA members were invited to a workshop in Brussels on 15 April 2005. The 29 workshop participants from 15 countries endorsed the proposals made by the Permanent Bureau to support the transition towards an independent, professional organisation, paving the way for a new financial structure that was accepted at the Helsinki Conference in June 2005.

The second topic presented at this workshop was the European Projects CIECA has been involved in and their implications for CIECA members. The TEST project (assessment of the content, location and duration of the driving test), the MERIT project (driving instructor standards), the MEDRIL project (medical controls for drivers) and the NovEV project (post-licence novice driver training) were all presented.



## 4.3 'Driving licenses in Europe'

From 17 – 21 January 2005, the exhibition "Driving Licenses in Europe, From Diversity to Harmonisation" took place for the first time in the European Parliament in Brussels. The exhibition, which was put together by VdTÜV with the support of CIECA and the cooperation of the European Commission and various other organisations, leads its visitors through the history of driver licenses in Europe, with 25 billboards and text boards in German, English and French.

The exhibition then travelled to Berlin to mark the opening of the new VdTÜV-representative office; to Helsinki for the 37th CIECA General Conference in Helsinki; to Erfurt, the residence of the parliament of Thuringia; to Fort Worth/Texas, where the AAMVA (American Association of Motor Vehicle Administrators) held their annual congress, to Berlin during the "open day" of the Federal Ministry of Transport; to Malta, where the Road Safety Group of the ECMT/European Conference of Ministers of Transport met in St. Julian's and finally back to Germany, where the exhibition will be shown in TÜV-locations in Kiel, Hannover, Essen and Düsseldorf.

# 5 CIECA Communication

With regard to communication, 2005 clearly reflected a move away from “old-fashioned” paper-based communication towards a more modern method of communication based on email and internet.



## 5.1 CIECA Website

In 2005 a new CIECA website was launched. The previous CIECA website dated from 2001 and was outdated, especially with regard to the style and technological possibilities it offered. The lay-out and graphic design were modernised and the website was moved to a new address: [www.cieca.be](http://www.cieca.be). The new website is supported by an extensive maintenance tool, making it easy to add and update the information on the website.

Some examples of additions to the website are:

- a news section (replacing the CIECA Forum magazine) with an email newsflash alerting everyone who has signed up for the service that a new article has been added to the website
- pages with limited access for CIECA members only
- protected sections for the Expert Advisory Group and Permanent Bureau only
- links to related organisations
- downloadable reports and minutes of all projects and workshops

The information on the CIECA website is regularly modified and extended, thus making the new CIECA website a very valuable and up-to-date source of information for both CIECA members and other interested organisations.

## 5.2 Forum

The CIECA newsletter Forum was published for the last time in May 2005 after which it was replaced by the News section of the new CIECA website.

The bulk of Forum consists of articles written by the CIECA members themselves. In addition to this, there are three sections with more specific information:

- From the Board: an article written by one of the CIECA Permanent Bureau members providing a short summary of the CIECA activities over the past half year and its plans and ambitions for the future
- CIECA news: a section written by the CIECA project office with updates about activities that the project office and secretariat have been involved in as well as changes in contact details and announcements of future CIECA activities
- EAG: an article written by one of the members of the Expert Advisory Group with information from the Expert Advisory Group.

Forum articles are available in English, French and German. Articles are published in one language with a summary in the two other languages.

An overview of the organisations that have contributed to Forum in 2005:

- AKE (Finnish Road Administration)
- Norwegian Public Roads Administration
- CBR (Dutch Driver Testing Authority)
- TÜV (German Testing authority)
- Dekra (German Testing authority)
- VicRoads (Testing authority in Victoria, Australia)
- Ministry of Transport, Israel

## 5.3 The CIECA Guide on Driver Licensing

The CIECA Guide on Driver Licensing is a reference work on the driver licensing systems in 39 different countries. It includes information about driving tests, the conditions for issue and renewal of licences, statistical information and the names and addresses of all the testing organisations represented in CIECA. The latest edition of the Guide dates from 2002.

In 2005, work started on an update of the Guide on Driver Licensing. The information available in the new edition of the Guide will be more elaborate, extending beyond driver testing to driver training systems, medical requirements for drivers, post-license restrictions and road safety campaigns. The new CIECA Guide on Driver Licensing is expected to be available by the end of 2006 and will be an online reference tool linked to the new CIECA website.



## 6 External relations

CIECA cooperated with the following international organisations in 2005:

- European Commission: NovEV, TEST and MEDRIL projects; participation in the Fitness to Drive conference of April 2005.
- OECD (Organisation for Economic Cooperation and Development): participation in the OECD working group on Young Driver Risks and Effective Countermeasures (Sami Myntinen, AKE Finland).
- FIA (International Automobile Federation): presentation of the NovEV project at the FIA Conference in Budapest, June 2005 (Nick Sanders)
- EFA (European Driving Schools' Association): active cooperation in the MERIT project, presentation of the MERIT project at the EFA meeting of January 2005 (Nick Sanders), Amsterdam and participation in the EFA Congress of October 2005, Chalkidiki (Sonja Sporstøl).
- IVV (International driving schools' Association): joint EFA-CIECA-IVV meeting in February 2005 regarding the MERIT project.
- one-on-one meetings also took place with representatives of EFA, Eurotra, ETSC and the European Commission



## 7 Consequences of CIECA work

The NovEV project has major implications in the Netherlands where the government is considering a number of measures to reduce road fatalities amongst young drivers. A voluntary 2nd phase programme is now ongoing in the Gelderland province of the country. NovEV also issued recommendations on how to improve the existing post-licence training programme in Austria.

The audit form developed in the TEST project was used to support the work to develop a new curriculum in Sweden; the results of the TEST project have been very valuable in extending the duration of the driving test in France and a safety check is now carried out in all driving tests in GB.

The MERIT project will lead to either a proposal for an EU Directive on minimum standards for driving instructors, or best practice recommendations from the European Commission.

It is likely that the results of the MEDRIL project will be taken into account when the European Commission revises Annex 3 of the Driving Licence Directive.



Rue Van Campenhout 22 1000 Brussels Belgium T +32 2 732 7230 F +32 2 732 7231 email [info@cieca.be](mailto:info@cieca.be)