ANNUAL REPORT 2021-2022

WELCOME FROM OUR PRESIDENT

I am delighted to present the CIECA Annual Report for 2020-2021. The report reflects our strategic focus and the key actions that have enabled us to advance in our purpose: to consolidate CIECA as one of the main actors in the field of driving licencing and road safety throughout another difficult year.

One of CIECA proudest achievements to date has been our timely response to the COVID-19 crisis, allowing us to continue with our work without interruption. As the world emerges from the pandemic, it is more vital than ever for CIECA to provide support to our members as we do realize that your work is crucial.

CIECA is an international community with more than 35 nationalities who share the same values about people being generators of positive change in society through the improvement of road safety. CIECA's activities throughout 2021 – 2022 continued to be centered around a global mindset, with the social responsibility that this entails. The support of CIECA member organizations, as well as their experts widens CIECA's reach and, we strongly believe this, our positive impact on society.

During this period, a year of social, economic, and environmental challenges, CIECA focused its efforts on offering interesting content and useful services for our members, and relied on the talent and expertise of our expert groups and all CIECA members to give CIECA's view on what a future EU Directive on driving licences should contemplate in order to deal with the multiple challenges for road safety that Europe will have to face in the short and long future.

We dedicate this report to all of you, and I extend to you all my warmest thanks.

René Claesen
CIECA President

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Arena73 Fotografie

THE CIECA ORGANIZATIONAL STRUCTURE

CIECA is a member-based organisation, with the following structure:

General Assembly

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

Permanent Bureau (The Board of Directors)

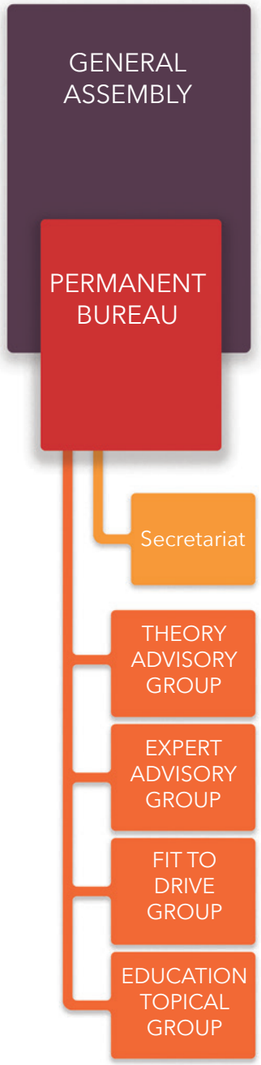
The Permanent Bureau is the executive body of CIECA and is responsible for the management of the organisation. The Permanent Bureau (Directors) consists of the President, the Secretary General-Treasurer, and a maximum of seven Vice-Presidents (one of whom is appointed by the Board as First Vice-President).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

Expert Advisory Group

The Expert Advisory Group (EAG) is a permanent group consisting of a maximum of seven members from different member organisations. Members are appointed by the Permanent Bureau, which also approves its work programme. The EAG acts as a source of technical and professional advice, and it helps with studies, workshops, the preparation of the Congress, and also provides an audit service of their driving test systems to members.
Theory Test Advisory Group
Set up in 2010, the Theory Test Advisory Group (TAG) acts as a source of professional and technical advice for CIECA in matters of theoretical and computer-based assessment and supporting education.

CIECA Topical Groups

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



MEMBERS

CIECA currently counts 64 members from 37 countries, covering almost all of Europe, and is also represented in New Zealand, Republic of Korea, the United Arab Emirates, and the United States of America.

MEMBER ORGANIZATIONS

Currently, there are four categories of CIECA members:

- Effective members: entities responsible for the regulation, execution or auditing of driving tests.
- Associated members: organizations: involved in research, education and assessment activities related to the Association's competences that are willing to support CIECA's goals though they do not regulate, execute or audit driving tests.
- Affiliated members: international umbrella bodies involved in activities related to CIECA's objectives.
- Honorary members: persons who have made a particularly special contribution to CIECA.

EFFECTIVE MEMBERS

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

14. Finland: Finnish Transport and Communications Agency (Traficom)
15. France: Ministère de l'Intérieur, Délégation à la sécurité routière (DSR)
16. Georgia: Service Agency of the Ministry of Internal Affairs of Georgia
17. Greece: Ministry of Infrastructure & Transport
18. Germany: DEKRA Automobil GmbH
19. Germany: TÜV Association (TÜV-Verband)
20. Germany: TÜV / DEKRA argetp21
21. Great Britain: Driver and Vehicle Standards Agency (DVSA)
22. Hungary: Centre for Assessing Fitness to Drive and Drivers' Examinations (KAV)
23. Iceland: Icelandic Transport Authority
24. Ireland: Road Safety Authority (RSA)
25. Korea: Road Traffic Authority (KoROAD)
26. Latvia: Ministry of Transport, Road Traffic Safety Directorate
27. Lithuania: REGITRA State Enterprise
28. Luxembourg: Ministry of Mobility and Public Works, Department for Mobility and Transport
29. Malta: Transport Malta
30. Monaco: Ministère de l'Etat, Service des Titres de Circulation
31. New Zealand: Vehicle Testing New Zealand (VTNZ)
32. Northern Ireland: Driver and Vehicle Agency (DVA)
33. Norway: Norwegian Public Roads Administration (Statens Vegvesen Vegdirektoratet)
34. Poland: Ministry of Infrastructure, Road Transport Department
35. Portugal: ANIECA (Associação Nacional dos Industriais do Ensino de Condução Automóvel)
36. Portugal: Institute for Mobility and Transport (Instituto da Mobilidade e dos Transportes, IMT, I.P.)
37. Romania: Ministry of Internal Affairs, Driving Licensing and Vehicle Registration
38. Spain: Ministry of Interior, Directorate-General for Traffic (Dirección General de Tráfico, DGT)
39. Sweden: Swedish Transport Administration (Trafikverket)
40. Sweden: SwedishTransport Agency (Transportstyrelsen)
41. Switzerland: Association of Road Traffic Services (Vereinigung der Strassenverkehrsämter, ASA)
42. Switzerland: Federal Roads Office (Bundesamt für Straßen, ASTRA)
43. The Netherlands: CBR (Centraal Bureau Rijvaardigheidsbewijzen)
44. United Arab Emirates: Roads & Transport Authority (RTA)

ASSOCIATED MEMBERS

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

AFFILIATED MEMBERS

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

HONORARY MEMBERS

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

THE PERMANENT BUREAU

The time has come to reflect in another year in which we have successfully applied many of the lessons we learnt when faced with the Covid-19 outbreak for the first time. This year was marked once more by the ongoing health crisis. In this context, our role as an international road safety organization takes on vital importance, and we have been up to the task. To do so, and in line with our strategy, we have placed CIECA members at the centre of our activities.

The CIECA Permanent Board has redefined its valuable proposal and presented a new work method that places both persons and organizations at the centre of a "personalised" attention enriched through alliances with external researchers, and other organizations that may bring interesting advantages to our members. Therefore, a good number of the webinars offered this year have been delivered by non-CIECA members.

As you know, through the most part of the year, our activities have been held online, but we will close the year welcoming all CIECA members to the first face-to-face event since the outbreak of the pandemic in March 2020. This is a big step ahead that we intend to extend to further face-to-face events from September 2022 onwards. We plan to strengthen CIECA's capacity to pursue this goal in 2021 – 2022 by moving to a new office which will offer the latest technological capabilities to increase our face-to-face activities limiting running costs, and that will offer more support and networking opportunities to the CIECA community.

We also intend to continue with our webinar series and other online activities as they have proved to be a beneficial tool for our members. With safety issues always at the forefront, we will schedule an interesting calendar for our members that will feature both online and face-to-face events.

Through the past year, the CIECA Secretariat continued to work in a timely manner, adapting to new circumstances as they emerged, and responding to members' needs as soon as they were identified. As always, their work continues to focus on delivering practical tools (reports, online activities, etc.) that could support CIECA members in their everyday professional needs, so as to enhance their results at work.

None of these plans and initiatives would have been possible without the support of all our members, and what we call the CIECA Family. With your help we can continue our crucial work to institute real change at every level of road safety.

Photo taken by Susana Paulino, CIECA Vice-President, during the first face-to-face PB meeting held since the start of the Covid pandemic. The meeting took place in Naples as the PB members also took the opportunity to inspect the venue for the 54th CIECA Congress. In the photo: Saulius Šuminas, Representative from Regitra, Lithuania, and Chair of the EAG; Per Gunnar Veltun, CIECA Secretary General-Treasurer, ex-EAG Chair, and representative of the Norwegian Public Roads Administration; Augusta Sica, CIECA Business Manager; Pat Delaney, Director of Operations in DVA, Northern Ireland; René Claesen, President of CIECA and Manager of Research & Development in CBR, the Netherlands; Dr Roland Krause, Director at DEKRA. Missing from the photo are Susana Paulino, CIECA Vice-President and Regional Director of the Institute of Mobility and Transports of Portugal, and Philipp Waschke, Head of Driving Licence, Fitness to Drive and Road Safety at TÜV-Verband e. V., and current Chair of the TAG.

FINANCIAL REPORT

CIECA's activities in the fiscal year ending on 31 December 2022 still reflect the consequences of the COVID-19 pandemic. The running costs raised by the organization of face-to-face events was non-existent for the most part of 2021. However, following the approval during the 53rd CIECA General Assembly of the proposal to dedicate funds to the organization of the 54th CIECA Congress in 2022, expenditure on congress activities increased to €21,398.96. At the same time, administrative charges collected in preparation of the same event (€23,847) helped to keep revenues balanced which resulted in an operational profit margin of €73,859.40.

Operating Income	***Realisation 2020***	***Budget 2021***	***Realisation 2021***
Membership fees	€ 552,175.50	€ 524,000.00	€ 515,774.50
Administrative Charges			€ 23,847.00
Other income (Bank interest, research projects, events, etc)	€ 1,718.80	€ 500.00	€ 0.00
Total operating Income	***€ 553,894.30***	***€ 524,500.00***	***€ 539,621.50***
Operating expenses			
Personnel	€ 333,417.85	€ 350,000.00	€ 333,967.64
Services	€ 24,421.36	€ 25,000.00	€ 29,445.63
Accomodation Brussels office	€ 42,525.71	€ 43,000.00	€ 39,388.54
Office service costs	€ 7,729.28	€ 12,000.00	€ 5,410.45
Travel & accomodation Secretariat	€ 2,354.90	€ 18,000.00	€ 1,712.93
BP representation Travels	€ 0.00	€ 1,000.00	€ 0.00
Activities congress/workshop and visits	€ 0.00	€ 16,000.00	€ 21,398.96
Permanent Advisory Groups	€ 222.35	€ 30,000.00	€ 0.00
Representation and marketing	€ 4,128.15	€ 10,000.00	€ 4,095.92
Contingency	€ 0.00	€ 1,000.00	€ 0.00
VAT	€ 8,043.70	€ 11,000.00	€ 11,547.53
Communal Taxes	€ 161.28	€ 3,500.00	€ 5,640.28
Loss on sale of trade receivables	€ 0.00		€ 11,131.00
Total operating Income	***€ 553,894.30***	***€ 524,500.00***	***€ 539,621.50***
Total Operating Expenditures	***€ 423,004.58***	***€ 520,500.00***	***€ 463,738.88***
Economic result	***€ 130,889.72***	***€ 4,000.00***	***€ 75,882.62***
Depreciation	€ 1,883.81	€ 1,000.00	€ 1,337.39
Financial Charges	€ 294.61	€ 1,000.00	€ 685.83
Provision vacation pay 2018 paid in 2019	€ 35,400.00	€ 39,000.00	€ 38,000.00
Provision vacation pay 2017 paid in 2018	€-35,400.00	-€ 38,000.00	-€ 38,000.00
Financial result	***€ 128,711.30***	***€ 1,000.00***	***€ 73,859.40***

AUGUSTA SICA

Augusta Sica was born on 7 November 1979 in Santa Maria Capua Vetere, Italy.
She studied at the Università degli Studi di Napoli 'L'Orientale' and holds a Master's degree and a Post-Graduate Diploma in International Relations. In 2006 she moved to Brussels for an internship at the European Parliament, and then she worked as an Assistant for an Italian MEP. In 2008 she started to work in cooperation development and specialized in the management and evaluation of European Commission projects.

She arrived in CIECA in 2014 and since then she holds the CIECA Business Manager role.

What are, in your opinion, the most important things to progressing as the Business Manager of an organization like CIECA?

An organization like CIECA can progress only if the management keeps an open mind, is dynamic, and listens to the needs of all members. As the Business Manager of CIECA, I try to do my best to develop these skills, and to manage our activities in such a way that all CIECA members find the programmes interesting and useful for their job in their own countries.

Where do you get new ideas that help with the development of the organization?

The ideas can come from reading an article or a study, from members, from the observation of a specific reality or need, from the observation of topics that may be priorities for other road safety realities, from CIECA groups, and from my colleagues in the CIECA Secretariat who are also an important source.

What has been the impact of Covid-19 for CIECA? How did you manage the organization through the times of pandemic?

CIECA was in some ways ready for this new challenge, as in 2014 CIECA moved to the 'Cloud'. This made possible for some members of the staff to work out of the office before the COVID already. However, it was clear that with the pandemic there was a need to react fast and to think of a new way to work and to deliver activities for our members. A new investment in technology was made in order to deliver webinars, and since then, more than 30 webinars have been delivered. This has been possible also thanks to CIECA staff who adapt quickly to new working methods, but also thanks to members who helped in delivering interesting topics for the audience. This collaboration between the CIECA Secretariat and CIECA members has proved to be a win-win situation.

Why the decision to move the CIECA office?

With the COVID-19 breakout and the mandatory smart working that the Belgian government put in place in order to contain the pandemic, the CIECA Staff started to work from home. This 'forced' situation made clear that CIECA staff could work efficiently even when not in the office, and that CIECA could benefit with a move to a smaller office to harmonise the running costs.

The office remains in Brussels in a very nice and central area (Louise) with shops, restaurants, hotels, etc. nearby. It is also very well connected to the main international train station and the Brussels Airport. The new CIECA office is located in a very modern and recently refurbished building and counts with all the facilities needed for our organization, including a very spacious meeting room.

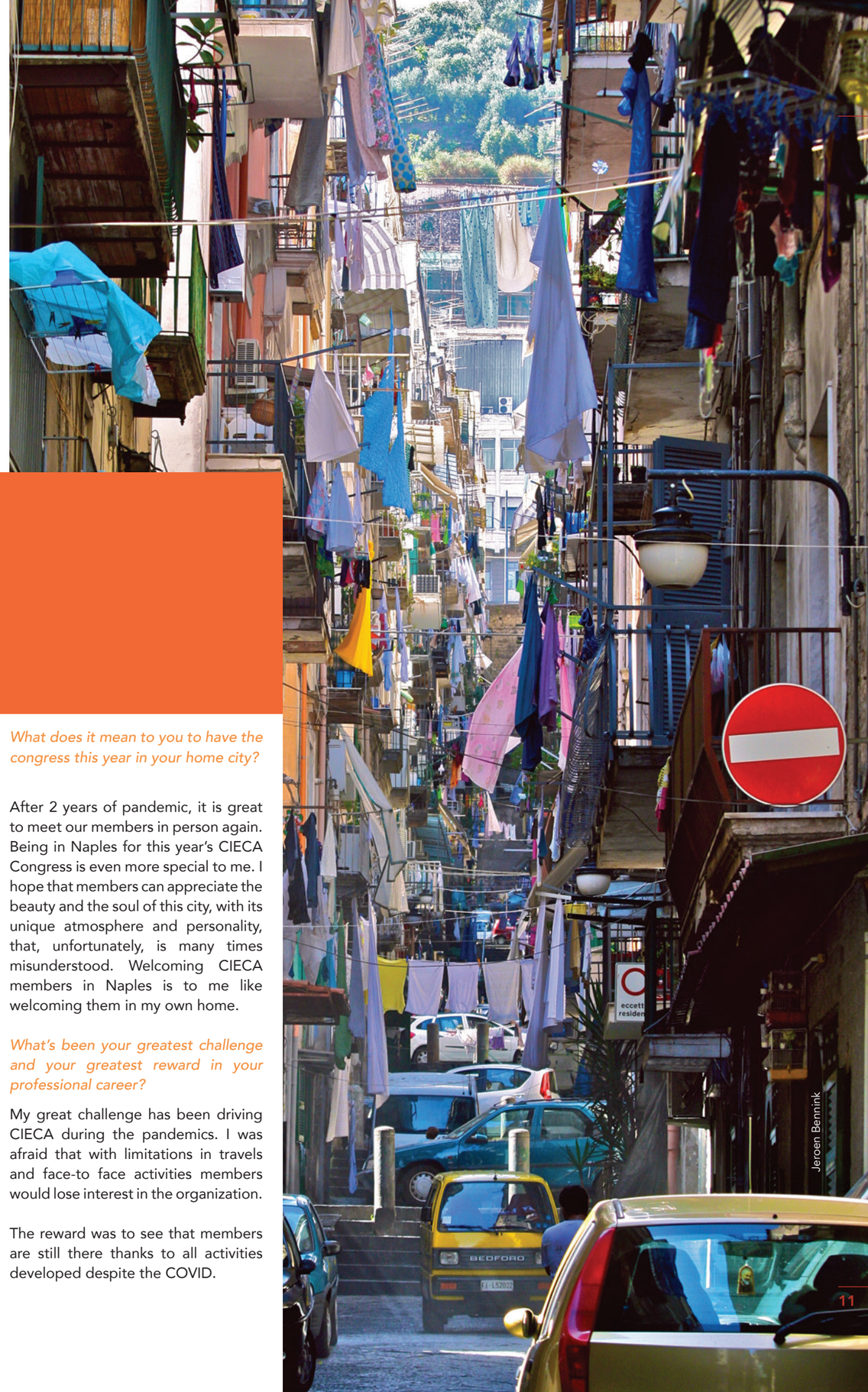
What does it mean to you to have the congress this year in your home city?

After 2 years of pandemic, it is great to meet our members in person again. Being in Naples for this year's CIECA Congress is even more special to me. I hope that members can appreciate the beauty and the soul of this city, with its unique atmosphere and personality, that, unfortunately, is many times misunderstood. Welcoming CIECA members in Naples is to me like welcoming them in my own home.

What's been your greatest challenge and your greatest reward in your professional career?

My great challenge has been driving CIECA during the pandemics. I was afraid that with limitations in travels and face-to face activities members would lose interest in the organization.

The reward was to see that members are still there thanks to all activities developed despite the COVID.



Giorgio Galeotti

CIECA'S NEW OFFICE IN BRUSSELS

The CIECA office is moving…. although not very far from its previous location, close to the centre of Brussels.

To serve you better, we are moving to a new facility on **Avenue de la Toison d'Or 77, 1060 Brussels,** in the Louise Quarter. The area is very well served by public transport and can be easily reached from the Brussels airport. The new premises have a very bright meeting room with modern technological equipment to be used in our events, and includes enough space to accommodate the staff of our organization. There are also a good number of hotels in the area, and it is close to all sorts of amenities to relax after a good day of work. We look forward to welcoming you very soon.

THE CIECA WEBSITE AND THE GUIDE ON DRIVER LICENCING

Guide on driver Licensing

Collecting driver testing data and making it available to members is an integral component of the CIECA Strategy. The CIECA website represents an important tool to access information, which is regularly used by the CIECA members.

The Secretariat assists CIECA members with collecting driver training and testing information, which is disseminated back to members and other stakeholders who have legitimate interest in it. In 2021 - 2022, the following queries originating from members were processed:

- Practical testing in manual transmission cars (April 2021)
- The use of ADAS as solution to problems related to medical or practical fitness to drive (April 2021)
- Digital techniques in rehabilitation programmes for traffic offenders (May 2021)
- Huntington's Disease (May 2021)
- Deafness and driving (June 2021)
- Accompanied driving (July 2021)
- Waiting times in theory and practical driving tests (August 2021)
- Driving licence exchange (August 2021)
- Alcohol and driving (September 2021)
- Professional competence for the carriage of goods (trucks) or passengers (buses) [EU Directive 2003/59/EC]: Initial qualification (September 2021)
- Testing applicants with ASD (Autistic Spectrum Disorder) (September 2021)
- Providing data to insurance companies about drivers' traffic offences (October 2021)
- The category B test vehicle and the possibility to use a vehicle designed for the carriage of 4 persons (October 2021)
- Delivery riders (October 2021)
- Harmonised European Union codes (October 2021)
- Special needs and the practical test category A (October 2021)
- Test vehicles category A (October 2021)
- Upgrading a driving licence (October 2021)
- Costs included in the fee for the practical test category B (November 2021)
- Fee theory test (November 2021)
- Fee practical test (November 2021)
- Vehicles with driver-assistance systems in the theory and practical driving test for the categories A and B (November 2021)
- Category B theory test (December 2021)
- Special manoeuvres in practical test category B (January 2022)
- Online theory test (January 2022)
- Driving test on a tricycle or a motorcycle with a sidecar (February 2022)
- Autonomous vehicles (February 2022)
- Covid-19 and the impact on test waiting times (February 2022)
- Covid-19 and the impact on pass rates (February 2022)
- Covid-19 and the impact on driving examiners (February 2022)
- Covid-19 and impact on practical test (February 2022)
- Test vehicles category C & C+E (February 2022)

Liudmila Chernetska

26 – 28 MAY 2021: 53RD CIECA ONLINE GENERAL ASSEMBLY AND CONGRESS

Given the uncertain circumstances brought by the COVID-19 pandemic, the CIECA PB decided to hold the 2021 CIECA Congress in a virtual format instead of continuing with the plans for a face-to-face Congress in Porto.

In total, 68 participants attended the 53rd CIECA General Assembly that took place online on 26 May 2021. Participants came from 39 Effective member organizations covering 30 countries, 8 Associated member organizations, and 4 Affiliated member organizations. The quorum of an ordinary majority of the votes was attained, thus important decisions could be taken, in line with the Statutes, especially regarding the budget, the annual accounts of the association, and the renewal of posts within the Permanent Bureau. Major items discussed and decisions made during the event were:

- The President provided an overview of past year's activities and work performed by the various CIECA bodies, shared ideas about future developments, and stressed the importance of partnerships to face the challenges of the Association.

- The Secretary General - Treasurer, presented the financial statements for 2020 and the new budget for 2022. The budget should provide a balance whilst allowing CIECA to progress. It anticipates an income of 529.500,00 € and expenditures of 526. 500,00 €. It allows for staff salaries, office accommodation and services, travel costs, congress/workshops, funding of (permanent / temporary) groups, representation costs, contingency and taxes. The SG-T recalled the attention of members on two budget lines: Hosting GA and Congress and Applied reserve (dedicated funds). As some money was saved on operational costs in 2020 CIECA built up a reserve in the 2021 budget so that CIECA can guarantee the attendance of CIECA members to the GA and Congress in 2022 in person again. To consider how this financial help for members should be structured, and make sure that the financial position of CIECA is secure in 2022, the SG-T asked the members agreement to this budget. The General Assembly unanimously approved the budget provisions for 2022.

- In 2021, five Vice-President vacancies were open, including that of Mr Delaney, which ended in 2021. Mr Pat Delaney (DVA, Northern Ireland) submitted his application to be re-elected for this position, and the CIECA General Assembly unanimously elected him for the post.

- The Chairs of the CIECA Permanent Advisory Groups (Expert Advisory Group and Theory Test Advisory Group), and CIECA Topical Groups (Fitness to Drive Topical Group and Education Topical Group) reported on their activities during the last year, and about future activities and goals.

- Finally, the Business Manager presented the Secretariat's activities carried out over the past year and gave an outline of future activities and projects and invited all members to the 2022 General Assembly and Congress in Naples, Italy.

The CIECA Congress was held on 27 and 28 May 2021. This first CIECA online congress was divided in four sessions, each session attracted between 54-67 participants. The online congress was open to CIECA members and all public interested in attending the event, and it was free of charge. With this Congress, entitled "Different drivers & vehicles. Safety for all", CIECA wanted to explore the challenges that new trends in mobility, and the inclusion of modern technologies in vehicles present for driver training and testing.

The Welcome address was delivered by Rebecca Huang, UNECE, and the keynote speech entitled "Different drivers & vehicles. Safety for all" was held by Paulo Figueiredo, ANIECA Portugal.

Further speeches held during the congress were:

- Safety for all: The adaptation of concepts from novice driver assessment to other driver populations - Lars Rößger, TÜV | DEKRA arge tp 21, Germany

- Practical driving test anxiety: a training proposal - Paolo Perego, Università Cattolica del Sacro Cuore, Italy

- Graduated development training for driver license acquisition (cat. B) - Manuel Picardi, EFA

- Drive 2 the future - Neil Greig, IAM RoadSmart, UK

- Perspectives and strategies for driving instruction and testing based on vehicle automation and road accident scenarios - João P. Dias, Instituto Superior Técnico, University of Lisbon, Portugal

- Traffic Safety Culture: the role of culture-based approaches in driver education - Armin Kaltenegger, KFV, Austria

- Does the country make a difference? Risky driving of Lithuanians, Irish and Lithuanian emigrants living in Ireland - Laura Šeibokaitė, Vytautas Magnus University, Lithuania

THE CHAIRMEN OF OUR EXPERT GROUPS

MARC-PHILIPP WASCHKE, CHAIRMAN OF THE THEORY TEST ADVISORY GROUP

Head of Driving Licence, Fitness to Drive and Road Safety, TÜV-Verband e.V. (Germany)

Mobility is a key aspect in our social and economic life. Without mobility, neither social participation nor growth is possible. At the same time, the world of mobility is in a constant state of change, shaped by technical innovations, the climate crisis, the Corona pandemic and many other challenges.

Looking at the revision of the 3rd EU driving licence directive, it is crucial that we are at a milestone in the early 20s of this century. CIECA is the right organisation not only to facilitate the exchange of experience and best practice. It is also an important driving force for European and International developments in driving licences and road safety.

The Theory Test Advisory Group, as a permanent group of experts, should also continue to consider it worth thinking about in the future. I am therefore very happy to succeed Lauris Kumpins as TAG Chairman, where I have been involved since the beginning of 2019. The TAG is a great working group where I really appreciate the exchange with all the international experts. However, it needs to be considered that everyone here takes time and contributes resources in addition to their original tasks, as in all CIECA working groups.

As the new Chairman, I would like to promote even more open exchange between the members. It will be important to re-establish a good workflow with face-to-face meetings as well as digital meetings after the challenges of the pandemic. I am very pleased that this year we have focused on cheating and fraud in the theoretical exam. We are organising an exciting workshop in September. Especially in the theoretical exam, acts of fraud are prepared with some considerable technical effort and implemented with the help of external persons. Sophisticated technology, organisation and implementation are indicative of organised crime. This is a considerable risk to road safety because it can be assumed that these drivers are not aware of important traffic rules.

I am very much looking forward to the challenging task as TAG chairman and to working, collaborating and cooperating with all CIECA members in the following years.

SAULIUS ŠUMINAS, CHAIRMAN OF THE EXPERT ADVISORY GROUP

Deputy General Director, Regitra (Lithuania)

First of all, I am very excited to be a part of EAG group which does a great variety of work for CIECA members, and also on behalf of CIECA members.

I am very proud because all EAG members were able to contribute to the activities of the group even though, during 2021 and the present year, their organizations were still under stress due to the situation brought up by the Covid-19 pandemic, which is still having an impact on driving licence services within all CIECA countries. For example, we had to say goodbye to Olof Stenlund, our highly valued EAG member from Sweden as he had to prioritise his work at the Swedish Transport Agency. We really miss him in the group: his formidable expertise but also his kind personality. This is to say, the past few years have been challenging for all of us, for our organizations as well as for our customers, and of course also for the group. There have been a lot of changes in the way we work, and in the way we live, and, as a result, our mobility habits have also adapted to a new situation.

The new Directive that the EU is planning to implement by the end of 2022 will tackle these road safety challenges, and many more, and it was crucial that CIECA responded to the Public Consultation on the revision of Directive 2006/126/EC on driving licences. The EAG, helped by Marc Philipp Waschke and Lars Rössger from the TAG, prepared and delivered a webinar for all members where the organization's response was presented.

On another note, road safety data shows that halving the number of fatalities by 2030 is a very challenging goal despite all the technological progress which has taken place in the automotive industry during the past decade. We are already stepping in into a new phase of vehicle automation, I mean level 3, which will bring new challenges ahead. Also, young drivers are still overrepresented in accident statistics, so, on and all, it looks like our efforts to produce safe and responsible driver is still away from reality.

Taking all this into consideration, I see many possibilities ahead to make our roads safer for all, so I expect there will be plenty of opportunities for the EAG to continue offering their help to CIECA members so they can achieve positive road safety results in their countries. For example, we intend to restart our audits as soon as possible, hopefully next September, so if any CIECA members is interested in our services, I encourage them to get in touch with the CIECA Secretariat at their earliest convenience.

CIECA RESPONSE TO THE EC PUBLIC CONSULTATION FOR THE REVISION OF THE DIRECTIVE ON DRIVING LICENCES

On 25 February 2022, the EC launched a Public Consultation (PC) in preparation of the revision of the current Directive on driving licences adopted in 2006. CIECA submitted its response as an interested road safety stakeholder, and despite the short time window available, the CIECA Secretariat set up a series of events that helped to shape CIECA's consolidated response informed by contributions from all CIECA members.

The main objective of the workshops organized by CIECA was to (1) reach an agreement on the responses to the questions included in the PC, and (2) compile further suggestions to be submitted together with the responses to the PC so they are taking into account when reviewing the Directive.

DLE ROUND TABLE ON 31 MARCH 2022

DLE experts:

- Maria José Aparcio, DGT (Spain)- Moderator
- Susana Paulino, IMT (Portugal)
- Athanasios (Thanassis) Klentos, Ministry of Infrastructure & Transport (Greece)
- Despoina Dimostheniadou, Ministry of Infrastructure & Transport (Greece)
- Henna Antila, TRAFICOM (Finland)
- Declan Naughton, RSA (Ireland)

Response to EC PC on DL issuance and mutual recognition issues

The issue of validity is very important for the purpose of the exchange: in order to exchange a licence, a foreign driver needs to have a valid permit, just as the nationals.
The new Directive needs to include a Driving Licence Exchange "package" that provides clear regulation for the exchange of driving licences for all EU countries. One of the issues to be clarified is the amount of time a foreign person must live in an EU country in order to become a resident in that country. In some countries there are also other issues raised by the change of legal status: a person may drive as a tourist in a country with his original driving licence, but once he becomes a resident, he might not be allowed to drive anymore until he does not fulfil certain requirements (a test, a period of training, etc.).

For the sake of road safety within the EU, it is crucial to have common requirements for the exchanging of driving licences issued by 3rd countries shared among all MS. If these requirements were fulfilled by all MS, code 70 would not be necessary. In return, this measure would also help to improve free movement of people across Europe. Regarding agreements between European MS and 3rd countries based on historical ties, these should be honoured, but the licence issued on these grounds should only be valid to drive in this country's territory.

Regarding the mutual recognition of driving disqualifications there are a number of issues to consider. On one hand, this recognition of a sanction of the behaviour of a driver could work if there was a common system of sanctions across all MS, but this is hardly the case. Therefore, without this common understanding, there is a need to have more information on the MS sanction system in order to make an informed decision.

The recognition of disqualifications could also be pushed forward with the improvement of RESPER. For example, the information on penalty points is not shared in the system, so MS exchanging licences are not aware of the problematic behaviour of certain drivers applying for an exchange. RESPER should facilitate this recognition and should help to absorb the penalty points sanctioned by other countries. It is also important to stress that non-driving related circumstances should not be a cause for driving disqualification.

There is a need to have a set of minimum standards/ requirements for digital driving licences across MS as it provides more reassurance about the validity of a permit and helps with the integration of web services and online systems.

There should be some procedure in place for the issuance of temporary driving licences linked to temporary residence permits due to extraordinary circumstances, like in the case of Ukrainian citizens living in other MS because of the current war. That is to say, the validity of the driving licences should be linked to the validity of the residence permit.

Ahmet Yarali

THE EAG WEBINAR ON 26 APRIL 2022

EAG and TAG experts:

- Saulius Suminas, Regitra (Lithuania) - EAG Chairman
- Jaap Kroon, CBR (the Netherlands)
- Gordon Witherspoon, DVSA (UK)
- Marcellus Kaup, TÜV SÜD (Germany)
- Steven Raes, GOCA (Belgium)
- Javier Galindo, DGT (Spain)
- Paulo Figuereido, ANIECA (Portugal)
- Marc Philipp Waschke, TÜV-Verband e. V. (Germany)
- Lars Rössger, TÜV / DEKRA arge tp 21 GbR (Germany)

Response to EC PC on training, testing, and vehicle categories issues

Changing mobility behaviour and technological change should be considered. Terms should be adapted to the state of the art. The correct use of ADAS and automated driving functions should be included as a requirement for the test of skills and behaviour. Both manual vehicle guidance and the use of ADAS that actively and continuously take over longitudinal guidance and/or lateral guidance should become mandatory contents of the test of skills and behaviour.

The Directive contains minimum requirements in Annex II which are described in relative detail and contain essential relevant aspect regarding road safety. Following this subsidiarity principle, the Directive should explicitly state that Member States are granted the possibility to set stricter requirements for the driving licence examination in the interest of road safety.

Practical testing should be done in real traffic situations. Simulators cannot replace the "real thing". Simulators can be used in training or for some kind of preliminary test, but not to obtain the final driving license.

Driving economically and in an environmentally friendly way should be part of the test of skills and behaviour in all driving licence categories. But there is no common approach to assess candidate's eco-driving skills. In some countries it can result in the only cause to fail, or it may contribute to fail the test while in other cases, it is not even considered or evaluated.

About the definition of vehicles: it is important to work and improve in the new systems of mobility (e-scooters, e-bikes, etc…) and set common rules for the EU.

Digital driving licence and recognition of driving disqualifications are important domains to ensure efficient enforcement and road safety.

The update of the Directive offers the opportunity to push forward the measures and approaches regarding the digitalisation of the administrative process of obtaining a driving licence, which were decided in the Passau Declaration of the EU and EFTA Transport Ministers of 29 October 2020.

We have to implement measures to reduce the principal risks of accidents and we have three main causes, alcohol and drugs, speeding and distractions, that are mainly caused by the use of the mobile phones.

The simplification of the access to categories C and D and the common rules of exchange of course that could be good measures to address the shortage of professional drivers but reducing access requirements counteracts safety efforts.

FTD ROUND TABLE ON 29 MARCH 2022

FTD experts:

- Mark Tant, Ph.D, Vias institute, Belgium
- Brian Harnett, Road Safety Authority, Ireland
- Witold Pisarek, M.D., Ph.D., Swedish Transport Agency, Sweden
- Prof. Des O'Neill and Margaret Ryan, Ph.D., National Office for Traffic Medicine, Royal College of Physicians of Ireland
- Anuraj Varshney, M.D., Ph.D., Driving Mobility, UK

Response to the EC PC on FTD issues

This event was organized in order to provide a consolidated response to the EC Public Consultation on fit to drive issues. It was organized as a round table, featuring a few members who were very active in the CIECA Fit to Drive project and who confirmed their availability to act as panellists. Other CIECA members participated in the event as attendees and could intervene and speak. The discussions took on board as well contributions from members who had sent their contributions to the CIECA Secretariat prior to the event. During the discussions it became evident that members of the FTD group still stand behind what they put forward one year ago in the CIECA Medical Fitness to Drive Report (available in the CIECA website https://www.cieca.eu/node/959). Furthermore, members identified the following most important topics for the revision of the current Directive on driving licences adopted in 2006: alcohol and Drugs, psychological aspects (including personality, attitudes, behaviour); neurodevelopmental disorders (and their treatment); clearing house / need for clinical guidelines; general procedures to identify drivers at risk; on-road assessment (criteria); use of new technologies; vision; medicines. The CIECA Secretariat has received a lot of positive feedback about the quality of the panellists.

Blanka Wirth, FTD Secretary

CIECA EXPERT GROUPS ACTIVITIES AT A GLANCE

	EAG	TAG	ETG
MEMBERS	• Saulius Suminas, Regitra, Lithuania - EAG Chairman • Jaap Kroon, CBR, the Netherlands • Gordon Witherspoon, DVSA, UK • Marcellus Kaup, TÜV SÜD • Steven Raes, GOCA, Belgium) • Javier Galindo (DGT, Spain) • Paulo Figuereido (ANIECA, Portugal) • Elina Uusitalo, Traficom, Finland • Olof Stenlund, Transportstyrelsen, Sweden	• Marc-Philipp Waschke, TÜV-Verband e. V. Germany - TAG Chairman • Lauris Kumpins, Ministry of Transport, Latvia • Josée Noé, GOCA, Belgium • Sinan Alispahić, HAK, Croatia • Sanja Brnadić, HAK, Croatia • Lars Rößger, TÜV / DEKRA arge tp 21 GbR, Germany • Helen Luker, DVSA, UK • Algimantas Tarabilda, Regitra State Enterprise, Lithuania • Karsten Nikolaisen, Norwegian Public Roads Administration • Mikael Stenberg, Swedish Transport Administration, Sweden • Jasmine Atmaca, ASA, Switzerland • Jasper Tammeling, CBR, the Netherlands • Miguel Angel Redondo, DGT, Spain • Sylvie Oggor-Mezzoug, Ministry of Interior, France • Rasmus Ojamets, Estonian Road Administration	• Joaquim Costa, ANIECA, Portugal • Stephen Dent, Driving Mobility, UK • Maria Fleischer, KFV, Austria • Arcadio González, CNAE, Spain • Risto Kasemae, Estonian Transport Administration • Marcellus Kaup, TÜV SÜD, Germany • Eddy Klynen, VSV, Belgium • Conor Neacy, Prometric, Ireland • Erica Pérez Prada, DGT, Spain • Manuel Picardi, EFA, International • Kay Schulte, DVR, Germany • Jorg Satz, MOVING, International • John Sheridan, DVSA, UK • Jan Petter Wigum, Nord University, Norway • Susanne Kaiser, KFV, Austria (replaced)
ONLINE MEETINGS	• 29 September 2021 • 25 October 2021 • 24 November 2021 • 16 December 2021 • 24 February 2022 • 14 March 2022 • 5 April 2022 • 22 April 2022	• 28 September 2021 • 22 November 2021 • 26 January 2022 • 28 March 2022 • 8 June 2022 (during the CIECA Congress in Naples)	• 5 October 2021 • 24 January 2022 • 18 March 2022 • 8 April 2022
WEBINARS & FURTHER ACTIVITIES	The group carried out the peer review of the RTA Smart Testing System at this CIECA member's request. The review was submitted to RTA on 30 November 2021. All the work of the group took place online. As members of the Programme Committee, all EAG experts participated in the rating of the abstracts submitted for the 2022 CIECA Congress and contributed to the setting up of the final programme of the event. Prepared CIECA's response to the EC public consultation set up by the EC for review of Directive on driving licences. **26 April 2022:** *EAG Webinar: Response to EC Public Consultation on training, testing, and vehicle categories.*	On behalf of the group, Helen Luker participated in the rating of the abstracts submitted for the 2022 CIECA Congress and contributed to the setting up of the final programme of the event. Marc-Philipp Waschke and Lars Rößger participated in the preparation of the 2022 EAG Webinar. **26 April 2022:** Marc-Philipp Waschke and Lars Rößger delivered one of the presentations included in the EAG Webinar: *Response to EC Public Consultation on training, testing, and vehicle categories.*	**RUE SUBGROUP:** The group carried out: 1. The Review the Trainee Driving Instructors Qualification Program and 2. The RTA Examiners' Testing Procedures and Standards for RTA. Preparation and setting up of the programme for the 2nd Session of the Members' Forum (MF) during the 2022 CIECA Congress in Naples. Development of a questionnaire for all CIECA members on topic above to compile content for presentations for MF. Four presentations prepared: 1. *Challenges to the future of driving education in the SARS-CoV-2 pandemic and beyond* - Kay Schulte (DVR, Germany). 2. *Presentation of responses to the questionnaire on testing issues* - Marcellus Kaup (TÜV SÜD, Germany) 3. *Presentation of responses to the questionnaire on training issues* - Kay Schulte (DVR, Germany). 4. *The impact of covid-19 in Nord University education system* - Rikke Mo Veie (on behalf of Jan Petter Wigum, Nord University, Norway) - Kay Schulte (DVR, Germany).
FUTURE ACTIVITIES	The group is planning to retake its face-to-face activities from September 2022. All members who expressed an interest in having an audit of their driving licence system in the last two years will be contacted during the 2022 summer.	The group is planning to retake its face-to-face activities from September 2022. The 2022 TAG webinar will take place in Berlin on 15 September. The topic of the workshop will be *Cheating and fraud in the theory test.*	The group is planning to retake its face-to-face activities from September 2022. The group will retake the idea of the 2022 ETG workshop focused on simulators and will be in touch with members asap.

21 October 2021

PRACTICAL TESTING OF AM-CANDIDATES

The 3rd EU Driving Licence Directive leaves much more room for Member States regarding category AM in comparison with other licence categories. Most importantly, a practical test is not mandatory for acquiring an AM licence. Therefore, in many countries, education and test are much less challenging, and in some MS, there is no practical test at all. Arguments to justify absence of these safety measures used are "low speed" or "only urban traffic", but studies show that these arguments are not valid. For example, many mopeds are illegally tuned and can surpass the maximum speed. Urban traffic causes less deaths among PTW riders, but injuries are most frequent. Mopeds and A1 vehicles are used in the same environment at similar speed, suggesting that the challenges to their riders are almost equal.

Despite all that, there is no practical test for licence AM in Austria. The trainer assesses the practical competence of moped riders, but this takes place before the education in road traffic and strictly focusses on GDE-level-1 skills. A series of activities was therefore carried out recently in Austria to explore possibilities for improvement of AM candidates' competences. The possibility of several adaptions of the current training contents were tested or considered, such as a clearly defined assessment course (following the French example), the use of measuring equipment for brake performance, and the introduction of psychological lectures or hazard perception training. All these options were either not feasible or did not promise any improvement.

In the most recent study, KFV investigated if the current requirements for education and testing in Austria ensure that license holders are competent to cope with the conditions of today's traffic. Volunteer AM license holders were assessed by qualified driving examiners based on the A1 test protocol for both track and on-road driver exam. 58% failed, compared to 2.5% of A1 candidates failing the A1 test on average. The results showed huge deficiencies among AM licence holders. E.g., riders frequently failed to adopt speed to either legal speed limits or to appropriate speed and many serious errors were made at intersections. The studies showed that there is a need of reforming moped rider education. Most importantly, a well-designed practical test similar to the A1 test procedure should ascertain sufficient skills. The results from Austria also suggest that the introduction of a practical test for AM on the same level as the test for A1 in the EU driving licence directive could contribute to reducing accident numbers among the youngest motorized traffic participants.

Birgit Salamon

Studied law at the University of Vienna and the Mykolas Romeris University (Vilnius) completing her Master's degree in 2006. She joined KFV as a traffic law expert in 2007, working on traffic safety related legal issues including driver education, and managing and collaborating in many national and international projects.

Martin Winkelbauer

Martin Winkelbauer graduated in Mechanical Engineering at the Vienna Technical University in 1991. He joined the Austrian Road Safety Board in 1993. Today, he is a senior researcher managing and participating in research projects on national and international level on various fields of road safety.

Nikada

4 November 2021

IMPACT AND CHALLENGES OF AUTOMATION ON DRIVER TRAINING AND TESTING

Given the technological development in recent years, the number of cars equipped with automated assistance systems is increasing. Depending on the level of driving automation implemented within the car, the driving task changes accordingly. For example with partial automation (SAE Level 2), drivers are required to monitor traffic and intervene in case of critical events, whereas with conditional automation (SAE Level 3) drivers can attend nondriving activities but must be prepared to take-over driving after an automated request.

Given these changes in the driving task, the skills and knowledge needed for driving are changing as well. For instance, drivers need to determine whether/when it is appropriate to use an automated system, understand the distribution of responsibility in the execution of the driving task, and be able to take-over manual control after a period of engaging in non-driving tasks. Consequently, the question arises if and how these new skills and knowledge regarding the use of automated systems should be part of driver training and testing.

As of today, education on automated systems is often not a mandatory part of driver training. Based on a literature review, this contribution highlights impact and challenges of increasing automation on driver training and testing. Furthermore, this contribution gives first insights into state-of-the-art contents and procedures of formal and informal automation training in Germany.

Christina Gögel

Christina Gögel is a Research Associate at the Chair of Traffic and Transportation Psychology at Technische Universität Dresden in Germany. She has received her M.Sc. in Psychology in Dresden with a focus on engineering and traffic psychology. Her research focuses mainly on automated driving. She is currently working on two broader questions in relation to this: (1) The first question concerns how automated driving influences the role of drivers today and how drivers can be supported in adapting to these new responsibilities. (2) The second question deals with other traffic participants' attitudes towards automated cars, how they perceive them and what shapes their acceptance of automated vehicles.

Metamorworks

18 November 2021

VIEWS ON DATA-DRIVEN ASSESSMENT OF TEST CANDIDATES

Driving examiners express interest and enthusiasm towards the idea of including data-driven assessment in the driving test, yet doubts are voiced regarding the possibility to rely on them to formulate a pass or fail verdict. Objective data could be used as a support of communication from examiners to candidates, rather than as a form of assessment, as it is still a human quality to make holistic, and context-dependent assessments of a candidate's ability to safely drive a car.

Vehicles are increasingly equipped with sensors that capture the state of the driver, the vehicle, and the environment. These developments are relevant to formal driver testing, but little is known about the extent to which driving examiners would support the use of sensor data in their job. In the CIECA webinar series, we presented the results of an interview study in which 37 Dutch driving examiners were asked about using data support in driver testing.

The interviews revealed that the examiners were overall supportive of using data to explain their pass/fail verdict to the candidate, but not necessarily to form said verdict. The examiners stressed the importance of forming an overall picture of the candidate's performance, and that putting too much emphasis on individual data points could lead to a loss of this ability.

Examiners frequently suggested using recordings of the candidates' eye movement, speed relative to traffic, distance to surroundings, and position on the road. Examiners were also positive about using video fragments, flagged at critical situations.

Our interview study is relevant in the context of recent government recommendations stating that the Dutch driving education system needs a fundamental overhaul from a test-led system to a test- and education-driven system. For example, it has been recommended that the Netherlands should introduce a modular curriculum and a student monitoring system, and that experiments should be conducted with instrumented vehicles. The interviews provide a suitable basis for determining what type of data-driven technology could be used in this experimental phase.

Angèle Picco

Angèle Picco is a PhD student at the University of Groningen, in the Behavioural and Social Sciences faculty. Her research is about driving performance, the ways monitoring and feedback can positively influence behaviour, and her research also focuses on the societal acceptability of such an approach. Her background is in psychology and ergonomics. (linkedin.com/in/angele-picco)

Tom Driessen

Tom Driessen is a PhD student at the Delft University of Technology, department of Cognitive Robotics. His research involves using data measured in vehicles (either using on-board sensors or external devices such as smartphones) to assess human driving. He has a background in mechanical engineering and previously worked on the design of human-machine interfaces in intelligent vehicles. (linkedin.com/in/tdries/)

Daisy-Daisy

2 December 2021

VISION AND DRIVING: THE IMPORTANCE OF VISUAL HEALTH FOR SAFE DRIVING

Eyesight is highly involved in driving as approximately 90% of the decisions made by drivers are based on visual input (David Hyerle11, 2000). At the same time, a considerable proportion of the driving population is unaware of the importance of visual health to maintaining a fluid relationship with the road environment and, therefore, to making the safest and most correct decisions. Any inadequate or inaccurate visual input can increase the likelihood of suffering a serious incident while driving.

The WHO calculates that around 1.3 billion people in the world live with some form of vision impairment (WHO12, 2018). Many of these people routinely drive motor vehicles, representing serious risk to themselves and others. In fact, in 2017 the International Automobile Federation incorporated vision screening as one of its golden rules for driving safety, considering it a key aspect for the strengthening of overall road safety. Key take aways:

- Good eyesight is crucial to safety on the road. During driving, any insufficient, incorrect or inaccurate visual information can lead to a serious traffic accident.

- Studies have shown that, despite understanding the importance of good eyesight to safe driving, a large percentage of Spanish drivers (approximately 30%) do not adequately check their visual health.

- The main vision impairments detected among Spanish drivers were vision problems under low light conditions (mesopic vision), glare recovery and peripheric field campimetry. These were especially common among women and older adults.

- It is essential to continue conducting applied studies on the importance of eyesight in traffic crashes. The actual visual health of drivers should be assessed separately in each country, since psychosocial, economic, and cultural differences result in issues that are distinct to each territory.

- As stated in the United Nations recommendation on vision and road safety of 1 April 2020, governments and agencies dealing with health, road safety and mobility issues should include in their agenda actions for addressing eyesight as an essential risk factor for road safety. Also, it is essential to promote measures and strategies that can help reduce crashes related to impaired vision.

- Eyecare professionals have a crucial role in promoting visual health in driving, since they can diagnose any impairments in a timely manner and inform their customers (whether drivers or other road users) about the importance of good eyesight to avoiding preventable accidents.

(Extract from Vision and driving: An underestimated but fundamental relationship for promoting road safety worldwide, International Review of Ophthalmic Optics, online publication September 2020)

jjubaphoto

Cristina Catalá

Project Coordinator at the Spanish Road Safety Foundation (FESVIAL). She holds a Postgraduate in Mobility Management and Planning at the Universidad Politécnica de Cataluña and the Pompeu Fabra University (Barcelona). She has more than 10 years of professional experience in road safety, developing research, training programs, awareness campaigns, interventions, and outreach/communication actions.

Javier Llamazares

President of FESVIAL. He holds a PhD in Research in Psychology from the University of Valencia (2019). He is a professor at various Spanish universities: the ESIC Business & Marketing School since 2013, the University of Alcalá, Valencia and the Politècnica de Madrid. He is a published author in magazines focused on traffic, motor and transport.

David Navarro

Vice-President Vision on the Road Group Plan, Essilor International. He has an Engineer's degree by the Universidad Politécnica in Madrid, Spain, and a certificate in Global Management by INSEAD Business School. David leads the strategic Plan "Action for good vision on the road" at EssilorLuxottica.

José Ignacio Lijarcio

Project Manager and Researcher at Valencia University. Psychologist and PhD student at the University of Valencia (Spain). Researcher and coordinator in the FACTHUM-lab Research Group, at the Research Institute on Traffic University of Valencia (INTRAS) and project management associate in the Spanish Road Safety Foundation (FESVIAL).

20 January 2022

IMPROVING THE QUALITY OF THEORY TESTING

The purpose of the theory test is to classify the candidates in two groups: those having sufficient knowledge on the theoretical aspects of traffic, such as the regulations, and those who fail to have this knowledge. On first sight, this classification sems to be quite straight forward, yet two things threaten this process: first, some candidates may have illegal access to the test questions, and second, misclassifications occur due to insufficient test quality as expressed in the test reliability.

Unfortunately, experiments already performed in the 1930s show that in regular school education, a low reliability is the greatest source of misclassifications of the two. Only situations with a massive breach in security is an exception to this observation.

In this presentation, the concept of reliability was explained as well as how to develop tests with high reliability. Security remains, of course, an important issue. This can be achieved by making sure that the composition of the test questions remains unpredictable for the candidates. Highly reliable tests that are unpredictable are not easy to develop. It is clear that a large pool of test questions should be available, preferably with metadata collected over previous test administrations.

Several methods for assembly of tests from such a large pool were discussed: random selection according to the specifications of the test, Automated Test Assembly (ATA) in order to construct several parallel test forms, and Linear On-the-Fly Testing (LOFT) are the most interesting approaches.

Angela Verschoor

Angela Verschoor is senior research scientist at Cito, the Dutch National Institute for Educational Measurement. Her specialization is construction of large scale, high impact summative testing in both regular education, as well in professional certification in, a.o. the Netherlands, Switzerland, Italy, Norway, Wales, Russia, Singapore and the Philippines.

Maarten Lastdrager

Maarten Lastdrager, test expert at CBR, Division Theory.

17 February 2022

RISK PERCEPTION TEST AUTO SÉCURITÉ

This year, we are honored to have been invited to present our risk perception test during the 2021 - 2022 CIECA Webinar Series. A great showcase, but above all a real pleasure to share our experience, to discuss the topic with CIECA members and to learn from international best practices so that we are prepared for the future requirements for driving licence permits.

Created by our teams and launched in 2018 as part of the reform of driving training in Wallonia for category B, this test is a condition for the access to the practical exam. This is a computerized test to measure the candidate's ability to identify risky situations in various traffic conditions. A video sequence scrolls across the PC screen. The candidate must imagine himself driving his car and when a risk arises, he clicks on it.

But ultimately, how do we define risk?

A risk is an external event which obliges the driver to adapt his speed, change direction, honk his horn, etc. Professor Pierre Maquet, head of the Neurology department at the Center Hospitalier Universitaire de Liège and professor at the University of Liège, with whom we worked in the design of the test, explains that our body has a whole series of receptors, in the retina, in the ear, etc. These receptors pick up signals to transform them into impulses transmitted to the brain. The brain decodes these impulses to translate them into sensations. This is precisely what our test analyzes, it is not a memory test, but a real-time analysis of what the candidate perceives.

From design... to distribution in our examination centers

It is in the field, in everyday life, that our Regulations Department finds its inspiration to produce the test films. On this basis, we define more precisely the result we want to obtain: a bend with limited visibility, a rainy day, slippery ground, the presence of vulnerable road users (two-wheelers and pedestrians) or even new mobility vehicles. The films are produced by an external media agency specialized in animation. We then delimit the areas in which the candidate must click to obtain a point. The next step is validation with the Walloon Authority, which convenes a group of road safety experts. After a few days of field testing, the films are added to the media library of all exam centers. The results of the candidates are regularly analyzed in a process of continuous improvement.

Carine Mignon

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

LeManna

3 March 2022

HAZARD PERCEPTION TEST IN FLANDERS

Hazard perception can be considered as a higher order skill in the GDE matrix for driver education and GOCA FL is convinced that training these skills would reduce the accident rate of newly licensed drivers, and this is the main reason that supports the introduction of a hazard perception test in the practical exam for the cat. B driving license. Following the necessary research literature study and the development of the test, this exam was finally introduced as a requirement to obtain the driving licence in Flanders in 2017.

The objective of the test would improve the hazard anticipation rate and lower accident risk by training (and testing) the candidate in the recognition of dangerous situations. Different situations that needed to be included in the test were defined (i.e. how to deal with pedestrians and bicycles, children playing, other cars, bus, train and trams) based on how they behave in traffic.

The test

The test assesses the candidate's ability to detect immediate and potential hazards in traffic situations. Every candidate receives 5 short videos (30 sec) of real traffic situations (no computer-controlled images). The screen also shows a speedometer, the direction indicators and the three rear-view mirrors.

At the end of each video, the candidate must choose from 4 response options the risk he has seen in the video. The question is always the same: "What did you see?". Multiple correct answers are possible (minimum 1, and maximum 3). The response time is 15 seconds maximum. Knowledge of the highway code, or the reaction speed are not assessed.

The test is a part of the practical exam (although it is a theoretical test on pc) and it is not necessary to pass the test to succeed in the practical exam. The test is always taken just before or after the test on the public road.

With this webinar we hoped to introduce some ideas about hazard perception to the participants, because it is important to have this kind of test as candidates will prepare themselves for the test, and so hazard perception will also become a part of the preliminary training.

Steven Raes

Manager - Driving Licence Department, GOCA (Flanders, Belgium)

Steven Raes has a Degree in Criminology and Communication Sciences, and is responsible for the Driving License Department of GOCA Flanders, the Federation of the Examination Centers in Flanders. Before he took on this role, he worked in the aviation industry, and was the manager of the biggest driving school in Flanders for the past 10 years. Steven is also a member of the CIECA Expert Advisory Group.

olaser

17 March 2022

E-SCOOTER CRASHES IN BELGIUM

The event on the 17th of March focused on e-scooter crashes in Belgium. E-scooters are a relatively new type of vehicle: the first shared e-scooters appeared in 2018, in Brussels. In 2020, there were about 4000 of these e-scooters in Brussels, while many other cities had also adopted a rental e-scooter scheme. It is also allowed to buy and use an e-scooter on the Belgian roads, but because these vehicles don't have to be registered there is no data on the number of privately owned e-scooters. We have seen a big increase in the use of e-scooters and other micro mobility devices due to the global covid pandemic: people like to avoid public transport because there are too many people close together. This trend will no doubt continue in the coming years, and more micro mobility devices will come onto the market, and therefore also onto Belgian roads.

The explosion in the number of e-scooters in Belgium has also led to an explosion in the number of crashes involving e-scooters. Preliminary numbers show that the number of crashes with an e-scooter has almost doubled from 2020 to 2021. In order to prevent these crashes from happening, we need to know how and where they happen, who is involved, which risky behaviors plays a role in these crashes, etcetera. For this reason, Vias institute decided to do research both on the road safety issue, but also on mobility issues concerning e-scooters.

It is possible to identify e-scooters in the official crash database, because e-scooters are a separate category in the police registration tool. Although the number of fatalities is quite small (1 fatality in 2020 and 4 fatalities in 2021), the number of injured road users is substantial. More than 8 out of 10 of these injured road users are the e-scooter rider themselves. There is a certain seasonality to be found for e-scooter crashes, as is the case for motorcycle crashes, with more crashes happening during the summer months. International literature shows that many e-scooter crashes are unilateral, meaning there is no other road user involved. A survey was conducted among hospitals in Brussels to assess the type of injuries.

Patients usually admit themselves in the ER with no involvement of an ambulance. These cases would not be recorded in the crash data. While most injuries are minor, some accidents have very serious consequences. Most common injuries are bones fractures, lacerations of soft tissues and occasional abdominal injuries after hitting the handlebar. Lower limbs are very rarely affected. A survey among e-scooter user showed which risky behaviors were prevalent. More than one out of 10 e-scooter said that they drove at least once under the influence of alcohol. Also more than 1 out of 10 respondents claimed to have ridden with more than one person on an e-scooter or to have driven through a red light. Almost half of the e-scooter riders had ridden faster than 6 km/h on the footpath at least once while Belgian legislation clearly states that the maximum speed on the pavement is 6 km/h. As for riding without a helmet, we can see that 54% of the users said they had ridden without a helmet at least once in the past 30 days. Bringing all of this research together has allowed us to formulate some measures to improve road safety.

simonkr

Freya Slootmans

Freya Slootmans holds a Master of Science degree in Criminological Sciences (2008) and has been employed by Vias institute as a researcher since 2009. She co-developed the methodology of in-depth analyses of traffic crashes in Belgium, which is based on the analysis of police files. For the last five years, she has been part of the team responsible for analysing official accident data, and she is also part of a European project aimed at analysing CARE data. Over the years, she has acquired expertise on topics such as motorcyclists, moped riders, vulnerable road users and, more recently, micro mobility.

28 April 2022

HUMAN ERROR IN MOTORCYCLE CRASHES

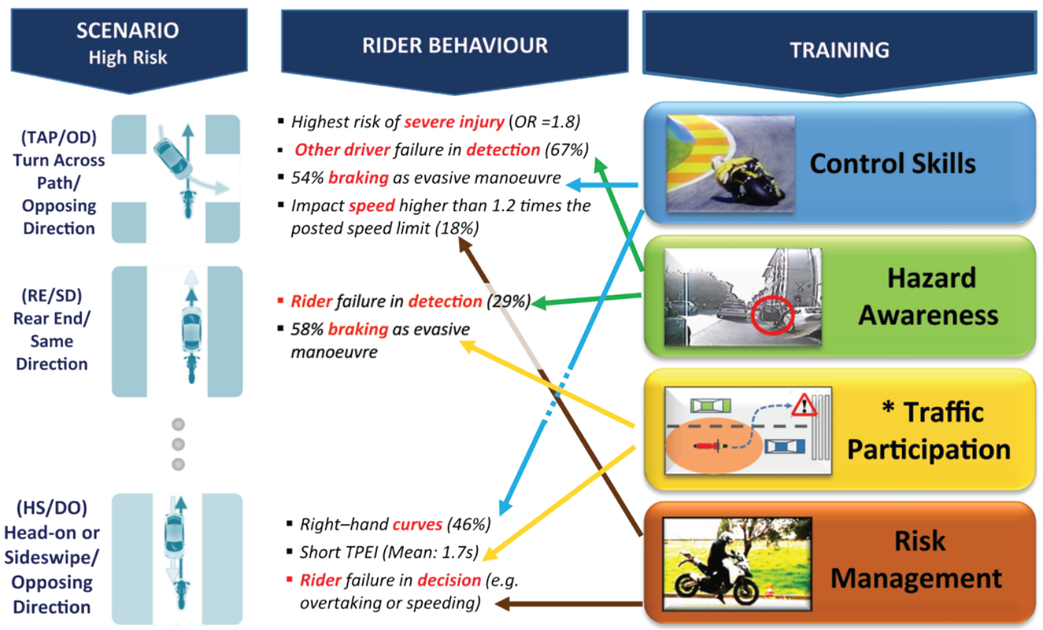
Extracting relevant information on driver responses during road crashes and better understanding the specific competencies required in identified higher risk scenarios can help develop training methods that enhance road safety.

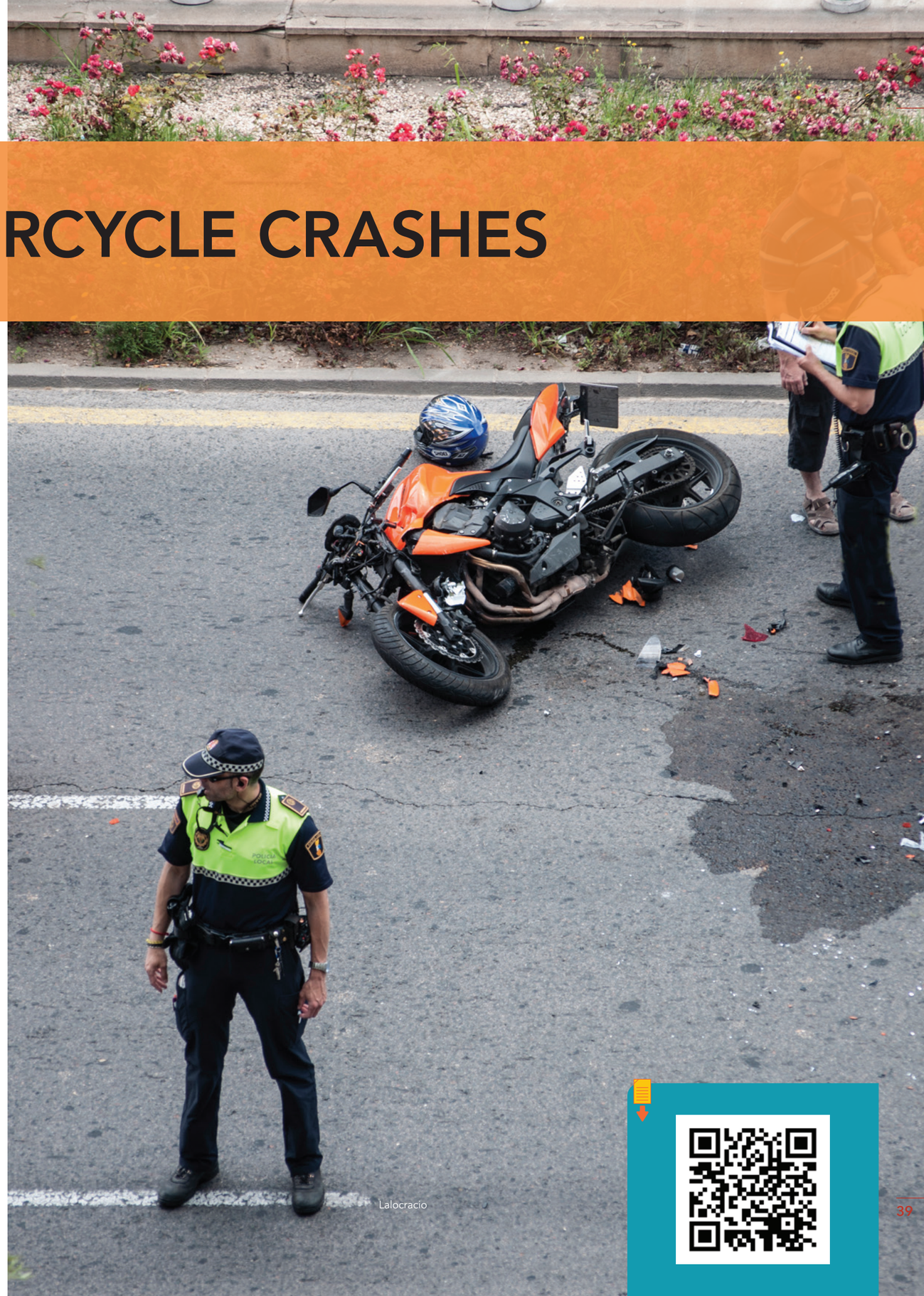
New technology may provide helpful information to design training methods aiming to increase effectiveness in road safety outcomes. Those responsible for driver training programmes need to keep up to date with new technological developments that are becoming increasingly accessible and how best to make efficient use of the vast amount of information available.

- Different interactions between motorcyclists and other road users are associated with both different types of human error and different rider reactions
- Multi-vehicle crashes cannot be considered as a homogenous category of crashes to which the same human failure is attributed.
- The findings facilitate a better understanding of the motorcyclists' responses in high-risk crash scenarios, and additionally, our methodology may be applied in future studies with new in-depth data

Pedro Huertas

Pedro Huertas is a research engineer with experience and strong expertise in different areas of human factors and traffic safety. He completed a MSc in Electronic and Control Engineering from the Polytechnic University of Valencia (Spain) in 2002, and a PhD in Industrial Engineering, at the University of Florence in 2018.





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