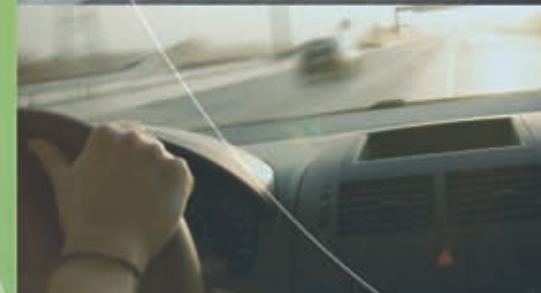




CIECA

Annual Report 2007



CIECA
The international commission for driver testing

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Dear reader

The year 2007 was a very important one for CIECA. As the international driving testing organisation, we have helped exchanging and discussing driver licensing matters over more than 50 years now, so too our own organization is rapidly reinventing itself to meet the challenges and member expectations. A new financing of CIECA, approved by the Oslo General Assembly, is now transforming CIECA into an even more responsive international association capable of delivering valued insights on driver licensing and training.

At the same time, CIECA took important new member initiatives in addressing issues ranging from Eco driving, the integration of the GDE matrix into training and testing, Independent Driving to Driving examiner standards. Especially in this last field we worked closely with our members fulfilling their commitment under the Third Driving Licence Directive. CIECA also participated in two EU projects HERMES and Module Close-To.

As in the previous years, the Expert Advisory Group has visited driving tests in various CIECA countries and significantly contributed towards the development of standardisation of its work.

It is evident that the progress and achievements detailed in this report were realised through the dedication and hard work of many individuals. On behalf of the CIECA members, I wish to thank and pay tribute to all who contributed to this success. I also express our appreciation to last year's congress organiser, to all who served in the several working groups and bodies of the Association and to those who represented CIECA on external bodies.

A handwritten signature in black ink, which appears to read 'Willem Vanbroeckhoven'. The signature is stylized and includes a large, sweeping underline that extends to the right.

Willem Vanbroeckhoven
CIECA President

CIECA Highlights 2007

NEW FINANCING STRUCTURE FOR CIECA

CIECA members agreed on a new financing structure for the association at its 39th annual congress in Oslo, hosted by the Norwegian Public Roads Administration. The new package provides stability and independence to CIECA for the coming years.

NEW CIECA MEMBERS

New members joined CIECA from Bulgaria (Executive Agency Road Transport Administration), Tunisia (ATTT) and Germany (DVR).

INTERNAL PROJECTS AND WORKSHOPS

CIECA held a workshop on the Directive 2006/126 (Third Driver Licensing Directive) and co-organised the Safe EU Driver Conference in cooperation with EuroTra on Directive 2003/59 (Training & Testing of Professional Drivers).

Final project reports were published on Eco-driving in driver training and testing, Integrating the GDE matrix into training and testing, and Independent Driving in the practical test. The projects culminated in an international workshop in Munich in December 2007 (New concepts for the practical driving test).

EU PROJECTS

Completion of a CIECA-led report on best practice in driver training, testing and licensing in the context of the EU SUPREME project (best practice in the field of road safety).

Launch of a new EU project for developing the coaching skills of driving instructors (HERMES).

CIECA teams up with European partners in the EU Module Close to project (a peer-to-peer educational programme involving novice driver traffic offenders).

DRIVING TEST AUDITS

CIECA's Expert Advisory Group carried out driving test audits in Norway and Bulgaria. The EAG were also shown new developments into the German Theory test.

GUIDE ON DRIVER LICENSING

CIECA continued to work on its Guide on Driver Licensing project, a reference work on the driver licensing systems in 39 different countries. The new CIECA Guide on Driver Licensing is expected to be available by mid 2008 and will be an online reference tool, linked to the CIECA website.

1 Description of the organisation

CIECA is the international commission of driver testing authorities, based in Brussels, Belgium. It was founded in 1956. CIECA and its 41 member organisations work together to continually improve the driving test, in addition to researching the broader issues of driver training and driver licensing. Through its various activities (internal and external seminars, workshops and congresses, international project management, publications, etc), CIECA aims to encourage the development of high, common standards for driver testing and training throughout its member organisations.

1.1 MEMBER ORGANISATIONS

In 2007, CIECA consisted of the following members:

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

Associate members:

Germany	Deutscher Verkehrssicherheitsrat - DVR
USA	American Association of Motor Vehicle Administration -AAMVA
Int.	European Driving Schools Association - EFA
Int.	The European Transport Training Association - EuroTra

1.2 ORGANISATIONAL STRUCTURE

General Assembly

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

Permanent Bureau (The Board)

CIECA's Permanent Bureau consists of the President, the Secretary General, the Deputy President, and a maximum of 6 vice presidents. According to the CIECA statutes, the Permanent Bureau is responsible for the daily management of the organisation and meets 5 times a year to discuss ongoing affairs.

Expert Advisory Group

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

Secretariat

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

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

Ad Hoc Working Groups

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



2 Decision-making organs and working groups

2.1 THE PERMANENT BUREAU

The members of the Permanent Bureau

In 2007, the following persons were member of the Permanent Bureau:

- | Mr. Willem Vanbroeckhoven, GOCA, Belgium – President
- | Mr. Jan Molthof, Centraal Bureau Rijvaardigheidsbewijzen, the Netherlands– Deputy President
- | Mrs. Sonja Sporstøl - Norwegian Public Roads Administration, Norway – Secretary General
- | Mr. Paul Butler, Driving Standards Agency, Great Britain – Vice President
- | Mr. Jean-Pierre Fougère, Ministère de l'Écologie, de l'Energie, du Développement durable et de l'Aménagement durables, France – Vice President
- | Dr. Wilhelm Petzholtz - DEKRA e.V., Germany – Vice President

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

The meetings of the Permanent Bureau

In 2007, the Permanent Bureau met four times:

- | 23 February in Bratislava, Slovakia
- | 15 May in Oslo, Norway
- | 21 September in Nice, France
- | 16 November in Zagreb, Croatia

Topics Discussed during the meetings

The 7 Board Members, under the chairmanship of Mr. Willem Vanbroeckhoven, addressed a wide range of topics during 2007. Among the highlights:

- | Steering the Oslo Congress 2007;
- | Steering the workshop on Directive 2006/126 (Third Driver Licensing Directive);
- | Steering the CIECA workshop on the New concepts for the practical driving test;
- | The preparation of the Oslo General Assembly;
- | The progress of the various CIECA projects;
- | The progress of the various internal CIECA projects: The integration of the GDE matrix into the category B driving test, The role of 'independent driving' in the category B driving test, Best practice in 'accompanied driving' programmes and Eco-driving in driver training and testing;
- | In each of its meetings, the Permanent Bureau addressed the activities of the Expert Advisory Group;
- | The Permanent Bureau ordered, as in previous years, a financial audit;
- | The preparation of the activities and budget for 2008;
- | Monitoring the strategic actions for the period 2006-2008: focus on securing the human and financial resources, on keeping its members and increase the number of members and on starting the process of becoming the most important expert partner of the European Union in the field of driving licences.

2.2 THE EXPERT ADVISORY GROUP

The members of the Expert Advisory Group 2007

- | Mr Reinhard Meyer (TÜV-Süd, Germany, and EAG Chairman)
- | Mr Han Rietman (CBR, the Netherlands)
- | Mr Trevor Wedge (DSA, Great Britain)
- | Ms Eveliis Nagel (ARK, Estonia)
- | Mr Sami Mynttinen (AKE, Finland)
- | Mr P-O Nilsson (SRA, Sweden)
- | Mr Jacques Quoirin (GOCA, Belgium)

The meetings of the Expert Advisory Group in 2007

- | January 31-February 1, Oslo, Norway
- | November 28-30, Sofia, Bulgaria
- | August 27-29, Berlin, Germany

Topics and activities of the Expert Advisory Group (EAG)

The work done by the EAG can be divided into two main areas: audits of driving tests and expert advice & feedback regarding the various tasks that CIECA is involved in as a whole. Exceptionally, in 2007, the EAG was also carrying out a project on the subject of 'independent driving' in the practical driving test (see the final report - in English, French and German -, minutes of meetings and presentations can be downloaded from the members-only section of the CIECA website at http://www.cieca.be/memonlyindep_en.pp .

In 2007, the EAG conducted driving test audits in Norway and Bulgaria. The Bulgarian Road Traffic Administration received a full feedback report from the EAG based on these audits.

2.3 SECRETARIAT

In 2007, two persons worked at the CIECA Secretariat: Mr. Daniel Vandenberghe and Mr. Nick Sanders. The tasks performed by the Secretariat covered the following areas:

- | Secretariat of the Permanent Bureau (Board)
- | Secretariat of the Expert Advisory Group
- | Support of the CIECA President and the Secretary-General
- | Maintaining contacts with the members about various topics and questions
- | Maintaining contacts with the European Transport Safety Council (ETSC).
- | Management, secretariat and participation in various projects (Supreme, HERMES and EU Module CLOSE TO)
- | Organizing, in collaboration with EuroTra, of the second workshop on the European Directive 2003/59 on Training & Testing of Professional Drivers
- | Preparation and follow-up of the Oslo General Assembly and congress
- | Preparation of the workshop on the 'New concepts for the practical driving test'
- | Preparation of the workshop on the European Directive 2006/126 on Driving Licences
- | Developing, updating and maintaining the CIECA website www.cieca.be
- | Translation, editing and distribution of electronic Newsletter articles
- | CIECA bookkeeping and (VAT) audit preparation
- | Development of the annual activities report
- | Designing the IT-platform and architecture of the Guide on Driver Licensing and CIECA reports
- | Legal publications in the Belgian legal gazette
- | Organisation of the CIECA archives



3 Projects

3.1 EU SUPREME PROJECT (2006-2007)



Background

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

Project goals

The SUPREME project aimed to collect, analyse, summarise and publish best practices in road safety in the Member States of the European Union as well as in Switzerland and Norway.

Project partners

The project was managed and coordinated by KfV (Kuratorium für Verkehrssicherheit) in Austria. CIECA was one of 31 organisations represented in the project and was work package leader for the best practice report in the field of driver training, testing and licensing. Other international organisations participating in the project included ETSC (European Transport Safety Council), the Red Cross and the World Health Organisation (WHO).

Project status

The project finished in June 2007.

Project deliverables and recommendations

The study results were disseminated in the form of:

- Thematic reports, e.g. driver training, testing and licensing
- A National Handbook of road safety measures (for individual EU member states)
- A European Handbook of road safety measures (for the European Commission).

The above reports can be downloaded, in English and an ever-increasing range of other EU languages, on the European Commission Road Safety site at: http://ec.europa.eu/transport/roadsafety/publications/projectfiles/supreme_en.htm

3.2 EU HERMES PROJECT (2007-2010)



Background

For a range of reasons, traditional driving school training is characterised by a tendency to instruct (teacher-oriented rather than learner-oriented learning) and to prepare the candidate for the driving test more than for safe solo driving. It also tends to neglect high order skills which are known to play a role in novice driver accidents (withstanding peer pressure, avoiding alcohol/drugs, understanding the effects of fatigue, etc). The HERMES project aims to address these shortcomings by giving driving instructors the skills to develop greater self-awareness and responsibility amongst learner drivers, thereby preparing them for a more sustainable and safe driving career.

Project Goal

HERMES stands for: High impact approach for Enhancing Road safety through More Effective communication Skills for driving instructors. The goal of the project is to design and evaluate a 3-5 training course for driving instructors on 'how to coach', particularly with a view to addressing emotional and social factors when driving, and to developing greater self-awareness.

Description / Content

The HERMES project began in March 2007 with a view to designing a 'coaching' training programme for driving instructors. The first phase of the project was to reach a common understanding of the aims, principles and methods of coaching, including a survey of the current use of coaching in the driver training field. The second phase of the project (2008) is to design and implement a pilot training programme and to evaluate its effectiveness.

Project consortium

- | Institut Gute Fahrt, Austria (project manager)
- | Lauk Woltring, Netherlands
- | CIECA
- | RACC Automobile Club, Spain
- | EFA (European Driving Schools' Association)
- | Turku University, Finland
- | Performance Consultants, UK
- | Finnish Driving Schools' Association
- | A2om Ltd, UK
- | ECF (Ecole de Conduite Française), France
- | Austrian Driving Schools' Association
- | DVR (German Road Safety Council)
- | Traffic Academy of Bohemia, Czech Rep.
- | Centre de Formation pour Conducteurs, Luxembourg

Meetings

1. Kick off meeting, Brussels, Belgium, March 2007
2. Steering committee meeting, Vienna, Austria, June 2007
3. Full project meeting, Barcelona, Spain, September 2007
4. Steering committee meeting, Berlin, Germany, December 2007

Reports

"HERMES State-of-the-Art report on Coaching (in the field of driver training)"; downloadable at www.gutefahrt.at/hermes or http://www.cieca.be/Hermesdoc_en.pp.

Next steps

Design of 3-5 day training programme and implementation in Austria with a group of 25 driving instructors (with before-after evaluation).



Hermes Project Group

3.3 EU MODULE CLOSE TO PROJECT: (2007-2010)



Background

Research has shown that young drivers who are confronted with stories of severe road accidents presented by people of the same age are less likely to engage in risky and reckless driving. If you hear about real accidents in a face to face situation rather than from books about road safety, you are more likely to be emotionally struck and be more careful in the future. The EU Module Close to project builds on the Close to project by establishing systems for novice driver traffic offenders to tell learner drivers (in a classroom environment) about their actions and consequences.

Project consortium

- | FGM - Forschungsgesellschaft Mobilität (project coordinator)
- | Terrace, Hungary
- | Styrian Provincial Government, Austria
- | University of Maribor, Slovenia
- | Lardis&Partners, United Kingdom
- | INTRAS. Universitat de Valencia, Spain
- | CDV, Czech Republic
- | P.A.U. Education, Spain
- | Avenir Santé, France
- | Trivector Information AB, Sweden
- | Verkehr Human GmbH, Germany
- | EFA (European Driving Schools' Association)
- | 4Safetrack, Greece
- | CIECA

Project aims

To set up peer-to-peer training structures in a range of EU member states so that serious novice driver offenders can share their experiences with pre-test learner drivers.

Meetings

- | 15-16 May 2007, Graz, Austria
- | 20-21 September 2007, Lund, Sweden

Reports

The first step of the project was to draft a state-of-the-art report on the current training and education structures within each country, with a view to identifying opportunities for peer-to-peer education. This work culminated in a state of the art report, which also identifies legal obstacles to peer-to-peer education and how to establish a network of novice driver offenders in each country. The state of the art report is available on request at the CIECA office.

Next steps

The next step in the project (2008+) is to begin establishing the structures themselves, including the recruitment and training of novice driver offenders.

4 Internal working groups

4.1 ECO-DRIVING IN DRIVER TRAINING AND TESTING (CIECA INTERNAL PROJECT)

Background

Environmental awareness with regard to driving can take up to 3 forms:

- | 1. Choosing alternative more environmentally-friendly transport modes, or not taking the trip at all
- | 2. Choosing/driving a car which with low emissions
- | 3. Driving a car using eco-driving techniques

Some or all of these aspects are already addressed in the category B training and testing system of a number of countries (e.g. Finland, Germany, Switzerland, Netherlands and Sweden). Other countries, and CIECA members, were keen to benefit from the experience of their environmentally-conscious partners.

Project aims

The primary aim of the project was to draft guidelines on eco-driving principles and how eco-driving can be integrated into category B driver training and testing.

Expert partners

- | TÜV and DVR, Germany
- | AKE, Finland
- | ASA, Switzerland
- | CBR, Netherlands
- | SRA, Sweden

Meetings / Visits

- | Kick-off meeting - Berlin, 16 January 2007
- | Visit to Finland, April 4-5 2007
- | Visit to Netherlands, April 24 2007
- | Visit to Germany, May 11 2007
- | Visit to Switzerland, June 5 2007
- | Final meeting, Sweden, October 9-10 2007

Project partners

- | DSA, Great Britain
- | DVA, Northern Ireland
- | Ministry of Transport, France

Final Report

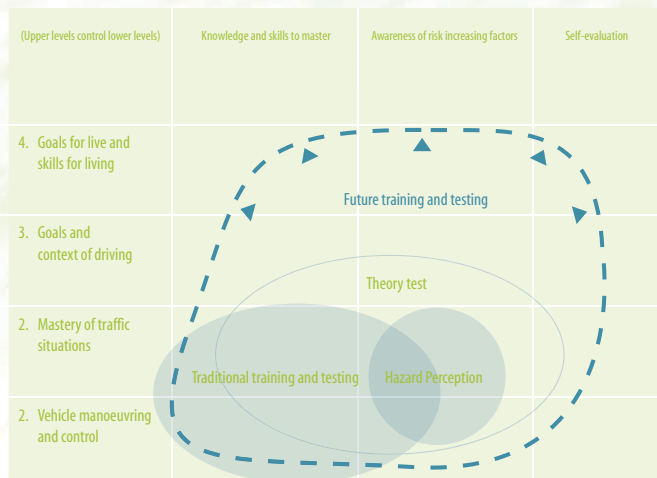
The final report (in English, French and German) and all meeting minutes and presentations can be found on the members-only section of the CIECA site at: http://www.cieca.be/memonlyeco_en.pp

4.2 INTEGRATING THE GDE MATRIX INTO DRIVER TRAINING AND TESTING

(CIECA INTERNAL PROJECT)

Background

Considerable attention has been paid to the GDE matrix (Goals for Driver Education) over the last few years but often the focus has been too theoretical. This internal project looked at the potential for integrating the GDE matrix, including the higher levels, into both driver training and, if possible, the test.



Hatakka et al, (1999 & 2002)

Project aims

- | To brainstorm new possibilities for integrating the GDE matrix into training and especially the test
- | To collate existing attempts to integrate the matrix into training and testing

Project partners

- | DSA, Great Britain
- | Ministry of Transport, France
- | VdTÜV, Germany
- | DVA, Northern Ireland
- | CBR, Netherlands
- | SRA, Sweden
- | ASA & ASTRA, Switzerland
- | EFA (associate member)

Meetings

- | February 8-9, Nottingham
- | May 9-10, Rijswijk
- | October 11-12, Stockholm

Conclusions

There is considerable existing experience in initial or 2nd phase driver training (Norway, Austria, Switzerland, and Finland) for addressing all levels of the GDE matrix. The potential for addressing all levels in the matrix in the (practical) driving test seems to be a lot more limited, although the Netherlands in particular has been innovative in introducing such concepts as 'independent driving' and situation awareness questioning in the practical test.

Final Report

The final report (in English, French and German), meetings minutes and presentations can be downloaded from the members-only section of the CIECA website at http://www.cieca.be/memonlygde_en.pp.



Fuel consumption indicator, ECONEN

5 Congresses and seminars

5.1 WORKSHOP ON THE DIRECTIVE 2006/126 (THIRD DRIVER LICENSING DIRECTIVE), MARCH 30, BRUSSELS

CIECA's first main internal workshop in 2007 focused on the Directive 2006/126 (The Third Driver Licensing Directive)

The primary objective of this CIECA workshop held on March 30 in Brussels was to give experts from different EU countries a chance to share experiences and raise questions regarding the requirements of the Directive and more specifically the driver examiner requirements. The Third driving license Directive matches CIECA's objectives by laying down a framework for more competent and more professional driver examiners.

The workshop was divided into five sessions:

- l Initial training and testing of driving examiners
- l Periodic training of driving examiners
- l Quality assurance of examiners (supervision / monitoring)
- l Presentation of the 3rd EU Driving Licence Directive
- l Questions to the Commission

5.2 ANNUAL CIECA GENERAL ASSEMBLY AND CONGRESS, MAY 18, OSLO

On May 18th 2007, the Norwegian Public Roads Administration hosted the 39th CIECA congress and General Assembly in Oslo. The NPRA welcomed delegates from 25 countries.

Before the closed session of the General Assembly, all participants were invited to the morning session which consisted of three lectures. The first presentation, given by Dr. Armin Kaltenegger from the Austrian Kuratorium für Verkehrssicherheit (KfV), addressed the EU-Project SUPREME. The second presentation, given by Jan Edv. Isachsen from the NPRA debated the Norwegian Driver Training. Dr. Rikke Mo Veie from the Nord-Trøndelag University College addressed the education of driver teachers and examiners (Government policy, Traffic Safety and Pedagogical Strategy) in Norway.

The General Assembly beginning with an overview of the activities of CIECA in 2006 by Mr. Vanbroeckhoven, CIECA President had the following highlights:

- l The acceptance of three new CIECA members ;
- l The financial accounts of 2006 and the budget for 2007, 2008 and 2009 ;
- l The members voted an increase of the membership fee, enabling CIECA to become an independent organisation supported by all its members ;
- l Further, reports were given of the following topics ;
- l Annual report of the Expert Advisory Group in 2006 ;
- l Report on the CIECA projects Independent driving, Eco driving and the integration of the GDE matrix into the driving test, MEDRIL, SUPREME and HERMES ;
- l The Guide on Driver Licensing ;
- l The next congress in Zagreb, Croatia (2008) and Germany (2009)

The General Assembly said farewell to one Vice President, Mr. Mahmoud Ben Fadhl and elected the following two new members (in alphabetical order):

- l Mr. Paul Butler – DSA, United Kingdom – Vice President
- l Mr. Jan Molthof – CBR, The Netherlands – Vice President



Munich 6-7 December 2007

5.3 EUROTRA-CIECA EVENT ON DIRECTIVE 2003/59, SEPTEMBER 14, BRUSSELS

The implementation and application of EU Directive 2003/59 on the initial qualification and periodic training of professional drivers of category C and D vehicles has been – and remains – a major challenge for CIECA members and other organisations in this sector.

With this in mind, EuroTra (The European Transport Training Association and associate member of CIECA) organised an event on September 14 in Brussels. Over the last 2 years, EuroTra has been developing recommendations on initial training, qualification and ongoing training requirements for such professional drivers in the framework of the SAFE EU Driver Project. The event, attended by the European Commission, was used to present these recommendations and for networking amongst representatives from EU member states. Further details regarding this event can be downloaded from http://www.eurotra.eu/index.php?option=com_content&task=blogcategory&id=29&Itemid=158

Coinciding with the above event, on September 13, CIECA organised a pre-meeting hearing with the European Commission. The purpose of this informal meeting was to exchange questions, concerns and ideas regarding the implementation of the Directive.

5.4 CIECA WORKSHOP NEW CONCEPTS FOR THE PRACTICAL DRIVING TEST, DECEMBER 6-7, MUNICH, HOSTED BY TÜV SÜD AG / VDTÜV

CIECA's main internal workshop in 2007 focused on new concepts in the practical driving test. It brought together the experiences and results of 3 important internal projects ('eco-driving', 'independent driving' and 'integrating the higher levels of the GDE matrix into the test'), mentioned higher in this report.

The first theme the CIECA members looked at was Eco-driving. Eco-driving is not just about changing gears at low rpms. It's about trip planning, looking after your car and giving your passengers a smooth, safe and comfortable ride. It is also to a large extent the way modern cars are meant to be driven. Various CIECA countries have introduced eco-driving into theory lessons, practical training and the driving test. It became clear that we do not know to what extent novice drivers in these countries maintain and apply their eco-driving knowledge and skills when they start to drive solo. This presumably depends on the quality of the training process, the extent to which the test encourages eco-driving behaviour and the overall environmental culture in the society of the country in question.

'Independent driving' was the next focus of this workshop. Independent driving is essentially about encouraging learner drivers and test candidates to make their own decisions in training and the test. If we continue to assume that 'independent driving' only really begins when a novice driver starts to drive solo, then these drivers are an accident waiting to happen. If we can't even get learners to practise making basic decisions in traffic, how can we expect them to deal with loud music and mobile phones, young friends in the car, driving at night and driving to the disco?

Surely, the lack of independent driving practice of learner drivers is a major factor contributing to the high accident frequency of novice drivers?

Independent driving was tightly linked to the final theme of this workshop – the GDE matrix, and how to extend the focus of driver training towards more self-assessment, insight into specific risky situations for novice drivers and an understanding of how personality, emotions and motives for driving can lead to accidents. The creator of the GDE matrix, Professor Esko Keskinen, was kind enough to explain the implications of this matrix for driver training and the test. As the name of the matrix 'Goals for Driver Education' would suggest, the aim of the matrix is to emphasise that a far broader range of competencies need to be developed in the training and education process than are being addressed in most licensing systems today.

Group discussion and interactive group tasks are increasingly seen to be a key component in developing attitudes and awareness for safe driving. The workshop saw examples in initial training in Norway and in 2nd phase countries such as Switzerland. Brainstorming, case studies, accident analyses and peer-to-peer feedback are now part of the licensing process in other countries too. For these new training modules to be effective, trainers need experience with groups and an ability to coach. This is a major challenge and one which is being addressed in many countries, and by the EU HERMES project.

6 External representation and communication

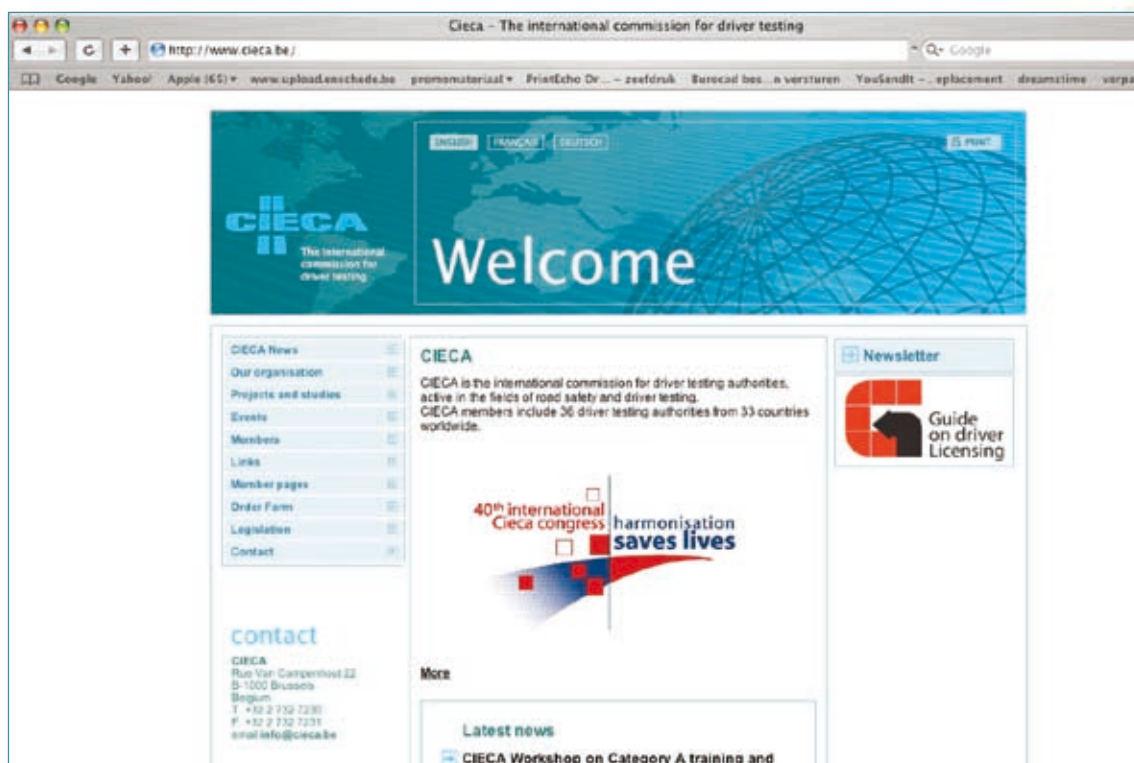
6.1 EXTERNAL REPRESENTATION

CIECA representatives spoke at the following non-CIECA conferences in 2007:

- I EU-funded TAIEX road safety event, Tel Aviv, Israel: Driver training, testing and licensing in Europe, May 8
- I CNPA annual congress, La Rochelle, France: Accompanied driving models in Europe. May 25
- I Annual road safety congress, Lendava, Slovenia: Driver training, testing and licensing in Europe, June 1-2
- I SAFE EU Driver Conference, Eurotra, Brussels, September 14
- I EFA Congress, Bratislava, Slovakia, October 5-6

6.2 CIECA WEBSITE

The information on the CIECA website (www.cieca.be) is regularly modified and extended, thus making the new CIECA website a very valuable and up-to-date source of information for both CIECA members and other interested organisations. The website also contains a newsletter section as part of CIECA's increasing efforts to engage its members in sharing news. The bulk of the CIECA Newsletter consists of articles written by the CIECA members and the Secretariat.



6.3 CIECA GUIDE ON DRIVER LICENSING



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

In the autumn of 2005, work started on an update of the Guide on Driver Licensing. In 2007, the work on the new Guide on Driver Licensing progressed well if slower than originally intended. The Expert Advisory Group has checked the proposed contents of the new Guide. The questions for the online questionnaire have been written and checked by the members of the working group. For sections requiring additional input, specialists (e.g. from the British DVLA) have been contacted. At the end of 2007, the work started on the IT-architecture of the new Guide: The data of the Guide website was transferred into a relational, structured database. A content management system, allowing the CIECA members to update the content of the website was also developed.

The new CIECA Guide on Driver Licensing is expected to be available by mid 2008 and will be an online reference tool, linked to the CIECA website. The information available will be more elaborate, extending beyond driver testing to driver training systems, medical requirements for drivers, post-license restrictions and road safety campaigns.







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