



Annual Report 2018-2019

c/ieca





CIECA is an organization with the ability to offer other institutions a forum in which to hold discussions in an environment of trust and openness which favours the exchange of positive ideas and experiences. This ability also brings about new perspectives and positive changes, not only for the people who participate in our events or the organizations in which they work, but also for society as a whole.

Our events bring together driver testing and training professionals of more than 38 nationalities which makes CIECA an important organization at international level dealing with road safety.

This 2018-2019 Annual Report, which offers a detailed look at CIECA's intense activity and achievements over the past year, must begin with enthusiastic recognition of the CIECA Secretariat for their work as they continue to address the challenges of today's accelerating world.

I would also like to mention the great effort that our organization is making to keep abreast with innovation. Under Augusta Sica's leadership, CIECA is responding adeptly to a fast-changing environment that is reshaping our sector and strives to offer all our members participating experiences focused in the new technologies emerging today.

CIECA also means commitment. We want to get involved and drive social progress from the road safety perspective. There

is no real social advancement if society is not able to build and secure safe roads for all users. CIECA wrapped up the 2018-2019 year with the further development of the Topical Group on Fitness to Drive whose work is to improve consistency of driving assessment practice throughout Europe and beyond, and share expertise. As always, the pillars of this group can be found in the CIECA Strategy that was redefined in 2016, and provides a renewed vision, and exemplary values to all our initiatives.

I would like to express my gratitude to every single person who has supported CIECA's common objectives year after year. Specially, I would like to thank the members of the Bureau Permanent, the Expert Advisory, the Theory Advisory and the Fit to Drive groups; all the CIECA members which make this organization possible; and all the individuals who have contributed to the sustainability of CIECA. Finally, I would like to take this opportunity to thank the entire CIECA administrative staff for their hard work and professionalism, which are essential for our functioning, and have helped to make our institution an important hub for driver testing and training organizations around the world.

Thank you very much.

René Claesen
CIECA President

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The CIECA Structure

CIECA is a member-based organisation.

General Assembly

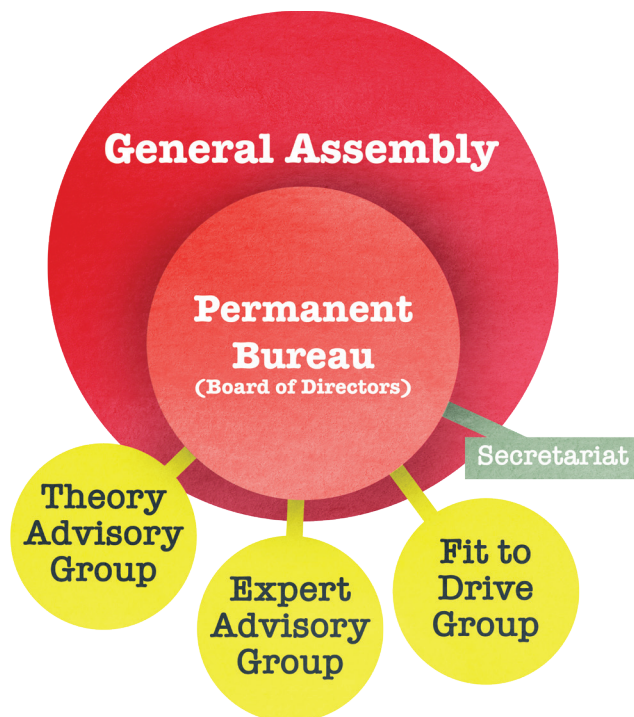
The General Assembly consists of all CIECA member organisations and is the highest decision-making body within CIECA. The financial accounts and activity report of the Permanent Bureau (Board) need to be approved by the General Assembly. The appointment of members of the Permanent Bureau and any changes to the CIECA Articles of Association (Statutes) must be approved by the General Assembly. The General Assembly is normally convened once a year.

Permanent Bureau (The Board of Directors)

The Permanent Bureau is the executive body of CIECA and is responsible for the management of the organisation. The Permanent Bureau (Directors) consists of the President, the Secretary General-Treasurer, and a maximum of seven Vice-Presidents (one of whom is appointed by the Board as First Vice-President). Directors are nominated by effective members. The Permanent Bureau meets on average five times a year to discuss ongoing affairs and can meet ad hoc whenever it is necessary.

Expert Advisory Group

The Expert Advisory Group (EAG) is a permanent group consisting of experts from a number of Effective member organisations. Members are appointed by the Permanent Bureau, which also approves its work programme. The EAG acts as a source of technical and professional advice, and it helps with studies, workshops, the preparation of the Congress, and also provides an audit service of their driving test systems to members.



Theory Test Advisory Group

Set up in 2010, the Theory Test Advisory Group (TAG) acts as a source of professional and technical advice for CIECA in matters of theoretical and computer-based assessment and supporting education.

Fit to Drive group

The Fit to Drive Group is a topical group. Topical groups are temporary domain-specific groups to focus on discussion and activity around a given area, and typically, the duration of the group is three years. The work of the FTDG widens the scope of CIECA activities giving more attention to fitness to drive issues.



Our Members

CIECA counts 70 members from 38 countries, covering almost all of Europe, and is also represented in Canada, Georgia, New Zealand, Republic of Korea, Russia, Tunisia, the United Arab Emirates, and the United States of America.

In the last 12 months the CIECA family welcomed two Associated members, Preventing Road Accidents Foundation (Poland), and Pearson VUE (UK), and one Effective member, Autosécurité (Belgium). At the same time, two old Associated members, the Austrian Road Safety Board (KfV) and the TUV / DEKRA argetp21, Germany, had their applications to become CIECA Effective members approved in this period.

We expect that this trend will continue, and that new members from across the globe will continue to enrich CIECA's expertise.

MEMBER ORGANIZATIONS

Currently, there are four categories of CIECA members:

- **Effective members:** entities responsible for the regulation, execution or auditing of driving tests.
- **Associated members:** organizations involved in research, education and assessment activities related to the Association's competences that are willing to support CIECA's goals though they do not regulate, execute or audit driving tests.

- **Affiliated members:** international umbrella bodies involved in activities related to CIECA's objectives.
- **Honorary members:** persons who have made a particularly special contribution to CIECA.

EFFECTIVE MEMBERS

1. Austria: Bundesministerium für Verkehr, Innovation und Technologie (BmVIT)
2. Austrian Road Safety Board (Kuratorium Für Verkehrssicherheit, KfV), Austria
3. Belgium: Flemish Administration, Mobility and Public Works Department
4. Belgium: Groupement des Organismes de Contrôle Automobile (GOCA)
5. Belgium : Autosécurité, Wallonie
6. Bulgaria: Ministry of Transport, Road Transport Administration
7. Canada: Société de l'Assurance Automobile du Québec (SAAQ)
8. Croatia: Hrvatski Autoklub (HAK)
9. Cyprus: Ministry of Communication and Works
10. Czech Republic: Ministry of Transport, Drivers' Administration Department
11. Denmark: Danish Road Safety Agency
12. Estonia: Estonian Road Administration
13. Faroe Islands: Akstovan
14. Finland: Finnish Transport and Communications Agency (Traficom)



15. France: Ministère de l'Intérieur, Délégation à la sécurité et à la circulation routières (DSCR)
16. Georgia : Ministry of Internal Affairs, Service Agency Legal Entity of Public Law (LEPL)
17. Germany: DEKRA Automobil GmbH
18. Germany: Verband der Technischen Überwachungsvereine e.V. (VdTÜV)
19. Germany: TÜV / DEKRA argetp21
20. Great Britain: Driver and Vehicle Standards Agency (DVSA)
21. Hungary: Ministry of National Development
22. Iceland: Icelandic Transport Authority
23. Ireland: Road Safety Authority (RSA)
24. Korea: Road Traffic Authority (KoROAD)
25. Kosovo: Ministry of Infrastructure
26. Latvia: Ministry of Transport, Road Traffic Safety Directorate





27. Lithuania: REGITRA State Enterprise
28. Luxembourg: Ministère du Développement durable et des Infrastructures, Département des transports
29. Malta: Transport Malta
30. Monaco: Ministère de l'Etat, Service des Titres de Circulation
31. New Zealand: Vehicle Testing New Zealand (VTNZ)
32. Northern Ireland: Driver and Vehicle Agency (DVA)
33. Norway: Norwegian Public Roads Administration (Statens Vegvesen Vegdirektoratet)
34. Poland: Ministry of Infrastructure and Construction, Road Transport Department
35. Portugal: Associação Nacional dos Industriais do Ensino de Condução Automóvel (ANIECA)
36. Portugal: Institute for Mobility and Transport (Instituto da Mobilidade e dos Transportes, I.P., IMT)
37. Romania: Ministry of Interior and Administration Reform, Driving Licence and Vehicle Registration
38. Spain: Ministry of Interior, Dirección General de Tráfico (DGT)
39. Sweden: Swedish Transport Administration (Trafikverket)
40. Sweden: Swedish Transport Agency (Transportstyrelsen)
41. Switzerland: Association of Road Traffic Services (Vereinigung der Strassenverkehrsämter, ASA)
42. Switzerland: Federal Roads Office (Bundesamt für Straßen, ASTRA)
43. The Netherlands: Centraal Bureau Rijvaardigheidsbewijzen (CBR)
44. Tunisia: Agence Technique des Transports Terrestres (ATTT)
45. Tunisia: Ministère du Transport, Direction Générale des Transports Terrestres
46. United Arab Emirates: Roads & Transport Authority (RTA), Licensing Agency

ASSOCIATED MEMBERS

1. Austrian Driving Schools; Austria
2. CAS, United Kingdom
3. Centaure, France
4. Driving Mobility, United Kingdom
5. Ecole de Conduite Française (ECF), France
6. Editions nationales de Permis de Conduire (ENPC), France
7. Flemish Foundation for Traffic Knowledge (Vlaamse Stichting Verkeerskunde, VSV), Belgium
8. Foundation for Road Accident Prevention, Poland
9. German Road Safety Council (Deutscher Verkehrssicherheitsrat, DVR), Germany
10. German Society for Traffic Psychology (Deutsche Gesellschaft für Verkehrspsychologie e.V., DGVP), Germany
11. Instructional Technologies Inc., USA
12. Jelly Learn, United Kingdom
13. National Confederation of Driving Schools (Confederación Nacional de Autoescuelas, CNAE), Spain
14. Nord University, Norway
15. Opus Inspection, USA
16. Pearson Vue, UK
17. Prometric, Ireland
18. Qeyadah Driving Solutions, United Arab Emirates
19. R&D Center for Driving (RDCCD), Russia
20. Vias Institute, Belgium





AFFILIATED MEMBERS

- American Association of Motor Vehicle Administrators (AAMVA), USA
- 2. European Driving Schools Association (EFA)
- 3. European Transport Training Association (EuroTra)
- 4. MOVING International Road Safety Association e.V.
- 5. Nordic Union of Driving School Associations

HONORARY MEMBERS

- 1. Mr. Jean-Pierre Fougère, France, former CIECA Secretary General-Treasurer
- 2. Mr. Kari Hakuli, Finland, former CIECA President
- 3. Mr. Peter Ripard, Malta, former CIECA Vice-President
- 4. Sonja Spørstol, Norway, former CIECA President
- 5. Mr. Jozef-Peter Vaessen, the Netherlands, former CIECA President
- 6. Mr. Willem Vanbroeckhoven, Belgium, former CIECA President





The 50th CIECA General Assembly & congress took place in Belfast, Northern Ireland, from 29 May to 1 June 2018

In total, over 40 countries were represented, and 187 members and non-members attended the event in Belfast.

For the DVA, which is an organisation in a small country of only 1.8 m inhabitants, hosting the General Assembly & Congress was a great honour and gave us an opportunity to showcase to our peers and colleagues what we are doing and what we can offer, but more importantly to have access to the vast store of knowledge and expertise that exists in CIECA so that we can learn more about the latest developments in driver education, training and testing from highly respected experts in the industry and academia.

The Belfast City Hall illuminated with the CIECA colours during the celebration of the Gala dinner.



The success of the Belfast event was in large part due to the advice, guidance and assistance provided by Jan Isachsen, Norwegian Public Roads Authority who, along with Nord Trøndelag University, hosted the previous year's event in Trondheim. We were and are very grateful for the help and support offered by Jan.

The theme of the Belfast event was ***Safe Driving for Life: changing attitude and behaviour through education, training and testing.***

I think we all recognise and accept that learning to drive is an important skill for many people and is often seen as a rite of passage that will open up a range of opportunities for educational, social and vocational activities. However, with this comes a great deal of personal responsibility, which is often missing from the qualities expected from learner and novice drivers. Sadly, the evidence of this is all too clear in the unacceptably high number of new, particularly young, drivers involved in collisions each year.

In the Driver & Vehicle Agency (DVA), we have been looking at attitude and behavioural change for learner and novice drivers for some time. Our aim is to empower

them with the skills needed to be a responsible safe driver, thereby reducing the carnage on our roads. Our plan is to improve how we train and test drivers to be competent, safe and responsible for when they first start to drive unaccompanied. Consequently, we thought this would be a good topic for discussion and a sharing of ideas for the 50th Congress.

The Congress was opened by our Department's Permanent Secretary, Peter May, who highlighted that our principal aim, not only in Northern Ireland but throughout CIECA, in relation to road safety is to contribute to reducing the number of people killed and seriously injured on our roads. Peter drew on research to illustrate that over 95% of all road deaths are due to human error. Mistakes that people make on the road; mistakes that change lives and even end lives – forever! However, the stark fact is that the main causes of deaths and serious injury are inattention or attention diverted; excessive speed; and alcohol and drugs. All of these causation factors are behavioural characteristics which can be prevented.

Peter went on to explain that the theme of the Congress ties in with the work that we are undertaking to introduce



Safe driving for life:
changing attitude and behaviour through
education, training and testing.

Graduated Driver Licensing in Northern Ireland and that the Congress also presents an opportunity for us in Northern Ireland to learn what colleagues are doing in their respective countries.

The big challenge for all of us involved in road safety, whether that is in the field of education, training or testing, is to try and ensure that when someone presents for their practical driving test that they are not only capable of performing the basic mechanical functions of driving a vehicle, but that they are equipped with the knowledge and awareness to drive that vehicle safely so that they are not a risk to themselves or other road users.

Pat Delaney
DVA & CIECA Vice-President





The Permanent Bureau

During the last CIECA General Assembly held in Belfast (Northern Ireland), two Vice-Presidents, Mark Magee (from DVSA, UK) and Habib Toumi (ATTT, Tunisia) left their positions as CIECA Vice-Presidents.

In the same session, one new Vice-President was welcome into the Permanent Board for a three-year term: Pat Delaney (DVA, Northern Ireland)

There were no candidates to occupy the post of Acting Secretary General-Treasurer, but following article 18.8 of the CIECA Statutes, Dr. Roland Krause was co-opted as Secretary General-Treasurer until the next General Assembly which will take place in Tbilisi (Georgia) in June 2019.

During 2018 - 2019, all Board members continued to work to reinforce CIECA's position, and to continue building on the agreed strategy of the organization for the period up to 2020.

The CIECA Board of Directors held five meetings throughout the year:

- 21 September 2018, Brussels (Belgium)
- 7 December 2018, Brussels (Belgium)
- 8 February 2019, Brussels (Belgium)
- 22 March 2019, Tbilisi (Georgia)
- 5 June 2019 (Georgia)

Members of the Board Permanent 2018 – 2019 (from left to right):

Lauris Kumpinš, representative from the Ministry of Transport of Latvia, and Chair of the TAG; Augusta Sica, CIECA Business Manager; Susana Pavlino, Regional Director of the Institute of Mobility and Transports of Portugal; René Claesen, President of CIECA and Manager of Research & Development in CBR, the Netherlands; Pat Delaney, Director of Operations in DVA, Northern Ireland; Hanna Hakanen, Director General of Transport Operators Sector at Traficom, Finland; Roland Krause, from DEKRA, Germany; and Per Gunnar Veltun, representative of the Norwegian Public Roads Administration, and ex-EAG Chair.

In addition to following up the day-to-day business of CIECA, the Board of Directors paid special attention to:

- actions to contain expenditure, to improve budget and accountability;
- revision of CIECA membership fees;
- actions to transform CIECA through improvements in governance and operational effectiveness;
- follow-up of the preparations of the 2019 Congress in Tbilisi, Georgia;
- overview of the activities organized by the Secretariat, the activities of the EAG, the TAG, and the FTD expert groups;
- representation of the organization in external events.

Pat Delaney, from DVA, joins the Permanent Bureau

He was elected in the 50th CIECA General Assembly that was held in Belfast in May 2019.

Last year, the 50th CIECA General Assembly & Congress was hosted by my organisation, the Driver & Vehicle Agency (DVA), and held in my home city of Belfast, Northern Ireland.

This was a huge honour for both my organisation and me personally. However, as successful as the event was, it didn't happen without a lot of preparation and that included me attending meetings of the Permanent Bureau in Brussels and Belfast. While my principal role in attending these meetings was to provide an update on progress and give assurances to the Permanent Bureau that all arrangements were progressing as planned, I did get an insight into the workings of the Permanent Bureau and, on occasion, was asked for my opinion as an Effective Member on some topics the Permanent Bureau members were discussing. If truth be told, I rather enjoyed being involved in these discussions and therefore, the seed to apply for the role of vice-president was sown.

With the support of my organisation I applied to become a Vice-President, and it was a great honour to be elected at the General Assembly in Belfast.

Being part of the Permanent Bureau has given me an opportunity to work with many talented and committed people to discuss a wide range of topics and share ideas about driver testing and driver education and, more importantly, to shape and influence the future direction of this work for the benefit of all CIECA members.

The DVA has been a member of CIECA for many years. Some of my predecessors and retired colleagues were very committed to CIECA and always spoke highly of the need to be involved in CIECA, not only simply attending events, but participating and making a valuable contribution to it so that we can learn from others. In that regard, most of us are aware of the challenges that technological development in car design will pose for driver training, driver education and driver testing, and we must be thinking and preparing our response to those challenges, bearing in mind that legislation progresses at a snail's pace compared to the lightning speed of advances in technology. However, we must not lose sight of the here and now. In Europe, we have a population many of whom have complex medical needs but who still wish to retain as much independence and mobility as they can. That poses a dilemma for licensing organisations, not whether someone can drive, but should they be driving and, if not, how do we address that?

I believe CIECA's Fitness to Drive Group will make an enormous contribution to this issue and, as I have a keen interest in this topic, it is something I am eager to support.

Finally, my first year in the Permanent Bureau has passed so quickly, but it has been extremely rewarding and I look forward with anticipation to the next two years.

Pat Delaney
DVA & CIECA Vice-President



Financial Statement

In order to secure the increase of activities and services for members, as well as CIECA's new initiatives like the work of new topical groups, it was decided to invest in administrative staff. CIECA was aware of the important economical effort this decision meant for the organization but decided to support the investment in favour of the benefit of

members. Unfortunately, this year CIECA has been unable to secure all due membership fees, and this has impacted our final figures. In any case, the numbers show the need to review our membership fees system if we want to build a sustainable organization for years to come.

Operating Income	Realisation 2017	Budget 2018	Realisation 2018
Membership fees	456,377.00	464,165.00	455,098.00
Other income (Bank interest, research projects, events, etc)	171.79	400.00	1,446.22
Total operating Income	456,548.79	464,565.00	456,544.22
Operating expenses			
Personnel	286,071.53	285,000.00	326,046.76
Services	24,607.03	26,000.00	18,473.84
Accommodation Brussels office	33,903.82	38,000.00	35,717.22
Office service costs	7,124.52	10,000.00	8,075.07
Travel & accomodation Secretariat	14,355.78	15,000.00	14,039.42
BP representation Travels		2,000.00	
Activities congress/workshop and visits	15,830.88	25,000.00	16,027.94
Permanent Advisory Groups	9,756.53	25,000.00	15,309.44
Representation and marketing	7,190.85	5,000.00	11,200.23
Contingency		10,000.00	
VAT	8,874.50	12,000.00	10,952.41
Communal Taxes	3,135.49	5,000.00	2,876.43
Total operating expenditures	410,850.93	458,000.00	458,718.76
Economic result	45,697.86	6,565.00	-2,174.54
Depreciation	9,703.96	5,000.00	5,155.72
Financial Charges	316.52		280.26
Extraordinary Charges			
Provision vacation Y+1	28,900.00	35,400.00	35,400.00
Provision vacation Y	-24,628.54	-35,400.00	-35,400.00
Financial result	31,405.92	1,565.00	-7,610.52

PRESENCE OF CIECA IN EXTERNAL EVENTS

CIECA representatives spoke at / attended the following events in 2018-2019:

- EFA meeting in Lisbon, Portugal, 18-19 April 2018. Attendance by Susana Paulino.
- Meeting with EReg (Association of European Vehicle and Driver Registration Authorities) in Brussels, Belgium, 26 April 2018. René Claesen and Augusta Sica attended this meeting on CIECA's behalf.
- Meeting with ETSC on 3rd July 2018 in Brussels, Belgium, 3 July 2018 attended by René Claesen.
- The President of CIECA, René Claesen, attended an UNECE meeting on 3-4 September in Paris.
- EFA meeting in Helsinki, Finland (24-25 October 2018). Mrs Hakanen was the CIECA representative at this event.
- Meeting UNECE Taskforce in Japan from 23 to 25 October 2018). Mr Claesen was present in this meeting as CIECA President.
- DG MOVE meeting on 4 February 2019 in Brussels: Committee on the initial qualifications and periodic training of drivers of certain vehicles for the carriage of goods and passengers- The CIECA Business Manager, Augusta Sica, attended this event.
- Meeting UNECE Taskforce in China (January 2019). Mr Claesen attended this meeting as CIECA President.
- Meeting of UNECE Taskforce in Washington D.C., on 1-2 April 2019. Mr. Claesen was present.
- EReg Annual Conference in Lisbon (Portugal) on 7-8 May 2019. Susana Paulino attended as CIECA representative.
- EFA meeting in Brussels on 16 May 2019. Augusta Sica attended the event.

CIECA has a Consultative Status Category II at the Economic and Social Council of the United Nations.



CIECA's participation in the WP.29 of UNECE

As a representative of CIECA, our president, René Claesen, took part in several meetings of a special working group, operating under the responsibility of the World Forum for harmonization of vehicle regulations, WP.29 which is a working party of the Sustainable Transport Division of the United Nations Economic Commission for Europe (UNECE). The task of WP.29 is creating a uniform system of regulations for vehicle design to facilitate international trade.

The VMAD working group (Validation Methods for Automated Driving) was created in order to develop methods to assess the safety of the driving performance for automated driving systems that fulfil and /or take over driving tasks of the human driver while driving the vehicle. To avoid a mainly technological approach, CIECA is involved to insert the "human factor" in future ways of testing (partly) automated vehicles. Apart from the interest for (driving) test organizations to be involved in testing future automated vehicles, a human driver will still be in the vehicle in a role that is assumed to change. Therefore, the aim for CIECA is also to define the future role of the driver in (partly) automated vehicles in order to adapt the future driving test.

The VMAD group met on 4 and 5 June in The Hague, Netherlands and on 23 and 24 October in Niigata, Japan. The meetings will continue in 2019. The aim is to deliver proposals for test methods in the autumn of 2020.

René Claesen
CIECA President



The TAG during their meeting in Bern in October 2018.



Candidates wait to be called to take their theory test. Image taken during the TAG audit of the theory test in Lithuania.

Theory Test Advisory Group (TAG)

Set up in 2010, the Theory Test Advisory Group (TAG) acts as a source of professional and technical advice for CIECA in matters of theoretical and computer-based assessment and supporting education.

Waschke from VdTÜV (Germany) have also joined the group. Another important change is that TÜV / DEKRA arge tp 21 (Germany) are now part of the group as a CIECA Effective member.

From September 2018 to May 2019, the TAG carried out the following activities:

Currently, the group consists of the following members:

- 10 – 11 October 2018, Bern (Switzerland): 16th TAG meeting.
- 26 – 27 February 2019, Brussels (Belgium): 17th TAG meeting.
- 14 – 15 March 2019, Vilnius (Lithuania): At the request of Regitra, and in order to help with further improvements in the theory test system in Lithuania, the TAG carried out an audit of the theory test in the country. On this occasion, the TAG was represented by Lauris Kumpinš, and Jasper Tammeling.
- 10 April 2019, Barcelona, Spain: TAG workshop entitled *Failed the test! What happens now?*

- Lauris Kumpinš (Ministry of Transport, Latvia)
- Josée Noe (GOCA, Belgium)
- Dr. Sinan Alispahić (Hrvatski Autoklub, Croatia)
- Sanja Brnadić Zoranić (Hrvatski Autoklub, Croatia)
- Damien Laplace (Ministry of Interior, France)
- Marc-Philipp Waschke (VdTÜV, Germany)
- Guy Chamberlain (Driving Standards Agency, Great Britain)
- Algimantas Tarabilda (Regitra State Enterprise, Lithuania)
- Karsten Nikolaisen (Norwegian Public Roads Administration, Norway)
- Miguel Ángel Redondo (Dirección General de Tráfico, Spain)
- Mikael Stenberg (Trafikverket, Sweden)
- Jasmine Atmaca (Association of the Road Traffic Departments, Switzerland)
- Jasper Tammeling (CBR - The Netherlands)
- Lars Rößger (TÜV / DEKRA arge tp 21, Germany)
- Rasmus Ojamets (Estonian Road Administration, Estonia)

The Theory Test Advisory Group is chaired by Lauris Kumpinš from the Ministry of Transport in Latvia helped by Guy Chamberlain from DVSA as TAG Deputy Chairman. During this year, Damien Laplace from the Ministry of Interior (France), Jasper Tammeling from CBR (the Netherlands), Rasmus Ojamets from the Estonian Road Administration, and Marc-Philipp

New TAG members

**MARC-PHILIPP WASCHKE, VDTÜV,
GERMANY**

I am very pleased to collaborate with international colleagues from different countries. Road safety and mobility do not stop at our national borders. It is necessary to exchange experiences, cope with problems and find solutions in a European or a multinational context.

How to deal with continual automation and connectivity in and between vehicles? How to counter criminal manipulation of the theory test? How to handle the increasing number of candidates failing the test? It is useful and immensely needed to debate these questions both within a national and international frame. Hence, I must state: the TAG is the most appropriate forum for this purpose. Besides the regular TAG meetings, there are a lot of opportunities to talk with all TAG colleagues to discuss best practices in detail.



**DAMIEN LAPLACE, Ministry of Interior,
France**

I joined the TAG in October 2018. I discovered then that most of the TAG members are concerned by similar issues and faced the same difficulties. In the TAG, I have found a group in which problems are shared with lots of benevolence, seriousness and mutual respect. This working group is very significant in order to share best practices applying to the theoretical exam and to exchange information with other TAG members on their current work in relation to the test.

For all these reasons, it is really motivating to work alongside other partners trying to improve theory tests and road safety.



**JASPER TAMMELING, CBR, the
Netherlands**

The moments I share with my TAG colleagues are very valuable to me, because it helps me to see matters from different angles. It is fascinating to see how we all differ with our systems but encounter the same challenges. Especially in a time where new techniques and challenges emerge and evolve rapidly (e.g. alternative item types, new insights on hazard perception testing and new types of fraud in the theory test), it is necessary to confer with colleagues from the same work-field and share knowledge and insights on regular basis to stay up to date.



TAG WORKSHOP:

Failed the test! What happens now?

The 2019 TAG workshop took place on 10 April 2019 in the Orfeó Martinenc in Barcelona (Spain). 28 representatives from thirteen CIECA countries met to discuss how providing feedback could help to counteract the declining pass rates on the theory test over recent years.

The event was structured around a series of group discussions introduced by Lauris Kumpinš, TAG Chairman, and Caterina Calsamiglia, an ICREA Research Professor at the Institute of Political Economy and Governance. The discussions were also supported by the presentations given by some TAG representatives: Jasper Tammeling (CBR, the Netherlands), Mikael Stenberg (Swedish Transport Administration), and Lars Rößger (TÜV / DEKRA arge tp 21, Germany). Prometric, one of CIECA Associated members, was also in charge of one of the presentations.

From the discussions it was obvious that, although the systems to provide feedback to candidates may vary due to cultural, social, and historical reasons, all countries consider feedback a necessity, and a positive feature in their driving licence systems. It is essential that, once the candidate finishes his test, the process of providing and receiving feedback becomes a positive experience. The purpose of feedback in the learning process is to improve a candidate's performance, not to put an obstacle in it, and that it ensures that the candidate is in his way to overcome his learning difficulties.

The development of feedback that contains detailed information on the wrong answers given by the candidate, can make him more aware of the topics and sub-topics he should revise to take the theory test after having failed. It would also be a good idea to provide tools so that a candidate understands the connection between the theory and practical test, how both assessments are



guiding his learning experience, how the results on both exams are connected, and the implications these results might have in his driving style. Although this should be carefully considered as it might facilitate the learning of only questions instead of topics, providing detailed information on the items in which the candidate has failed is also an option that some countries support.

Building the feedback around the concept of competences and not topics would help to motivate candidates to develop their skills in a more natural way so the theory and the practical tests could merge in a global learning experience. This also is highly connected to the idea of positive feedback: it is crucial to provide not only information about what a candidate does wrong in the exam, but also about what he does well. This will keep him motivated to improve his driving skills.

Within this context, taking advantage of new software tools, and the possibility to develop new apps for mobile platforms needs to be further considered and developed so the learning experience is brought closer to the candidate. It is vital that we take into consideration each individual when giving student feedback. Driver candidates are diverse learners, and these new technical developments provide the technical support needed to personalised feedback.

The day was productive for all participants who went home with new ideas to consider. After the event, the TAG collected feedback that will be used to continue developing events for CIECA members.

The Expert Advisory Group

The Expert Advisory Group (EAG) is a permanent group consisting of experts from different CIECA Effective member organisations. Members are appointed by the Permanent Bureau, which also approves its work programme. The EAG acts as a source of technical and professional advice mainly in relation to the practical driving test, and it helps with studies, workshops, the preparation of the Congress, and also provides an audit service of the practical driving test to CIECA members.

Per Gunnar Veltun from the NPRA (Norway), Chair of the group since 2012, left the group at the end of April 2019. Philippe Usson (Ministry of Interior, France) was elected Chair of the group in the internal meeting that the group held in Norway in February 2019. He is supported in his role by Saulius Suminas, from Regitra (Lithuania), who was elected Deputy Chair of the EAG in September 2018.

The group has undergone other important changes this year, opening its doors to new EAG members that will enrich the work of the group with new insights. The group at the moment consists of the following members:

- Steven Raes (GOCA, Belgium)
- Christian Lapierre (Société de l'Assurance Automobile du Québec, Canada)
- Priit Tamra (Estonian Road Administration, Estonia)
- Elina Uusitalo (Traficom, Finland)
- Philippe Usson (Ministry of Interior, France) – EAG Chairman
- Marcellus Kaup (TÜV SÜD, Germany)
- Saulius Šuminas (REGITRA State Enterprise, Lithuania) – EAG Deputy Chairman
- Paulo Figueiredo (ANIECA, Portugal)
- Javier Galindo (DGT, Spain)
- Olof Stenlund (Swedish Transport Agency, Sweden)
- Jaap Kroon (CBR, the Netherlands)
- Gordon Witherspoon (DVSA, UK)

EAG VISIT TO NORWAY

From 12 – 15 February 2019, all members of the EAG had the opportunity to meet each other for the first time in Norway invited by Per Gunnar Veltun, from the Norwegian Public Roads Administration who organized a very special practical activity with the aim of helping the group to prepare for its 2019 workshop that will focus on ADAS. Per Gunnar also took the opportunity to say goodbye to the group.



EAG VISIT TO ICELAND

From 2 – 4 April 2019, the EAG participated in the audit of the driving licencing system in Reykjavik, Iceland, invited by the Iceland Transport Authority. The group of experts, hosted by Holger Torp, Head of the Drivers Education and Licencing Section at ICETRA, had the opportunity to observe several category B tests. The observations provided the basis for the recommendations to improve the driver licencing system in this country.



PAULO FIGUEIREDO, ANIECA (Portugal)

I was born in a family of driving instructors, so driver's education has always been an important part of my life. I started working in ANIECA in 1997 after having been a driver instructor for six years. This experience gave me a "double perspective" on driver's education, and I really believe that teaching and examining must have a very strong connection. After ANIECA became a CIECA member, in 2008, I had the opportunity to participate in many CIECA congresses, workshops and projects, where I acquired much more knowledge and experience. Since the beginning of 2019, I became part of the EAG. It's a great honour to discuss current and important topics with this group of experts. At this point I am really interested in understanding how we should deal with new technologies in driver's education and evaluation. Although I defend that new drivers must be prepared to use ADAS, how shall we prepare a driver to use a car with no driver?

STEVEN RAES, GOCA (Belgium)

After a period of 10 years as an Operations Manager in the biggest driving school in Belgium, I joined GOCA to become the Head of the Driving Licence Department. Joining the EAG was the most natural thing to do, because it is very important that we look for answers further than in our own country and observe and learn about what is happening in other European countries. In my first meeting in Oslo, I met an enthusiastic team that is very committed and shares a common goal: "How can we improve road safety by improving the standards of practical driver testing". Improving and innovating our tests based on the latest pedagogical insights and technological developments will be a big challenge in a fast-changing environment.

OLOF STENLUND, SWEDISH TRANSPORT AGENCY

Ever since I started as a driving instructor and worked as an examiner, I have had great interest in drivers' behaviour and traffic safety. For 15 years I have worked as an expert and adviser in the field of driver training, driver testing and road safety in general. One of the main areas in which I have worked has been the development of our driver training system and the design of different regulations, both national and international. I came in contact with CIECA for the first time in 2006. Now, as a member of the EAG, I am very pleased that after all these years I have been given the opportunity to contribute more to CIECA's work. Our organization is also very grateful for the expertise and professional insights that we can get from this group of experts.



PER GUNNAR VELTUN, NPRA (Norway)
Goodbye, EAG!

I became member of the EAG in 2011 and was elected Chairman the following year. During my stay in the group, I had the benefit and pleasure of working closely together with many brilliant colleagues, developing good friendships as well as acquiring a lot of knowledge about driver testing and training. The group has visited a series of countries in different parts of the world through these years. We have been to Tunis in the South, Quebec in the West, Finland in the North, and Georgia in the East, in addition to several countries in Europe. What is common in all countries, I think, is a strong wish to make driver testing the best possible contribution to road traffic safety and an important tool to support to driver training and other systems for solo driving. I am grateful for the opportunities I have been given as a member of the EAG to interact with many people through many years. I have left the group now, but I have not retired yet, so I hope to meet with many of you also in the years to come!

GORDON WITHERSPOON,
DVSA, UK

I have a passion for cars and motorcycles, and I am also qualified to drive LGV's and buses. I am employed by the Driver and Vehicle Standards Agency (DVSA) and my current position is Deputy Chief Driving Examiner / Head of Driver and Driver Training Policy. I have been in my current role for 18 months and this involves overseeing the implementation of development and enhancements to driver testing and driver training in Great Britain. My involvement with the EAG will ensure that DVSA receives the benefits of communications from fellow CIECA members, which is vitally important to ensure a consistent approach and delivery with the continuous and upcoming progression in connected and autonomous vehicles.

From Left to Right: Olof Stenlund (Swedish Transport Agency, Sweden), Paulo Figueiredo (ANIECA, Portugal), Christian Lapierre (Société de l'Assurance Automobile du Québec, Canada), Philippe Usson (Ministry of Interior, France) – EAG Chairman, Steven Raes (GOCA, Belgium), Javier Galindo (DGT, Spain), Per Gunnar Veltun (NPRA, Norway) – Ex-EAG Chairman, Elina Uusitalo (Traficom, Finland), Jaap Kroon (CBR, the Netherlands), Gordon Witherspoon (DVSA, UK), Marcellus Kaup (TÜV SÜD, Germany), Saulius Šuminas (REGITRA State Enterprise, Lithuania) – EAG Deputy Chairman, Priit Tamra (Estonian Road Administration, Estonia)



The EAG in Norway: Are th

To understand how recent ADAS work and what their main limitations are, EAG performed a set of tests in Gol, a beautiful small town 170 kms away from Oslo. We drive on roads covered with snow and in a frozen lake (Tisleifjorden) near Gol. For these tests we used 2 vehicles: A Tesla Model X, and a Mercedes GLC.

Most of new vehicles are equipped with a set of ADAS (Advanced Driver Assistance Systems). That is why it is so important to include this topic in training and assessment of drivers. All candidates and drivers must be prepared to use new car technologies.

I confess that I started this experiment with some resistance to autonomous driving systems, for selfish reasons: If a driver is no longer required, we do not need instructors, driving schools, examiners, CIECA, etc. Yet, I tried to understand how these new technologies can contribute to road safety. To my own astonishment, autonomous driving systems installed in both vehicles became a real dangerous experience. Without the intervention of the driver (well experienced in these matters) we would have gone out of the road several times, and maybe even been involved in an accident, in a route of about 4 kms.

More than once, the vehicle swerved to the left, in the middle of a right turn. Both cars arrived too fast to the roundabouts and tried to climb them, instead of drive around, and all this happened in an unexpected and abrupt way.

In a straight line, the systems are relatively efficient, if there are road markings. However, the approach speed to the interceptions was often too high, leaving little room for error correction. It seems that the white blanket of snow around us removed reference points. The system seemed to be disoriented.

Whenever the autonomous driving system feels that it's not able to function properly, warns the driver to take control of the car. In the Tesla, the driver is alerted by sound and luminous signal. However, in the Mercedes, there is only a change of color (green to gray) in a small steering wheel symbol in the upper left corner of the dashboard! So, instead of being vigilant of the surrounding environment, the driver cannot take his eyes off the dashboard, otherwise he will not realize that the system has been turned off and the vehicle is drifting! Because we never know when road conditions will change and are no longer perfect, we cannot rely on autonomous systems. The driver must be much more vigilant in an autonomous vehicle than in a "traditional" one.



Are the new ADAS safe enough?

When we enabled Intelligent Cruise Control function, which allow us to pursue the vehicle in front, the experience was even more frightening. Once the desired safety distance was programmed (3 seconds), the Mercedes peacefully followed the Tesla in front of us. It was just perfect until we asked the Tesla driver to speed up. In a fraction of a second the Tesla disappeared in the horizon. Mercedes struggled to keep up with the 3-second interval, and its only focus was to follow the car in front. We crossed speed bumps, crossroads and crosswalks, regardless of speed limits and basic safety rules. Mercedes mission was clear: chase the Tesla!

Regarding stability control (ESP) and traction systems, they worked really well. The way both cars behaved on roads covered with snow and on the ice circuit of Lake

Tisleifjorden was quite impressive. It is more likely that the driver slips when leaving out of the car, that one of these vehicles leave the track.

In summary, these new technologies have been developed to help drivers to perform their tasks and promote road safety, yet they still have many shortcomings. Vehicle full automation is still far from being safe and complete. Before we can exclude the driver from the car, we need to increase the level of competency of candidates and drivers.

Paulo Figueiredo

EAG Member & ANIECA (Portugal)





THE CIECA TOPICAL GROUP ON FITNESS TO DRIVE

In total, 36 outstanding representatives from 18 CIECA member organizations and 11 countries are involved in the work of the Fit to Drive Topical Group. From the first reflections at two workshops dedicated to Disabled Driver Assessment that took place in 2014 and, in 2015, and following an expression of interest received from many CIECA members that were interested in working on this and other medical and psychological issues, the CIECA Fit to Drive Topical Group was established. This expert group consists of two subgroups who have developed their work programmes towards very distinctive goals:

SUBGROUP 1: SETTING STANDARDS FOR DISABLED DRIVER ASSESSMENT

The development of best practice guidelines for the process of Disabled Driver Assessment including defining the qualifications and skill sets necessary for assessment staff and identifying training models for those staff.

The creation of a structure to share information and best practice developments, to ensure that this is available for experts in the field and that their questions are addressed.

The purpose of this work is to improve consistency of driving assessment practice throughout Europe and beyond and share expertise. The intention is that the outcomes will be made accessible and freely available to all practitioners in the field.

SUBGROUP 2: SETTING STANDARDS FOR THE EVALUATION OF MEDICAL FITNESS TO DRIVE

The business case underlying the work programme of this subgroup aims at creating an arena for European dialogue and comparisons between countries best practices to find recommendations on standards and procedures in evaluating Medical Fitness to Drive (MFTD).

The goals of the group are defined as follows:

To get to know each countries' processes in relevant medical fields.

To have an opportunity to discuss the differences between countries and to learn from each other.

To find out what problems each country is facing in relation to the Annex III of the Directive 2006/126/EC, and, based on this analysis, put forward to the EU Commission recommendations to alleviate these problems.



Medical Fitness to Drive reports

In 2018 - 2019, comprehensive information was also gathered in the area of medical fitness to drive, on behalf of the Fit to Drive Topical Group / subgroup 2: Setting Standards for the Evaluation of Medical Fitness to Drive, by means of nine questionnaires about the following topics:

1. Fit to Drive general issues
2. Dependency – alcohol/drugs/medicines
3. Vision
4. Cognitive disturbances
5. Diabetes - group II license
6. Sleep apnoea (OSAS) + Narcolepsy
7. Mental disorders
8. Neurodevelopmental conditions
9. Comorbidity.

The first part of the medical fitness to drive reports (1 – 5) can be found in the Topical Groups Section of the CIECA website. The second part of the reports will be available in autumn 2019.

A report summarizing all medical fitness to drive reports is expected to be finalized in 2020.

Meetings of the subgroups took place in July and October 2018, and March 2019.

All CIECA members interested in working on these issues are cordially invited to join. Information about the developments of this topical group can be found in the Members' Pages of the CIECA website / Topical Groups. Please contact the CIECA Secretariat, if you wish to participate, or if you have any questions related to this topic.

CIECA MEMBERS INVOLVED IN THE FIT TO DRIVE GROUP

1. Austrian Road Safety Board (KFV), Austria
2. CAS, UK
3. CBR, the Netherlands
4. Dekra / DGVP, Germany
5. DVSA, Great Britain
6. Driving Mobility, UK
7. EFA, int.
8. Finnish Transport and Communications Agency (Traficom)
9. DGT, Spain
10. DVR, Germany
11. Ministry of the Interior / DSR CT, France
12. CNAE, Spain
13. Nord University, Norway
14. RSA, Ireland
15. Swedish Transport Administration, Sweden
16. Swedish Transport Agency, Sweden
17. VdTÜV, Germany
18. Vias Institute, Belgium





DRIVER LICENCE EXCHANGE

The first CIECA workshop focused on Driver Licence Exchange issues took place in the beautiful settings of the Rossio Railway Station in Lisbon, thanks to the kindness and help of the Institute of Mobility and Transport of Portugal. The event which took place on 16 November 2018, dealt with the process of recognition and exchange of driver licences issued by non-EU countries within the EU, and the validation of driver competences in this context.

These are the opinions of some of the CIECA members who were present in the event:

Olivera Scheibner – DVR, Germany

At the workshop I recognized the importance of this subject. During the first discussions I realized how complicated it was to categorize all these different rules of all countries of the European Union in one single catalogue of rules valid for everyone within the EU.

During the workshop on Friday I learned about “driver’s license competences” and what is needed to simplify the regulations for all residents and migrants who come to the European Union with the desire to live here and, logically, to drive cars and be mobile.

However, more time is needed to progress on this topic more effectively. In my opinion the subject is very interesting, and there is much to do on this topic.

Kirsti Bjørnaas Jørstad – NPRA, Norway

This workshop was my first CIECA event. In beautiful surroundings at the Rossio Railway station in the heart of Lisbon, I got to work together with international colleagues on a very interesting and challenging topic. I found the event very informative, and I learned a lot from both the lectures and the group activities. There are many ways of dealing with exchange of third country driving licences, and it is an area with historical and cultural aspects. My experience is that road safety was a common fundamental principle for all participants.

By exchanging ideas and views in a working group consisting of participants from different countries, we learn a lot from each other, and we returned home to our organizations with information and new ideas.

Antila Henna – Traficom, Finland

I work with the authenticity and exchange of foreign driving licences issues in Finland, so the topic of the workshop was very relevant for me. In Finland the legislation is quite enabling, and it was useful to share our practices as well as hear about different ways to handle these things in other countries. It was interesting to see how much practices vary from country to country. In my opinion, at this point the most important conclusion is that we must collect more information before we could even hope to harmonize the exchange of foreign driving licenses. For that, we also need future workshops.



CHANGE WORKSHOP

Declan Naughton – DVSA, UK

The workshop in Lisbon was very helpful and I think raises lots of questions about the Licence Exchange process. Any EU country that grants an exchange is effectively allowing that person an opportunity to drive in all other EU countries so for that reason the way exchanges happen and are regulated is, in my view, a matter that the Commission should be looking at.

While I had known that different countries had arrangements with variety of countries, I did not think the gap was so wide. Also of course some countries apply further tests before granting a licence while others do not.

It might be difficult to reach complete a standardisation to the process as there might be political issues to consider rather than driver licensing and road safety factors. Having said that there is no reason why we couldn't explore some basic rules that should apply to future countries being accepted e.g. should a test be applied?, should it be practical or theoretical?, could a detailed questionnaire (similar to the one used in UK) form the basis of any agreement? Any process agreed would help the road safety bodies in various countries make the case that some basic rules must apply.

Helen Lindner, member of the Austroads Registration and Licensing Taskforce, during her presentation about overseas licencing in Australia.



PLEASE TAKE NOTE: THE SECOND CIECA DLE WORKSHOP WILL TAKE PLACE IN NOVEMBER 2019!



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The International Commission
for Driver Testing

COMMISSION INTERNATIONALE DES EXAMENS DE CONDUITE AUTOMOBILE

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