



Annual Report 2003

2003

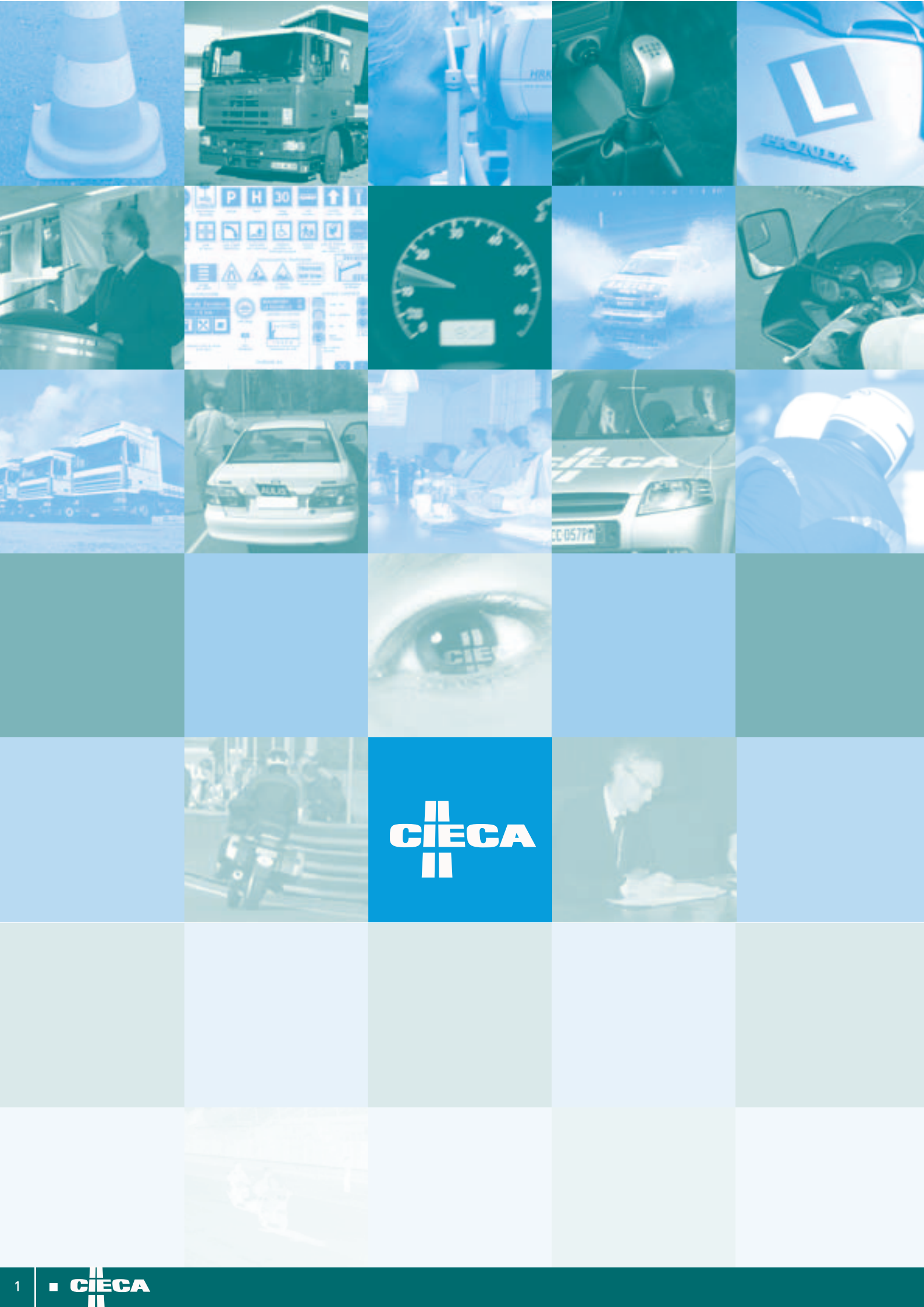


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Dear members,

It is with great pleasure that I present to you the CIECA Annual Report of 2003.

2003 has been a particularly active year for the CIECA organisation. With the NovEV and TEST projects, CIECA's professional relations with the European Commission and the EU has reached a new level of intensity. Our internal event on Harmonising the Assessment Criteria of Candidates (December 5-6, Berlin) brought together 21/34 CIECA member states and laid the foundation for a number of important future CIECA tasks. CIECA's global reach has extended by taking on 3 new member countries and one associate member. Meanwhile, the exchange of driving examiners continues apace on a bilateral basis.

CIECA internal and external activities are as dynamic and constructive as ever. The issuing of this first annual report is testimony to the growing stature of the organisation. The report describes in detail what CIECA has accomplished over the last year, how our organisation functions and the personalities responsible for bringing us forward in the field of driver training and testing.

2004 promises to be an equally active year: preparations are now fully underway for CIECA's TruckSafety Congress 2004 (30 September- 1 October, Le Mans, France). Two new EU projects have started: the MERIT project on driving instructor training and the MEDICAL project on medical examinations for elderly drivers. CIECA will provide the secretariat and expert input for the MERIT project, and is the project manager of the Medical project. Furthermore, our regular activities will, of course, continue.

Our strength remains, moreover, in your hands. I wish you great pleasure in reading this report and to ongoing worldwide cooperation in making our roads a safer place.

All the best in your professional and personal endeavours.

A handwritten signature in black ink, appearing to read 'Willem Vanbroeckhoven'. The signature is fluid and cursive, with a large loop at the end.

Willem Vanbroeckhoven
CIECA President

1. Description of the Organisation

CIECA is the international commission of driver testing authorities, active in the field of road safety and, most specifically, driver testing. It was founded in 1956. Through its various activities (internal and external events, 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 2003 CIECA consisted of the following members.

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
Belgium:	Groupement des Organismes de Contrôle Automobile
Croatia:	Croatian Automobile Club – HAK
Czech Republic:	Ministry of Transport and Communications
Denmark:	Rigpolitiets Færdselsafdeling
Estonia:	Eesti Riiklik Autoregistrakeskus – Estonian Motor Vehicle Registration Centres
Faroër Islands:	Bileftirlit Føroya
Finland:	AKE Vehicle Administration
France:	Ministère de l'Équipement, des Transports, du Logement, du Tourisme et de la Mer
Germany:	Vereinigung der technischen Überwachungsvereine
Germany:	Dekra e.V.
Great Britain:	Driving Standards Agency
Hungary:	General Traffic Inspectorate
Iceland:	Umferdarrad
Ireland:	Department of Environment and local Government
Israel:	Ministry of Transport
Latvia:	Ministry of Transport, Road Traffic Safety Directorate
Lithuania:	Regitra State Enterprise
Luxembourg:	Ministère des Transports
Malta:	Malta Transport Authority
Monaco:	Ministère de l'Etat
Netherlands:	Centraal Bureau Rijvaardigheidsbewijzen
New Zealand:	Land Transport Safety Authority
Northern Ireland:	Driver and Vehicle Testing Agency
Norway:	Norwegian Public Roads Administration
Poland:	Ministry of Infrastructure, Motor Transport Department
Portugal:	Ministerio da Administração Interna
Portugal:	Automobile Club of Portugal (ACP)
Spain:	Dirección General de Tráfico
Sweden:	Swedish National Roads Administration
Switzerland:	Office de la Circulation et de la Navigation
Tunisia:	Ministère du Transport, Direction Générale des Transports Terrestres

Associate members:

United Kingdom:	Thomson Prometric Learning
United States of America:	American Association of Motor Vehicle Administration

1.2 Organisational structure

General Assembly

The General Assembly consists of all members 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 also need to vote on future members of the Permanent Bureau. The General Assembly is convened once a year.

Permanent Bureau

CIECA's Permanent Bureau consists of the President, the Secretary General, the Deputy President, and a maximum of 6 vice presidents. According to the CIECA statutes, the Permanent Bureau is responsible for the daily management of the organisation and meets 4 times a year to discuss ongoing affairs. The President and the Secretary General always meet once before each meeting to prepare the meeting and to discuss the strategy of the organisation.

Expert Advisory Group

The Expert Advisory Group (EAG) consists of maximum 7 members from different countries and is the body within CIECA that is responsible for advice on expert matters. This advice is given to the Permanent Bureau, who assigns the Expert Advisory Group. The Expert Advisory Group plays a role in all study projects and in the organisation of internal and external events. The EAG meets 4 times a year.

Permanent Secretariat

The Permanent Secretariat supports the President and the Secretary General in their daily administrative work. The Permanent Secretariat looks after the annual invoices for membership fees, communication with the members, the secretariat of the Permanent Bureau and the organisation of congresses and conferences.

Project Office

The project secretariat has existed since 1995 and is responsible for carrying out work on European Commission projects, the Guide on Driver Licensing, the website, Forum magazine, the secretariat of the Expert Advisory Group and the organisation of internal and external events.

Ad hoc working groups

In order to deal with specific subjects, 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

Members of the Permanent Bureau

In 2003, the following persons were member of the Permanent Bureau :

- + Mr. W. Vanbroeckhoven, GOCA, Belgium – President
- + Mr. M. Ben Fadhl, Ministère du Transport, Tunisia – Deputy President
- + Mrs. H. Groot, Centraal Bureau Rijvaardigheidsbewijzen, The Netherlands – Secretary General
- + Mr. G. Buzási, General Inspectorate of Transport, Hungary – Vice President
- + Mr. Y. Le Breton, Ministère de l'Équipement, des Transports, du Logement, du Tourisme et de la Mer, France – Vice President
- + Mr. F. Muñoz-Pelaez - Dirección General de Tráfico, Spain – Vice President
- + Mr. W. Petzholtz - DEKRA e.V., Germany – Vice President
- + Mrs. S. Sporstøl - Norwegian Public Roads Administration, Norway – Vice President
- + Mr. G. Austin, Driving Standards Agency, Great Britain – Vice President
(left the Permanent Bureau in May 2003)
- + Mr. J.P Fougère, Ministère de l'Équipement, des Transports, du Logement, du Tourisme et de la Mer, France - Representative of the Expert Advisory Group

Meetings

In 2003, the Permanent Bureau met four times:
 28 February 2003 in Lillehammer, Norway
 29 May 2003 in Edinburgh, Scotland
 12 September 2003 in Rijswijk, The Netherlands
 28 November 2003 in Dresden, Germany

Activities

The Permanent Bureau defines and implements the CIECA strategy and decides on financial and political matters. The most important activities of the Permanent Bureau in 2003 are:

- + Financial issues: Preparing the CIECA annual budget, accounts and balance. Preparing the annual audit (trading year 2002 document), establishing membership fees for new members and accepting /waiving project royalties.
- + Endorsing the various CIECA projects. The Permanent Bureau endorses the NovEV project, the TEST project as well as the recently started MERIT and MEDICAL projects (2004).
- + The chairman of the EAG reported on the various activities of the Expert Advisory Group
- + The revision of the CIECA statutes. A working group was established to develop a renewed version of the statutes. The chairman of this working group reported the progress to the Permanent Bureau.
- + The CIECA strategy. An activities shortlist was produced that provides a clear overview of what needs to be done for a specific realisation measure.
- + The CIECA communications. The Permanent Bureau decided to launch a brochure and took the decision to write an annual report covering the previous year.
- + Preparation of the agenda of the Edinburgh General Assembly and Conference in May 2003.



- + Preparation of the Warsaw congress in May 2004.
- + Defining the position of CIECA in the European Road Safety Charter.
- + Contributions to Forum.

2.2 Expert Advisory Group

The members of the Expert Advisory Group

The members of the Expert Advisory Group in 2003 were:

- + Mr. J.P. Fougère, Ministère de l'Équipement, des Transports, du Logement, du Tourisme et de la Mer, France – Chairman
- + Mr. R. Cummins, Driving Standards Agency, Great Britain
- + Mr. Ö. Ellström, Swedish Traffic Safety Directorate
- + Mr. H. Rietman, Centraal Bureau Rijvaardigheidsbewijzen, The Netherlands
- + Mr. J. Quoirin, GOCA, Belgium
- + Mr. K. Hakuli, Vehicle Administration, Finland
- + Mr. J. Schnitzhofer, Land Salzburg KFz Prüfstelle, Austria

The meetings of the Expert Advisory Group

The Expert Advisory Group met 4 times in 2003:
 28 and 29 January in Brussels, Belgium,
 12 and 13 May in Le Mans, France,
 2 and 3 September in Helsinki, Finland
 11 and 12 December in Edinburgh, Scotland.

Topics discussed during the meetings

The topics dealt with in the Expert Advisory Group can be divided into 2 sections: ongoing issues that were a major part of the work done by the Expert Advisory Group throughout the year, and part of the agenda for each meeting and short-term issues that were discussed at only one or two meetings.

A. Ongoing issues

1. CIECA internal event: Harmonising the assessment of candidates

Two members of the Expert Advisory Group were part of the working group for the event and were involved in the preparation and planning of the internal event from the beginning. The contents of the event, as developed in the working group, were followed closely by the Expert Advisory Group and suggestions were made in the Expert Advisory Group meetings concerning contents and organisation. Some examples of the issues discussed in the meetings of the Expert Advisory Group are:

- + The main themes of the event and the questions that should be dealt with during the event
- + The style of the event (questions to be asked beforehand, discussions in working groups led by mediators, information presented in plenary session, mediators)
- + the draft programme (how many presentations, when, by whom)
- + the structure and sizes of the working groups

2. TruckSafety 2004

Following the BikeSafety 2002, held in Assen, The Netherlands, it was decided that CIECA would organise TruckSafety 2004. The first step was to set up a working group for the event, and this working group consists of mainly Expert Advisory Group members and the CIECA Secretary General. The working group is responsible for the content and organisation of the event and is supported by the other members of the Expert Advisory Group.

Some examples of issues that have been discussed in the Expert Advisory Group meetings are:



- + The location of the event (selection of the location and preliminary planning of suitable workshop locations)
- + Some initial ideas for speakers (both for workshops and for the plenary session)
- + Initial suggestions for sponsors and exhibitors
- + The set up of one or more practical workshops by the Expert Advisory Group members
- + The collection of addresses to develop a database of potential participants and speakers

3. The standardisation of the Expert Advisory Group visits to driving tests

Over the course of time, the members of the Expert Advisory Group have visited various different driving tests. In practice, during each meeting of the Expert Advisory Group, the members have sat in on a practical driving test in the country they visited. However, no official reports have been kept of these visits (besides the minutes of the meetings in which these visits are always discussed) and there is no format for the visits. Over the past year, the Expert Advisory Group has developed:

- + an outline for the presentations to be given by the testing authority of the country that is being visited introducing the testing system
- + a questionnaire to be completed by the authorities of the country they are visiting
- + a questionnaire to be completed by the members of the Expert Advisory Group about what they have seen during the driving test
- + a protocol form used as an aide-mémoire by the members of the Expert Advisory Group in the car



B. Additional topics

- + The CIECA projects TEST, NovEV, BASIC, TRAINER (a member of the Expert Advisory Group was present at each project meeting)
- + A standard project report form to be completed by the Expert Advisory Group member that sits in on the project meetings
- + The Expert Advisory Group visited the TRAINER simulator in Poperinge, Belgium
- + The CIECA website
- + Contributions to Forum
- + The Scania Truck Driver of the year award
- + Updating the CIECA reports
- + The Agenda for the Congress in Poland

2.3 Secretariat

The CIECA secretariat is based in Geel, Belgium and is run by Mr. D. Vandenberghe. The secretariat supports the Permanent Bureau and the Project Office in administrative matters. The Secretariat looks after the daily management of internal affairs such as:

- + Maintaining contacts with the members (membership fees, questions from members with respect to driver licensing, dissemination of official documents...)
- + Preparation of the annual General Assembly in Edinburgh, Scotland
- + Preparation of the 2004 congress in Warsaw, Poland.
- + Preparation and follow-up of all Permanent Bureau meetings
- + Support of the CIECA President
- + Development of the CIECA marketing folder and document folder for the Internal event
- + Organising the CIECA archives
- + Settling CIECA's VAT status and maintaining contacts with legal counsellors

2.4 Project Office

In 2003, three people worked at the CIECA Project Office:

- + Mrs. M. Hendrix (Rijswijk, the Netherlands)
- + Mrs. V. Petzholtz (Rijswijk, the Netherlands)
- + Mr. N. Sanders (Helsinki, Finland)

The tasks performed by the Project Office cover the following areas:

- + Editing, translation and distribution of Forum ;
- + Management, secretariat and participation in various projects (TEST, NovEV, TRAINER, BASIC)
- + Updating the Guide on Driver Licensing
- + Secretariat Expert Advisory Group
- + Organisation and support in the preparation of internal and external CIECA events (Harmonising the assessment of the candidate and TruckSafety 2004)
- + Maintaining contacts with the members about various topics and questions
- + Updating and maintaining the website
- + Inventorising and responding to orders for the Guide on Driver Licensing and CIECA reports

2.5 Working Group Harmonizing the Assessment of Candidates

On 4 and 5 December 2003, the internal event Harmonizing the Assessment of Candidates took place in Berlin, Germany. The working group preparing this event consisted of the following members:

- + Mrs. S. Sporstøl, Norwegian Public Roads Administration, Norway – Vice President
- + Mr. J.E. Isachsen, Norwegian Public Roads Administration, Norway
- + Mr. R. Meyer, TÜV, Germany
- + Mr. A. Böhne, TÜV, Germany
- + Mr. H. Mattsson, Swedish National Roads Administration, Sweden
- + Mr. R. Cummins, Driving Standards Agency, Great Britain – Member Expert Advisory Group
- + Mr. H. Rietman, Centraal Bureau Rijvaardigheidsbewijzen, the Netherlands – Member Expert Advisory Group

The working group met 5 times in 2003: 21 March 2003 in Munich, Germany; 11 April 2003 in Copenhagen, Denmark; 19 June 2003 in Stockholm, Sweden; 16 September 2003 in Berlin, Germany, and on 16 October 2003 in Rijswijk, the Netherlands.

At these meetings, the following topics were discussed:

- + structure of the event (different language groups)
- + contents of the event, main subjects
- + use and contents of questionnaire
- + role of the mediators
- + invitation procedure
- + practical details with hosting organisation (TÜV)

2.6 Working Group TruckSafety

On 30 September and 1 October 2004, the TruckSafety event will take place on the 24 hour Circuit of Le Mans in France. TruckSafety, organised by CIECA, will attract around 500 participants from different countries in Europe and elsewhere and will include expert presentations, practical demonstrations, lectures and discussions on topics related to the safety of trucks and truck drivers. The preparation for this event started in 2003.

The working group preparing TruckSafety consists of the following members:

- + Mrs. H. Groot, Centraal Bureau Rijvaardigheidsbewijzen, the Netherlands – Secretary General
- + Mr. J.P. Fougère, Ministère de l'Équipement, des Transports et du Logement, France – Chairman Expert Advisory Group
- + Mr. R. Cummins, Driving Standards Agency, Great Britain – Member Expert Advisory Group
- + Mr. J. Quoirin, GOCA, Belgium – Member Expert Advisory Group
- + Mr. J. Bridge, Driving Standards Agency, Great Britain
- + Mr. L. Williams, Driving Standards Agency, Great Britain
- + Mrs. M. Hendrix, CIECA, the Netherlands – Project Secretary

In 2003, the working group met twice: 5 August 2003 in Brussels, Belgium, and 14 October 2003 in Nottingham, Great Britain.

In these meetings, the following topics were discussed:



- + structure of the event (plenary sessions, workshops)
- + content of the event, main subjects
- + first announcement and press release
- + participants
- + sponsoring
- + practical details with hosting circuit
- + speakers for the plenary sessions

3. Projects

The CIECA project office was working on 4 major EU projects in 2003. Two of them, NovEV and TEST, are managed by CIECA. The third and fourth projects, TRAINER and BASIC, were managed by another organisation but involved CIECA as a member of the project team.

The following section describes in detail the aims, organisation and status of each of these projects.

3.1 The EU NovEV project: 2002-2004

Background

NovEV

Scientific research in the last 8-10 years has highlighted weaknesses in the driver training and testing areas. In particular, the GADGET matrix (now known as the GDE Framework) has illustrated 4 levels of driver behaviour. Although there is now progress being made in many EU countries, training and testing has tended to focus almost exclusively on the lower levels of driver behaviour:

basic vehicle control and driving in traffic. However, it is the 'higher levels' of novice driver behaviour, such as how attitudes and motives affect driving style, that have the most influence on road safety. The main risks faced by novice drivers are caused by their youth, sex, inexperience, prevalent social norms and a propensity for sensation-seeking.

If progress is to be made to reduce the over-representation of novice drivers in road accidents, novice drivers need to be aware of these risks and to accurately assess their own individual strengths and weaknesses. One tool for achieving this goal is "2nd phase" driver training, where novices return for further training within a set timeframe after passing the driving test. At this early stage in their driving career, the novices are in a better position to benefit from training on the higher levels of driver behaviour: they have accumulated some driving experience and are better able to relate to – and to learn from – the themes addressed in the training.

Obligatory 2nd phase novice driver training already exists in Finland, Luxembourg and Austria. Other countries are now interested in a similar approach. The CIECA-led Advanced project (2000-2002), also co-financed by the European Commission, issued recommendations on the content and methods of post-licence training. In particular, it highlighted 10 Golden Rules for the implementation of 2nd phase training. NovEV should thus be considered as a successor to Advanced.

Project goals

The EU NovEV project is a culmination of scientific research, existing obligatory 2nd phase training and the recommendations of the EU Advanced project. Using this knowledge and experience, NovEV brings together 6 EU member states to implement and evaluate pilot 2nd phase training projects. The aims of the project are:

- + to successfully design and carry out training on sample groups of novice drivers
- + to develop and implement scientifically-sound evaluations on the effects of such training on the participants (in terms of knowledge, skills, attitudes and behaviour)

Project partners

CIECA is managing the EU NovEV project. It is closely supported by an independent evaluation advisor from Turku University (Finland). His task is to help each pilot project to design the most effective evaluation possible.

NovEV brings together 7 2nd phase schemes from 6 EU Member States: Austria, Belgium, France, Germany, the Netherlands and Spain (X2). All the schemes included in NovEV are pilot projects apart from the one in Austria, which introduced its new compulsory multiphase driver training programme on January 1, 2003.

Austria:	Austrian Road Safety Board (KfV)
Belgium:	GOCA
France:	Ecole de Conduite Francaise (ECF)
Germany:	Federal Road Safety Authority (BAST)
Netherlands:	Regional Consultative Body for Road Transport, Gelderland (ROVG)
Spain:	Royal Automobile Club of Catalunya (RACC)
Spain:	Royal Automobile Club of Spain (RACE)

Project Description

Training programmes were set up for each of the pilot projects. The classic 2nd phase training format is based on 3 modules: group discussion, on-road feedback drive(s) and track training. Guidelines were provided by CIECA and through the EU Advanced report recommendations. In practice, however, there are clear differences in the length, content and methods used in each pilot project. The French ECF project, for example, includes two training days with a 3 month gap between them. The German DVR model contains 5 modules spread over 5 separate days. In contrast, the RACC training take place over a single day.

Evaluation designs have also been put in place in each country. These designs are, with one exception, classic before-and-after evaluations with a control group. The evaluation tools range from questionnaires to on-road driving evaluations using specially made protocols. Whilst the sample groups are too small – and the project duration too short – to measure the exact effect of the training on road safety (i.e. reduction in accidents), the evaluations should reveal changes on the level of knowledge, skills, attitudes and behaviour.

Project meetings

Kick off meeting, Brussels, January 16-17
Project meeting, Madrid, June 4-5 (RACE)
CIECA visit, Madrid, July 20 (RACC)
Project meeting, Niort (France), October 9-10 (ECF)

Project status (end 2003)

By December 2003, 3/7 schemes had completed the training component, two were underway and two had not yet begun.

With regard to the evaluation of the training, 4 evaluations were underway; 3 had yet to start.

NovEV comes to an end in October 2004.

Conclusions so far

2nd phase training is very difficult to implement properly. There are two main obstacles, both related to the trainers responsible for the programme:

- + In order to be effective, trainers need to coach the novice drivers, encouraging them to think for themselves and to assume responsibility for their actions. Most existing trainers find this very difficult to do, preferring instead to lecture participants. This risks undermining the whole ethos of the training which is to get novice (=mostly young adult) drivers to learn for themselves and to make their own decisions.
- + The traditional approach to track training is to focus on vehicle manoeuvring skills. Such exercises are to be avoided at all costs with novice drivers. The emphasis should rather be on first-hand experience of specific (simulated) conditions and circumstances (risk awareness), rather than on skills training (to this extent, 'track training' is a misleading expression). Logically, 2nd phase course providers have tended to look to existing track trainers to implement their courses. These trainers are largely, however, trained in the 'old school' manoeuvring skills approach, and it is difficult for them to make the mental shift to risk awareness. It is also very difficult to design track exercises without participants seeing some element of manoeuvring skills in the training.

As of December 2003, no evaluations have yet been completed.

Recommendations

None so far.

3.2 The EU TEST project: 2002-2004

Background

In 1991 the second European directive on driving licences was agreed upon, harmonising a range of subjects in relation to the driving licence. Concerning the practical test for the driving licence, directive 91/439/EEC regulated the minimum time spent on the road during the test, as well as the contents of the test and the factors to be assessed. The directive entered into force on 1 July 1996.



Shortly after the directive came into force, the then DG 7 of the European Commission assigned CIECA to carry out a study (finalised in 1999) on the theory and the practical tests for all driving licence categories. During workshops, best practice recommendations were made regarding the minimum length of the practical test, the location of the test, its contents, the subjects of assessment, etc. Many of the recommendations made by both CIECA and other expert organisations can now be found in a new Commission Directive launched in September 2000 (2000/56/EC) and which came into force in October 2003.

Parallel to these events, research in the field of driver training and licensing has developed substantially. Of particular note is the EU-supported "GADGET" project which developed inter alia a groundbreaking model for explaining the training needs and behaviour of (often learner or young) drivers.

With this in mind, the TEST project aims to explore not only the relationship between duration & location of the practical driving test and test content, but also to what extent the driving test fulfils the needs of learner (and young) drivers in relation to their own safety and the safety of other road users. For instance, we would like to explore the desirability and feasibility of the inclusion of level 3 and 4 issues from the GADGET matrix in the driving test.

Parallel to these events, research in the field of driver training and licensing has developed substantially. Of particular note is the EU-supported "GADGET" project which developed inter alia a groundbreaking model for explaining the training needs and behaviour of (often learner or young) drivers.

Project goals

The main goals of the TEST project can be defined as follows:

1. Defining the relationship between how long a test lasts, where the test takes place, when the test takes place and what is dealt with in the test
2. Examining whether the driving tests conducted in different countries in Europe or in different test centres in the same country are the same and require the same skills and attitudes from the candidates
3. Discovering whether the problem of high accident rates among learner and novice drivers is being dealt with and resolved through the driving test and if not, making recommendations for how this problem could be approached.

Project partners

6 testing authorities:

- + Driving Standards Agency (Great Britain)
- + Centraal Bureau Rijvaardigheidsbewijzen (The Netherlands)



- + Vägverket (Sweden)
- + Region of Salzburg Driver Testing Centre (Austria)
- + Ministère de l'Équipement et des Transports (France)
- + Dirección General de Tráfico (Spain)

3 scientific institutes:

- + Turku University
- + Swedish National Road and Transport Research Institute VTI
- + Transport Research Laboratory TRL

Project Description

The TEST project covers 6 geographically representative countries: Austria, France, the Netherlands, Spain, Sweden and the UK. The progress in each country is monitored and managed by a senior official from the driver testing authority of the country in question (the country representative). These officials are members of the CIECA Expert Advisory Group or Permanent Bureau.

In the TEST project, a total of 3150 driving tests are being assessed across the 6 countries. Half of the tests considered took place before the implementation of Directive 2000/56 on 30 September 2003, and half after. The test assessments are made using a centrally designed and systematic protocol or form which must be filled out by a selected team of « auditors » (selected by the country representatives and approved by the TEST scientific committee). The protocol has been translated into each of the relevant languages, and each language version is identical to the others to ensure that data collection is systematic and homogeneous. The information recorded on the protocol forms is entered into an Access database that is managed centrally.

In addition to the protocol forms, questionnaires have been sent out to examiners in the participating countries asking for their opinion about the test in general (the length, the location and the content)

Data analysis and the ensuing conclusions and recommendations will be made centrally and discussed with the country representatives and the European Commission, before being compiled into a final report.

Project meetings

Kick off meeting, Brussels, 30 January 2003

Meeting Scientific Committee, Rijswijk, 5 March 2003

Project meeting, Madrid, 17 November 2003

Project status (end 2003)

By December 2003, all of the pre 2000/56 audits were completed and some initial analyses were run on the data from these audits to get a first impression of the possible results.

Concerning the examiner questionnaires, these had been distributed in the 6 different countries.

TEST comes to an end in December 2004.

Conclusions so far

The information collected in this project can be analysed and presented in numerous different ways. A selection needs to be made of the most relevant data to be presented in the final report.

All of the countries involved in the project are positive about the information that has been collected in the project so far.

Recommendations

None so far.

3.3 The EU Trainer Project 1999-2003

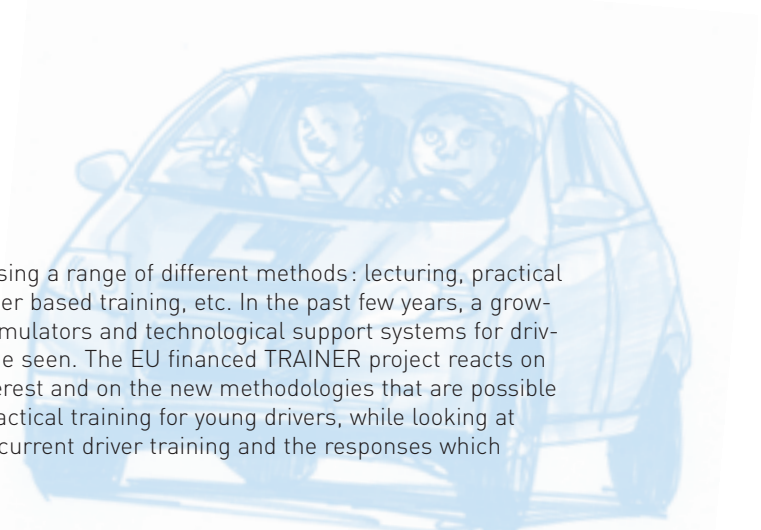
Background

In the European Union, driver training is designed using a range of different methods: lecturing, practical training, computer based training, etc. In the past few years, a growing interest in simulators and technological support systems for driver training can be seen. The EU financed TRAINER project reacts on this growing interest and on the new methodologies that are possible in theory and practical training for young drivers, while looking at specific gaps in current driver training and the responses which modern technologies can offer to fill these gaps.



Goals and objectives

TRAINER (System for driver TRaining and Assessment using INteractive Evaluation tools and Reliable methodologies) was a project co-funded by DG TREN of the European Community. TRAINER aims to effectively address the traffic accidents of novice drivers through a series of initiatives, leading to a new and cost-effective pan-European driver training methodology, which will also make use of and familiarise the driver with emerging Advanced Driver Assistance Systems.



The partners in the TRAINER project were:

- + VTI, Swedish National Road and Transport Research Institute (S)
- + Centro Ricerche Fiat S.c.p.A. (I)
- + University of Stuttgart (D)
- + Aristotle University of Thessaloniki (Gr)
- + Services in Informatics Ergonomics and Management Ltd. (Gr)
- + Dr.-Ing. Rainer Foerst GmbH (D)
- + Universidad Politecnica de Valencia (E)
- + Rijksuniversiteit Groningen (NL)
- + Forschungsgesellschaft fuer Arbeitsphysiologie und Arbeitsschutz e.V. (D)
- + CIECA (INT)
- + DKH (B)
- + EFA, Europaeische Fahrlehrer Assoziation e.V. (INT)



Project description

The project approach combined a review of driver's training curricula and tools used in Europe with an analysis of driver instructors' needs and opinions, a literature study and an accident survey and analysis, in order to develop a single, multiparametric and adaptable driver training methodology.

Furthermore, TRAINER aimed to develop a number of tools to support this system, such as an interactive multimedia training tool to support the theoretical training and assessment of novice drivers. This multimedia tool presents short videos of complex tasks and emergency manoeuvres and asks the novice driver to select the right decision from a multiple choice list. In case of erroneous selection the video will continue, presenting the driver with a simulation of the estimated result of the selected action (i.e. an accident, incident, etc.).

In addition, TRAINER developed two types of driving simulators (a static and a semi-dynamic one) for driving schools, able to support the driver in understanding the basic control actions and to provide him/her with some didactic feedback on situations with enhanced risk (i.e. low visibility and/or friction due to rain, fog, snow; obstacle avoidance manoeuvres, including interaction with vulnerable road users and animals, simulation of drunk driving and tunnel vision, etc.). The semi-dynamic simulator supports an enhanced visual field through 2 or 3 connected monitors and simulates lateral transient forces in a horizontal direction, to make its use more realistic.

Driver data resulting from the use of the multimedia tool and the driving simulator(s) were stored in a database, together with the driver characteristics (such as nationality, sex., age, etc.), so as to provide an overview of the most frequent drivers' errors.

A testing of all the tools with 30 novice drivers in four European countries (Belgium, Greece, Spain and Sweden) led to the identification of traffic safety effects of the new methodology.

Meetings

2003 was the final year of the TRAINER project. A closing meeting was held in April 2003.

Conclusions and Recommendations concerning the TRAINER simulator

According to CIECA, the TRAINER simulator could be used as a basic tool to help familiarise candidates with the location of functions and devices in the car or could be used to complement theory lessons and start discussions.

At the moment however, it is CIECA's opinion that the price of a realistic simulator is not cost-effective for driver training. A car currently appears to be much better value for money. In the future, there is a place for simulators, but a lot needs to be developed before then. In addition, simulators should add to training, rather than replace parts of it.

Exploitation agreement

On the basis of the developments in the TRAINER project and the EAG's visit to Poperingen (Belgium) on 28 January 2003, the Permanent Bureau decided that CIECA would not sign the exploitation agreement (arranging who would get what percentage from sales of the simulator and binding all partners to continue working on developments and improvements to the simulators, scenarios and multimedia tool in the near future). Instead it has been requested that an extra paragraph be added to the exploitation agreement stating that CIECA waives all rights and royalties from the TRAINER products and will not take part in the exploitation of the result.

Status at the end of 2003

The TRAINER project ended in April 2003.

3.4 The EU BASIC Project 2000-2003

Background

The basis of driver training comes from the self evident needs of new car owners to have some instruction in the use of their vehicle. It took a long time before training became regulated by society and was seen as a method to influence the safety of road users.

Basic

The driver training systems in the different European countries developed separately. The two biggest differences between various training systems can be described as follows: Some countries have reserved training for professionals only, demanding that all professional trainers follow a very extensive training whilst other countries also allow lay instructors or demand a much less intensive training for professional driving instructors. The demands and criteria concerning the driving school curriculum vary greatly from country to country

The earlier work on the description of driver training systems around Europe has concentrated on structure and practical aspects such as duration of training, distribution of theoretical and practical training, licensing requirements, etc. The BASIC project focuses on the qualitative (psycho-socio-pedagogical) features of the systems and their essential components.

Project goals

The BASIC project aims to evaluate "new" basic driver training models (category B) and support the development towards safety of novice drivers by giving guidelines for recommendations concerning basic training models. The project goals are divided into the following subcategories:

- + To review the models in use and under development
- + To analyse and evaluate the new models (aims, contents, methods)
- + To evaluate the effectiveness of models (possible safety and other effects) and restrictions of possible use, e.g. effects of self selection
- + To make recommendations concerning new models in driver training in Europe

Project partners

The BASIC project was managed by the University of Turku (Finland) and studied different types of BASIC driver training in the various countries involved in the project.

In addition, the project group was made up of the following organisations:

- CIECA
- BFU (Switzerland)
- SWOV (The Netherlands)
- VTI (Sweden)
- BAST (Germany)
- KFV (Austria)

Project Description

In describing the different basic training models in use, the essential features of the systems were used (driving school instruction, layman instruction, short training period, extended learning period, combined models, multi-phase models and liberal models). The project also described the essential elements of training that may have learning effects. These elements were quantity of training/practice, duration of training, goals and contents of training, interpretation and targeting of the goals, degree of structure and control of training, amount and quality of feedback, training environment (how well the environment is supporting training), climate of training/teaching (does it encourage attitudinal change), training methods

(practical, theoretical) and the relationship between practical and theoretical instruction.

Also, the different criteria for the effectiveness of driver training models was described and discussed (learners' satisfaction, immediate learning effects like passing rates and quality of mistakes in examination, attitudes of new drivers and their driving behaviour: violations and different kind of accidents). The timing of the accident is also an important clue for evaluating the effectiveness of the system (during training, in intermediate phase, after licensing).

Traditional and new driver education systems were described and evaluated in Germany, Great Britain, Switzerland, the Netherlands, Denmark, Norway, Finland, Sweden, France and Austria. Evaluation studies made especially for the BASIC project included evaluations concerning the Austrian "L17" -model (Central Licence File data and a questionnaire survey), accidents while learning to drive in UK and in Finland (questionnaire surveys) and a questionnaire study on the accidents at the beginning of a driver's career in Finland.

Project meetings

No project meetings in 2003

Project status (end 2003)

Completed

Conclusions

The recommendations of the BASIC-project concerning driver education in Europe are based on both empirical results and theoretical considerations.

On the basis of the project material the ideal driver education system can be described as follows.

The ideal education system offers:

- + clear goals and contents for training,
- + enough feedback to improve behaviour and to learn,
- + theoretical and practical training supporting each other,
- + a possibility to gain enough experience,
- + a valid environment to practice the necessary skills,
- + a learning period long enough to commit the skills and knowledge learned to memory, and a learning climate favourable for safety.

Recommendations

- + All the available training measures for achieving goals should be used. There is no single measure, which could be effective enough.
- + An Integrated Driver Education Approach (IDEA) is recommended, where structured professional methods are combined with accompanied practice.
- + Training should start in a structured way from the two lowest levels of the driving hierarchy and then continue to allow drivers to learn these skills automatically in traffic with an accompanying person.
- + An integrated approach is especially important for the youngest learner drivers before allowing them independent access to traffic.
- + In an integrated education approach the demands for professional instructors increase and thus, training of traffic instructors should be improved.
- + Accompanied driving should include not only a minimum amount of driving but also a structure and methods to control it.
- + The content of the driver examination depends partly on where it is situated in the integrated approach.
- + The interventions of professionals after the accompanied driving phase should clearly support more risk awareness and self-evaluation, rather than being technically oriented.
- + To be effective in increasing safety the whole process of the integrated driver education approach does not necessarily have to exceed two years, for example.
- + Professional driver education should be always available as an alternative to persons who do not have the possibility to follow the integrated approach.
- + If unnecessary examinations, meaning very low passing rates, were to be reduced, giving more structure to the training would be an effective alternative.

4. Congresses, Conferences and Seminars

4.1 The 35th annual CIECA congress in Edinburgh

On 30 May 2003, the Driving Standards Agency (DSA) hosted the 35th CIECA conference. The Agency welcomed delegates from 27 countries to the Dalmahoy Hotel just outside Edinburgh, Scotland. The Conference gave the DSA a chance to show Europe and other parts of the world how they carried out their testing and also to present other road safety initiatives which fit into the broader road safety strategy of the Government and contribute towards the plans to reduce road accidents. The conference focused on the need to educate drivers to change their entire attitude towards road safety.

The General Assembly opened with an overview of the activities of CIECA in 2002 by Mr. Vanbroeckhoven, CIECA President. Further, the General Assembly discussed the modification of the statutes. A report was given of the following topics :

- + The activities of the Expert Advisory Group (EAG) in 2002
- + Report on the projects TRAINER, BOB, BASIC, ADVANCED, TEST and NOVEV
- + A Financial Report of 2002; The "Trading Year 2002" document; The 2003 budget
- + The Strategy list of Actions
- + The preparations for the CIECA event 2003 and Truck Safety 2004



The General Assembly accepted one new Associate Member, the American Association of Motor Vehicle Administrators (United States), as well as three new members: The Lithuanian Regitra State Enterprise, the Automovél Club of Portugal and the Malta Transport Authority. All three organisations introduced themselves and gave a presentation of their activities.

The General Assembly also elected two new members of the Permanent Bureau (in alphabetical order):

Mr. Y. Le Breton (Ministère de l'Équipement, des Transports, du Logement, du Tourisme et de la Mer) – France

Mrs. S. Spørstol (Norwegian Public Roads Administration) – Norway (re-elected for a 2nd term)

Round table presentations were given by Switzerland and Germany.



4.2 Berlin Internal Event: Harmonising the Assessment of Candidates

CIECA's Harmonising the Assessment of Candidates on 4 and 5 December 2003 in Berlin, Germany, brought together 46 participants from 21 of the 34 member countries of CIECA. The workshop was designed to discuss the assessment criteria used in the driving test in each of the countries present.

Considerable differences were found to exist from one country to another. As the assessment criteria have a significant influence on the quality of the driving test, this event offered an opportunity for an analysis of the different approaches used in each country and moves towards a consensus on best practice.

In advance of the event, CIECA members were asked to fill out a questionnaire on their existing working practices. The results of these questionnaires served as the basis for discussions in 4 working groups in Berlin (divided according to language). The conclusions of each working group were then presented in a final plenary session. The overall results were compiled in a final report (distributed to CIECA members) and a number of follow-up activities have been planned for the future.

In basic terms, the main conclusion of the meeting is as follows: there are two competing philosophies when it comes to assessing candidates during the driving test. The first, traditional, approach is a mistakes-based system (such as in the UK) where candidates start with full marks and are marked down according to the mistakes they make. The other approach is a competence-based system (such as in Sweden) which focuses on strengths and a global appreciation of the candidates' driving ability, rather than his faults. For a range of different reasons, the countries represented at the workshop appear to be aligned, to varying degrees, with either the mistakes-based or the competence-based system. The final report of the event highlights the strengths and weaknesses of the mistakes-based and competence-



based systems. It also stresses the fact that changes in the approach used to assess candidates has implications on the entire training and testing system.

A number of recommendations and follow-up activities were made for future CIECA work :

- + A European curriculum should be created in order to catalogue what competencies candidates must have to pass the test . Particular attention should be made to the scientifically-renown GDE Framework
- + CIECA should make rapid progress towards defining the faults committed during the test. Regardless of approach, the definition of mistakes (especially serious ones) is essential
- + A measurement tool (benchmarking) needs to be created in order to compare standards from one country to another
- + The exchange of examiners should continue between CIECA members, in an ongoing effort to understand each other's systems
- + CIECA should sign up to the European Road Safety Charter and commit itself to the development of minimum standards on the contents and assessment criteria of the driving test.

5. Communication

5.1 Forum

The CIECA newsletter Forum is published twice a year since 1998. In 2003, it appeared in April and October and consisted of several different sections:

- + The bulk of the newsletter consisted of articles written by the CIECA members themselves.
- + From the Board: an article written by one of the CIECA board members providing a short summary of the CIECA activities over the past half year
- + EAG: an article written by one of the members of the Expert Advisory Group providing an update of their activities
- + CIECA news: a section written by the CIECA project office providing information about activities that the project office and secretariat have been involved with as well as changes in contact details and announcements of future CIECA activities.

Forum is written in English, French and German. Articles are published in one language with a summary in the two other languages.

An overview of the organisations that have contributed to Forum in 2003:

- + AKE, Finland
- + ASA, Switzerland
- + CBR, the Netherlands
- + Dekra, Germany
- + Driving Standards Agency, Great Britain
- + Ministry of Transport, France
- + Ministry of Transport, Luxembourg
- + Ministry of Transport, Tunisia
- + Norwegian Public Roads Administration, Norway
- + Swedish National Roads Administration, Sweden
- + TÜV, Germany
- + VicRoads, Australia



5.2 Website

The CIECA website can be found on www.cieca-drivinglicense.org and is regularly updated. The website contains information about the organisational structure, the members, the studies, the events, the Guide on Driver Licensing and the CIECA newsletter, Forum. In 2003, information was added and updated about the members of CIECA and the EU projects NovEV and TEST.

5.3 The 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 training and tests, the conditions for issue and renewal, statistical details and the names and addresses of all the testing organisations represented in CIECA. The latest edition of the Guide dates from 2002.

In 2003, preparatory work for an updated version of the Guide continued. Many members have contributed to this update. The updated version of the Guide is expected to be published in 2005.

6. External Relations

6.1 United Nations

CIECA has observer status at the United Nations. 3 times a year, a CIECA representative attends the regular meetings of Working Party number 1 on Road Traffic Safety of the United Nations. These meetings take place in Geneva. In 2003, F. Munoz-Pelaez, member of the Permanent Bureau, was the official CIECA representative at the meetings of WP1. These meetings took place on 31 March – 3 April 2003, 8-10 July 2003 and 22-25 September 2003.

On these occasions, following subjects were discussed, with CIECA-input:



- + organisation of the UN Road Safety Week in April 2004, and contents of the seminar that accompanies it
- + the text of a UN resolution in which the importance of a theory and a practical test is underlined for driving licence applicants
- + anti-fraud measures for the international driving licence
- + design of traffic signs

6.2 European Transport Safety Council (ETSC)

CIECA is a member of the European Transport Safety Council (ETSC). In 2003, CIECA's involvement in the ETSC consisted of attending official conferences and lectures organized by ETSC. The conferences were attended by W. Vanbroeckhoven, CIECA President. These events took place on 21 January 2003, 10 June 2003 and on 1 December 2003, all in Brussels, Belgium.

The conferences and lectures addressed the following themes:

- + Ageing in Europe: the challenges and opportunities for transport safety
- + Targeted road safety programs in the European Union

6.3 European Federation of Driving Schools (EFA)

Because CIECA and EFA share similar aims and address common themes, representatives of CIECA meet on a regular basis with representatives of the European Federation of Driving Schools (EFA). In 2003, CIECA is represented by:

- + Mr. W. Vanbroeckhoven, GOCA, Belgium – President
- + Mrs. H. Groot, Centraal Bureau Rijvaardigheidsbewijzen, the Netherlands – Secretary General
- + Mr. J.P. Fougère, Ministère de l'Équipement, des Transports, du Logement, du Tourisme et de la Mer, France - Chairman Expert Advisory Group, France

In 2003, two meetings were held between CIECA and EFA: on 16 April 2003 in Cologne, Germany, and on 11 September 2003 in Rijswijk, the Netherlands.

The following main topics were discussed in these meetings:

- + the working relationship between CIECA and EFA
- + update on CIECA and EFA projects
- + preparation of a study on minimum requirements for driving instructors in Europe

In October 2003, the CIECA President attended the annual EFA congress in Prague, Czech Republic, and gave a lecture on CIECA activities and how relations can be further developed with EFA.

6.4 Attendance of Congresses and Conferences

In the function of official CIECA representatives, members of the Permanent Bureau attended and / or spoke at the following congresses and conferences:

- + Ageing in Europe: the challenges and opportunities for transport safety, 21 January 2003 in Brussels, Belgium – W. Vanbroeckhoven, President
- + Congress of the German Union of Driving School Associations, 12 May 2003 in Trier, Germany – H.A.M. Groot, Secretary General
- + Best in Europe ETSC Congress: Targeted road safety programmes in the European Union, 10 June 2003 in Brussels, Belgium – W. Vanbroeckhoven, President
- + Annual Congress of the American Association of Motor Vehicle Administration, 6-10 September 2003 in Philadelphia, USA – W. Vanbroeckhoven, President
- + Your Safe Mobility congress, 70th anniversary GOCA, 22-23 October 2003 in Brussels, Belgium – H.A.M. Groot, Secretary General
- + Annual EFA Congress, 31 October – 1 November 2003 in Prague, Czech Republic – W. Vanbroeckhoven, President
- + ETSC 10th anniversary, 1 December 2003 in Brussels, Belgium – W. Vanbroeckhoven, President

7. Consequences of CIECA work

In the past years, CIECA has undertaken a number of activities, studies and projects. Many of these activities and projects have culminated in recommendations in the field of driver training and testing. As in previous years, several of CIECA's recommendations over 2003 have proven their worth and validity. The following section, with information on projects, studies and legislation, is testimony to the continuity of CIECA's work.

7.1 Advanced

The CIECA-led Advanced project on post-licence training courses for car drivers and motorcyclists was finalized in October 2002. The main recommendations of this project were summarized in "10 golden rules" for providers of advanced training courses. These golden rules summed up the "do's and don'ts" of advanced track training, theory and on-road training.

In 2003, Advanced was followed up in two ways: firstly, CIECA received written notice from three major course providers that they had implemented the Advanced Golden Rules into their standard training. Secondly, a new CIECA-led project was started that built on the experiences and recommendations of the Advanced project: NovEV. This project deals with the evaluation of pilot projects in 2nd phase driver training in six countries of the European Union. The pilots follow the golden rules developed in the Advanced project.

7.2 Agile

The project Agile, led by the Belgian Road Safety Institute, deals with ageing drivers and their ability to drive. To this aim, medical referrals from general doctors to the driver testing authorities are being analysed, and a harmonized fitness-to-drive test for elderly drivers is being designed and piloted. Agile makes use of and builds on the earlier CIECA report "Procedure and Periodicity of the Medical Examination" (2000).

7.3 European Glare Project

On January 1, 2003 the international research project Glare started. In this project, the occurrence of the most important types of visual impairment in European drivers will be determined. In order to decide if and at what ground (age) to assess specific visual functions for driving licence applications, it is important to determine the prevalence of visual impairment as a function of age.

This project makes use of both the network established in and the results of earlier CIECA studies and reports, namely:

- + Impaired Vision and accident risks (2000)
- + Procedure and periodicity of the medical examination (2000)
- + Assessment of vision impairment in relation to driving safety (2000)



7.4 EC Directive 2000/56

The European Directive 2000/56, published in September 2000, sets up new requirements for the driving test in all countries of the European Economic Area (the EU plus Norway, Iceland and Liechtenstein). This directive came into force on 1 October 2003.

In the forefront of this directive, CIECA was asked by the European Commission to give best practice recommendations on the minimum requirement for the driving tests of all categories. These recommendations feature in the following CIECA-reports:

- + Minimum requirements for the theory test of category B (Brussels 1998)
- + Minimum requirements for the practical test of category B (Brussels 1998)
- + Minimum requirements for the theory and practical test of the motorcycle categories (Brussels 2000)
- + Minimum requirements for the theory and practical test of categories C and D, their sub- and trailer categories (Brussels 2000)

The main recommendations in these reports concerned the contents and the assessment criteria for the driving tests. These recommendations are largely taken up by the European Commission in the Council Directive 2000/56.

7.5 Proposal for a European 3rd Directive on the Driving Licence

In October 2003 the European Commission launched a proposal for a new directive on the driving licence. This directive contains changes to the currently valid directive 91/439/EEC. The new directive and its annexes proposes changes in the following main fields:

- + changed categorization of the driving licence, especially in the field of the motorcycle categories and the subcategories C1 and D1
- + limited administrative validity of the driving licence document
- + harmonized medical checks for professional drivers
- + minimum requirements for the profession of driving examiners

CIECA contributed to this directive in an extensive way. In the years preceding the legal proposal, CIECA carried out a number of study-projects on behalf of the European Commission. Many of the recommendations emanating from these projects have been taken up by the European Commission in its proposal for a new directive on the driving licence.

These recommendations can be found in the following reports:

- + Training of the examiner (Brussels 1997)
- + Minimum requirements for the theory and practical test of the motorcycle categories (Brussels 2000)
- + Minimum requirements for the theory and practical test of categories C and D, their sub- and trailer categories (Brussels 2000)
- + Procedure and Periodicity of the Medical Examination (Brussels 2000).

Colofon :

Commission Internationale des Examens de Conduite Automobile
p/a Autoveiligheid Geel
Lammerdries 7
B – 2440 Geel
Belgium

Tel. +32.14.578628
Fax +32.14.578601
e-mail: cieca@cbr.nl
www.cieca-drivinglicence.org

