



c/ieca

**ANNUAL
REPORT
2023**

Welcome

2022 has been another important year for CIECA in which we have continued to build our reputation for positioning CIECA as an organization with a clear purpose. I know that I speak for myself and the rest of members of the Board when I say that in 2023 our objective is to move forward with our purpose of creating a positive impact, contribute to the common good within all CIECA countries, and help organizations to improve driving licences systems, and ultimately road safety, around the world.

Since February 2020, the world has seen a pandemic, a war, and a cost-of-living crisis. The current economic, social, and environmental challenges we face today show us that we must adapt the provision of our services for members. This is why during this working year, CIECA promoted events in both face-to-face and online formats with the will to respond to the different needs of our members. You will find further details of what CIECA has delivered during this time in this report which we have prepared with a shared belief that by working closely together we can continue to deliver value for all CIECA members. You all are our very reason to exist.

2023 will also see how a new Directive comes into force. As you all know, the EC has drafted an important revision of the currently valid 3rd Driving License Directive. In order to have the planned changes coming into force in CIECA countries, they will have to be transposed into national laws, and you can be sure our organization will be there to help you to complete this transposition successfully.

This is also an important year for myself as I will leave my position as CIECA President in May 2023. However, I intend to remain close to CIECA, serving in another capacity as I truly believe in its mission, and I thoroughly enjoy being part of this extraordinary organization that means so much for me, professionally, but most importantly, personally. Although I am stepping down from my role, I can assure you that CIECA will continue to respond to your needs in coming years, so CIECA has an important role to help you achieve your organizations' goals.

At this stage I would like to congratulate to whoever is lucky enough to get elected as the new CIECA President, as I am sure the challenges and the work ahead will deliver endless motives of proud and joy.

Finally, the activities and events we summarize in the following pages were built on the recognition that nothing is more important than our members that are becoming more diverse and stronger. Thank you once more for your support in a challenging year in which some of the most rewarding moments were the occasions in which we could meet. Whether you are a long-term or a recent member of CIECA, we thank you for the confidence you have out in our organization.




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KatarzynaBialasiewicz - iStock

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THE CIECA ORGANIZATIONAL STRUCTURE

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.

Fit To Drive Group

The Fit to Drive Group is the last Expert Group that has been set up. The group intends to improve consistency of evaluation of medical fitness to drive practice throughout Europe and beyond, and on to discuss the differences and similarities between the fitness to drive evaluation systems in different EU and EEA countries.

CIECA Topical Groups

CIECA topical groups are domain-specific groups which focus on discussions and activities around a given area during a limited amount of time, typically three years. At the moment, there is one topical group in place: the Education Topical (ETG) groups. The work of this group widens the scope of the CIECA activities giving more attention to education issues.





Permanent Bureau

The Bureau Permanent oversees the development and execution of CIECA's strategy under the leadership of the President, René Claesen, who reports to all Members every year during the General Assembly. The Bureau Permanent convenes regularly to discuss matters related to the development of the organization, and also provides counsel to the CIECA Managing Director who is in charge of the day-to-day business.

At the moment, the CIECA Bureau Permanent consists of the President, the Secretary General -Treasurer, and five Vice-Presidents. Maria Jose Aparicio and Jan Schepmann were elected for their positions during the General Assembly that took place in Naples in 2022. Despoina Dimostheniadou and Philippe Usson were co-opted for their positions in September 2023.

FROM LEFT TO RIGHT: Per Gunnar Veltun, Marc-Philipp Waschke, Jan Schepmann, Susana Paulino, René Claesen, Pat Delaney, Maria José Aparicio, Saulius Suminas, Roland Krause.

PER GUNNAR VELTUN
CIECA Honorary Member
Former CIECA Secretary General-Treasurer & EAG Chair

Chief engineer
Norwegian Public Roads Administration

MARC-PHILIPP WASCHKE
TAG Chair
Head of Driving Licence, Fitness to Drive and Road Safety

TÜV-Verband e. V. (Germany)

JAN SCHEPMANN
CIECA Vice-President

Strategic Head of Business Segment Driving-Licence Re-Applicants at TUEV NORD Mobilitaet GmbH & Co. KG
Managing Director Nord-Kurs GmbH (TUEV NORD Group – Germany)

SUSANA PAULINO
CIECA Vice-President

Head of the Department of training and certification
Instituto da Mobilidade e dos Transportes (IMT – Portugal)

RENÉ CLAESEN
CIECA President
Research & Development
CBR (The Netherlands)

PAT DELANEY
CIECA Vice-President
Director of Operations
Department for Infrastructure
Driver & Vehicle Agency (Northern Ireland)

MARIA JOSÉ APARICIO
CIECA Vice-President

Deputy Director for road traffic safety training
Dirección General de Tráfico (DGT – Spain)

SAULIUS SUMINAS
EAG Chair

Deputy Director
Regitra (Lithuania)

ROLAND KRAUSE
CIECA Honorary Member
Former CIECA Vice-President

Director
DEKRA Automobil GmbH

The permanent Bureau received two further applications in September 2022 for the roles of Secretary-General Treasurer and Vice-President, and following the CIECA Statutes they were co-opted (not in photo):

DESPOINA DIMOSTHENIADOU
CIECA Vice-President

DG of Transport & Road Safety Strategic Planning/ Directorate of Road Traffic & Safety
Ministry for infrastructure & Transport (Greece)

PHILIPPE USSON
CIECA Secretary General - Treasurer & EAG Member

Head of Traffic Education for the Department of Loire
Ministry of Interior (France)

FINANCIAL REPORT: BUDGET AND REALISATIONS FOR 2022

| Operating Income | Realisation 2021 | Budget 2022 | Realisation 2022 |
|---|---------------------|---------------------|---------------------|
| Membership fees | € 515,774.50 | € 529,000.00 | € 534,269.00 |
| Administrative charges | € 23,847.00 | | € 25,361.20 |
| Other income (Bank interest, research projects, events, etc) | € 0.00 | € 500.00 | € 560.00 |
| Total operating Income | € 539,621.50 | € 529,500.00 | € 560,190.20 |
| Operating expenses | | | |
| Personnel | € 333,967.64 | € 360,000.00 | € 367,988.38 |
| Services | € 29,445.63 | € 25,000.00 | € 26,467.57 |
| Accommodation Brussels office | € 39,388.54 | € 44,000.00 | € 35,372.08 |
| Office service costs | € 5,410.45 | € 12,500.00 | € 11,547.14 |
| Travel & accommodation Secretariat | € 1,712.93 | € 17,000.00 | € 18,759.85 |
| BP representation Travels | € 0.00 | € 1,000.00 | € 0.00 |
| Activities congress/workshop and visits | € 21,398.96 | € 15,500.00 | € 0.00 |
| Hosting GA and Congress | | | € 89,172.04 |
| Applied reserves congress | | | € -90,000.00 |
| Permanent Advisory Groups | € 0.00 | € 26,000.00 | € 3,767.13 |
| Representation and marketing | € 4,095.92 | € 10,000.00 | € 6,294.36 |
| Contingency | € 0.00 | € 1,000.00 | € 0.00 |
| VAT | € 11,547.53 | € 11,000.00 | € 9,569.50 |
| Communal Taxes | € 5,640.28 | € 3,500.00 | € 195.15 |
| Loss on sale of trade receivables | € 11,131.00 | | € 0.00 |
| Total operating expenditures | € 463,738.88 | € 526,500.00 | € 479,133.20 |
| Total operating Income | € 539,621.50 | € 529,500.00 | € 560,190.20 |
| Economic result | € 75,882.62 | € 3,000.00 | € 81,057.00 |
| Depreciation | € 1,337.39 | € 1,000.00 | € 1,658.50 |
| Financial Charges | € 685.83 | € 1,000.00 | € 1,431.60 |
| Provision vacation Y+1 | € 38,000.00 | € 27,500.00 | € 35,400.00 |
| Provision vacation Y | € -38,000.00 | € -27,000.00 | € -35,400.00 |
| Financial result | € 73,859.40 | € 500.00 | € 77,966.90 |



CIECA Members

CIECA currently counts 69 members from 38 countries, covering almost all of Europe, and in New Zealand, Republic of Korea, the United Arab Emirates, and the United States of America.

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: Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology (Bundesministerium für Klimaschutz, Umwelt, Energie, Mobilität, Innovation und Technologie, BMK)
2. Austria: Austrian Road Safety Board (Kuratorium Für Verkehrssicherheit, KFV)
3. Belgium (Flanders): Flemish Administration, Mobility and Public Works Department
4. Belgium (Flanders): GOCA Vlaanderen
5. Belgium (Wallonia): Autosécurité
6. Belgium (Wallonia): Public Service of Wallonia / Department of Strategy and Mobility
7. Bulgaria: Ministry of Transport, Executive Agency Road Transport Administration
8. Croatia: Hrvatski Autoklub (HAK)
9. Cyprus: Ministry of Transport, Communications and Works
10. Czech Republic: Ministry of Transport / Drivers' Administration Department
11. Denmark: Danish Road Safety Agency
12. Estonia: Estonian Transport Administration
13. Faroe Islands: Akstovan
14. Finland: Finnish Transport and Communications Agency (Traficom)
15. France: Ministère de l'Intérieur, Délégation à la sécurité routière (DSR)

16. Georgia: Service Agency of the Ministry of Internal Affairs of Georgia
17. Greece: Ministry of Infrastructure & Transport
18. Germany: DEKRA Automobil GmbH
19. Germany: TÜV Association (TÜV-Verband)
20. Germany: TÜV | DEKRA arge tp 21
21. Great Britain: Driver and Vehicle Standards Agency (DVSA)
22. Hungary: Centre for Assessing Fitness to Drive and Drivers' Examinations (KAV)
23. Iceland: Icelandic Transport Authority
24. Ireland: Road Safety Authority (RSA)
25. Korea: Road Traffic Authority (KoROAD)
26. Kosovo: Ministry of Environment, Spatial Planning and Infrastructure
27. Latvia: Ministry of Transport / Road Traffic Safety Directorate
28. Lithuania: REGITRA State Enterprise
29. Luxembourg: Ministry of Mobility and Public Works / Department for Mobility and Transport
30. Luxembourg: Société Nationale de Circulation Automobile (SNCA)
31. Malta: Transport Malta
32. Monaco: Ministère de l'Etat / Service des Titres de Circulation
33. New Zealand: Vehicle Testing New Zealand (VTNZ)
34. Northern Ireland: Driver and Vehicle Agency (DVA)

35. Norway: Norwegian Public Roads Administration (Statens Vegvesen Vegdirektoratet)
36. Poland: Ministry of Infrastructure / Road Transport Department
37. Portugal: ANIECA (Associação Nacional dos Industriais do Ensino de Condução Automóvel)
38. Portugal: Institute for Mobility and Transport (Instituto da Mobilidade e dos Transportes, IMT, I.P.)
39. Romania: Ministry of Internal Affairs / General Directorate for Driving Licenses and Registrations (DRPCIV)
40. Spain: Ministry of Interior, Directorate General for Traffic (Dirección General de Tráfico, DGT)
41. Sweden: Swedish Transport Administration (Trafikverket)
42. Sweden: Swedish Transport Agency (Transportstyrelsen)
43. Switzerland: Association of Road Traffic Services (Vereinigung der Strassenverkehrsämter, ASA)
44. Switzerland: Federal Roads Office (Bundesamt für Straßen, ASTRA)
45. The Netherlands: CBR (Centraal Bureau Rijvaardigheidsbewijzen)
46. Ukraine: Head Service Center of the Ministry of Internal Affairs
47. United Arab Emirates: Abu Dhabi Police
48. United Arab Emirates: Roads & Transport Authority (RTA)

ASSOCIATED MEMBERS

1. Austrian Driving Schools, Austria
2. Driving Mobility, United Kingdom
3. Ecole de Conduite Française (ECF), France
4. Emirates Driving Company, United Arab Emirates
5. ENPC-EDISER, France
6. Flemish Foundation for Traffic Knowledge (Vlaamse Stichting Verkeerskunde, VSV), Belgium
7. Foundation for Road Accident Prevention, Poland
8. German Road Safety Council (Deutscher Verkehrssicherheitsrat, DVR), Germany
9. German Society for Traffic Psychology (Deutsche Gesellschaft für Verkehrspsychologie e.V., DGVP), Germany
10. Jelly Learn, United Kingdom
11. National Confederation of Driving Schools (Confederación Nacional de Autoescuelas, CNAE), Spain
12. Nord University, Norway
13. Pearson VUE, United Kingdom
14. Prometric, Ireland
15. Vias institute, Belgium

AFFILIATED MEMBERS

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

HONORARY MEMBERS

1. Mr Jean-Pierre Fougère, France, former CIECA Secretary General - Treasurer
2. Mr Kari Hakuli, Finland, former CIECA President
3. Dr Roland Krause, Germany, former CIECA Vice President
4. Mr Peter Ripard, Malta, former CIECA Vice-President
5. Ms Sonja Spørstol, Norway, former CIECA President
6. Mr Jozef-Peter Vaessen, the Netherlands, former CIECA President
7. Mr Willem Vanbroeckhoven, Belgium, former CIECA President
8. Mr Per Gunnar Veltun, Norway, former CIECA Secretary General - Treasurer

The Head Service Center of the Ministry of Internal Affairs of Ukraine



The Head Service Center of the Ministry of Internal Affairs of Ukraine (hereinafter referred to as the HSC MIA of Ukraine) is an interregional territorial service body with the status of a legal entity of public law and unites 162 territorial service centers located in Ukraine.

The HSC MIA of Ukraine is the competent authority of Ukraine for conducting examinations for obtaining the right to drive vehicles and issuing driving licences.

The main functions of the HSC MIA of Ukraine also include vehicle registration, administration and maintenance of state registers containing information on registered vehicles and issued driving licences.

Functions of the HSC MIA of Ukraine related to the objectives and activities of CIECA:

1. Developing regulations on driver training and admission to driving.
2. Accreditation of driving schools, certification of specialists engaged in driver training, control over compliance with the requirements of the legislation on driver training.
3. Development and approval of the list of questions for the theoretical exam, training and control over the activities of examiners conducting the practical exam.
4. Conducting theoretical and practical examinations for obtaining the right to drive vehicles.
5. Maintaining automated databases containing information on driving schools, exam results, and issued driving licences.
6. Development and implementation of measures on international cooperation and European integration within the competence.

According to the results of 2022, despite the armed aggression of the Russian Federation, the service centers of the MIA of Ukraine continued its work:

- 776,622 theoretical examinations were conducted to obtain the right to drive vehicles;
- 680,039 practical examinations were conducted to obtain the right to drive vehicles;
- 1,220,774 driving licences were issued, including in connection with the exchange, including 429,131 for the first time.

At present, among the 162 territorial service centers of the MIA, 148 are fully operational, 49 of which have resumed their activities in the de-occupied territories of Ukraine.

A special feature of the functioning in the de-occupied territories is the use of mobile service centers - specially equipped vehicles (25 vehicles are available) which are capable of operating autonomously, that is, regardless of the availability of electricity and communication networks. These mobile service centers are used to provide services for the exchange or renewal of driving licences, as well as vehicle registration in remote locations and territories liberated from the Russian occupiers.

Despite the martial law in Ukraine, European integration and development are among the core values for the HSC MIA of Ukraine, especially in view of the decision to grant Ukraine the candidate status in the European Union on 22 June 2022.

Currently, the Ukrainian Parliament is considering a draft law developed by the HSC MIA of Ukraine aimed at implementing the provisions of Directive 2006/126/EC of the European Parliament and of the Council into Ukrainian legislation. Therefore, it is essential for the HSC MIA of Ukraine to obtain information on the best practices of EU countries in implementing Directive 2006/126/EC, as this will allow Ukraine to effectively apply the long-standing experience of European colleagues in the field of driver training and admission to driving.

The HSC MIA of Ukraine, for its part, has a number of developments in the field of digitalisation of driving licences, namely their display on smartphones using the "Diia" portal, including the function of verifying the validity of information, which may be of interest to colleagues from other countries.

We know how important is the role of the International Commission for Driver Testing

(CIECA) in improving driving standards, promoting driver education, sharing knowledge, experience and best practices in conducting driving tests, and improving road safety. That is why we are committed to cooperation in order to obtain the best European experience, consult with experts from European countries to better implement the provisions of European legislation in the field of obtaining the right to drive vehicles and exchange information on driving licences, which will undoubtedly contribute to mobility and improving road safety.

Taking advantage of CIECA membership is particularly relevant for the HSC MIA of Ukraine in view of the intensification of European integration reforms in Ukraine, which is associated with Ukraine's acquisition of the EU candidate status and the resulting need to implement the provisions of EU legislation in the area of driver licensing.

This reform certainly requires taking into account the best European practical experience in this area, as well as obtaining advisory assistance from experts from the competent authorities that are members of CIECA.

We are deeply convinced that it is joint efforts and constructive cooperation of the competent authorities in the field of driver testing that is the key to achieving effective results.

Ministry of Internal Affairs of Ukraine



NEW CIECA AFFILIATED MEMBER

AUSTROADS

Austroads solves problems for transport agencies in Australia and New Zealand. We focus on making mobility safer and more reliable for all users and our transport infrastructure sustainable and future-proof. We also provide national services that help transport agencies to operate seamlessly across state borders and bring national efficiencies to their operations.

We are a not-for-profit, nonpartisan organisation. We are funded by Australian and New Zealand government transport agencies but our work impacts a wide range of agencies including planning, service, infrastructure, health and safety, public health and policing.

We employ about 70 people, with a small national office and the National Exchange of Vehicle and Driver Information Service based in Sydney, and the Transport Certification Australia Opens in new window business based in Melbourne. We rely on the participation of transport agency staff to direct our work via our Board and subject-specific task forces and the expertise of consultants and researchers to complete our projects.

Our Guides, which provide practical advice on the design, management and operation of road transport networks, are globally respected and continually updated. We value agility, collaboration, objectivity, and knowledge sharing. Our work underpins evidence-based practice and is underpinned by human-centred design.

Around 1,500 people lose their lives each year in road transport in Australia and NZ. Another 40,000 people suffer serious injuries each year.

Austroads has a long history of developing road transport solutions for its members and the community. The Road Safety and Design Program has been at the forefront of developing the guidance and evidence to support the implementation of life-saving initiatives and road designs.

Austroads is committed to supporting its member agencies and the broader road safety community to find solutions to tough policy and implementation challenges, and to play a lead role in the development of a path to zero deaths and serious injuries by 2050.

Information published with Austroads authorization
(<https://austroads.com.au/>, accessed on 17 May 2023).

Austroads Members

- Transport for New South Wales
- Department of Transport and Planning Victoria
- Queensland Department of Transport and Main Roads
- Main Roads Western Australia
- Department for Infrastructure and Transport South Australia
- Department of State Growth Tasmania
- Department of Infrastructure, Planning and Logistics Northern Territory
- Transport Canberra and City Services Directorate, Australian Capital Territory
- Commonwealth Department of Infrastructure, Transport, Regional Development, Communications and the Arts
- Australian Local Government Association
- Waka Kotahi NZ Transport Agency

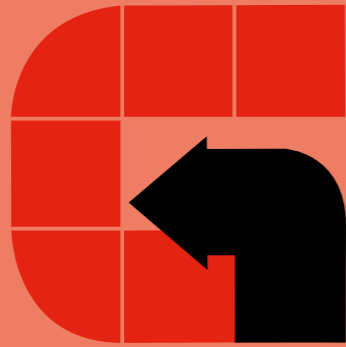
2nd Vehicle Registration and Driver Licensing Global Summit

Augusta Sica was invited to attend the 2nd Vehicle Registration and Driver Licensing Global Summit that took place in Brussels from 7 till 10 February 2023.

The event was hosted by the Association of European Vehicle and Driver Registration Authorities (EReg), a CIECA partner, and organized in cooperation with the Association of American Motor Vehicle Authorities (AAMVA), one of the CIECA Affiliated members, and Austroads. The content of the discussions focused on the following topics: mobile and digital driver licences, innovations and technologies like automated vehicles and vehicle software and, data sharing.

The event was very successful and important relationships were forged: Austroads has become a CIECA Affiliated member. We welcome them and look forward to working with them for many years to come. Austroads is the collective of the Australian and New Zealand transport agencies, representing all levels of government.

The CIECA website and the Guide on Driver Licensing



Guide on driver Licensing

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. Effective members can also create questionnaires directly on 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 number of queries originating from members has been growing steadily over the past few years. In 2022 - 2023, the following queries were processed, which covered a wide range of topics in the field of driver training and testing.

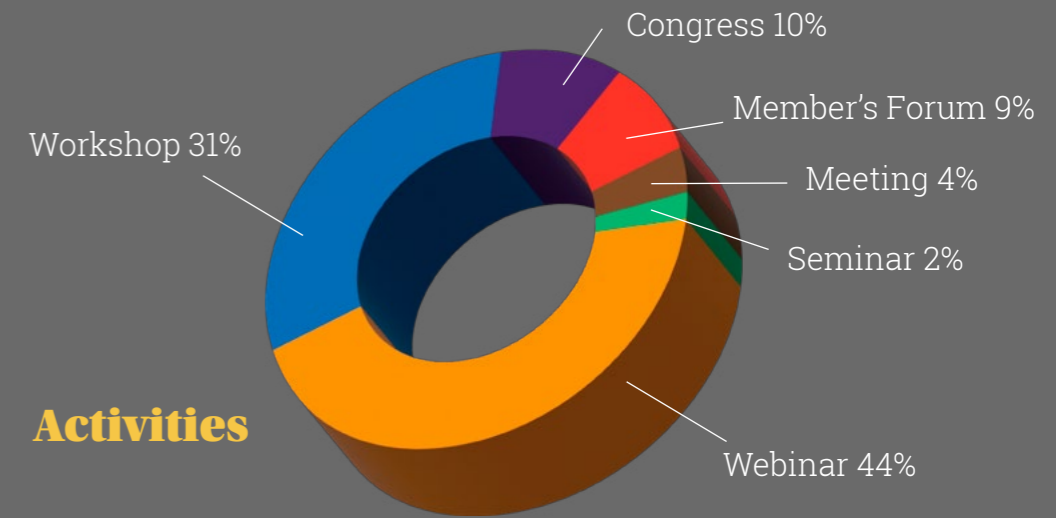
- [Environmentally friendly vehicles \(February 2022\)](#)
- [Category A test with a tricycle \(March 2022\)](#)
- [Digital driving licence \(March 2022\)](#)
- [Novice drivers accident and fatality rate \(March 2022\)](#)
- [On-road assessment prior to taking practical test \(March 2022\)](#)
- [Special manoeuvres test \(March 2022\)](#)
- [Possible addition of organ donor code in driving licence \(March 2022\)](#)
- [Number of licences in circulation per category/year \(April 2022\)](#)
- [Cat. C + CE vehicles used by the armed forces \(April 2022\)](#)
- [Research on the use of driving simulators \(June 2022\)](#)
- [Digital training content \(June 2022\)](#)
- [Theory test for taxis \(September 2022\)](#)
- [Hazard Prediction Test \(October 2022\)](#)
- [Novice drivers accident and fatality rates \(October 2022\)](#)
- [Distinguished driving licence numbers \(November 2022\)](#)
- [Test vehicles category A \(November 2022\)](#)
- [Test vehicles category B \(November 2022\)](#)
- [Test vehicles category C & C+E \(November 2022\)](#)
- [Test vehicles category D \(November 2022\)](#)
- [Training vehicles category A \(November 2022\)](#)
- [Training vehicles category B \(November 2022\)](#)
- [Training vehicles category C & C+E \(November 2022\)](#)
- [Training vehicles category D \(November 2022\)](#)
- [Penalty points system \(November 2022\)](#)
- [Conditions for the issue of driving licences \(January 2023\)](#)
- [Accompanied driving \(January 2023\)](#)
- [Hazard perception in the theory test for the categories A and B \(January 2023\)](#)
- [Hazard prediction test – General \(January 2023\)](#)
- [Pass rate theory test \(January 2023\)](#)
- [Pass rate practical test \(January 2023\)](#)
- [Course and lesson prices \(January 2023\)](#)
- [Category B training duration \(January 2023\)](#)
- [The international driving licence \(January 2023\)](#)

Most of the reports are available in the Guide on Driver Licensing; alternatively, they can be found in the “A-Z Reports, subjects and events” section of the CIECA website.

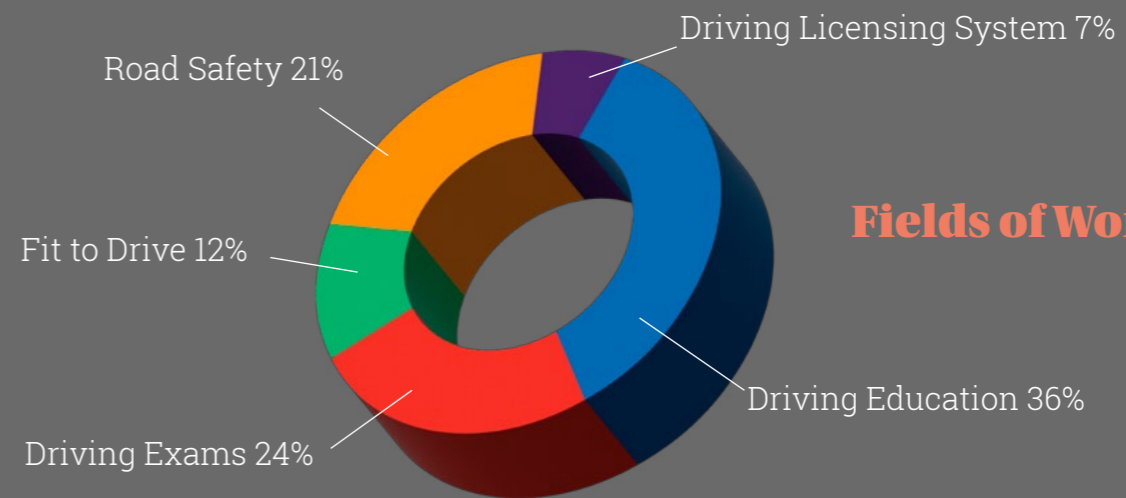
The information gathering process has been improved with member queries being conducted electronically via the Guide on Driver Licensing, rather than using paper questionnaires. Furthermore, a follow-up system allows the administrators to get a precise overview of the status of each questionnaire.

CIECA Projects and Studies

In the last 10 years CIECA promoted 91 events in 19 countries with 199 presentations focussed essentially in 5 mayor areas and 8 topics.

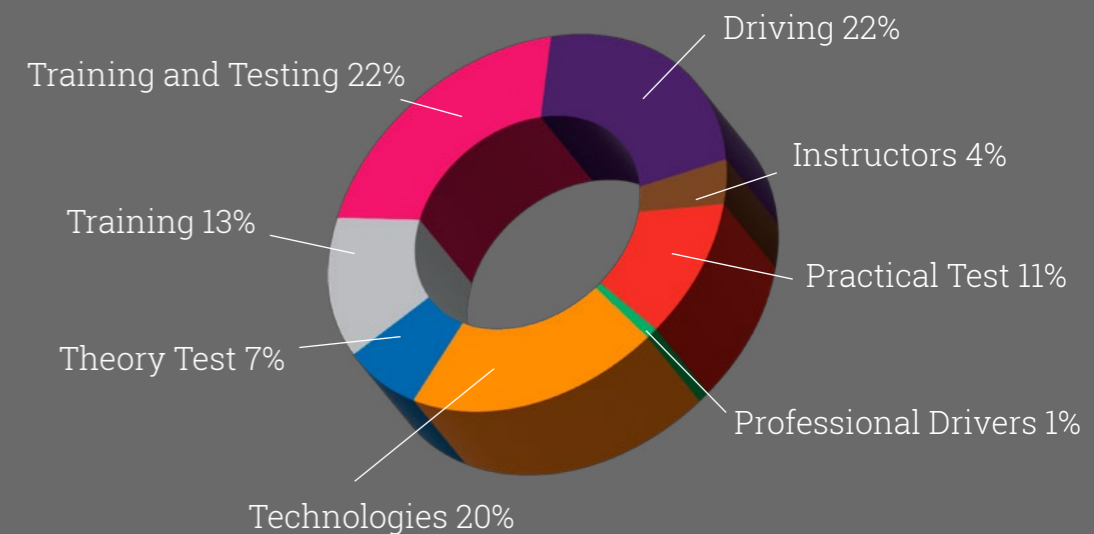


Activities



Fields of Work

Topics



Data by Susana Paulino



7-10 June 2022 in Naples (Italy)

The 54th General Assembly and Congress of CIECA

Transportation Bureau of Korea attended the event and met the Permanent Bureau representatives. Two members of UNASCA (Unione Nazionale Autoscuole) of Italy participated also in the event.

The contributions and the discussions help CIECA members to try to respond to the questions on how to empower the novice drivers to be responsible and safe drivers, and to reduce the number of fatalities on our roads on one hand, and how to design and develop the curricula so that it balances the need for mobility with the demands of elder population to adapt to new technologies and live in a modern society on another.

The event was very successful, and all members were invited to the 2023 Congress that will be organized by KFV, our Austrian Effective member in Vienna. We look forward to visiting that wonderful city and would like to convey our thanks to KFV for their commitment to CIECA.



The 54th General Assembly and Congress of CIECA, was held on 8 and 9 June 2022 in the Royal Continental Hotel in Naples, Italy.

This was a very special CIECA event not only because it was the first one after two years of pandemics but also because as a result of reduced expenditure due to Covid-19 during the previous years, CIECA was financially able to support the organization of this event.

The iconic Mediterranean city of Naples, whose history spans back nearly 3,000 years, was the perfect frame for this Congress that represented 'a coming back' for CIECA members after years of lockdown and online only events.

The topic of this Congress was "Driver training and testing: finding the balance between mobility and safety through the use of innovative technology, improved curricula and data analysis". In total over 30 countries were represented and over 120 members attended the event.

The Congress focused on a crucial topic for all CIECA members: with the rapid pace of technological change, the main question on how can research and data analytics influence our thinking to design and optimize driver training and testing curricula better suited to a technological age, become an issue for all.

With significant technological change, we must understand how to design and develop the syllabuses so that we train novice drivers to remain safe, but as technology improves, and the drivers in-car experience evolves with the introduction of more sophisticated ADAS, how can we keep pace with this change whilst ensuring that all drivers, particularly older drivers, continue to have the skills needed to remain mobile and drive safely?

The programme tried to answer the question through the interaction between innovative technology, improved curricula, data analysis, and hazard prediction in combination with new technologies.

The Congress was opened by Mr. René Claesen, CIECA President, who welcomed all delegations and was followed by ETSC Executive Director Mr. Antonio Avenoso's contribution who was the keynote speaker of the event, and talked about the need to reduce road deaths among young people. He also presented to the audience the EU Road Safety 2021-2030: Next Steps Towards Vision Zero programme. The plenary discussion was moderated by Mr. Pat Delaney, CIECA Vice-President. A delegation of Koroad and the National Police Agency's



Activities of CIECA Expert Groups at a glance



Photo by RTA



| | EAG | TAG | ETG |
|--|--|---|--|
| MEMBERS | <ul style="list-style-type: none"> Saulius Suminas, Regitra, Lithuania - EAG Chairman Jaap KROON, CBR, the Netherlands Amanda LANE, DVSA, UK Marcellus KAUP, TÜV SÜD Steven RAES, GOCA, Belgium Javier GALINDO, DGT, Spain Paulo FIGUEREIDO, ANIECA, Portugal Philippe USSON, Ministry of Interior, France | <ul style="list-style-type: none"> Marc-Philipp WASCHKE, VdTÜV, Germany - TAG Chairman Lauris KUMPINS, Ministry of Transport, Latvia Josée NOÉ, GOCA, Belgium Sinan ALISPAHIĆ, HAK, Croatia Sanja BRNADIĆ, HAK, Croatia Lars RÖßGER, TÜV / DEKRA arge tp 21 GbR, Germany Helen LUKER, DVSA, UK Algimantas TARABILDA, Regitra State Enterprise, Lithuania Karsten NIKOLAISEN, Norwegian Public Roads Administration Henrik FAHLCRANTZ, Swedish Transport Administration, Sweden Fabienne SEYDOUX, asa, Switzerland Jasper TAMMELING, CBR, the Netherlands Miguel Angel REDONDO, DGT, Spain Sylvie OGGOR-MEZZOUG, Ministry of Interior, France Marjo IMMONEN, Traficom, Finland Jasmine HÄUSELMANN, asa, Switzerland Mikael STENBERG, Swedish Transport Administration, Sweden | <ul style="list-style-type: none"> Joaquim COSTA, ANIECA, Portugal Maria Fleischer, KFV, Austria Roberto Ramos, CNAE, Spain Risto KASEMAE, Estonian Transport Administration Marcellus KAUP, TÜV SÜD, Germany Eddy KLYNEN, VSV, Belgium Conor NEACY, Prometric, Ireland Pablo GARCÍA, DGT, Spain Manuel PICARDI, EFA, International Kay SCHULTE, DVR, Germany Jorg SATZ, MOVING, International Chris HOWES, DVSA, UK Jan Petter WIGUM, Nord University, Norway John SHERIDAN, DVSA, UK |
| MEETINGS | <ul style="list-style-type: none"> 29 September 2022, Wallonie, Belgium 6 October 2022, ONLINE 8 December 2022, Dubai, UAE 15 – 16 February 2023, Brussels, Belgium 17 – 18 April 2023, Madrid, Spain | <ul style="list-style-type: none"> 14 – 15 September 2022, 19th TAG Meeting, Berlin, Germany 5 October 2022, ONLINE 25 October 2022, Athens, Greece 6 – 7 March 2023, 20th TAG meeting, Brussels, Belgium | <ul style="list-style-type: none"> 8 September 2022, ONLINE 21 October 2022, ONLINE 20 December 2022, HYBRID EVENT, Brussels, Belgium 9 – 10 March 2023, HYBRID EVENT, Brussels, Belgium |
| WEBINARS & FURTHER ACTIVITIES | <ul style="list-style-type: none"> 26 – 29 September 2022: The group carried out the on-site peer review of the Autosécurité Practical Driving Licensing system in Wallonie, Belgium. 6 – 9 December 2022: The group carried out the on-site peer review of the RTA Driving Licensing system, focusing on the Smart Testing System at this CIECA member's request in Dubai, UAE. As members of the Programme Committee, all EAG experts participated in the rating of the abstracts submitted for the 2023 CIECA Congress and contributed to the setting up of the final programme of the event. Contributed to the CIECA's response to the consultation on EC proposal for the new Directive on driving licences. 19 April 2023: EAG Workshop: waiting times and passing rates for the practical exams, DGT Headquarters, Madrid, Spain. 24 May 2023: Presentation in the 2023 Member's Forum that took place during the 2023 CIECA Congress in Vienna (Austria). | <ul style="list-style-type: none"> 26 – 29 September 2022: Sylvie Oggor-Mezzoug carried out the peer review of the theoretical test at the request of the Autosécurité, Wallonie, Belgium. 25 - 26 October 2022: TAG WORKSHOP - Cheating and fraud in the theory test, Ministry of Infrastructure and Transport, Athens (Greece). 6 – 9 December 2022: Jasper Tammeling and Henrik Fahlcrantz participated in the on-site peer review of the Theoretical Test in RTA, Dubai, UAE. On behalf of the group, Helen Luker participated in the rating of the abstracts submitted for the 2023 CIECA Congress and contributed to the setting up of the final programme of the event. Contributed to the CIECA's response to the consultation on EC proposal for the new Directive on driving licences. 24 May 2023: Presentation in the 2023 Member's Forum that took place during the 2023 CIECA Congress in Vienna (Austria). | <ul style="list-style-type: none"> 24 November 2022 - 2nd EDUCATION WORKSHOP: The use of simulators in driver training, Springer Headquarters, Munich (Germany) 6 – 9 December 2022: RUE SUBGROUP: Eddy Klynen and Kay Schulte travelled to Dubai (UAE) to participate in the on-site peer review of: <ol style="list-style-type: none"> The Review the Trainee Driving Instructors Qualification Program and The RTA Examiners' Testing Procedures and Standards for RTA. Development of a questionnaire for all CIECA members on ADAS. Results were presented in the 2023 Members' Forum (see below). Contributed to the CIECA's response to the consultation on EC proposal for the new Directive on driving licences. 24 May 2023: Presentation in the 2023 Member's Forum that took place during the 2023 CIECA Congress in Vienna (Austria). |
| FUTURE ACTIVITIES | <ul style="list-style-type: none"> The group is open to listen to all requests from CIECA members that think may benefit from the expertise of the group and will do their best to assist them in any way they can. 25 – 29 September 2023: EAG meeting + on-site peer review TBC | <ul style="list-style-type: none"> The group is open to hear from all CIECA members that think may benefit from the expertise of the group. 1 June 2023: TAG meeting (ONLINE) 18 – 19 October 2023: TAG Meeting, Dresden (Germany) 14 – 15 November 2023: The 2023 TAG Workshop is already under preparation. The provisional title is Item writing: new challenges for the future. (Venue TBC). | <ul style="list-style-type: none"> The group is open to hear from all CIECA members that think may benefit from the expertise of the group. 4 – 5 October 2023: ETG meeting, Berlin (Germany) The 2024 ETG workshop will deal with the development of ADAS guidelines for driver education (title, date and venue TBC). |

WHO are we?

We are a team of specialists from different CIECA member organizations who are experts on driver education and driver testing in our respective countries. We can provide you with guidance, advice, and recommendations on a particular or general topic concerning **the practical driver test**.

The EAG: The Expert Advisory Group



PAULO FIGUEIREDO
Coordinator of the Department of Training and Support for Members
ANIECA, Portugal



JAVIER GALINDO
Head of Road Training Service
DGT, Spain



MARCELLUS KAUP
Head of the Technical Test Center Baden-Württemberg
Head of the driving license department
TÜV SÜD Auto Service GmbH, Germany)



JAAP KROON
Driving Test Manager CPC
CBR, The Netherlands



AMANDA LANE
Deputy Chief Driving Examiner |Head of Driver Testing and Training Policy
DVSA, UK



STEVEN RAES
Manager Driving Licence
GOCA, Flanders, Belgium



SAULIUS SUMINAS
Deputy Director – EAG Chair
REGITRA, Lithuania



PHILIPPE USSON
Chief of Examiners, Head of Traffic Education for the Department of Loire
Ministry of Interior, France

WHAT can we do for you?

- **Peer review of your practical exams:** based on on-site observations. We can develop recommendations that can help you in decision-making and future developments in the practical test.
- Because we are all specialists we can offer **valuable insights, knowledge, and experience on specific problems**. We provide advice and support based on written questions or on-site observations on changes that you may want to implement in your organization.
- Moderate discussion groups on specific topics related to our expertise. This can help that all perspectives are considered, and decisions are made in a collaborative and inclusive way.
- We can provide ongoing help, when necessary, by **providing guidance, answering questions, and addressing concerns**. This will support you to achieve your goals.

WHY can it be interesting for you?

- **Expertise and knowledge:** working with a team of experts provide you access to knowledge and experience in driver testing.
- **Objectivity:** we can give an objective perspective, we are not influenced by internal discussions, politics or personal interests.
- **Tailored solutions:** we can provide recommendations specific for your needs, goals and constraints.

WHAT do we expect from your side?

- **A clear definition or description** of what you want us to review, advise or support.
- **Allocate resources** (staff, time...) to help us in fulfilling our tasks.
- **Good communication and collaboration** in preparation of our visit (e.g., filling in the pre-visit information documents) and during our activities on site.

HOW can you get in touch with the EAG?

If you are interested in one of the activities, we can provide you with, please **contact the CIECA secretariat** (eva.mateo@cieca.eu). They will advise and guide you in the process to ask for a peer review, advice or other support.

Our activities are strictly confidential and totally free and inclusive for all CIECA members.

Launch of the new CIECA Permanent Group on FITNESS TO DRIVE

The CIECA Fit to Drive Topical Group was a temporary group whose duration was limited to three years. However, recognizing the growing importance of fit to drive issues, CIECA has decided to create a new CIECA Permanent Advisory Group, acting as a source of professional and technical advice for CIECA.

A call for applications was launched in February 2023 among CIECA Effective, Associated and Affiliated members. After a selection process, members of the group were appointed by the Board in its meeting of 16 March 2023:



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| REPRESENTATIVE | ROLE | CIECA MEMBER |
|--------------------------|---|--|
| Mark Tant | Lead of CARA department supervising official FtD evaluations | Vias institute (Belgium) |
| Anne-Marie Gallot | Interministerial technical advisor "health" to the Interministerial Delegate for Road Safety | French Ministry of the Interior and Overseas Territories |
| Nicole Ewen-Wicker | Head of FtD assessment department at pima-mpu GmbH, a TÜV SÜD Group company, carrying out medical-psychological assessments (MPA) | TÜV-Verband (Germany) |
| Kay Schulte | General Coordinator Prevention of work-related road accidents Novice Driver | DVR (Germany) |
| Thomas Wagner | Head of department Traffic Medicine and Psychology | DEKRA (Germany) |
| Rob Kok | future Chief Medical Officer at CBR's FtD division (from 1.5.23) | CBR (The Netherlands) |
| Ruud Bredewoud | current Chief Medical Officer at CBR's FtD division | |
| Patricia Pérez Fernández | Responsible for the psychological part of FtD at DGT's National Road Safety Observatory | DGT (Spain) |
| Anuraj Varshney | Consultant Practitioner and Head of Service for South East DriveAbility (NHS) | Driving Mobility (UK) |

The initial task for the group will be to draft a work programme, and support communication strategy.

Already 8 years ago two workshops on disabled driver assessment led the way to the establishment of the CIECA Fit to Drive Topical Group in 2017 that broadened the focus to evaluation of medical fitness to drive.

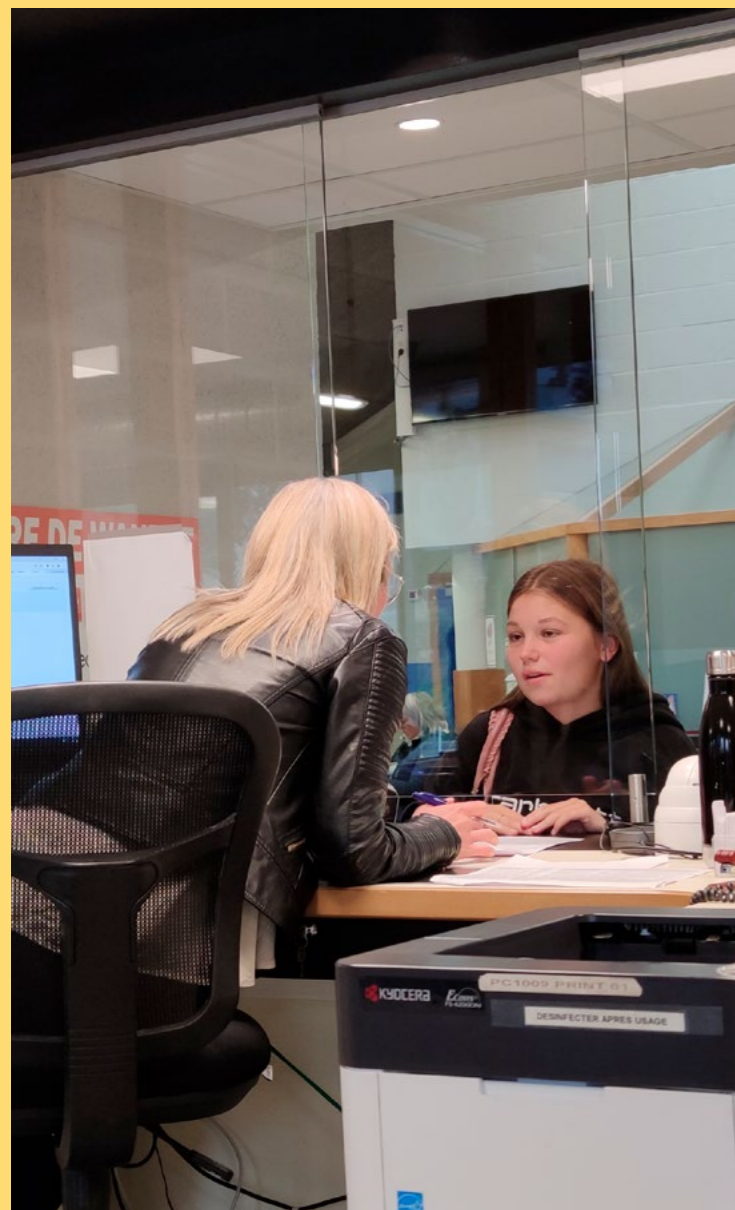
The purpose of the Fit to Drive Topical Group was on one hand to improve consistency of driver assessment practice throughout Europe and beyond and share expertise, with the outcomes accessible and freely available to all practitioners in the field (Subgroup 1: Setting Standards for Disabled Driver Assessment), and on the other to discuss the differences and similarities between the fitness to drive evaluation systems in different EU and EEA (European Economic Area) countries, describe the procedures used, assess medical fitness to drive in each country, learn from each other's procedures and legal requirements, find best practices and suggest changes in Annex III of the EU Directive on driving licences (Subgroup 2: Setting Standards for the Evaluation of Medical Fitness to Drive).

As a result of the work of the Topical Group, fit to drive issues have become a major field, in which CIECA brings together expertise and formulates policies, which have been stipulated in several reports published in 2020-2021.

Furthermore, members published in August 2020 the Medical Fitness to Drive Report, which is summarizing the results of ten detailed reports on medical fitness to drive procedures in Europe.

Taking up the link between the EU directive and the fit to drive issues highlighted in the 2020 reports, members of the group contributed with their expertise to a common CIECA Response to the EC Public Consultation in March 2022, identifying as most important for the revision of the 3rd Driving Licence Directive: alcohol and drugs, psychological aspects (including personality, attitudes, behaviour); neurodevelopmental disorders (and their treatment); clearing house / need for clinical guidelines; general procedures to identify drivers at risk; on-road assessment (criteria); use of new technologies; vision; medicines.

Autosecurité in Wallonie (Belgium)



At the end of September 2022, the CIECA and its auditors were in Belgium to carry out an audit of our 'Driving licence' department. For two days, 6 international representatives of the commission analysed our functioning. If there are a number of things to improve, the audit report is quite good.

The goal was to dissect the organisation of the practical and theoretical tests of category B. Why? To highlight, where appropriate, opportunities for improving our processes. An audit allows you to question yourself through useful recommendations and comments.

First of all, I would like to thank Augusta, the auditors and especially Eva for their tremendous work to make sure the audit could take place under the best possible conditions.

Eva runs all operations in a professional manner.

On day one, we presented the company. This was done by the driving licence regulation department, by the quality department via Aurélie Hentiens and by our development branch Aegaeon, represented by Fabien Kalinowski. Afterwards, we visited the examination centre of Wandre where we spoke with the centre manager and an examiner. On day two, 5 auditors attended at least 5 practical tests of category B with 5 different examiners. At the same time, an auditor performed the audit of the theory test and the risk perception test, in attendance of the Walloon public service, our supervisory authority, represented by Nathalie Mayeux.

During the last day, the auditors gathered together to debrief and start the report.

The EAG experts were:

Saulius Suminas from (REGITRA, Lithuania)

Philippe Usson from (French Ministry of Interior)

Paulo Figueiredo from (ANIECA, Portugal)

Javier Galindo from (DGT, Spain) and

Jaap Kroon from (CBR, The Netherlands)

The TAG expert was:

Sylvie Ogor-Mezzoug from (French Ministry of Interior)

All of them have wide experience as driving license examiners. They analyse the business meticulously. It was a real pleasure to collaborate with such experts.

The detailed report subsequently received shows to what extent knowledge of the activity is a real added value in the function of auditors.

This report contains proposals for improvement, and also highlights the strengths of the Autosécurité group, which makes this report a great working tool for the future.

These 3 days spent together remain engraved as warm moments of sharing, discussions and exchanges.

I would like to thank my team in Belgium, David Barbay and Laurent Poulain, without whom the management of the auditors and our driving license regulation department would not be possible.



CARINE MIGNON

Carine Mignon has been working for Autosécurité for more than 40 years. She is the Head of Driving Licensing in Wallonie.





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6 October 2022 - CIECA WEBINAR SERIES

Does driving competence correlates to driving style in Lithuanian professional and non-professional drivers' sample?



DR JUSTINA SLAVINSKIENĖ
 Dr Justina Slavinskiene works in the Department of Psychology in the Vytautas Magnus University in Lithuania, a very active research institution. Her research interests are focused on the psychological antecedents and consequences of safe and risky driving, psychological aspects of various health non-related behaviour, and psychological assessment methods.

Scientists agree that a drivers' view of how competent they are, has a strong impact on their behaviour on the road, specifically in relation to risk-taking while driving. However, drivers' views of their driving skills might vary from country to country. Previous studies concluded that a driver's view of perceptual-motor and safety skills have strong influence on risk perception, which affects driving style including risk-taking while driving. Previously it was found that greater perceptual-motor skills together with low safety skills led to high risk driving style. As possession of different driving styles was found to be cultural dependent and being Lithuania one of the ten European countries with the highest accident rates, it is important to analyse the relation between driving competence (perceptual-motor and safe skills) and different driving styles within a sample of Lithuanian drivers. Deeper analysis considering professional and non-professional drivers will expand the traffic psychology field.

On average, according to the International Labour Organization 7600 drivers die in road accidents at work per year (2018). 70% of these accidents are associated with employees' risky behavior on the road (e.g., speeding, or dangerous manoeuvres on the road). Professional drivers are more likely to be involved in road accidents or perform road traffic offences at work not because they lack competences or driving skills but because of individual psychological factors (e. g., risk perception).

The aim of this pilot study was to evaluate the relation between driving competence (perceptual-motor and safe skills) and different driving styles among Lithuanian professional and non-professional drivers.

The study concluded that, among the Lithuanian drivers who participated in the study, professional drivers have higher driving competence than non-professional drivers in Lithuania (only perceptual – motor skills). At the same time, Lithuanian professional drivers demonstrate more hostile and more reckless driving style than non-professional Lithuanian drivers.

DRIVING STYLES

Following the multidimensional driving style inventory (MDSI; Taubman - Ben-Ari et al. 2004) four driving styles were evaluated among 528 Lithuanian drivers: 459 non-professional, and 69 professional drivers.

CAREFUL/ PATIENT AND SAFE STYLE

- Drivers with higher values of caring and empathy for others,
- Drivers highly committed to safety who respect road traffic rules and laws

HOSTILE/AGGRESSIVE STYLE

- Drivers with great desire to compete with other road users, who they perceive as less competent.
- Drivers who tend to demonstrate negative emotions and violent behaviour on the road.

RECKLESS/CARELESS STYLE

- Drivers who consciously and intentionally choose to take risks for the sake of enjoyment and arousal.

ANXIOUS STYLE

- Drivers with a very strong need to protect themselves due to the fear of other drivers.
- Drivers who hesitate and have difficulties to make effective decisions while driving.
- Drivers without confidence in their own driving abilities and view other drivers as an additional source of stress.

The new driver licensing system in Georgia: Gaining and sharing experiences

In order to fulfill the obligations assumed by the Association Agreement with the European Union, an amendment was made to the Law of Georgia "On Road Traffic". According to this reform, from April 26, 2022, the practical part of the exam for the right to drive a vehicle of category "B" and "BE" became two-staged. Exam routes and the procedures for passing the exam, including evaluation criteria, are defined and approved by the order of the Minister of Internal Affairs.

After successfully passing the theoretical part of the test for obtaining the right to drive a vehicle, the candidate is permitted to move to the first stage of the practical exam (special manoeuvres test), which is held in a closed compound within the territory of the agency, and if they pass, they will move to the second stage, which is held in real traffic conditions.

At the moment, this second stage of the practical test can be passed in 11 cities across the country. Several test routes have been developed for each one of the cities. In all units of the Agency, the fleet of test vehicles was updated. Candidates wishing to obtain the driving license of category "B" pass the practical test in "SKODA RAPID" model vehicles equipped with GPS.

Evaluation of the first and second stages of the practical exam happens according to a point system. The candidate is awarded 100 points in a closed field. The test is considered successfully passed if the driver's candidate does not accumulate more than 39 penalty points.

From September 1, 2023, there will be another part added to this system: candidates will be asked questions related to checking the technical efficiency of the vehicle before they start the second part of the practical exam.

In the second stage of the practical test, whether the candidate did, or didn't fulfill the qualification requirements of the exam, is evaluated based on the degree of seriousness of the errors made, which can be light, or serious. The prerequisites for the disqualification of candidates are also defined.

At each stage of the driving license exam, if the candidate receives a negative assessment, they can request the evaluation report, and appeal the results. Their appeal will be reviewed by a special committee.

Candidates can reserve the desired date and time for the theoretical and practical tests for driver's license exams. Booking can be made

either physically at the Service Agency, online, via the Agency's website/application (Service Agency), or through partnering banks' pay boxes.

The Service Agency has created a mobile application (Service Agency) and a corresponding personal page on the official website - (www.sa.gov.ge), where registered individuals are allowed to use the Agency's online services, including, but not limited to booking, or canceling their driving license exams, finding theoretical exam tests, etc. Those who already have a driver's license can get information about their license online and replace/restore a damaged or lost driver's license.

Conducting tests in real traffic conditions is a step towards the implementation of the directive, as well as one of the preventive tools for ensuring traffic safety, reducing traffic accidents, and increasing the level of traffic safety knowledge.

As for the plans, the new rule of examination for those wishing to obtain the right to drive a vehicle of category "C/D" and sub-categories C1/D1 will come into effect on September 1, 2023.

Lepi Service Agency of Ministry of Internal Affairs of Georgia



25-26 October 2022 - TAG WORKSHOP

Cheating and Fraud in the Theory Test

Participants in the workshop had the opportunity to listen to presentations from colleagues and researchers and participated in group discussions guided by TAG members who, as Chairs of the groups, used a facilitation approach which allowed for maximum interaction among group members and favoured the exchange of experiences, practices, ideas, and solutions. These discussions were structured around the activities developed by the TAG to boost the active role of participants. These groups discussions were followed by plenary sessions which offered possibilities to all attendants to intervene and participate in further discussions. The event responded to the interest of TAG member organizations, faced with the problems of cheating and fraud in the theory test on regular basis, to reflect on this issue and to share experiences with the rest of CIECA members. The first TAG workshop dealing with similar content was carried out in 2016, and since then, the cheating and fraud phenomena in the theory tests have continued to increase. This workshop focused on the analysis of the problem to understand what lies behind these behaviours with the aim to prevent and counteract them.

There was a general agreement among all participants in that surveillance and enforcement of penalties for cheaters are critical tools for limiting the spread of dishonest behaviour, and by the end of the workshop some ideas were shared by all participants present:

All CIECA members countries present in the workshop consider the problem of cheating and fraud very seriously, and some of them have taken important steps in investigating fraud, pushing for harsh legal penalties. However, it is still unclear if this approach would be effective and will help to keep unqualified drivers out of European roads. The information and intelligence gathered by driving licence authorities during their investigations is proving to be of value to police forces in the fight against fraud; in other cases, driving licence authorities collaborate closely with the police force to fight against organised crime focused on the theory test.

Fraudsters, and especially those who belong to organized crime, are extremely 'techy

savvy', they understand the booking processes and are able to book online tests at late notice for their advantage.

Fraud is widespread by way of impersonation and other methods of cheating at test centres across the EU, and therefore, the integrity of the driving test is seriously put at risk as a result. It is therefore highly recommended that any new developments initiated to ease the delivery of theory testing are tried and tested before being launched.

Considerations need to be made for fraud committed inside organisations as well as outside. Unfortunately, in these times of austerity staff members have been tempted to commit fraud or forced into committing fraud by criminal gangs.

Technology will continue to develop, and with it, also new creative ways of cheating will appear. It is essential that actions are taken to reduce the ease by which criminals can exploit technology to their own advantage.

For many youngsters obtaining the driving licence is the first step to freedom into adulthood, and cheating demeans the great effort of those who work hard to obtain it. Cheating and fraud also undermine the integrity of the testing process, as the pervasive existence of such phenomena devalues the theory test. Putting a stop to fraudulent practices may contribute to increase the reliability of the test.

Transport and mobility are primary factors for the success of a nation, and it is essential that testing services are delivered in an efficient manner, and with the highest degree of integrity. Without this it will never be possible to reduce the number of serious and fatal accidents that take place due to drivers who have obtained their driving licences in a fraudulent manner.

Finally, there is a need to exchange information and best practices among CIECA member countries. It is necessary to share our intelligence on known fraud and fraudsters and make this a basis to tackle this problem, as a European driving licence acquired unlawfully is a liability in any European country where such driver may choose to drive.

TAG is concerned with a wide range of issues

Exciting times ahead for the group: Participation in peer reviews and item writing in the future

Cheating and fraud in driving tests are major challenges for all CIECA members. Sophisticated technology, shameless criminal behaviour, prevention possibilities and effective countermeasures - the aspects related to cheating and fraud are manifold. For these reasons, it was time to discuss this topic in a TAG workshop. Thus, the last working period of the Theory Test Advisory Group was focused on the preparation and implementation of this workshop in Athens in autumn 2022. In this regard, it was particularly important to us to enable diverse perspectives: Presentations on site and online from several countries, discussions on causes, as well as experiences with technical fraud and best practice measures to detect manipulations were the focus (for more information see page X).

A second main focus in the past months has been the auditing of the examination systems in Wallonia and The United Arab Emirates. Sylvie Ogor-Mezzoug (Ministry of Interior, France) was the TAG representative participating in the audit of Auto Sécurité in Wallonie on 26 - 29 September 2022. Jasper Tammeling (CBR, The Netherlands), and Henrik Fahlcrantz (Trafikverket, Sweden) were travelling to Dubai (5th - 9th December 2022) to participate in the face-to-face global review of RTA's driving licensing system together with ETG and EAG.

Future tasks and activities

As a result of the audits, TAG has taken the task to review the framework documents for their future peer review visits to other CIECA member organisations. We also expect to be able to collaborate with members of the EAG and ETG to coordinate the activities during such activities, and to review the visit processes so all participants in the groups are aware of their roles and responsibilities.

In addition, we are organising another forward-looking workshop this year. It will blend the topics of item writing and the future of the theory test. It is expected to take place on 14th - 15th November 2023. We will look at possible new topics regarding the EU Driving Licence Directive and also ask ourselves what challenges and opportunities lie ahead for the theory test in connection with ChatGPT and Artificial Intelligence.

Even though some members have left the TAG in the last year, we are happy to welcome new supporters. Fabienne Seydoux (asa, Switzerland) will join the group. Other applicants have declared their intention to support the group. Therefore, everything speaks for further intensive and successful work by the TAG.

Many thanks to all TAG-members for their dedication.

Marc-Philipp Waschke
TAG Chair
Head of Driving Licence, Fitness to Drive and Road Safety
TUV-Verband e. V. (Germany)



Candidates taking the theory test in Wallonie, dressed with vests to avoid the use of cameras.

Cross-cultural compatibility of hazard perception and prediction testing. What happens next?



DR. PETYA VENTISLAVOVA
Dr. Petya Ventsislavova is a Senior Lecturer in Transport Psychology at Nottingham Trent University. She is an expert in hazard perception having advised and worked with various international government organisations on funded projects to assess the best methods for incorporating hazard perception and prediction testing as part of their official driving tests. Petya is a member of the Parliamentary Advisory Council for Transport Safety (PACTS) and Women in Transport.

Four screenshots taken from hazard perception clips we filmed in China (top-left panel), Israel (top-right panel), Spain (bottom-left panel) and the UK (bottom-right panel). Note these images belong to the author and Nottingham Trent University



Last November, I participated in the CIECA webinar series which was not only an excellent experience but also a great opportunity to discuss with their distinguished audience the possibility of implementing hazard perception testing across Europe.

Following the success of the hazard perception test in Australia and the UK, the European Transport Safety Council recommended the implementation of such test as part of the licensing procedure in other European countries. Within Europe, only the UK and the Netherlands currently employ specific hazard perception testing. The inclusion of the hazard perception test in the UK licensing procedure in 2002, was associated with significant reductions in certain types of traffic collisions. As a result, it has been suggested that the hazard perception test could be of equal use to other countries who are facing even greater road safety challenges. Many agree that hazard perception is, perhaps, the only higher-order cognitive skill to relate to crash-risk. However, is it suitable for export to other countries?

It has been a decade since I was first introduced to the hazard perception test. Prior to that point, the majority of hazard perception

research predominantly focused on reporting results from Western countries, which influenced our perception and understanding of driving behaviour. This tendency was starting to shift, however, as more recent studies were expanding their research horizons, showing that cultural differences in the nature of driving can influence the nature of the hazards. Despite the existence of a substantial amount of literature that provided ostensibly clear evidence of the diagnostic validity of the hazard perception test, the findings were not always consistent.

During my time at the University of Granada (Spain) working on adapting a hazard perception test to the Spanish driving context, we became aware of a new variant of the traditional hazard perception test, called the hazard prediction test. Although limited in number, a series of studies had consistently provided evidence of its ability to differentiate between experienced and novice drivers in countries beyond those that have contributed to the development of its methodology. While both methods included hazardous video clips, there was a crucial difference in the participants' mode of response. Instead of asking participants to make a timed response to the hazard, they are simply asked to predict how the situation is going to develop.

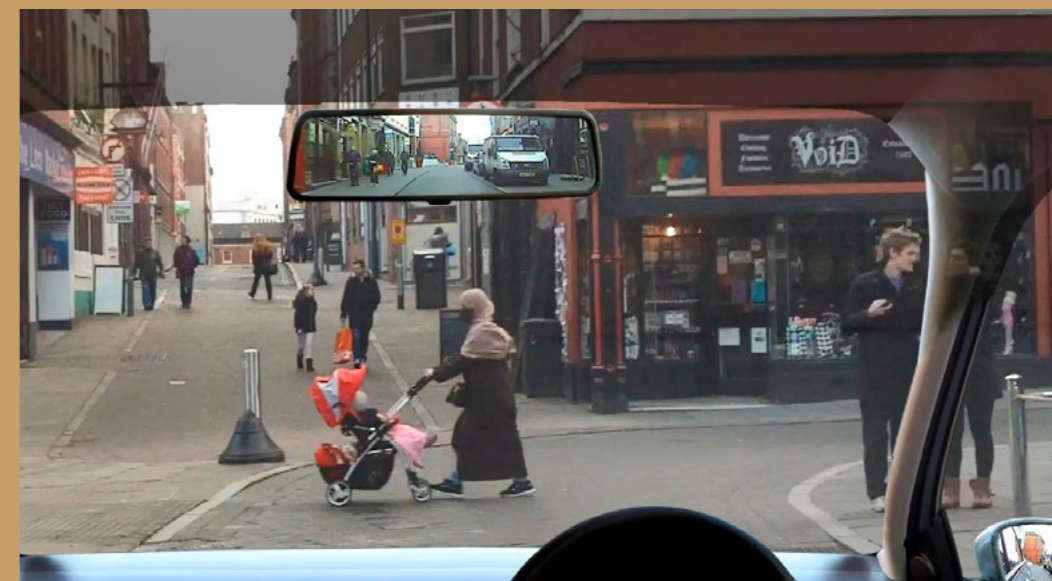


Once in the the UK, I focused my research mainly on assessing the cross-cultural compatibility of hazard perception testing. We conducted the first cross-cultural comparisons of the hazard perception and prediction methodology at Nottingham Trent University. Performance on identical hazard perception and hazard prediction tests was compared with the only difference being the mode of response and the fact that the clips occlude at the point of hazard onset in the prediction test. Both tests were conducted on novice and experienced drivers in China, Spain and the UK. We observed that the traditional hazard perception test was sensitive to the nationality of participants but not to their driving experience. The results showed that asking participants to respond in a timely manner to a hazard, involves their own criterion of how hazardous a certain situation is to them, emphasising their cultural particularities rather than their driving skills. Criterion bias is a particular issue for countries with more prevalent on-road hazards, where otherwise safe drivers may become desensitised to everyday hazards. In contrast, when accuracy on the hazard prediction test was assessed, we observed that experienced drivers outperformed novices across all three countries, with no differences when scores were compared across nationalities. The

prediction methodology effectively mitigates the impact of cultural differences in driving, as drivers are asked to predict how the hazardous situation will unfold irrespective of whether they perceive the situation as hazardous or not.

Our research has demonstrated that hazard perception testing could be suitable for international export provided it is adapted to the specific cultural context it is targeted at. The test should be representative of the particular driving context with good ability to differentiate between different driver groups on the basis of experience or crash risk, rather than on the cultural particularities of the sample. Our subsequent research has also highlighted the need of a standardised hazard perception/prediction methodology that spans across different countries. This identical hazard prediction methodology was also validated in Israel and Lithuania showing consistent results and demonstrating a good degree of cross-cultural generalisability.

Considering the significant variations in driver testing across Europe, our research has furnished compelling evidence that paves the way for developing and disseminating hazard perception/prediction testing beyond geographical borders.



17 November 2022 - ONLINE EVENT

RUE DAY



It is foreseen that a new Driving Licence Directive will be adopted by the European Commission in 2024. Besides details about the format, issuing and transposition procedures as well as licence categories, minimum ages and definitions, the 3rd Driving Licence Directive 2006/126/EC also will detail the skills, knowledge and behaviour required for passing the theoretical and practical driving test.

The 3rd Driving Licence Directive, however, does not make any reference on the skills, behaviour and knowledge that should be passed on to the learner driver, how these should be passed on and what the minimum requirements are for persons delivering professional driver instruction and accompanied driving. The absence of methodological and didactical elements in this Directive has resulted in a fragmented educational system with a range of national strategies and approaches.

At the request of several of its members, CIECA organized a webinar entitled “2022 RUE Day” on 17 November 2022. The objective of this online event was to discuss and to agree on a framework for a recommendation the Commission concerning minimum driver competence standards, based on the conclusions stated in the final report of the CIECA Road User Education (RUE) project (2013 - 2014) that could be considered for inclusion in the new Directive.

The CIECA Road User Education Project took place between 2013 and 2014 and it formulated conjoint recommendations regarding minimum driver competence standards, a framework for a driver education curriculum, and minimum standards for driving teachers and accompanying persons.

The driving standard proposed focuses on observable behaviour. It may serve as an output goal for driving education systems and/or criteria for driving license testing. The driving standard also implies responsibility. There is a clear commitment to traffic safety and environmental protection. It must lead every driver to corresponding behaviour every day, in all situations, and under all circumstances and influences. It requires continuous reflection and evaluation of all (risk increasing) factors (GDE matrix). It requires personality-related competencies and implies fitness to drive.

The main conclusion that may be drawn from this webinar is that, in general, CIECA Members have no objection to the framework proposal for driving education, and that they support the findings of the CIECA RUE project (2013 - 2014).

It may be further concluded from the discussions during the webinar that CIECA Members have the view that the time of the driving test is not enough to assume that drivers are responsible and able to drive safely. Furthermore, it is important to have minimum requirements for driving teachers in Europe. Finally, the responsibility of each member state includes how to fulfill the standards.

The representatives of the European Commission emphasized the principle of subsidiarity, however, the need for new action was acknowledged.

MINIMUM STANDARDS FOR TRAINING AND PROPOSAL FOR A FRAMEWORK FOR THE DEVELOPMENT OF CURRICULA

The following minimum standards for training can be derived from the CIECA RUE project findings and the framework for curriculum:

- For an effective driver education, a “client-centred-learning” approach is recommended.
- For an effective driver education, a stepwise education is recommended.
- Training of “self-evaluation” and “self-reflection” should be a mandatory part of driver education.
- A compulsory professional driver education with high quality is needed including a compulsory professional classroom training to discuss relevant aspects of safe and responsible driving and to build up acceptance.
- Training of right attitudes, motives and willingness for a considerate behaviour.
- Integration of the mode of operation and handling of current driver assistance systems (ADAS) in driver training.
- Integration of a Blended-Learning-Concept for Driver Education in Europe to support individual.

PROPOSAL FOR A FRAMEWORK FOR DRIVING EDUCATION

The following aspects should be considered in the revision of the Driving Licence Directive:

- Improve overall road safety in the European Union.
- Facilitate free movement of persons in the European Union.
- Mandatory professional driver education in theory and practice in the EU (based on national rules).
- Dovetailing of theory and practice.
- Framework of a curriculum for driver education in the EU with definition of the relevant contents.
- Integration of the mode of operation and handling of current driver assistance systems (ADAS) in driver training.
- Regular adaptation of training content to technical and social developments in mobility.
- Formation of a European expert commission for the continuous development of the content of driver training.

The use of simulators in driver training

CIECA, with the invaluable help from MOVING, one of our Affiliated members, organized the 2nd CIECA Education Workshop focused on the use of simulators for driver training. The event took place in Munich, at the headquarters of Springer Fachmedien on 24 November 2022. CIECA wanted to contribute to the discussion on the use of simulators in driver training fostered by DG Move regarding the new Directive that took place in March 2022. Latest developments in simulators were also presented, and participants had the opportunity to take part in a practical session with Category B simulators during the event.

The presence of simulators in driving training is increasing, and it is a service that many training institutions offer as an added value to a more traditional driver training. Its use cannot substitute a class or a teacher, but it may become an excellent complementary tool for the preparation of safe drivers. They are also used in the training of professional drivers, and the training of old-aged drivers.

In a similar way, CIECA experts concluded that it is not possible to replace the test in real traffic conditions for a test taken in a simulator. Simulators have a great disadvantage as it presents traffic and/or a series of driver conditions that, even in the case of the most advanced machines, are not real. Also, a candidate may suffer from nausea while driving in a simulator.

These are important issues as before the end of the year, the European Commission

intends to launch a new Directive that, in the future, will allow to take the driving test “at least partially on simulators”. While waiting for the final text of the Directive, it is important to acknowledge, in preparation for this possibility, the need to first and foremost develop a syllabus for the use of simulators in driver training and define a methodology for its use in the educational context.

The acquisition of simulators by driving schools was also discussed. Driving schools want to be modern, they are looking into moving towards the use of electric and automatic cars, as manufacturers will stop producing manual vehicles, and driving schools are genuinely interested in promoting sustainable mobility. The use of simulators could also help to reduce the hours needed for training certain driving elements. Moreover, the teacher accompanying the candidate during classes, could choose possible scenarios according to the individual needs of a candidate, building a personal education programme by adjusting the simulator depending on the elements that a candidate needs to practice. If simulators are used appropriately, they could help achieve a better passing rate, and reduce bottlenecks in the system.

The new European Directive may also push for a more systematic approach of the use of simulators. This new legislation will probably contain provisions for young candidates to take their test at 17 years of age, and this will also apply to drivers of category C vehicles. However, except in countries where the driving age is already allowed at 17, these novel drivers will not be authorised to drive

alone before 18 years of age. Under this new legislation, simulators could be extremely useful for the preparation of accompanying persons.

The updated testing rules in the Directive will also consider the transition to zero-emission vehicles, and they include the assessment of the knowledge and skills linked to advanced driving assistance systems and other automated technologies. Simulators could be powerful tools for the acquisition of such knowledge and skills among candidates and could also be used to prepare drivers to drive more ecologically.

Moreover, simulators could also be used to train young and novice drivers on the interaction between vehicles and vulnerable road users (e.g., pedestrians, cyclists and e-scooters and e-bike riders) or other relatively new transport devices. It could also help much experienced drivers to go back behind the wheel with more confidence or more aware of road safety issues, and with a focus on changing habits in order to make their driving more efficient.

However, as mention before, the use of simulators for all these purposes, and before they can be used in a reliable manner in driver testing, would require the development of a training syllabus that can help to educate candidates, and other type of drivers, in a systematic and meaningful way. This is the main conclusion reached by participants in the event, and it is a task that the ETG is willing to explore in the near future.



USES OF SIMULATORS IN DRIVING TRAINING

- Training the handling of a car (e.g., changing gears, arranging the seat, adjusting rear-view mirrors, reacting when the car stalls, etc.).
- Novice drivers may also be taught how their driving style has an impact on their emissions (e.g., timing of gear changes, etc.).
- Driving through difficult situations with subsequent discussions, and self-reflection exercises. This could be especially useful to address emotions while driving or discussing how to make decisions in traffic.
- Driving under special weather conditions (e.g., fog, snow, heavy rain, etc.) or at night.
- Package to repeat situations alone so often as a candidate may require (e.g., driving in a multiple lane motorway, merge onto motorway, roundabouts, etc.).
- Situations that rarely happen (e.g., emergency area/ country, etc.) and manoeuvres that could be potentially dangerous.
- Practice situations that need to be worked through psychologically (e.g., overcome phobias, fears, etc.).
- Learning about how ADAS work. In addition, a driving simulator can be set to manual or automatic as needed.
- Education of accompanying persons.
- Driving under the influence, experience accidents, etc.
- Building a routine: put on seatbelt, adjusting mirrors, activate windscreen wiper, etc.
- Updated testing rules will consider the transition to zero-emission vehicles. They will, for example, assess the knowledge and skills linked to advanced driving assistance systems and other automated technologies.
- Training of professional drivers who may have to drive in extreme conditions and should be especially aware of their responsibility regarding the security of the public (e.g., policemen, ambulance drivers, taxi drivers, bus and lorry drivers, etc.). The use of simulators could help to train these types of drivers to train defensive and preventive driving without risks and in a repetitive manner, acquiring natural reflexes for handling the vehicles in conditions that very rarely arise in real life, and that are very difficult, or even impossible to train.
- Training experienced drivers who may have committed offenses or may need refreshment courses.



Risk of accident and accident prevention measures for young car drivers in Germany



TINA GEHLERT

Tina Gehlert holds a Ph.D. in Traffic and Transportation Psychology. She is head of the traffic behaviour group at the German Insurers Accident Research (UDV). She is responsible for designing the UDV's research programme concerning traffic behaviour. She is regularly involved in expert groups of the Federal Ministry of Transport and Digital Infrastructure (BMVI) or the Federal Highway Research Institute (BAST) and the German Road Safety Council (DVR). Her areas of expertise include safety perception and attitudes towards road safety, methods and evaluation. She also advises politicians, the public and authorities on all aspects of safe traffic behaviour.

Young adults aged from 18 to 24 years are, by a long way, at the greatest risk of accident in road traffic. They are at risk because they have little driving experience (novice risk) and are more willing to take risks than adults (youth risk). Disproportionally often young drivers are also mainly responsible for their accidents.

In the last several years there were different measures implemented in Germany to reduce young driver's accident risk, especially of 18 to 20 years old. Examples are an alcohol ban for novice drivers during their 2-year probationary period and /or until they reach 21 years of age in 2007 or Accompanied Driving at the age of 17 in 2011. In a recent study by the German Insurer's Accident Research (UDV) we were interested in the long-term development of the accident risks for young drivers in Germany.

A comparison of the mileage-based accident risk in 2017 with that in 2008 shows that the accident risk for the 18 to 20 years old has fallen considerably. In 2008, they caused 5.3 times as many accidents than would be expected based on the distance driven by them as car drivers; in 2017, they caused only 3.5 times as many accidents. By contrast, the accident risk of the 21 to 24 years old actually increased. In 2008, they caused 1.9 times as many accidents than would be expected based on the distance driven by them as car drivers; in 2017, they caused 2.3 times as many accidents. In addition, the 21 to 24-year-old group is overrepresented among the primary cause of accidents under the influence of alcohol with regard to accidents leading to personal injury. For the remaining age groups, there are either no or only very small changes for the mileage-based accident risk over time.

The mileage-related accident risk of car drivers aged between 18 and 20 years has fallen considerably. The measures taken to improve road safety in this group are showing their effect. Accident prevention measures such as the alcohol ban for novice drivers and accompanied driving are now also part of the European Commission proposal to update requirements for driving licences. Despite this, it continues to be the group with the highest mileage-related accident risk. Further efforts are therefore necessary. Especially, drivers aged between 21 and 24 years old need to focus more in order to achieve a similar dynamic in the reduction of the accident risk as in the group of 18 to 20 years old. Potential measures could be extending the possibility for accompanied driving to inexperienced drivers aged over 18 years and extending the ban on alcohol to the age group of 21 to 24 years olds.

6-8 December 2022 - CIECA EXPERT GROUPS VISIT ROAD TRANSPORT AUTHORITY IN DUBAI (UAE)



ON THE FIRST AUDIT CONDUCTED BY THE THREE EXPERT GROUPS



I think it was interesting with the audit both to develop myself and to bring good and less good working methods home to the organization. To see how you can work with measuring knowledge in different ways and have different angles of approach.

It was also interesting to see the development of the exams with an interpreter - a solution that we might be able to incorporate into our organisation. The work with the development of technology for camera surveillance of and in cars and premises was also interesting.

Henrik Fahlcrantz, TAG member & Business developer & Quality manager, Swedish Transport Administration



In my opinion, the audits are a very good tool for organizations to get an opinion on their performance from an objective point of view. Specialists from several working fields can share their honest opinion and the outcome of an audit can be very helpful for auditees to see where they stand and develop even further.

For the auditors it is good to see developments from other countries, to learn from their experiences. Both auditors and auditees are putting a lot of effort in making connection and learning from each other. Strong relationships are built during an audit and that helps with future developments from both sides.

Jasper Tammeling, TAG member & Senior Product Manager, CBR, The Netherlands



When CIECA is requested to analyse a members' driving licensing system, the ETG, TAG and EAG should be able to provide a global complementary view on it. We often say that "we get what we test", I agree with this, but the way teaching is carried out is also very important if you want to get a meaningful test. Because of new technologies, ADAS, and other ways of learning and testing (simulators, hazard perception testing, blended and e-learning, etc.) links between our groups are becoming more and more important. It was true before, and this is even more obvious to me today.

Philippe Usson, EAG member, CIECA Secretary General - Treasurer & Head of Traffic Education for the Department of Loire, Ministry of Interior (France)

The Roads & Transport Authority (RTA) is the authority responsible for all matters related to transportation in the emirate of Dubai, United Arab Emirates. Its mission is to provide seamless and safe travel with innovative, sustainable mobility solutions and services to make every journey a world class experience. RTA's practices draw inspiration from the above mission statement while being guided by its corporate values: strive for pioneering, leadership and team work, promote tolerance and collaboration, be pioneering and challenge conventional thinking.

RTA is always keen to implement solutions that are uniquely suited to the local environment and benefits its diverse and multicultural residents and visitors alike. It is therefore very important that RTA looks outward and engage with other countries and organizations across different industries to understand their prerogatives and the issues they encounter. This engagement provides a clear platform to enable exchange of ideas freely, fruitfully.

Being a long-time member of CIECA, RTA is always actively engaging CIECA in conducting research and benchmarking activities before, during and after the implementation of its various projects and initiatives. RTA places high value on its membership with CIECA. CIECA over the years has become the go-to place whenever there is a need to benchmark projects and initiatives related to road safety and drivers licensing.

Road safety is among the top priorities of RTA as it aims to make every journey a world class experience. RTA understands that for this to be realized, our roads must be used by safe drivers. This is one of the reasons why CIECA was invited to conduct the audit of its driver licensing system. To assess the different aspects from driver training, driver testing both theory and practical, to the qualification of examiners and driving instructors.

For practical driver testing - we wanted to assess the effectiveness of the new Smart Yard Testing System - the system which conducts automated assessment of driving skills in the yard without the presence of examiners. RTA is also keen to know if other countries are implementing the same system with similar technology, in the hope of discovering new information that can further improve the system. The examiners as they performed their task of assessing the drivers on the road was also part of the assessment. We are also very keen to improve the qualification program of our examiners to make them more effective in assessing the competency of drivers. This task was performed by the CIECA Expert Advisory Group (EAG).

For the Theoretical Driving Test - we wanted to assess the effectiveness of the pioneering Remote Interpretation Service (RIS). This is a real time, telephonic interpretation service that can provide interpretation service for any language or dialect. This system utilizes the power of the VOIP technology and interpreters based globally to provide interpretation service for learner drivers in Dubai. This task was performed by the Theory Advisory Group (TAG).

For driver training - we wanted to assess the maturity of the driving instructor's qualification program. RTA recently enhanced the instructor's training curriculum incorporating elements of GDE matrix. We wanted to see how relevant the contents of the curriculum are and how they can be improved. This task was performed by the Education Topical Group (ETG).

It was in December 2014 when RTA requested CIECA to conduct the audit for the first time. CIECA graciously accepted the invitation and performed the audit with utmost efficiency. That RTA again invited CIECA to conduct another audit in December 2022 is a testament to the satisfaction of RTA for the first audit. The resulting reports of both audits provided RTA



with valuable information which proved to be very useful tools in continually improving its systems and services. These essential inputs are utilized as we continue to elevate the quality of our pioneering and innovative solutions for the happiness of our customers.

On the other hand, we hope that during these audits, our expert guests from CIECA would also learn and be inspired by what they see and experience. So that when they return to their own jurisdiction, they are equipped with new knowledge which can be utilized for the benefit of their systems and services.

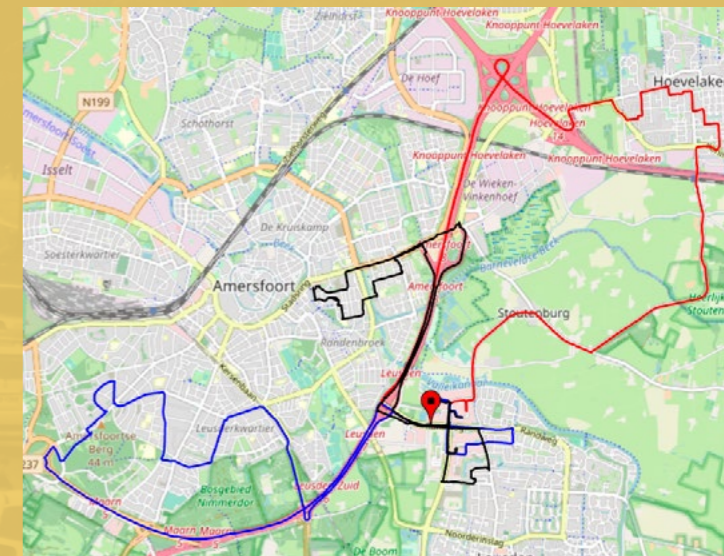
Road Transport Authority, DUBAI (UAE)

Driving data for examination: A proof of concept in the Netherlands



DANIËL HEIKOOP

Daniël Heikoop is a strategic advisor at the R&D department of the CBR, the Netherlands since March '21. Here, he is involved in anything innovation-related within the CBR, and aims to aid innovation as a whole wherever needed, whether it is facilitating, advising, or actively participating. Before he joined the CBR, he was a postdoc at TU Delft for the interdisciplinary project Meaningful Human Control over Automated Driving Systems (MHC-ADS). For this project, he collaborated with philosophers, engineers, and psychologists (like himself), to develop a definition of what is meaningful human control over automated driving systems, and apply it to various use cases. Before that, he was an external PhD student at the TU Delft whilst working at the University of Southampton, United Kingdom, where he received his doctoral degree in December '17.



The project I presented my webinar of is led by a colleague of mine, Diana Schippers. She was the driving force behind successfully completing this project, and allowing for valuable knowledge on using driving data for examination purposes. I merely advised her, participated in her workshops, and presented the outcomes of this project to CIECA members, so that the world may know what wonderful stuff we do at CBR.

I do have to admit that presenting something in a webinar without active interaction with the audience gives a bit of a 'plastic' feel to it. You are just talking into thin air, hoping that what you are saying makes sense, or at least is entertaining. It was not the first time I did it like that, so I knew what was coming, but still... Luckily, it went well, and I received good feedback from the audience, so I assume people were happy and interested. Of course, the topic and content of the presentation helped a lot, thanks to the aforementioned colleague, but also thanks to the rest of the project team, including a Master student of the TU Delft, who we now hired. Driving data is a very promising feature for the future.

The goal of the presentation was to show what we did as CBR in terms of experimenting with driving data. The content of the presentation was of a proof of concept, and that was not for nothing. It was, in all its glory, a proof of concept. To see where we could get. Take the lowest hanging fruit, which was practically laying on the ground rotting already, first, and work with that to find out where the possible problems may lay. In the end, we found many problems, and solved probably even more. Getting the data collected already posed a bottleneck, literally (albeit virtually). Given a certain command, it got stuck 'in the air', and left all the data bottled up. In the meantime, we also had to process, analyse, and present the data too. Especially presenting it in a meaningful, easily interpretable fashion was a tricky one. Because, the purpose of using driving data for examination is not to make it harder for the examiner, but easier (and hopefully saving time too). Also, not unimportantly, we had to determine what data was 'good' and what was 'bad' in terms of passing an exam. That's where the student came in. His thesis entailed determining thresholds for driving data. In the end, thanks to the team, we made it happen, as a concept. Now it is time for proof of concept number two: bigger and better!



23 February 2023 - CIECA WEBINAR SERIES

DVSA rider policy specialist talks about the Enhanced Rider Scheme

The Enhanced Rider Scheme is designed for many types of rider. Whether they want to brush up after some time off the bike, or whether they've just passed their test and want progress safely and quickly, or are moving up to a bigger bike. It's also designed for specific riders such as blood delivery riders, or other professional riders. There are seven core modules and an increasing number of optional modules, specialising in such things as alternative environments, like off road or race tracks. During the first lockdown in 2020, we were contacted by a motorbike trainer in Swansea who wanted to provide more ERS courses in the local area. Russ Widlake from the Motorcycle Academy in Swansea pitched a course to us that would enable the trainers employed by him and his business partner, Adrian Davies, to deliver ERS to local riders.

The course aimed to bring competent riders (many of whom were professional riders such as police) up to the standard to enable them to teach the ERS standard without having been a DAS (Direct Access Scheme) or CBT (Compulsory Basic Training) instructor before. We gave him a bit of feedback on the course, and he made the changes.

Given the restrictions COVID had placed on the country, we travelled over to Swansea as soon as lockdown had finished. It was impressive to see that Russ had taken our bit of feedback on board, and we witnessed him deliver the course to a high standard.

Russ Widlake said:

"Working with both DVSA and Powys has enabled us to provide some high quality training to motorcyclists, making them more skilled, and safer riders.

"To be able to tailor the training to the type of riding done by our clients is great, it means they get the training they want and need, whether they're a pro rider or just enjoy to ride the mountain roads of Powys and beyond".

Russ had done his research, with his links to the emergency services, he collected anecdotal accounts of injured riders. He recognised a theme that riders involved in an accident were often riding in a group, so he designed a new ERS module about how to ride in a group or on a tour.

To top it off, Powys County Council, as part of their bid to reduce casualties in their area, are now offering riders free places on the ERS course with Russ and Adrian. This is great news, for anyone that knows: some of the

best riding in Britain is to be found in Powys, which stretches from the valleys on the edge of Swansea, through the Brecon Beacons and up through the mountains of Mid Wales to the edge of Snowdonia.

The work we've been doing with Russ, Adrian and Powys has seen the number of ERS riders increase significantly in Wales. Roughly a third of riders who have completed the ERS course across Britain since its relaunch in 2018 have either taken it in Wales or come from Wales. This is a huge win for road safety in Wales.

Article and photos printed with DVSA's authorization.



SOME OF THE LANGUAGES SERVED BY THE RIS

- Spanish (Spain)
- Portuguese (Portugal)
- French (France)
- Dutch (Netherlands)
- Bulgarian (Bulgaria)
- Italian (Italy)

- Portuguese (Brazil)
- Spanish (Latin America)

- Wolof (Senegal, Gambia)
- Tigrinya, Amharic, Oromo (Ethiopia, Eritrea)
- Swahili (Kenya, Tanzania)

- Farsi (Iran)
- Bahdini, Kurdish (Iraq)
- Georgian (Georgia)

- Marathi, Kannada, Malayalam, Hindi, Tamil, Urdu, Bangla, Telugu (India)
- Pashto, Dari, Tajik (Afghanistan)
- Sinhala, Tamil (Sri Lanka)
- Russian (Russia)
- Chin, Mandarin (China)

2 March 2023 - CIECA WEBINAR SERIES

The Remote Interpretation Service for Theory Driving Test

A proactive solution to a persistent and challenging need



Ammar Al Attar
Ammar Al Attar is the manager of the training and qualification section in the drivers licensing department at RTA Dubai. He has a degree in Business Information Technology from Higher College of Technology and a Masters in International Business from the University of Wollongong in Dubai. He has been working in the field of drivers and instructor training and qualification for eight years.

Dubai's diverse population is close to 200 nationalities, speaking different languages and dialects. In the context of theoretical drivers testing, this poses huge challenge: how to serve this need in a proactive way while ensuring the exam integrity. In January 2017, the Roads & Transport Authority (RTA) introduced the pioneering Remote Interpretation Service (RIS). This is a live, telephonic interpretation service for the RTA Theory Driving Tests in Dubai. This solution enables RTA to provide high quality interpretation in any language, securely and within 3 to 5 working days. This is achieved by utilizing the power of voice over internet technology and hundreds of professional interpreters globally. This is an optional service.

How every RIS exam is conducted

All RIS exams are booked 3 to 5 days in advance. The interpreters involved are well trained in both the exam documents and procedures. The pre-translated exam forms

are kept in a secure repository and accessed only (by the interpreter) on the exam day. The interpreter (who may be situated anywhere in the world) gets connected to a candidate in Dubai using VOIP telephone. During the exam, the interpreter guides the candidate using a standard script and ensures that they are looking at the same exam form and the same questions, always.

How RIS came about

Previously, there were 10 translated languages available which proved expensive to maintain and operationally challenging. Some driving instructors were permitted to conduct face to face interpretations for languages that are not translated. This arrangement provided limited solution serving up to twenty (20) languages only. On regular basis, requests for new, unfamiliar languages come and RTA struggles to react. On the other hand, some of the permitted interpreters were found to be helping the students pass the exams in exchange for favor. This was evident in the pass rates disparity (normal exam 46%, with interpreter 64%). We knew we needed a testing solution that guarantees the integrity of the exam, is fair and objective and is

readily available.

RIS Performance

Over the years, the service has seen tremendous improvements in terms of pass rates and the number of drivers availing the service. On its first year in 2017, only 1323 drivers availed the service and we struggled to achieve the 50% pass rates (we achieved only 38%). Fast forward to 2022, a total of 7196 drivers availed the service and the pass rates increased to 73% against the target of 65%. Post exam survey shows overall satisfaction of above 90%. This shows that the service is now widely accepted by culturally diverse population of Dubai.

RIS exam integrity

Ensuring integrity of any exam is challenging. This challenge is compounded if an exam is conducted in multiple, foreign languages and dialects. Realizing this, we made sure every RIS exam is fool proof and fraud-free. This is achieved by incorporating multi-layer and multi-type governance into the exam.

The first layer is pre-emptive type where the interpreter explains the terms and conditions and the do's and don'ts. the interpreter and candidate do not see each other, the interpreter does not know the correct answers to the questions.

The second layer is active type where the interpreter takes note if the candidate is making any attempt to cheat. All RIS exams are audio recorded.

The third layer is reactive where the interpreter is required report any noted fraudulent behavior by the candidate. The translation company must report this to the authority. Random audits of recordings also conducted.

Pillars of RIS

For this type of exam to be successfully implemented, these 3 factors must be present and must work together effectively.

Technology - use of low cost, scalable and stable telephonic system. The system must be able to support multi-tasking and with ample storage as an added feature.

Translation Company - must have global presence and is able to guarantee availability of availability of well-trained interpreters in different time zones. The company must assign a dedicated project manager who will manage the day to day operations and liaise with the authority for necessary reporting.

Strong Governance - this is to guarantee the objectivity and the integrity of every exam. RIS implemented pre-emptive, active and reactive controls at different levels of the exam (before, during and after). Clear accountability, clear expectations and open communications with the stakeholders were established for smooth operations.



NEW EU DRIVING LICENCE on its way

What to expect

1 March 2023

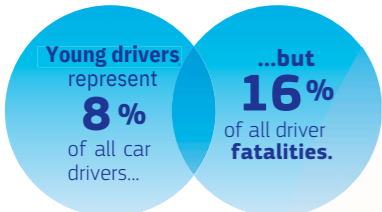


Accompanied driving for learner drivers as of 17
Zero drink-driving tolerance for novice drivers



Green transition: the permitted mass of a 'B' category vehicle will be increased for zero-emission vehicles as they are heavier

Young drivers are over-represented in fatal crashes



WHAT IT COULD LOOK LIKE



Tests that prepare future drivers for real-life roads, e.g. for **sharing roads with cyclists, e-scooters, etc. & automated driving**

Cross-border offences



More than **40%** of non-resident drivers committing offences **pay no penalty**



Measures to ensure drivers who break road rules in other EU Member States **face the consequences**



EU-wide digital driving licence: a world first, the EU will have an e-licence valid across borders

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#VisionZero #RoadSafety

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1 March 2023 - LATEST DEVELOPMENTS

New EU Driving Licence

Road safety: Commission proposes updated requirements for driving licences and better cross-border enforcement of road traffic rules

The Commission today presented proposals to modernise driving licence rules, including the introduction of a digital driving licence valid throughout the EU, and new provisions to facilitate the enforcement of traffic rules across borders. More than 20,000 lives were lost on EU roads last year and the majority of victims were pedestrians, cyclists and users of scooters and motorbikes.

The new rules will improve safety for all road users, and will help the EU achieve its Vision Zero - having no deaths on EU roads by 2050. They will prepare drivers better for zero-emission vehicles and for driving on city roads, alongside more bicycles and two-wheelers, and with many pedestrians around. They will also allow young drivers to gain experience through an accompanied driving scheme - from the age of 17, young people will be able to learn to drive and obtain a licence. Those who pass at 17 will be able to drive alone from their 18th birthday, and to work as a professional driver as soon as a specific job allows. This will help address the current driver shortage.

Modernised driving licence rules to make roads safer and simplify everyday life

The proposal on driving licences amends existing EU law and is inspired by best practices already in force in several Member States.

- A key objective of the new rules will be improving road safety, with measures including:
- A probation period of at least two years for novice drivers after passing the test, and a zero-tolerance rule on drink-driving. This is essential as even if young drivers only represent 8% of all car drivers, 2 out of 5 fatal collisions involve a driver or rider aged under 30.
- Allowing young people to take their test

and commence accompanied driving of cars and lorries from the age of 17, to gain driving experience.

- Adapting driver training and testing to better prepare drivers for the presence of vulnerable users on the road. This will help improve safety for pedestrians, cyclists, as well as users of e-scooters and e-bikes as the EU transitions to more sustainable urban mobility.

- A more targeted assessment of medical fitness, taking into account advances in medical treatment for diseases such as diabetes. Drivers will also be encouraged to update their driving skills and knowledge to keep up with technological developments.

To simplify the recognition of driving licences between Member States, the Commission proposes the introduction of a digital driving licence, in a world first. It will be much easier to replace, renew or exchange a driving licence since all procedures will be online. In the same vein, it will also be easier for citizens from non-EU countries with comparable road safety standards, to exchange their driving licence for an EU one.

Updated testing rules will take into account the transition to zero-emission vehicles. They will, for example, assess the knowledge and skills linked to advanced driving assistance systems and other automated technologies. Novice drivers will also be taught how their driving style has an impact on their emissions - the timing of gear changes, for example. Finally, the permitted mass of a 'B' category vehicle will be adjusted for alternatively fuelled vehicles, since battery-carrying zero-emission vehicles can be heavier.

Effective cross-border enforcement of safety-related traffic rules

Current EU rules on cross-border enforcement have helped to ensure that non-resident road offenders do not remain anonymous. Nonetheless, in 2019 some 40% of cross-border offences.

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