

cieca



CIECA
The international commission
for driver testing

Annual Report 2006

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Foreword



Dear reader,

It is with great pleasure that I present you the CIECA annual report of 2006.

2006 has been a particularly dynamic year for our organisation. CIECA celebrated its 50th anniversary and developed a strategy for the years to come. All this besides the MEDRIL and Supreme project on best practices in the field of road safety. CIECA also joined the HERMES project. We held a very successful congress in Marseilles on Lifelong Learning in Road Safety, a workshop on the training of professional drivers and a workshop on accompanied driving. The launch of a series of internal CIECA projects on independent driving, eco driving and the integration of the GDE matrix into the category B driving test has proved to be a success.

As a platform organisation, representing driver-testing authorities from 35 countries in four continents CIECA represents a solid brand and is a respected organisation. CIECA is building alliances with sister organisations and is strengthening its network. CIECA has performed a range of high-impact studies that have influenced European Driver Licensing Directives. CIECA is dealing above all with road safety; a topic that is high on the political agenda and that has an important social impact. This is what makes our work so valuable.

I 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.

A handwritten signature in black ink, which appears to read 'W. Vanbroeckhoven'. The signature is stylized and includes a large, sweeping underline that loops back under the name.

Willem Vanbroeckhoven
CIECA President

CIECA Highlights 2006

CIECA celebrates its 50th anniversary!

The French Ministry of Transport helped CIECA celebrate its 50th anniversary (1956-2006) in Marseilles, with a theme of 'Lifelong Learning in Road Safety' attended by almost 400 participants.

CIECA formulates its strategy for the period 2006-2016

The Permanent Bureau (The Board) of CIECA reviewed the strategy 2000-2006 and formulated the strategy for the period 2006-2016. This strategy builds on the achievements made so far and reflects the need to move towards a professional members-oriented organisation that improves the reliability and validity of the driving test.

Europe's 3rd Driving Licence Directive is published

Although Directive 2006/126 will not enter into effect until 2013, the new legislation will require CIECA members to focus on such issues as progressive access to motorcycles, standards for driving examiners and further changes to vehicle licence categories.

EU projects

CIECA submitted the final report of the EU MEDRIL project (medical testing for the driving licence) to the European Commission. CIECA's contribution to the EU SUPREME project (best practice in the field of road safety) was completed. The European Commission also gave the go-ahead to the EU HERMES project (developing the coaching skills of driving teachers).

Internal projects and workshops

CIECA held workshops on Directive 2003/59 (Training & Testing of Professional Drivers) and the role of Accompanied Driving in driver training and education. CIECA projects also began on the following themes: encouraging 'independent driving' in the driving test, eco-driving in training and testing, and integrating higher order skills into the test.

European Road Safety Charter

CIECA's contribution to its members and to the European Road Safety Charter was completed in early 2006. It made recommendations on quality assurance measures for driving examiners, the driving test and driver testing organisations.

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 (or non-member) that wishes to host them. 2006 saw audits taking place in Northern Ireland, Czech Republic and the Netherlands.

The Guide on driver Licensing

CIECA continued to work on its Guide on Driver Licensing project, a reference work on the driver licensing systems in 34 different countries. The new CIECA Guide on Driver Licensing is expected to be available by the end of 2007 and will be an online reference tool, linked to the CIECA website.

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 35 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 2006, CIECA consisted of the following members.

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

ASSOCIATE MEMBERS

United States of America	American Association of Motor Vehicle Administration - AAMVA
Int.	European Driving Schools Association - EFA
Int.	The European Transport Training Association - EuroTra

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 (The Board)

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 2006, the EAG met 3 times.

Secretariat

The Secretariat in Brussels 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;
- Preparation of work and meetings of the Permanent Bureau and Expert Advisory Group;
- Organisation of congresses and conferences;
- Management/coordination of projects co-financed by the European Commission;
- Management/coordination of internal CIECA projects;
- Development and management of the Guide on Driver Licensing;
- Website maintenance;
- Dissemination of news articles from CIECA members;
- 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 2006, 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 – Secretary General
- Mr. Paul Butler, Driving Standards Agency, Great Britain – Vice President
- Mr. Jan Molthof, Centraal Bureau Rijvaardigheidsbewijzen, the Netherlands – Vice President
- Mr. Jean-Pierre Fougère, 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

The Expert Advisory Group was represented in the Permanent Bureau by its chairman, Mr. Reinhard Meyer from TÜV Süd, Germany.

The meetings of the Permanent Bureau

In 2006, the Permanent Bureau met five times:

- 24 February in Haarlem, the Netherlands
- 20 April in Brussels, Belgium
- 7 June in Marseilles, France
- 15 September in Oslo, Norway
- 17 November in Regensburg, Germany



Topics Discussed during the meetings

The 7 Board Members, under the chairmanship of Mr. Willem Vanbroeckhoven, addressed a wide range of topics during 2006. Among the highlights:

- Steering the European Directive 2003/59 (Training & Testing of Professional Drivers) event organised with the support of EuroTra (the European Transport Training Association);
- Steering the Marseille Congress 2006 on Lifelong Learning in Road Safety;
- Steering the CIECA-VdTÜV workshop on 'Accompanied Driving';
- Assessment of the proposed revisions of the working group on the CIECA Statutes and Internal Rules;
- The progress of the various CIECA projects and in the Road Safety Charter Working Group;
- The preparation of the Marseilles 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 preparation of the activities and budget for 2007;
- The decision to launch a series of internal projects. (The integration of the GDE matrix into the category B driving test, The role of 'independent driving' in the category B driving test, Best practice in 'accompanied driving' programmes and Eco-driving in driver training and testing);
- The monitoring of 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 strategy for the period 2006-2016.

A new strategy for the Association

Due to the increasing demands on the association, one of the most significant achievements of the Permanent Bureau was – on the basis of a SWOT analysis and building on the realizations of the previous strategy document- to set the guidelines for the strategy for the years to come. For the period 2006-2016, CIECA has four main areas of emphasis:

- Towards the outside world: CIECA will be the association, first in Europe and open to the world that improve the reliability and validity of the driving test, in its contribution to road safety;
- Towards its members: CIECA will be working for its members and be the main platform for the exchange and provision of information for driver testing experts and decision making bodies;
- Towards the inner life of the association: CIECA will remain a not for profit and economically independent organization with a permanent secretariat that meets the needs of its members and the European Commission;
- Towards research and development: It is CIECA's aim to become the most important expert partner of the European Union in the field of driving licences.

In the new strategy document, the period 2006-2008 is decisive. The strategy urges CIECA to focus on securing the continuity of the Association. CIECA's target for the first two years will be (1) to secure human and financial resources, (2) to keep its members and increase the number of members and (3) to start the process of becoming the most important expert partner of the European Union in the field of driving licences. The strategy 2006-2016 was adopted by the Permanent Bureau and released on the occasion of CIECA's 50th anniversary celebration on 8 June in Marseille, France.

2.2 The Expert Advisory Group

The members of the Expert Advisory Group

The members of the Expert Advisory Group in 2006 were:

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

The meetings of the Expert Advisory Group

The Expert Advisory Group met 3 times in 2006:

- 1 - 3 February in Bangor & Belfast, Northern Ireland
- 17 - 19 May in Prague, Czech Republic
- 24 - 26 October in Leusden, the Netherlands

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. Exceptionally, the EAG was also coordinating an internal project on 'independent driving' in the driving test in 2006.

In 2006, the CIECA Expert Advisory Group had the opportunity to visit and provide expert feedback on driving tests in the following countries: Northern Ireland, Czech Republic and the Netherlands.

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:

- The CIECA projects: MEDRIL and SUPREME;
- Devising methods to encourage and assess 'independent driving' in the driving test;
- Expanding the remit of the EAG to include 'fact-finding missions': visits to countries which are felt to have made a major contribution to road safety, and to countries where specific tools have been developed to support driver training or testing;
- Improving the range and quality of services and documentation available to CIECA members with regard to the EAG;
- Designing a 'highlights' database on the basis of special features of the driving test and training observed during EAG visits;
- Exchange of driving examiners and developing common standards for examiners;
- Participation in an EU project called Ecodriven (Mr. Trevor Wedge and Mr. Han Rietman).



2.3 Secretariat

In 2006, three persons worked at the CIECA Secretariat: Mr. Daniel Vandenberghe, Ms. Martina Hendrix and Mr. Nick Sanders.

The tasks performed by the Secretariat covered the following areas:

- Putting in place the Brussels Office (Rue Van Campenhout 22, 1000 Brussels, Belgium);
- Secretariat Permanent Bureau;
- Secretariat Expert Advisory Group;
- Secretariat Road Safety Charter Working Group;
- Support of the CIECA President and the Secretary-General;
- Maintaining contacts with the members about various topics and questions;
- Maintaining contacts with the European Transport Safety Council (ETSC);
- Management, secretariat and participation in various projects (MEDRIL, Supreme and - preparation of - HERMES);
- Preparation, in collaboration with EuroTra, of the workshop on the European Directive 2003/59 (Training & Testing of Professional Drivers);
- Preparation and follow-up of the Marseille General Assembly and congress Lifelong Learning in Road Safety;
- Preparation, in collaboration with VdTÜV, of the workshop on 'Accompanied Driving';
- Developing, updating and maintaining the CIECA website www.cieca.be;
- Translation, editing and distribution of electronic Newsletter articles;
- Concluding the 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 (ERSC): CIECA's final contribution



CIECA's working group on the European Road Safety Charter met one last time in Berlin in March 2006. The purpose of the meeting was to agree on the final versions of the following documents:

- A quality manual for the driver testing organisation;
- A paper on the competencies required to pass the driving test;
- Quality assurance measures for driving examiners;
- Quality of the location of the driving test.

CIECA had previously received positive feedback from its members on the quality and value of these documents. The initial aim of this work was to make it part of a wider quality label system for CIECA members meeting the requirements of the texts. However, a quality label system was found to be too costly and unlikely to include enough member organisations to be a success in the short-term. The ERSC documents will therefore serve as guidelines to CIECA member organisations, rather than binding obligations.

The full package can be downloaded from the CIECA website at http://www.cieca.be/rsc_en.pp

3 PROJECTS

3.1 EU MEDRIL Project (2004-2006)



Background

MEDRIL is one of a series of EU projects focusing on the area of fitness-to-drive (see also DRUID, IMMORTAL, AGILE, ROSITA, GLARE, QUA VADIS, CONSENSUS). This particular study focuses on medical testing for category B driving licence holders.

Specifically, the European Commission wanted to know what proportion of the category B 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's objectives were 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 was coordinated by the CIECA secretariat and involved 4 EU countries: Finland, Luxembourg, Netherlands and Spain. The CIECA member organisation was the responsible party in Finland, Luxembourg and the Netherlands (AKE, Ministry of Transport and CBR respectively). AKE Finland was supported by INSURAMED, a private company specialised in medical testing of company employees and drivers. ASECEMP, an association of driver medical centres, was our Spanish partner.

Project meetings

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

Project status

The final report was submitted in March 2006 to the European Commission.

Conclusions

- 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.
- EU member states have very different rules on the subject of fitness-to-drive for category B drivers. The vast majority of them impose ongoing medical testing requirements on category B licence holders (20 member states). On the other hand, Austria, Belgium, France, Germany and Poland have no formal ongoing fitness-to-drive requirements for this category of driver at all. Other countries, mostly Nordic, have physician-reporting requirements, whereby general practitioners are obliged by law to report any of their patients to the authorities who pose a risk to themselves and others while driving. Great Britain works with self-declaration forms rather than obligatory medical tests.
- On-road assessments in borderline cases are used to varying degrees in some EU member states as a practical way of determining fitness to drive (albeit in combination with medical diagnosis). Such assessments, if properly designed and executed, provide an opportunity for individual drivers to prove their own ability to drive safely, rather than having to accept their fate based on a medical diagnosis alone.

Recommendations

- MEDRIL was unable to make recommendations either for or against the need and periodicity of ongoing medical testing for group 1 drivers. Moreover, the added value of age-based obligatory medical testing remains unclear at this stage and so recommendations for the introduction of such tests at EU level would be premature. The final report does, however, include an ongoing screening test designed by the MEDRIL team.

3.2 EU SUPREME Project: 2006-2007



Background

Road safety measures have developed considerably in the last 10-15 years and the European Commission judged that the time is ripe to collate experiences to date and determine what is effective and what is less effective in the fight against road-related fatalities and injuries.

Project goals

The SUPREME project aims 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 study results will then be disseminated to national and regional policymakers across Europe, with a view to broader implementation of such measures.

Project Partners

The project is managed and coordinated by KFV (Kuratorium für Verkehrssicherheit) in Austria. CIECA is one of 31 organisations represented in the project. Every country in the EEA (European Economic Area) is represented by a road safety organisation. International organisations include ETSC, CIECA, the Red Cross and the World Health Organisation (WHO).

Project description

The following road safety themes are being addressed:

- Education & Campaigns;
- Driver training, testing and licensing;
- Rehabilitation and Re-licensing;
- Vehicles;
- Infrastructure;
- Enforcement;
- Statistics & In-depth Analysis;
- Institutional Organisation of Road Safety;
- Post Accident Care.

CIECA's role was to write, in cooperation with DHV (Netherlands), a report on best practice in the field of driver training and licensing.



Project meetings

- February 6 - 7, Vienna, Austria
- March 13 - 14, Vienna, Austria
- September 14 - 15, Vienna, Austria

Project status

The 9 'thematic' reports (see project description) have been submitted to KfV. These reports will now be summarised and integrated into national and European-level 'best practice' handbooks for policymakers. The project finishes in June 2007.

Conclusions

The selection criteria for 'best practice' measures are very stringent. To obtain 'best practice' status, the measure in question must have been expertly evaluated and have led to a significant reduction in road fatalities and serious injury. No best practice measures have been found in CIECA's report on driver training, testing and licensing. Both 'good' and 'poor' practices have been highlighted.

Recommendations

None so far.

3.3 EU HERMES Project (2007-2010)



HERMES will design a training package for driving teachers with a view to developing their 'coaching' skills. The proposal was approved by the European Commission in late 2006. Coaching skills are seen as a vital means of encouraging self-awareness amongst learner drivers and for addressing higher-order skills such as journey-related context and motives and goals for life and skills for living. The project will be managed by Institut Gute Fahrt (Austria) and will include CIECA and EFA (the European Driving Schools' Association).

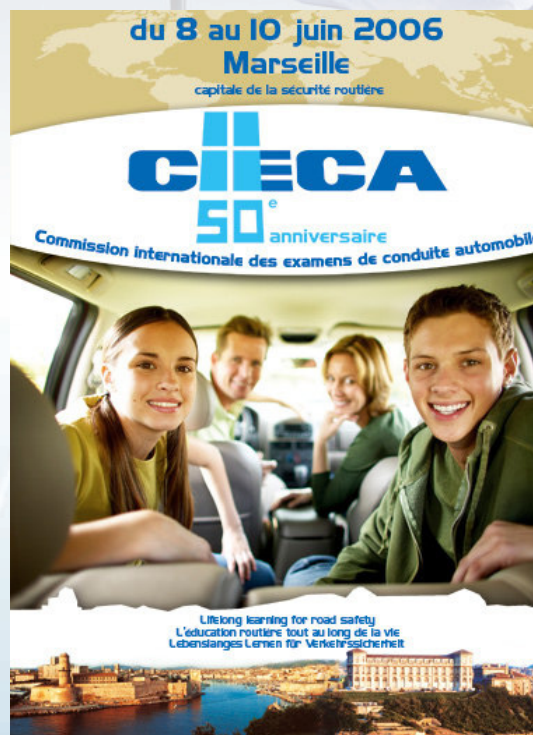
4 CONGRESSES, CONFERENCES AND SEMINARS

4.1 Marseille Congress 2006: Lifelong Learning in Road Safety

CIECA's 50th anniversary congress focused on the subject of 'Lifelong Learning in Road Safety'. Held in Marseille on June 9 2006, the event brought together over 350 delegates from Europe, North America, North Africa and Australasia.

This lifelong-learning congress addressed the road safety training and educational needs of every member of society, 'from the cradle to the grave'. Internationally renowned speakers from 8 countries – in addition to a European Commission representative – spoke on subjects ranging from driver licensing for learner and novice drivers and educational needs of parents with young children, to fitness to drive issues for older drivers.

The full programme, reports and presentations can be downloaded from the CIECA website at http://www.cieca.be/france2006_en.pp



4.2 CIECA-VdTÜV workshop on 'Accompanied Driving'



CIECA and VdTÜV (one of CIECA's member organisations in Germany) held a joint workshop on this subject on December 14th 2006 in Berlin. Almost 70 participants from 18 different countries attended the workshop. The purpose of this event was to discuss the role of 'accompanied driving' (= driving practice with a supervisor, such as a parent) in

the overall driver training process. The preparatory group for this workshop was composed of CIECA members from Germany (TÜV), Great Britain (DSA), Sweden (SRA), France (Min. Transport), Norway (NPRA), Finland (AKE) and Spain (DGT).

As recently concluded by the EU BASIC report (2003) and the OECD report (2006), the best training programme is likely to entail both professional (driving schools) and private (accompanied) practice. However, whilst a majority of countries in Europe allow some form of accompanied driving, there are different models which vary in content, timing and objectives from country to country, and the experiences with accompanied driving and its effects are also different. For instance, in some countries the accompanying person is supposed to 'instruct', whereas in others the person acts as more of a 'safety net' while allowing the learner to accumulate experience. Whereas accompanied driving cannot take place before a minimum amount of driving school training in some states, learner drivers can start immediately with accompanied driving in others. This workshop allowed these different approaches to be explored in more depth.

The main message of the day was that very high levels of accompanied practice can significantly reduce the crash risk of novice drivers. One way of encouraging such practice is by lowering the minimum age for learning to drive to 16, thereby giving the time and opportunity to learners to accumulate considerable amounts of driving experience in a range of difficult conditions, before licensing at the normal age of 18. Other possibilities include setting minimum number of hours/kms of training or by defining a minimum period within which training should take place (e.g. 6-12 months).

The full workshop report can be downloaded from the CIECA website at http://www.cieca.be/accdrivwrkshop_en.pp (in English, French and German).

4.3 CIECA workshop on Directive 2003/59 (Training & Testing of Professional Drivers)



The primary objective of this CIECA Workshop, held on March 28 2006 in Brussels, was to give experts from different EU countries a chance to share experiences and raise questions regarding the requirements of the Directive. The 2003/59/EC Directive matches CIECA's objectives by laying down a framework for safer, more competent and more professional drivers of category C and D vehicles.

The workshop was divided into 4 sessions:

- **Session 1** = Introducing the directive, a presentation from the European Commission providing some background information about the directive and explaining the aims
- **Session 2** = Initial qualification, with presentations from 5 EU countries explaining their plans on how to approach the Directive and meet all its requirements.
- **Session 3** = Continuous training: EuroTra, the European Transport Training Association, shared some of their views regarding the continuous training of professional drivers and the consequences the Directive will have for training organisations across Europe.
- **Session 4** = Simulation and the Directive, a brief presentation of the European RESPECT project looking into the use of simulators in professional driver training.

The Directive sends out an important signal by giving EU member states a choice between two different basic qualification systems: qualification on the basis of compulsory training and testing, or qualification through compulsory testing only. The focus therefore is more on the outcome than on the means: through the directive, Europe should gain professional drivers with qualifications of a similarly high standard, no matter through which system the basic qualification was earned.

5 INTERNAL WORKING GROUPS

In addition to the working group on Accompanied Driving mentioned elsewhere in this report, CIECA also launched three other working groups in 2006:

- 'Independent driving' in the driving test;
- Eco-driving in driver training and testing;
- Integrating the GDE matrix into the driving test.

5.1 'Independent driving' in the driving test

CIECA's Expert Advisory Group (EAG), plus Northern Ireland and Norway, are steering this project on independent driving. The aim of this project is to devise methods to make the driving test more realistic – and therefore more valid – by allowing the candidate as much opportunity as possible to drive 'independently' of the driving examiner. The CBR (Netherlands) have led the way by developing and testing several ideas for achieving this in practice. By integrating 'independent' driving in the driving test it is hoped that this new requirement will lead to more practice of independent driving in initial training. This, in turn, is designed to prepare the novice driver more fully for solo driving after the test.

The project began in October 2006 and will finish in 2007.

5.2 Eco-driving in driver training and testing



Eco-driving already features in the practical and theory test in countries such as Finland, Switzerland and Germany. Sweden, Great Britain and the Netherlands will be introducing it on an obligatory basis soon. It was therefore considered to be a good time to set up a CIECA working group in order to:

- Build on the experience already accrued in more experienced countries;
- Help countries planning to introduce eco-driving in the test / training soon;
- Encourage other countries to follow this path / inform them how to do it.



The project members (CIECA organisations from France, Great Britain and Northern Ireland) will be making visits to 'expert' countries. On the basis of these visits, CIECA aims:

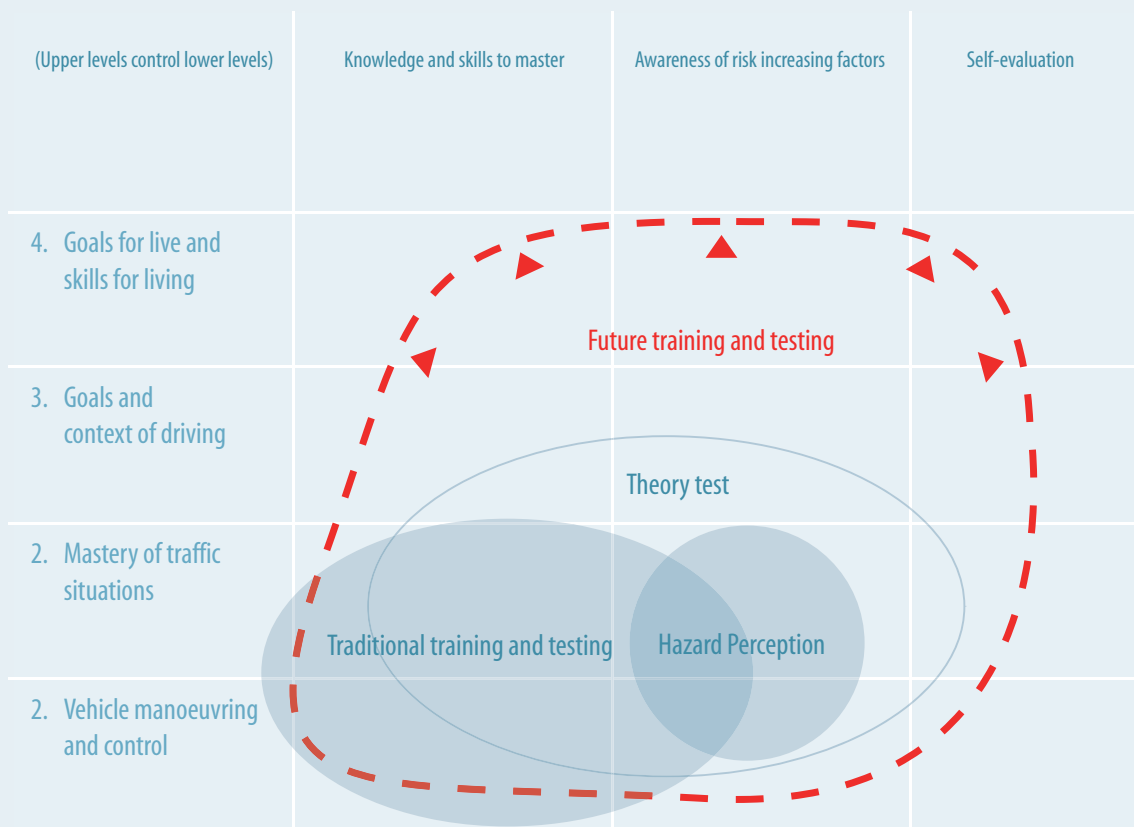
- To develop content-based guidelines for the training and testing of eco-driving in initial driver training and the driving test;
- To develop process-based guidelines on how to successfully implement the introduction of eco-driving in initial training and testing (promotion, design, communication, implementation and evaluation of ecodriving);
- To communicate these guidelines to CIECA members and other interested parties (e.g. workshop).

The project will start in earnest in January 2006 and will be finished by the end of 2007.

5.3 Integrating the GDE matrix into the driving test

The GDE (Goals for Driver Education) matrix depicts various levels of driver behaviour and the skills that drivers need on these levels to be able to drive safely. Until now, however, driver training and testing has tended to focus on the knowledge and skills located in the lower left-hand corner of the matrix (vehicle control and driving in traffic). Therefore, the driving test does not currently assess the full range of competencies required for safe driving.

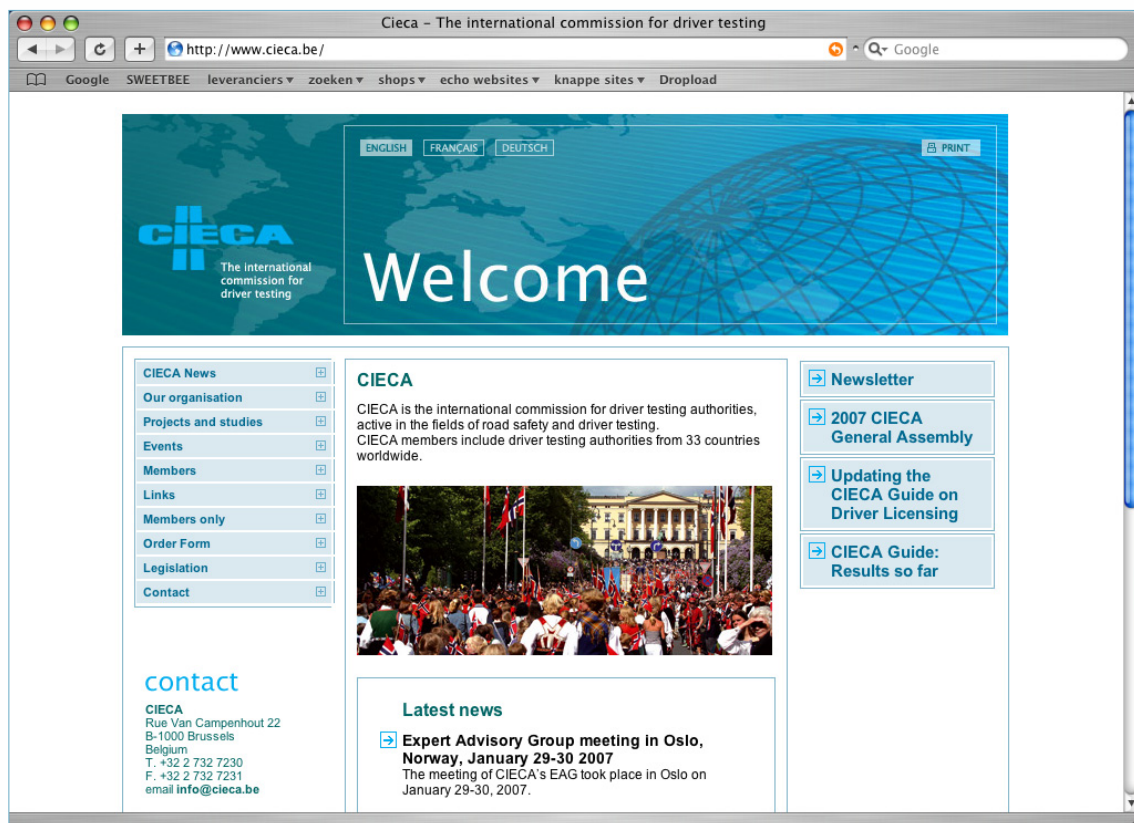
Recently, countries such as Norway, Finland and Austria have tried to integrate the GDE matrix, including the higher levels, more fully into their driver training programmes. This option is not open to many countries in which only the driving test can be changed. Several CIECA members, from Great Britain, Germany, Netherlands, Sweden, Finland, Northern Ireland, France, Switzerland and Belgium have therefore teamed together to brainstorm new ways of testing the full range of competencies for safe driving. The first meeting of this working group will take place in early 2007. The project is expected to last one year.



6 CIECA COMMUNICATION


6.1 Website

The information on the CIECA website (www.cieca.be) 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.



Completed	Full Title	Project manager
1999	Analysis of the theory and the practical test for the motorcycle categories	CIECA

The report describes the recommendations developed in a CIECA workshop organised for the study Analyses of the theory and the practical test for categories A, C and D, their trailer- and subcategories.



Directive 91/439/EEC served as the basis for discussion. The contents of the Directive was analysed and partly reorganised and

- the definition of the motorcycle categories
- minimum ages
- the timing, waiting period, organisation and contents of the theory test
- the location, contents, assessment criteria, duration, waiting period and test vehicle requirements of the practical test

Available documentation

- Recommendations
- Download Report Category A

6.2 Newsletter

The paper version of 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. In the beginning of 2006, CIECA launched its newsletter as part of its increasing efforts to engage the CIECA members in sharing news.

The bulk of the CIECA Newsletter consists of articles written by the CIECA members and the Secretariat. An overview of the organisations that have contributed to the Newsletter in 2006:

ASA (Switzerland)	2-phase training for novice drivers in Switzerland
ARK (Estonia)	Estonian Motor Vehicle Registration Centre (ARK) visit to the CBR (The Netherlands)
Ministry of Transport (Czech Republic)	The New computerised theory test in the Czech Republic
ADT (Malta)	Tackling young and inexperienced drivers - changing driver testing procedures in Malta
DEKRA (Germany)	CIECA Visit from Dr. Tostmann – European Commission
DEKRA (Germany)	CIECA visit to the Bohemian traffic academy in Prague
DEKRA (Germany)	The German Theory Test
DVTA (Northern Ireland)	CIECA Expert Advisory Group Visit to Northern Ireland
AKE (Finland)	Ecosafe comes – does it improve safety of driving?
CBR (Netherlands)	'Learning in traffic' - L. Woltring
TÜVSüd (Germany)	Meeting of judges, lawyers and experts: Vote for better education of driving teachers
TÜVSüd (Germany)	Less fatalities in road traffic in Germany
CBR (Netherlands)	The use of driving simulators for initial driver training and testing in the Netherlands
L TSA (New Zealand)	New Zealand compulsory on-road test for over 80s ends in 2006
SRA (Sweden)	Test with a digital pen and a mobile phone instead of the normal driving test protocol
VdTÜV (Germany)	1st International Fit to Drive Congress in Berlin, May 3 - 5, 2006

Furthermore, CIECA published articles on the following topics:

- Expert Advisory Group meeting in Northern Ireland, 1 - 3 February 2006;
- Expert Advisory Group meeting in Prague, 17 - 19 May 2006;
- Expert Advisory Group meeting in Leusden, 25 - 26 October;
- OECD Report: Young Driver: the Road to Safety;
- CIECA-VdTÜV workshop on Accompanied Driving;
- CIECA 50th anniversary Congress, Marseille;
- "Graduated Driver Licensing (GDL): Changes in Victoria, Australia - and GDL elsewhere";
- CIECA Workshop: Best practice in 'accompanied driving' for learner / novice drivers, December 14, Berlin;
- CIECA's commitment to the European Road Safety Charter;
- CIECA study looks at the medical condition of European car drivers;
- Best Practice Measures in Road Safety: the EU SUPREME project.

6.3 The 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 the autumn of 2005, work started on an update of the Guide on Driver Licensing. The new CIECA Guide on Driver Licensing is expected to be available by the end of 2007 and will be an online reference tool, linked to the CIECA website. The information available will be more elaborate, extending beyond driver testing to driver training systems, medical requirements for drivers, post-license restrictions and road safety campaigns.

In 2006, the work on the new Guide on Driver Licensing progressed well if slower than originally intended. The Expert Advisory Group has checked the proposed contents of the new Guide. The questions for the online questionnaire have been written and checked by the members of the working group. For sections requiring additional input, specialists (e.g. from the British DVLA) have been contacted.

The first part of the online questionnaires was launched on schedule on 1 October 2006. The second part was launched on 1 November 2006. So far, a large majority of the members have completed the first section and the number of CIECA members completing the remaining questionnaires has increased as time progresses.

