

# *Annual Report*

**2017-2018**

**c/ieca**

The International Commission  
for Driver Testing



From my first day as CIECA President, I have been on a mission to continue improving our services, so we truly served CIECA members. After one year in my new role, I am hugely proud as I believe we have made another year of strong progress at CIECA, and we continue to operate with increasing transparency. At the same time, feedback from our members makes us believe that we are in the right path.

But there is still much more that we would like to do. We must keep listening and we need to harness the interest and potential of our colleagues through their participation in our organization. As you know we have our plans to do that. Our five strategic goals are not new; they have been guiding our efforts throughout much of the last six years. But taken together, they set a clear direction. Our intention is to become a forum even more participative for members, open to all forthcoming organizations, active in the research field, and up to date with the latest technical developments that may have an impact in the fields of driving licencing, testing and road safety. I am grateful to the members of the Permanent Bureau and the Secretariat for all that they have done to reach these goals.

Throughout the year, the Board has considered how CIECA can continue to create long-term value for all our members. That included completing an activity programme that focused on the technology issue which is perceived to be of foremost importance within our field of work. This is the reason underlying the development of most of our annual events during 2017 – 2018: the first CIECA Education workshop that dealt with the use of simulators and virtual reality in professional driver training and testing, the workshop on the impact of technology on the future driving test and education, the EAG workshop on Driver Assistance Systems, and finally, the TAG workshop which also dealt with innovative opportunities to integrate road safety data into the ongoing development of the theoretical test.

I would also like to mention the work done by the recently created Fitness to Drive group which is going ahead thanks to the energy and commitment of 17 CIECA member organizations. As you can see, although the centre of all our initiatives is the purpose to serve members, we would not be able to do this without your cooperation.

As I said before, there is still work to do, but this year's performance has demonstrated that we are going stronger than ever. Through our influence we can also have a huge impact on future legislation, on the construction of a safer Europe, and I dare to say, a safer world. The way people drive on our roads is a huge factor in the quality of life of every single person who shares this planet. With driving being such a vital part of people's life, it is essential that we keep building a genuinely safe transport system.

This is why I am pleased with our progress, but I want us to be even more ambitious in the future, and we will continue to do everything in our hands to keep CIECA working and growing so that it becomes a better organization for years ahead.

***René Claesen***  
***CIECA President***

# Highlights in 2017-2018

## *CIECA Congress in Trondheim (Norway)*

From 7 to 10 June 2017, the NPRA, and Nord University, our two members from Norway, hosted the 49th CIECA Congress entitled "How the competence of instructors and examiners can be best developed so that we can have safe and responsible drivers".

## *Setting up of the new Fit to Drive Expert Group*

Following the organization of the two workshops dedicated to Disabled Driver Assessment that took place in 2014 and in 2015, and the expression of interest received from many CIECA members interested in working on medical and psychological issues, the CIECA Fit to Drive (FTD) Topical Group was finally established in January 2017.

## *1st CIECA Education Workshop*

The workshop "Use of simulators and virtual reality in professional driver training and testing" signaled a new series of CIECA events intended to deal with educational matters of special significance within the driver training and testing context.

## *Welcome to two new Vice-Presidents in the CIECA Permanent Bureau*

During the last CIECA General Assembly held in Trondheim (Norway), two new Vice-Presidents were welcome into the CIECA Permanent Bureau for the next three years: Hanna Hakanen, representative of Trafi (Finland), and Susana Paulino, from the IMT (Portugal).

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Let's start with a text by J.K. Rowling from the last Harry Potter book "*Harry Potter and the Deathly Hallows*":

*"Parked all right, then?" Ron asked Harry. 'I did. Hermione didn't believe I could pass a muggle driving test, did you? She thought I'd have to confound the examiner. "No, I didn't,' said Hermione, 'I had complete faith in you.'*

*'As a matter of fact, I did confound him,' Ron whispered to Harry, 'I only forgot to look in the wing mirror, and let's face it, I can use a supersensory charm for that.'"*

Driving a car, unfortunately, is not a question of magic, not even in the very near future with an autonomous vehicle. This is the reason why we still have a lot of work to do to improve our roads, our vehicles and, of course, the commander-in-chief of the system, the driver. As a public administration, we have the obligation to progress and for the DGT this implies achieving better drivers.

Joining the EAG team means a lot to our organization and to me. In our country we have done our best to improve the whole system and we have harvested results: between 2006 and 2015 the number of casualties in our roads continuously dropped. We can even qualify these years as a golden decade. Nevertheless, we can't stop our efforts and we must continue working hard to arrive to the desired number of 0 casualties on the roads.

Cooperating with our colleagues from other countries is a good way to find and approach better practices. All the testing systems must ensure that future drivers not only have the skills but also the attitudes to be able to drive safely. We look for better and safer drivers, and international cooperation is a key tool to improve these systems in all countries. At least as long as we don't have magic.

**Javier Galindo**  
*DGT, Spain*



# 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, and it helps with studies, workshops, the preparation of the Congress, and also provides an audit service of their driving test systems to members.

The group at the moment consists of the following members:

- Per Gunnar Veltun (Norwegian Public Roads Administration) – EAG Chairman
- Philippe Usson (Ministry of Interior, France)
- Jaap Kroon (CBR, the Netherlands)
- Saulius Šuminas (REGITRA State Enterprise, Lithuania)
- Javier Galindo (DGT, Spain)
- Elina Uusitalo (TraFI, Finland)
- Liesbeth Vermeren (GOCA, Belgium)
- Christian Lapierre (Société de l'Assurance Automobile du Québec, Canada)
- Marcellus Kaup (TÜV SÜD, Germany)



## *EAG VISIT TO FRANCE*

From 26 - 28 September 2017, the EAG participated in the audit of the driving licencing system in the Testing Centre in Chambon-Feugerolles, in the Loire department, invited by the Ministry of Interior, responsible for policy in driver licencing in France. The group of experts, hosted by Philippe Usson, also an EAG representative, had the opportunity to observe a great number of tests of different categories (A, B, C, and CE), and was extremely honoured to meet Mr. Emanuel Barbe, Délégué Interministériel à la Sécurité Routière, and Mr. Evence Richard, Préfet de la Loire.

## *EAG VISIT TO THE NETHERLANDS*

The group had the pleasure to visit the Netherlands from 13 to 15 February 2018. CBR had invited the group with the goal of obtaining the opinion of the EAG experts on the theoretical and practical category B licences. For this purpose, the EAG members were accompanied on this occasion by Jasmine Atmaca (asa, Switzerland) and Jan Schepmann (VdTÜV, Germany), members of the TAG.

Both CIECA expert groups had the opportunity to exchange opinions with René Claesen, current CIECA President and Manager of Research & Development in CBR, and René Verstraeten, Financial Director of CBR.

In October 2013, I attended an EAG workshop in Klettwitz, Germany. The workshop dealt with the start-up of working groups in preparation for the next European Driving License Directive. Together with 15 European colleagues, I became part of one of the three working groups to write a recommendation on the sub-topic "Framework for a curriculum for driver education". From that moment on, it was clear to me - even more than before - that European cooperation in the field of driver training and examination is absolutely necessary. Since then, I have attended various workshops and other CIECA activities on behalf of the Dutch driving test organization, CBR.

The rapid advancing technological developments and the inevitable impact on the driving task of the (novice) driver, in my opinion, requires more coordination and cooperation. It is important that countries and organizations unite through CIECA and approach the future together. It is therefore nice to see that the cooperation between countries and parties now even extends beyond Europe. When a vacancy arose within the EAG in 2017, I applied with the consent of CBR management because of my wish to contribute to this process.

In the Netherlands, I am working with my team on the content of the practical driving test. The work of the EAG is therefore in line with my current job in the Netherlands. As of January 2018, my appointment as EAG member is a fact. Although I already knew all the members of the EAG, it was a nice new step to meet them all in Stuttgart, during one of the group's internal meetings and, also, on occasion of the group's annual workshop which focused on Drivers Assistance Systems (DAS), a topic that, undoubtedly, we will revisit again in the future.

With the other team-members, I hope and expect to be able to make a good contribution in the coming years to the development of driving license legislation and harmonization in the member states. It's nice to be part of a good team of professionals within CIECA.

*Jaap Kroon*  
*CBR, The Netherlands*

# Theory Test Advisory Group (TAG)



## NEW CHAIR OF THE GROUP: LAURIS KUMPINS

I think the TAG is unique in that it is a commitment for everyone who attends. There is no university in the world which prepares item writers to develop the theory test for driver candidates. The TAG is the place where this happens. There is experience, self-reflexion, sharing of views, and friendship all in once... everything is here. Devoting part of my working time to the group, learning about the design of the exams, the processes, and the systems, and being able to use all the information for the benefit of people in my own country, is really a worthwhile experience. The TAG vision is to be a place where the future testing of drivers (maybe passengers ?) will be decided.

Lauris Kumpins  
Ministry of Transport, Latvia  
TAG Chairman

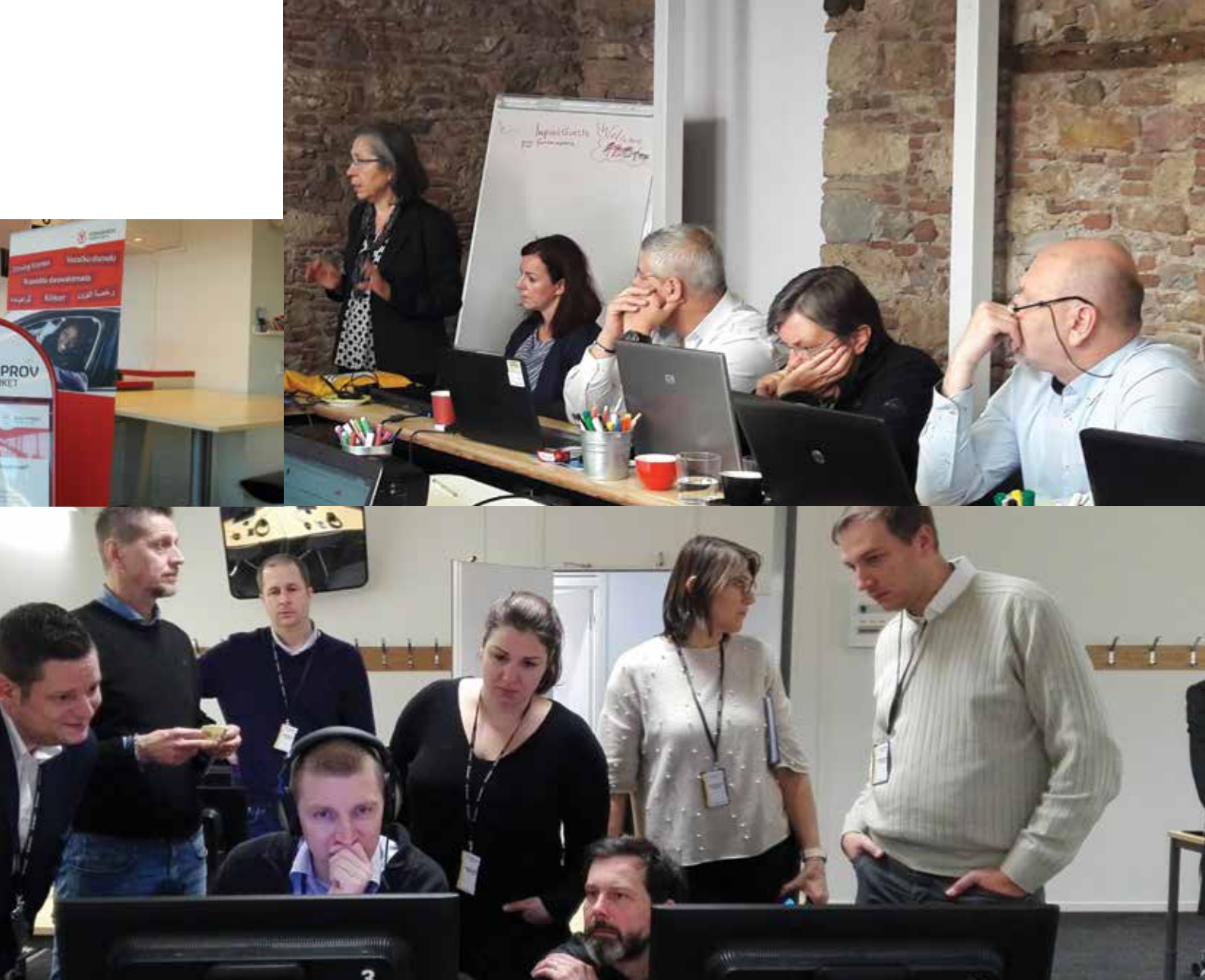
Set up in 2010, the Theory Test Advisory Group (TAG) acts as a source of professional and technical advice for CIECA in matters of theoretical and computer-based assessment and supporting education.

The Theory Test Advisory Group was chaired by Mika Hotti until 8 March 2018 when he left the group during the internal meeting of the group in Nottingham, and Lauris Kumpins from the Ministry of Transport in Latvia took over. Guy Chamberlain from DVSA was elected as TAG Deputy Chairman in the same meeting.

During this year, Julien Duval (DSCR, France) has left the group. Currently the group consists of the following members:

- Lauris Kumpins (Ministry of Transport, Latvia)
- Josée Noe (GOCA, Belgium)
- Dr. Sinan Alispahić (Hrvatski Autoklub, Croatia)
- Sanja Brnadić Zoranić (Hrvatski Autoklub, Croatia)
- Jan Schepmann (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)
- Harold Bekhuis (CBR - The Netherlands)
- Lars Rößger (TÜV / DEKRA arge tp 21, Germany) - TAG database partner





From September 2017 to May 2018, the TAG carried out the following activities:

- 17 October 2017: Collaboration in the organization of the CIECA workshop on CPC issues held in Brussels (Belgium).
- 25 – 26 October 2017, Athens (Greece): 14th TAG meeting:
  - New Theory System in Sweden.
  - Automated evaluation of item banks in the Netherlands.
  - Presentation of the new Hazard Perception Test in Latvia.
  - Presentation about Road safety in Greece by Vassiliki Danelli-Mylona, President of the Hellenic Road Safety Institute (RSI) “Panos Mylonas”
- 9 February 2018: Visit to Trafikverket, Stockholm, Sweden in order to learn about the new test system that has been implemented in Sweden.
- 13 – 15 February 2018, Eindhoven (the Netherlands): On this occasion, the TAG was represented by Jasmine Atmaca (asa, Switzerland) and Jan Schepmann (VdTÜV, Germany) who travelled with the EAG to the Netherlands in order to complete the audit of the testing system in the Netherlands.
- 8 – 9 March 2018, Nottingham (UK): 15th TAG meeting:
  - Briefing on i2’s eye-tracking study for East Riding of Yorkshire Council and Safer Roads Humber
- 10 – 11 April 2018, Cologne, Germany: TAG workshop on the integration of road safety data into the development of the theory test.

# FTD

After the two workshops dedicated to disabled driver assessment that took place in 2014 and in 2015, and following the expression of interest received from many CIECA members interested in working on this and other medical and psychological issues, the CIECA Fit to Drive (FTD) topical group was finally established in January 2017. The topical group kicked off at the meeting held in London on 9 May 2017. Further meetings took place in Brussels on 4 - 5 October 2017 and on 27 - 28 February 2018. Finally, two sub groups were set up within the Fit to Drive Topical Group:



## ***Sub Group 1: Setting Standards for Disabled Driver Assessment Working Group***

This group started working at the kick-off meeting in May 2017. The group aims to develop best practice guidelines for the process of disabled driver assessment, the creation of a structure to share information and best practice developments, and the maintenance and updating of the Portare Handbook of Disabled Driver Assessment.

## ***Sub Group 2: Setting Standards for the Evaluation of Medical Fitness to Drive***

The creation of this sub group was suggested in October 2017. It kicked off in February 2018 with the aim to create an arena for European dialogue and comparisons between countries' best practices to develop recommendations on standards and procedures in evaluating Medical Fitness to Drive (MFTD).

In total, 30 outstanding CIECA members coming from 17 organisations and 10 countries, as well as 2 observers are involved in the work of the Fit to Drive Topical Group. The fourth meeting of the group is planned to be held in July 2018.

The CIECA Secretariat will keep you informed about all developments within the group via the CIECA website and the Members' Newsletter. Please contact us if you wish to participate, or if you have any further questions regarding this topic.



# The Guide on Driver Licencing and the CIECA website

Collecting driver testing data and making it available to members is an integral component of the CIECA Strategy. The CIECA website represents an important tool to access information, which is regularly used by the CIECA members. In 2017 the process to rejuvenate the CIECA website was successfully completed, with the finalization of data transfer to the new Guide on Driver Licensing. This allowed a significant improvement in terms of usability and robustness of CIECA's IT infrastructure.

The Guide on Driver Licensing is an online catalogue accessible only to members. It is an information tool which contains approximately 50,000 records and all sorts of driver testing information. The information contained in the database is provided by effective members and updated by them on a regular basis. Effective members can in addition create questionnaires directly in the website. Members can consult and

download reports drawn from the data in major areas of interest: the driving licence, the theory test, the practical test, test centres, examiners, legislation, etc.

The information gathering process has been further improved with member queries being conducted electronically via the Guide on Driver Licensing, rather than using paper questionnaires. Furthermore a follow-up system has been built, allowing the administrators to get a precise overview of the status of each questionnaire.



*All presentations given in our workshops and CIECA Reports can be found in the members' section of the CIECA website.*

The Secretariat helps its members with collecting driver training and testing information, which is disseminated back to members and other stakeholders who have a legitimate interest in it. In 2017-2018, the following queries originating from members were processed, which covered a wide range of topics in the field of driver training and testing:

1. Driving license codes – February 2017
2. Special driving test after several attempts – February 2017
3. Vehicles for the practical driving test (BMW3) – March 2017
4. Organisational agility – March 2017
5. Test vehicles of different categories – July 2017
6. Attendance of driving schools – July 2017
7. Reversing exercises category C & C+E – July 2017
8. Filming during the practical test – August 2017
9. Fees & statistics – September 2017
10. Category B training hours – October 2017
11. Ranking of examiners – October 2017
12. Test waiting period – November 2017
13. Road safety initiatives – December 2017
14. Verification of driver status – December 2017



# CONGRESS

## *60 participants from 40 countries shared driver training experiences*

Our positive experiences from driver training were shared with 40 countries at the 2017 CIECA Congress in Trondheim which took place from 7 to 10 June 2017.

“We have a thorough and research-based driver training in Norway – which seems to have contributed to reduce the number of accidents among young drivers in our country. We, therefore, have a lot to share with colleagues in countries that up until now have been more occupied in the development of the test than in the training. At the same time, we of course have a lot to learn from other countries”. This is the opinion of Bente Skjetne, head of section in the Directorate of NPRA. She was one of the “hostesses” of the 160 participants from 40 countries employed by testing authorities and organisations, that attended the event, the other hostess being Rikke Mo Veie, from Nord University. Both organizations worked together in the organization of the event.

The theme of the 2017 CIECA Congress was how

the competence of instructors and examiners can be best developed so that we can have safe and responsible drivers. “CIECA is a forum where we shared knowledge and experience about driver training and testing. We are concerned that new drivers should become even safer no matter what country they come from”, says Bente. This is even more important if you have in consideration that more and more transport is crossing the borders between countries.

Tom Cato Karlsen, the State Secretary, opened the conference and highlighted the driver training that NPRA developed 12 years ago: “The results indicate that we are going in the right direction. A couple of years after the new driver training framework for category B licence was introduced, we could record a significant reduction of accidents where 18 and 19 years old drivers were involved. This happened while numbers of young people taking their driving licence increased”, said Karlsen. He went on to say that “the Norwegian government is eager to support the work of CIECA”, Carlsen said.



For Norway, which is not a member of the European Union, belonging to CIECA is of great importance as participating in the organization guarantees its permanent contact with the rest of European countries, and its access to the latest development in the driver testing and training fields. NPRA has been a CIECA member for more than 30 years, and the organization has had Norwegian President and Secretary General.

***Bente Skjetne, NRPA, and Rikke Mo Veie, Nord University, Norway***





Following the requirements of Directive 2003/59/EC of 15 July 2003, drivers of certain road vehicles for the carriage of goods and passengers must undertake initial qualification and periodic training. To obtain the initial qualification, the directive allows two options, either course attendance and test, or tests only. The directive came into force in 2008 and has been implemented in all EU member states. In 2014 the implementation was evaluated by the Commission. This evaluation led to a proposal for amendments brought forward on 1 February 2017.

Following these developments and at the request of several members, CIECA organized its second workshop on CPC issues in Brussels (Belgium) on 17 October 2017. This second CPC workshop took place 4 years after the first CPC workshop, held in November 2013.

The goals of the second CPC workshop were to share experiences from dealing with CPC so far, to exchange ideas for improvement of the quality of the training in general, and to discuss how to deal with the proposed new content of the periodic training in particular.

The workshop consisted of two discussion sessions, the results of which were summed up in a report that is available in the Members' section of the CIECA website.



CIECA workshops are always a unique opportunity to exchange experiences and ideas.

Last November I took part in the CPC workshop in Brussels and had again the possibility to collect many impressions. It was fascinating to see how different countries deal with the same requirements and challenges.

Through the CIECA workshops we can always benefit from the experience that other countries have gained and thus prevent

possible disagreements in our own country. Often, we can also use the information we receive for our future projects. Through the contacts we make at the workshops, we receive support from countries that are already further ahead in certain areas than we are.

The CPC workshop was not our first CIECA workshop and will certainly not be the last.

***Jasmine Atmaca, asa,  
Switzerland***



# Workshop on the impact of technology on future driving, test and education

The range of different in-car systems that will support the driver while driving a car (ADAS: Advanced Driver Assistance Systems) is rapidly expanding. Looking at these technological developments and even at the introduction of automated cars, it is still not clear what the impact may be on driver testing and –training. In order to create a future position for its members amidst this disruptive technological revolution, CIECA organized a workshop on 22 November in Rotterdam, The Netherlands, concerning the topic ADAS and (future) automated cars.

After welcoming words from René Claesen, CIECA President, and Petra Delsing, CEO of CBR - the Dutch Driving Test Organization - the morning session kicked off by a presentation on recent developments concerning automated cars, followed by an interactive session moderated by Bernd Weisse from TÜV / DEKRA arge tp 21, one of CIECA's Associated Members.

Presentations were delivered on human approach on automated cars, on the point of view from the vehicle inspection organization (CITA), on the role, tasks and expectations of National Ministries concerning automation, and on some of the challenges ahead about how to test the candidate and on how to ensure optimum driver performance.

After a briefing summing up, the participants worked in sub-groups. The aim was to create an overview for all members concerning the status and future initiatives regarding technological developments in and around the car, the expected impact of all this on the current paradigm of driver testing and –training and how CIECA members should deal with these challenges now and in the future.





First of all, it should be noted that it was a special honor and pleasure for us as Moving to help organize the groundbreaking simulator workshop in Munich. Many of the participants seemed surprised that in a country with more than 1000 Class B simulators, Germany, there are no legal regulations for their use. Nevertheless, they are heavily used - almost 300,000 simulator hours in 2017 were reported. They work extremely efficiently - especially the basic skills can be optimally trained on the simulator. Driving schools using the simulator have integrated it directly into their training concept, and start exactly where the simulator left off in the real driving lessons. In addition, the simulator training starts before the real driving lessons to create an even more intensive interlocking of theory and practice. According to a study by the Institute for Automotive Economics, simulator training leads to an increased quality of training - due to the higher density of situations relevant to the student's learning status and those dangerous situations that are difficult or impossible to train in everyday life.

Our conclusion of the event in one sentence: Simulator training embedded in a professional training concept makes the training more efficient and of higher quality, and at the same time lowers the costs for the learner driver. We were allowed to experience and learn all this on a great day in Munich. Many thanks to CIECA for this excellent event.

*Josua Stiegler, Moving, Germany*

# 1st CIECA Education Workshop on the use of simulators and virtual reality in professional driver training and testing



It was interesting to participate in the workshop on “Use of simulators and virtual reality in professional driver training and testing” and to meet different European stakeholders, all of them involved in road safety and committed to the idea of sharing information around the responsible use of simulators.

I have had the opportunity in the past to see early models of Czech and British simulators that date back to the nineteen fifties and sixties. Since then we have gone through a confused period where it has sometimes been difficult to understand the difference between serious commercial simulators and videogames.

Today, with new technology, I was really impressed by the enormous progress made by the current simulator businesses in Germany, France, Spain and Great Britain, which are just some of the European countries where professionals committed to road safety believe that simulators can be a safe and eco-friendly way to train novice drivers.

A relevant element that emerged from the workshop was the consolidation of the video tools for hazard perception training into the simulator environment and the role that this might play in the training of drivers in the future. We also must consider that simulators can play a fundamental part in heavy vehicles training.

The legacy of the workshop that I will carry with me consists of the awareness of two facts:

- Not all driving schools in Europe can physically accommodate driving simulators in their small facilities. Virtual reality could have more widespread distribution opportunities.
- If training and examinations do not quickly adapt to vehicle technology and its most effective training tools, we risk having a huge gap between what we explain in theory and what we must do in practice.

**Manuel Picardi**  
**EFA**



# 2018 EAG Workshop

The 2018 EAG workshop, organized with the invaluable help of TÜV SÜD, that took place on 22 March 2018 in the Dormero Hotel in Stuttgart (Germany) was entitled "Use and assessment of Driver Assistance Systems in the practical driving test". The main goals of this workshop were to exchange information on the situation and procedures on the use of DAS systems in the practical driving test that are in place in CIECA member countries, and the development of a proposal for the integration of these systems into national or EU requirements for the training and examination of driving applicants on an international level.

During the event, EAG members presented the state of the affairs in their countries to all participants. Elina Uusitalo, the EAG representative from Finland, gave a presentation which dealt with DAS, assessment and the GDE matrix. The exposition of contributions was completed with the presence of Erik Steinbråten, from HTO, who gave

a talk on DAS in the Norwegian Driver Training.

Apart from the opportunity to listen to these experts, participants discussed about the challenges and practical implications that the use of DAS in the practical driving test might entail. The following ideas had resonance among all CIECA member participants:

- Testing of DAS should be mandatory, as should be the obligation to put some minimum DAS into vehicle requirements to have representative tests. The obligation to test DAS would imply that this will become part of the training.
- The goal of the driving test remains the same, whether DAS will be used or not during the test. Therefore, what is necessary is to train examiners periodically, so they stay abreast of new DAS in vehicles, and are able to cope with new

technologies in the testing context.

- There are some difficulties in the harmonization between the use of DAS in the practical test in different European countries. In United Kingdom and the Netherlands, the use of different kind of DAS is allowed. Furthermore, in the Netherlands, all DAS except the Active Park Assist are allowed. However, in Poland, Portugal and Spain no DAS are permitted. The first and easiest DAS that could be introduced in countries with similar circumstances is the GPS.

The discussions open a new question which will continue to guide the work of the organization in the future: Can CIECA advocate for the introduction of DAS into EU regulation in order to set a baseline of minimum requirements for DAS in driver testing and training?





# 2018 TAG WORKSHOP

On the 10th and 11th of April, CIECA held the 2018 workshop organized by the Theory Advisory Group (TAG) in Cologne at the headquarters of the TÜV Rheinland. The main topic of the workshop was the integration of road safety data into the development of the theory test.

The first day focused on the general frame of current practices in different countries, on potential benefits, but also on difficulties and barriers perceived by participants with respect to a data-driven approach. Within working groups, participants actively shared their experiences on whether and how they currently use road safety data for developing test items. Results from these groups indicated a relative broad diversity concerning the integration of road safety data in the daily work among the community. As an external expert, Prof. Lars Hannawald from the University of Applied Science Dresden provided valuable information about how crash statistics can be interpreted, what they can tell us about the causes of accidents and what additional kinds of data are useful in order to gain deeper insights into the causes of road safety problems. Opinions on the usefulness and the limitations of road safety data for test development were furthermore considered in a live survey, in which participants

took part during the workshop session.

The focus of the second day of the workshop relied particularly on practical experiences with the integration of road safety data. Kay Schulte (DVR) gave a project-based, inspiring illustration sketching the way from data analyses to concrete test items. In a further active part of the workshop participants developed items for the theory test in an item writing exercise based on fact sheets with real road safety data.

In summary, the majority of workshop participants evaluated the integration of road safety data into the test development as a very valuable and useful approach in addition to approaches determined by legislation or curricula. However, they also mentioned certain difficulties that might be linked to such an approach such as data reliability, the accessibility of data and data elements which actually provide added explanative power. In this context, the workshop was a fruitful platform to discuss such difficulties, and to provide initial ideas on how to overcome potential barriers. The TAG will develop an outcome document based on this workshop that will be available for all CIECA members in the coming months.

**Lars Rößger**  
TÜV | DEKRA arge tp 21 GbR



# MEMBERS

*CIECA consists of 73 members from 36 countries, covering almost all of Europe, and is also represented in Tunisia, the United Arab Emirates, Republic of Korea, Canada, Russia, Georgia and the United States of America.*

In the last 12 months the CIECA family welcomed two Effective members: Danish Road Safety Agency and Icelandic Transport Authority.

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

## **EFFECTIVE MEMBERS**

Entities responsible for the regulation, execution or auditing of driving tests.

1. **Austria:** Bundesministerium für Verkehr, Innovation und Technologie (BmVIT)
2. **Belgium:** Flemish Administration, Mobility and Public Works Department
3. **Belgium:** Groupement des Organismes de Contrôle Automobile (GOCA)
4. **Bulgaria:** Ministry of Transport, Road Transport Administration
5. **Canada:** Société de l'Assurance Automobile du Québec (SAAQ)
6. **Croatia:** Hrvatski Autoklub (HAK)
7. **Cyprus:** Ministry of Communication and Works
8. **Czech Republic:** Ministry of Transport, Drivers' Administration Department
9. **Denmark:** Danish Road Safety Agency
10. **Estonia:** Estonian Road Administration
11. **Faroe Islands:** Akstovan
12. **Finland:** Finnish Transport Safety Agency (TraFi)
13. **France:** Ministère de l'Intérieur, Délégation à la sécurité et à la circulation routières (DSCR)
14. **Georgia :** Ministry of Internal Affairs, Service Agency Legal Entity of Public Law (LEPL)



15. **Germany:** DEKRA Automobil GmbH
16. **Germany:** Verband der Technischen Überwachungsvereine e.V. (VdTÜV)
17. **Great Britain:** Driver and Vehicle Standards Agency (DVSA)
18. **Hungary:** National Transport Authority (NTA), Department for Training and Examination
19. **Iceland:** Icelandic Transport Authority
20. **Ireland:** Road Safety Authority (RSA)
21. **Korea:** Road Traffic Authority (KoROAD)
22. **Kosovo:** Ministry of Infrastructure
23. **Latvia:** Ministry of Transport, Road Traffic Safety Directorate
24. **Lithuania:** REGITRA State Enterprise
25. **Luxembourg:** Ministère du Développement durable et des Infrastructures, Département des transports
26. **Malta:** Transport Malta
27. **Monaco:** Ministère de l'Etat, Service des Titres de Circulation
28. **New Zealand:** Vehicle Testing New Zealand (VTNZ)
29. **Northern Ireland:** Driver and Vehicle Agency (DVA)
30. **Norway:** Norwegian Public Roads Administration (Statens Vegvesen Vegdirektoratet)
31. **Poland:** Ministry of Infrastructure and Construction, Road Transport Department
32. **Portugal:** Associação Nacional dos Industriais do Ensino de Condução Automóvel (ANIECA)
33. **Portugal:** Institute for Mobility and Transport (Instituto da Mobilidade e dos Transportes, I.P., IMT)
34. **Romania:** Ministry of Interior and Administration Reform, Driving Licence and Vehicle Registration
35. **Spain:** Ministry of Interior, Dirección General de Tráfico (DGT)
36. **Sweden:** Swedish Transport Administration (Trafikverket)
37. **Sweden:** Swedish Transport Agency (Transportstyrelsen)
38. **Switzerland:** Association of Road Traffic Services (Vereinigung der Strassenverkehrsämter, ASA)
39. **Switzerland:** Federal Roads Office (Bundesamt für Straßen, ASTRA)
40. **The Netherlands:** Centraal Bureau Rijvaardigheidsbewijzen (CBR)
41. **Tunisia:** Agence Technique des Transports Terrestres (ATTT)
42. **Tunisia:** Ministère du Transport, Direction Générale des Transports Terrestres
43. **United Arab Emirates:** Ministry of Interior
44. **United Arab Emirates:** Roads & Transport Authority (RTA), Licensing Agency



## 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.

1. Austrian Driving Schools; **Austria**
2. Austrian Road Safety Board (Kuratorium Für Verkehrssicherheit, KFV), **Austria**
3. CAS, **United Kingdom**
4. Centaure, **France**
5. Driving Mobility, **United Kingdom**
6. Ecole de Conduite Française (ECF), **France**
7. Editions nationales de Permis de Conduire (ENPC), **France**
8. Flemish Foundation for Traffic Knowledge (Vlaamse Stichting Verkeerskunde, VSV), **Belgium**
9. German Road Safety Council (Deutscher Verkehrssicherheitsrat, DVR), **Germany**
10. German Society for Traffic Psychology (Deutsche Gesellschaft für Verkehrspsychologie e.V., DGVP), **Germany**
11. Häme Vocational Institute, **Finland**
12. Institut National de Sécurité Routière et de Recherches (INSERR), **France**
13. Instructional Technologies Inc., **USA**
14. Jelly Learn, **United Kingdom**
15. LIITU, **Finland**

16. National Confederation of Driving Schools (Confederación Nacional de Autoescuelas, CNAE), **Spain**
17. Nord University, **Norway**
18. Opus Inspection, **USA**
19. Prometric, **Ireland**
20. Qeyadah Driving Solutions, **United Arab Emirates**
21. R&D Center for Driving (RDCD), **Russia**
22. TÜV | DEKRA arge tp 21, **Germany**
23. UAR Finland Oy, **Finland**
24. Vias Institute (former BRSl), **Belgium**

## AFFILIATED MEMBERS

International umbrella bodies involved in activities related to CIECA's objectives.

1. 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***

Persons who have made a particularly special contribution to CIECA.

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



CIECA is a member-based organisation, with the following 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 (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.

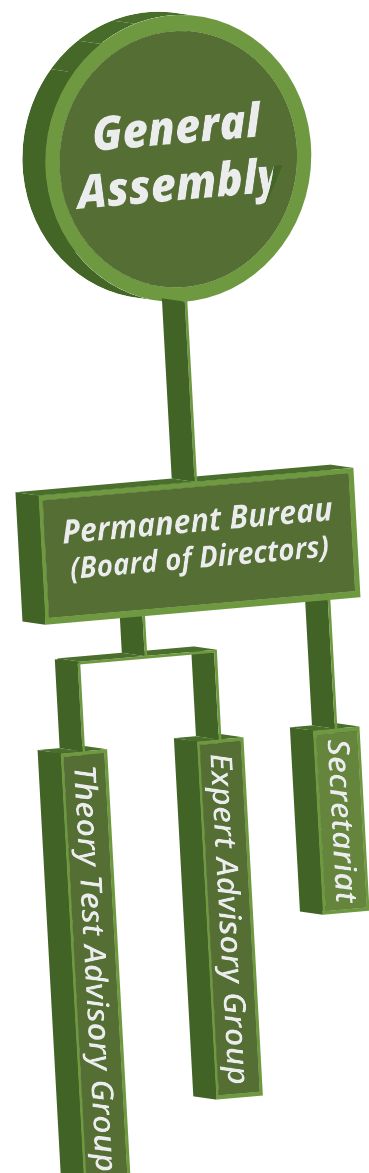
## *Expert Advisory Group*

The Expert Advisory Group (EAG) is a permanent group consisting of a maximum of seven members from different 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.

# The CIECA Structure





# The Permanent Bureau

During the last CIECA General Assembly held in Trondheim (Norway), Hari Hakuli left his position as CIECA President, and our members elected René Claesen as the new President of the organization for the next three years.

In the same session, two new Vice-Presidents were welcome into the Board for a three-year term:

- Hanna Hakanen (Trafi, Finland)
- Susana Paulino (IMT, Portugal)

These representatives joined the following members of the Permanent Bureau:

- Mark Magee (DVSA, UK)
- Dr. Roland Krause (Dekra, Germany)
- Habib Toumi (ATTT, Tunisia)

Dr. Roland Krause was appointed as Acting Secretary General-Treasurer after no candidates for the post applied for the position in the last CIECA General Assembly. However, 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 Belfast (Northern Ireland) in May 2018.

During 2017-2018, 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.

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;
- actions to transform CIECA through improvements in governance and operational effectiveness;

- follow-up of the preparations of the 2018 Congress in Belfast, Northern Ireland;
- 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.

## CIECA IN EXTERNAL EVENTS

CIECA representatives spoke at / attended the following events in 2017-2018:

- National Congress of UNASCA (National Association of Italian Driving Schools), Rome, Italy, 17 June 2017 (Presentation by Ms Augusta Sica, CIECA Secretariat)
- Gemeinsames Symposium der Deutschen Gesellschaft für Verkehrspsychologie e. V. (DGVP) und der Deutschen Gesellschaft für Verkehrsmedizin e. V. (DGVM), Leipzig, Germany, 6 - 7 October 2017 (Participation of / presentation by Mr René Claesen, CIECA President)
- European Driving Schools Association (EFA) meeting, Lisbon, Portugal, 18 - 19 April 2018 (Participation of / presentation by Ms Susana Paulino, CIECA Vice President)
- Meeting with representatives of Czech Republic Parliament, Prague, Czech Republic, 4 April 2018 (Participation of / presentation by Dr Roland Krause, CIECA Vice President and Ms Augusta Sica, CIECA Secretariat)

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

# New PB Members



**HANNA HAKANEN**  
*Director of Transport Operators Sector at  
Transport Safety Agency (Trafif)  
Finland  
Government Administration*

Last year in Trondheim I was happy to be elected as one of the Vice-Presidents of the CIECA Permanent Bureau. The time spent in the PB this year has given me a new kind of insight into the field of driver training and testing, but also a possibility to influence the work of the organization, including looking into its future at strategic level.

The Finnish Transport Safety Agency, Trafif, has been an active member of CIECA for a long time, and we want to be committed also to its future. Our cooperation with CIECA is very valuable to us, we want to exchange information, hear about best practices and learn from others. We also want to influence European developments and possible legislation concerning, for example, the driving licences, and this cooperation is helping us to do so. In my work in Trafif, I believe in customer-oriented thinking and smarter regulation, which is translated into less administrative burden for our customers. We need to find new ways of doing our work and developing better services, while promoting road safety.

One of the biggest changes in traffic will be brought by the automation of cars. Increasing automation and driver assistance systems are going to have a big impact on the role of the driver and, consequently, on the driver training and testing. Everywhere in the world there are a lot of experiments going on, whether they deal with passenger cars, shuttle buses or truck platooning. Technological developments come fast, and with them, ethical issues need to be solved. High level automation in traffic may still take time but automation will change the way people and goods are moving on the roads and the qualifications required to drivers.

The future challenges make it an interesting time to be in the CIECA PB. For our organization, it is important to have a close cooperation with the European Commission and other road safety stakeholders. I believe that networking and partnership are key factors for the development of CIECA and its success now and in the future.

My first year in the Permanent Bureau has gone quickly. We have had active discussions about CIECA's activities, future workshops, partnerships and financial issues. It has been easy for me to fit in, as all members in the PB have given me a very warm welcome to the CIECA family. Thanks!





**SUSANA PAULINO**  
*Regional Director of Mobility and  
 Transports for Lisbon and Vale do Tejo  
 Instituto da Mobilidade e dos  
 Transportes, I.P.*

Road safety issues have a significant role in my life, not only because they are the core business of my job, but also because they constitute a personal interest that has been growing within me over the years. For the past 15 years I have been working, in my own country, in the fields of traffic law, penalty enforcement, driving training and exams regulation, examiners' and driving instructors' professional certification, as well as working together with stakeholders to improve the driving assessment system.

As a public servant, working in the Institute for Mobility and Transports (IMT), I have been given the opportunity to deal with public policies regarding mobility and road safety. IMT's mission is to provide technical regulations, licencing, coordination, supervision and planning in the area of inland and inland waterways transport and related infrastructures, as well as in the economic sector of commercial ports and maritime transport.

IMT also has responsibilities in the management of concession contracts granted by the Government in those sectors, to meet the mobility needs of people and goods. Given its wide range of competencies, IMT is under

the direct supervision of the Ministry of Planning and Infrastructures, but it is also accountable to the Ministry of Environment, the Ministry of the Sea and to the Ministry of Internal Affairs, which is the Ministry in charge of road safety.

One of the strategic areas of IMT is the participation in the national and international forums on topics within its field of competencies. My active participation in CIECA as a member of the Permanent Bureau (PB) is in line with the policy that IMT intends to pursue.

Regarding my work in CIECA, I have to acknowledge that it has evolved from learning with experts, access to knowledge and benchmarking, to being a part of the BP and helping CIECA to carry out its projects. In a way, my work in IMT changed in the same direction as my participation in CIECA: I left my job in driving training and exams regulation and assumed new responsibilities in the field of management. My current position in IMT, as regional director for Lisbon and two other districts, allows me to work in different areas, such as issuing professional transportation licences and certificates, issuing driving licences and vehicle registrations or ensuring and managing driving tests

and vehicle inspections in case of vehicle modifications.

Being a CIECA Vice-president is a responsibility and a commitment, as you have to actively participate in the Board meetings, prepare and learn about all the topics under discussion and help making good decisions. But it is also what I consider an easy and pleasurable job because I have the help of my colleagues of the Board, our very professional and diligent Business Manager and the Chairmen of the EAG and TAG. They all make me feel part of the team and I believe that the team works well together.

As I am in the first year of a 3 years mandate, I feel I have a long way to go and I am still learning what makes an association like CIECA a case of success on networking and integration of different people with similar interests. However, as time goes by, I am sure that this experience as a BP member will be definitely a good and fulfilling one.

# Financial Report

2017 has brought up another positive financial result for our organization. The figures will secure the provision of services for members, and the continuation of the work agenda for all CIECA expert groups. The Secretary-General Treasurer and the Business Manager monitor the costs and expenses on a monthly basis.

<b>Operating Income</b>	<b>Realisation 2016</b>	<b>Budget 2017</b>	<b>Realisation 2017</b>
Membership fees	447,117.51	455,000.00	456,377.00
Other income (Bank interest, research projects, events, etc )	3,993.01	400.00	171.79
<b>Total operating Income</b>	<b>451,110.52</b>	<b>455,400.00</b>	<b>456,548.79</b>

<b>Operating expenses</b>			
Personnel	262,787.90	270,000.00	286,071.53
Services	20,354.27	25,000.00	24,607.03
Accommodation Brussels office	38,407.95	35,000.00	33,903.82
Office service costs	11,169.50	10,000.00	7,124.52
Travel & accommodation Secretariat	15,839.91	15,000.00	14,355.78
BP representation Travels		5,000.00	
Activities congress/workshop and visits		20,000.00	15,830.88
Permanent Advisory Groups	33,903.82	25,000.00	9,756.53
Representation and marketing	11,169.50	8,000.00	7,190.85
Contingency		8,000.00	
VAT		14,000.00	8,874.50
Communal Taxes	10,000.00	5,000.00	3,135.49
<b>Total operating expenditures</b>	<b>399,558.82</b>	<b>440,000.00</b>	<b>410,850.93</b>

Total operating Income	451,110.52	455,400.00	456,548.79
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<b>Total operating expenditures</b>	<b>399,558.82</b>	<b>440,000.00</b>	<b>410,850.93</b>
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<b>Economic result</b>	<b>51,551.70</b>	<b>15,400.00</b>	<b>45,697.86</b>
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Depreciation	10,817.24	9,500.00	9,703.96
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Financial Charges	277.56		316.52
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Extraordinary Charges			
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Provision vacation Y+1	26,500.00	28,900.00	28,900.00
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Provision vacation Y	-24,503.40	-28,900.00	-24,628.54
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<b>Financial result</b>	<b>38,460.30</b>	<b>5,900.00</b>	<b>31,405.92</b>
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## **PER OLOF NILSSON (TRAFIKVER)**

I attended my first meeting in CIECA in Scotland in 2003. It was my first international working experience. Quite soon after that, in 2005, I became a member of the CIECA Expert Advisory Group.

The great lesson from CIECA and my work within the EAG has been to learn about other countries' driving license systems, and the cultural and regulatory differences between them.

In addition to the purely work-related lessons, I have had many and nice discussions with colleagues from other countries that gave me a more nuanced picture of CIECA members and their countries.

Thank you to all the CIECA colleagues for the nice moments.



## **MIKA HOTTI (TRAFI)**

It was 2008 when I started working in a CIECA project called the Theory Test Project. Before that, I participated in some workshops and events. Although the original goal of the TTP was not achieved, the CIECA Permanent Bureau accepted the suggestion to establish a permanent group focused on the development of the theory test. This is how the TAG saw the daylight in 2011. A year later, I became the Chairman of the group, and I have led the group until 2018.

This group is a fantastic resource to anyone working in the field of driver theory testing, and it has given me the strength needed to work in my home agency. The TAG has been to me a very important source of motivation and inspiration. It is extremely fruitful to work in this kind of group, and Finland owes a lot to the TAG.

I wish wonderful oncoming years to Eva, Blanca and Augusta as well as to the CIECA Permanent Bureau, and to all the people in the CIECA family.

## **LESLEY YOUNG (DVSA)**

I am retiring this year and I shall certainly miss my involvement with the Expert Advisory Group for CIECA. It has been a privilege to work with such dedicated and motivated people from many countries – all working tirelessly to improve road safety for us all. I have gained a great deal of knowledge that has helped me immensely in my work at home in GB and I hope I have also been able to make a worthwhile contribution for the benefit of others.



# GOODBYE



**c/ieca**

The International Commission  
for Driver Testing

**COMMISSION INTERNATIONALE DES EXAMENS DE CONDUITE AUTOMOBILE**

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