



**c/ieca**

**ANNUAL REPORT 2019 -2020**

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# MESSAGE FROM OUR PRESIDENT



In normal circumstances, the CIECA family would have already gathered in Porto for our 2020 Annual Congress. However, since the outbreak of the Covid-19, we are dealing with a significant global challenge that continues to evolve. The World Health Organization declared this outbreak a pandemic on 11 March 2020. Most governments around the globe have taken unprecedented measures to ensure the safety of their citizens. In addition to the immediate and deep health concerns, we are seeing a much wider impact on all our lives as well as the world economy. It is in this context that I would like to address you, on this special occasion, on behalf of the CIECA Permanent Bureau, and the CIECA staff.

CIECA was launched in 1956 with the global ambition to become the reference organization for all institutions and professionals involved in the driver testing field. Since then our organization has been committed to this mission: to help organizations which aspire to have a deep, positive, and lasting impact on society through the development of driver testing professionals that believe that their work has a meaningful impact in their communities, and today this is more relevant than ever. We are aware of the position of

CIECA members that, at this difficult time, have been asked to provide answers to new problems in relation to driver testing in record time, and we would like to reassure you that CIECA is committed to help all our members to make a positive contribution to their own communities, enabling the collection, and exchange of information through all our resources. Through these testing times, CIECA will continue to be the strong organization you can rely on.

I would like to reassure you all in that, at CIECA, we have taken all necessary measures in place to keep our services running without interruption, while still protecting the health and safety of all employees at the CIECA Secretariat. We have the right infrastructure and working capabilities, and I can assure you that we are devoting all our resources to help our members in whatever way we can through the current circumstances.

None of this would be possible without the ongoing efforts of the people who help make CIECA's mission a reality. I am honoured to work with the rest of members of the Permanent Bureau, and the staff at the CIECA Secretariat. I would also like to especially thank Per Gunnar Veltun for

his work as Secretary General-Treasurer during this first year of his term. I am proud by the way our organization has faced this challenge: with flexibility and a caring heart. Thank you all for your enormous contributions.

I would like to extend special thanks to all the CIECA members who have been focusing their efforts in dealing with this pandemic. Your involvement, insights and guidance are essential as, under all circumstances, we build on the organization's legacy and strive to contribute to improve road safety figures around the world, while also keeping an eye for the health integrity of all people involved in driver testing around the world.

I wish that you, your families, your loved ones, and your colleagues are and remain healthy, safe and well.

**René Claesen**

**CIECA President**

# MESSAGE FROM THE CI



Due to the spread of SARS-CoV-2, many CIECA organizations restricted, in different degrees of severity, the implementation of the theoretical and practical driver license tests since mid-March 2020. However, as transport is a critical function for all societies, during the worst peaks of this pandemic, many of our members kept providing testing services to ensure that selected groups of people, e.g. applicants from police, rescue and fire departments, ambulance drivers, etc., could take their driving tests so they could fulfil their professional commitments and serve their communities.

Our members also worked on the development and implementation of new procedures to ensure that the tests could go ahead in the safest possible ways, and as always, all CIECA staff were immensely happy to offer our resources so these procedures could be shared among the CIECA community. As you read these words, testing services have resumed in many countries, with strict measures in place so the tests are taken in a safe environment for all actors involved, examiners and candidates alike. We would like to thank all CIECA members for what you have done already to weather this crisis and to help the citizens in your countries. Your commitment has made and continues to make all the difference, and it helps to motivate us. We would like to add that we are still at your service, so please do reach out to us if there are any ways in which we can provide support for your organization at this vital time.

We are also proud and inspired by the way our organization has answered to this challenge. This crisis has highlighted the importance of adaptability, and planning for uncertainty. At CIECA we are determined to use this crisis as an opportunity to innovate and to test and expand new methods of working. Although we have been able to continue our office work without any problems, we are aware that travel restrictions have interfered with our calendar of activities and will continue to do so for some time. The postponement and cancellation of meetings, workshops and, especially, our General Assembly, Members' Forum, and Congress, has showed us the need for the development of other type of forums where our members can engage more effectively and participate remotely. We are planning and studying the use of interactive online platforms to be able to go ahead with, if not all, many of our activities. This would also increase access to CIECA resources and would help our organization to develop more support for all our members. This is important not only now in response to the COVID-19 crisis, but in the longer term in response to the climate crisis and the need to reduce travel-related emissions.

Due to our unique culture, you all know that we often refer to CIECA as a family. A challenging moment like this is the time to live according to family values. Everyone at CIECA has been and still is working hard to cope with this crisis. We intend to be with you every step of the way. We are sorry to say that, although the worst may have

Permanent Bureau members in the photo: Pat Delaney, Director of Operations in DVA, Northern Ireland; Susana Pavlino, Regional Director of the Institute of Mobility and Transports of Portugal; Roland Krause, from DEKRA; René Claesen, President of CIECA and Manager of Research & Development in CBR, the Netherlands; Hanna Hakanen, Director General of Transport Operators Sector at Traficom; Per Gunnar Veltun, representative of the Norwegian Public Roads Administration, and CIECA Secretary General-Treasurer; Lauris Kumpiņš, representative from the Ministry of Transport of Latvia, and Chair of the TAG; Augusta Sica, CIECA Business Manager. Philippe Usson, representative from the French Ministry of Interior and EAG chair was not present in the 2019 CIECA Congress where this photo was taken.

During the last CIECA General Assembly held in Tbilisi (Georgia), CIECA welcome Per Gunnar Veltun from the Norway Public Road Administration, as our new Secretary General-Treasurer. Per Gunnar has a long history of collaboration with CIECA, and we are sure that his tenure will be a period for openness and progress for our organization. In the same session, Dr. Roland Krause (DEKRA Automobil, Germany) was re-elected as CIECA Vice-President once more. Both candidates were elected for a term of three years.

passed, this situation is not over yet, and we must be vigilant. While the virus threatens the whole world, the situation is different in each country and it changes quickly. Please follow the guidance from your governments, and please, do look after yourselves and your families.

Thank you for your enormous contributions. Let's work together to keep going.



Since 9 March, the CIECA staff has been working remotely. We have agreed a complete ban on work-related travel, with both this restriction and the work from home arrangements remaining in place for the future while waiting for governmental recommendations. Augusta, Blanka, Mohammed, and Eva are connected and can continue to work securely, and productively. We take hope from some of the successes and small wins that thanks to your collaboration and commitment we have already attained in 2020, and which I am very happy to share:

- The launching of a new CIECA topical group, the Education Topical Group, in December 2019.
- The ongoing meetings of the Fit to Drive group that will end its activity in 2020.
- The EAG visit to a DGT testing centre in Granollers (Barcelona) in February 2020.
- The setting up of a special section in the CIECA website devoted to the Covid-19 in CIECA members countries. CIECA requested to EAG and TAG members that they sent information on how their organizations are dealing with this issue.
- The collection of responses from CIECA members on a series of questionnaires dealing with the Covid-19 that can be consulted in the Guide on Driver Licencing.
- The Secretariat also distributed among EAG and TAG members a questionnaire requesting information on post-Covid-19 measures that CIECA organizations implemented in the aftermath of the outbreak. The responses were used to produce the CIECA Report on Post Covid-19 Measures in CIECA Member Countries.
- The Secretariat, at the instance of the Permanent Bureau, sent a letter to the European Commission on behalf of CIECA members explaining the situation due to the Covid-19 outbreak and requesting understanding in case of CIECA members been unable to follow European legislation under these circumstances.
- The publication of the Report on the Driver Licence Exchange workshops following the 2nd DLE workshop organized by CIECA, in Berlin (Germany) on 14 November 2019.
- The publication of the CIECA Guidelines for Testing Drivers in vehicles with ADAS in the practical test developed by the EAG after holding the 2019 EAG workshop: ADAS and their direct impact on the practical test, in Paris, on 23 - 24 October 2019. We would like to take this opportunity to thank the Ministry of Interior of France for their kind support and help with the organization of this event.

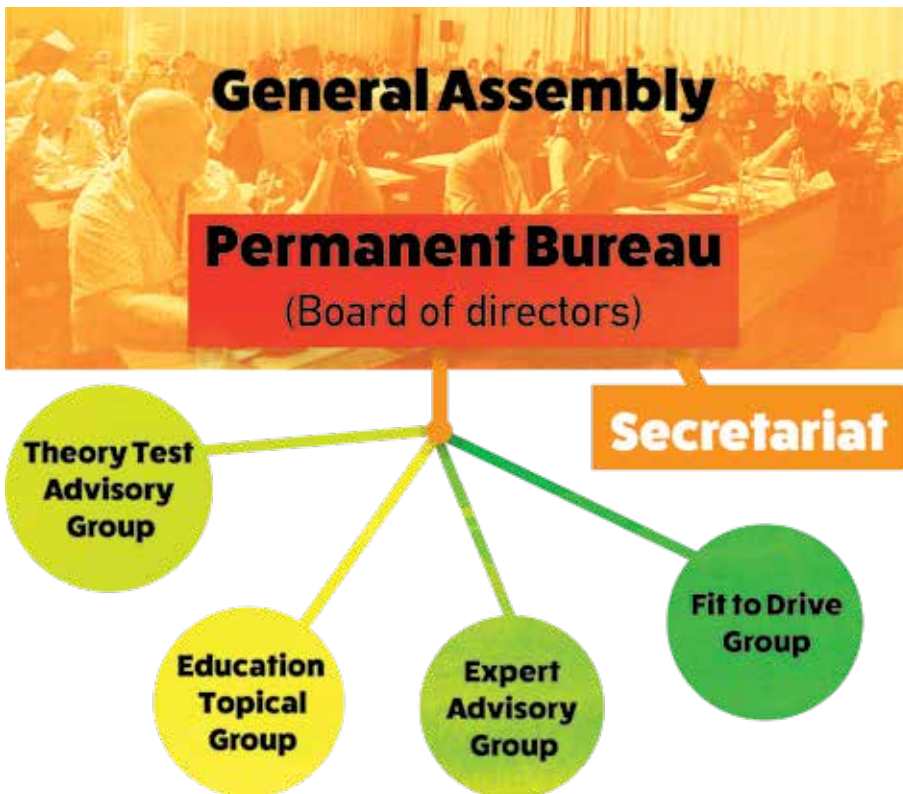


## ACTIVITIES ALREADY IN OUR NEXT YEAR'S AGENDA

- 15 – 16 September 2020: Education Topical Group meeting, Munich (Germany)
- 22 – 24 September 2020: EAG audit at Autosécurité, place TBC (Belgium)
- 12 – 13 November 2020: TAG meeting, Dresden (Germany)
- 10 December 2020: 1st Education Topical Group workshop, place TBC.
- Spring 2021: TAG workshop on Hazard Perception, date, and place TBC.
- 26 – 29 May 2021: 52nd CIECA Congress 2020, Porto (Portugal)

# CIECA Structure

## Proposal of 2021-2025



A solid Strategy is the foundation for long-term success for any organization. The new CIECA Strategy for the period 2021-2025 aims to define the vision, mission and values of the organization and the strategic goals able to respond to the challenges of the next years. Listening to our members, responding to their requests, and satisfying their needs through an efficient service are the principles that have guided the ideas behind our new Strategy paper.

The Strategy document was drafted by the Permanent Bureau for its discussion among Members in a dedicated workshop that had been initially scheduled to be held in March 2020 in Brussels. However, due to the outbreak of the COVID-19 and the cancellation of the event, members were invited to send their comments to the Secretariat so that a final paper proposal may be agreed in the General Assembly that will take place in October 2020.

This proposal includes six main strategic goals that will lead the activities and the strategic choices of the organization until 2025 so that CIECA can best position itself to respond to current and future significant developments in the fields of driver assessment, testing and training.

Given the rapid expanding of technology a new chapter is dedicated to the role that CIECA should play in the view of the impact of the ADAS and (future) automated cars on driver testing and training. Focus is also on other relevant challenges of modern society (such as the Driving Licence Exchange issues linked to migration) and the development of related activities, reports, research and studies able to meet the needs of all CIECA members.

The new 2021-2025 strategy further develops the membership and the expertise, boosts the partnership with relevant stakeholders, and develops a modern, effective, and efficient working method for all members.

Finally, the new Strategy includes a sustainable and coherent economic plan to achieve long-term results and to ensure a stable organization.

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.

# a new CIECA Strategy for

**3.** Create innovative products and services for members.



**4.** Develop and encourage collaboration with partners.



**2.** Develop and disseminate knowledge and expertise widely.



**5.** Develop CIECA for long-term sustainability.



**1.** Develop membership.



**6.** Embrace, develop and promote technology.



## The CIECA Strategy 2021-2025 will have six goals



### VALUES

An organization centered around shared values:

- **Respect**  
We are open minded with a high regard for different cultures with different driver training and testing approaches
- **Objectivity**  
We base our advices and decisions on rigorous analysis of the evidence;
- **Political neutrality**  
We are independent and act according to merit and free from political interference;
- **Transparency**  
We promote collaboration, free and open exchange of ideas among members, and the sharing of knowledge in the pursuit of improved road safety
- **Inclusiveness**  
We are inclusive in all our activities and welcome applications from organizations which share our vision and values regardless of their ethnic, religious, or cultural background.

The new 2021-2025 Strategy must be seen in the context of CIECA being recognized as the most important association in driver training and testing not only at EU level but at global level.

### MAIN PRINCIPLES SUPPORTING OUR NEW STRATEGY

The following principles have been drafted by the CIECA permanent Bureau after a careful review of the current CIECA strategy, and the continuous discussions held within the PB through the last 5 years. Following their proposal, PB members feel that this is the moment for CIECA members to have their say, and they encourage all CIECA members to put across their ambitions for our organization so they can be reflected in the final document that will be approved by the CIECA General Assembly in October 2020.

### VISION:

CIECA: Road users are competent, safe, and responsible.

Globally, all road users are competent, safe, and responsible through standards set for driver education, training, assessment, and testing.

### MISSION:

A global community contributing to improvements in traffic safety by: collaborating with our members and other stakeholders to improve road safety through effective driver training and testing regimes; leading in the development and promotion of standards in driver training and testing; and being pro-active with social, political, and technological developments.

## OBITUARY: ING. HERBERT WIEDERMANN, CHAIRMAN OF THE WKO, AND VICE-PRESIDENT OF EFA



We are extremely sorry to announce that Ing. Herbert Wiedermann, Chairman of the Austrian Driving Schools Association (WKO), CIECA Associated member and Vice-President of the European Driving Schools Association (EFA), CIECA Affiliated member, died on 30 March 2020.

He chaired the Austrian Driving Schools Association for more than eight years and was the President of the Vienna Driving Schools Association to the very end. Throughout his career, he was committed to the development of the driving school system and the continued improvement of driver education in his country. As WKO President, he focused his efforts in the development of the driving school system in Austria and helped to consolidate driving schools as strong family businesses. Many of the projects undertaken by the WKO bear his signature. For example, the "Great

Driving School Reform in 2019", or the development of the "Austrian Examiners and Driving Teachers Day" which is a role model for Europe.

While listening to the concerns from his industry colleagues, he was also aware of the importance of building strong bridges with public institutions. In short, he was a leader in road safety in Austria, and Europe, as he also brought his leadership, and enthusiasm to the EFA where he was Vice-President. He was extremely proud of the high quality of driver education in Austria and thought that it was second to none. He was especially proud of the Post Licence Training (Second Phase) developed in Austria as since it started running in 2003, has shown a consistent decline by over a third of road accident casualties (injured and killed drivers) in Austrian roads.

The Austrian Driving Schools Association became one of our Associated members in June 2017. Since then, we were fortunate to count with his presence in the last two CIECA Congresses. He was present with his colleague, Dr. Stefan Ebner, WKO Director, in the congress that was held in Belfast in 2018 where their organization was first introduced to the rest of members during the Members' Forum. He also participated in our event in Tbilisi. His attendance to both events gave us the opportunity to enjoy his sense of humour, his approachable nature, and his affability, and showed us his great ability to create relationships.

The CIECA Permanent Bureau, and all CIECA employees express their deepest condolences and sympathy to Herbert Wiedermann's family and colleagues at WKO and EFA at this difficult time.



# OUR MEMBERS

CIECA CURRENTLY COUNTS 71 MEMBERS FROM 39 COUNTRIES, COVERING ALMOST ALL OF EUROPE, AND IS ALSO REPRESENTED IN CANADA, NEW ZEALAND, REPUBLIC OF KOREA, RUSSIA, THE UNITED ARAB EMIRATES, AND THE UNITED STATES OF AMERICA.

Since the last CIECA Congress in June 2019 the CIECA family welcomed two Effective Members: Road Traffic Safety Agency of the Republic of Serbia and Ministry of Infrastructure & Transport of Greece.

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



## 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.



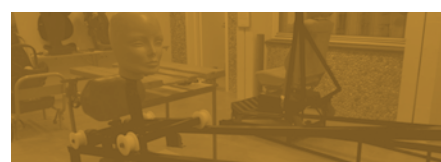
## EFFECTIVE MEMBERS

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. Canada: Société de l'Assurance Automobile du Québec (SAAQ)
9. Croatia: Hrvatski Autoklub (HAK)
10. Cyprus: Ministry of Transport, Communications and Works
11. Czech Republic: Ministry of Transport, Drivers' Administration Department
12. Denmark: Danish Road Safety Agency
13. Estonia: Estonian Road Administration
14. Faroe Islands: Akstovan
15. Finland: Finnish Transport and Communications Agency (Traficom)
16. France: Ministère de l'Intérieur, Délégation à la sécurité routière (DSR)



17. Georgia: Service Agency of the Ministry of Internal Affairs of Georgia
18. Greece: Ministry of Infrastructure & Transport
19. Germany: DEKRA Automobil GmbH
20. Germany: Association of Technical Inspection Agencies (Verband der Technischen Überwachungsvereine e.V., VdTÜV)
21. Germany: TÜV / DEKRA argetp21
22. Great Britain: Driver and Vehicle Standards Agency (DVSA)
23. Hungary: Centre for Assessing Fitness to Drive and Drivers' Examinations (KAV)
24. Iceland: Icelandic Transport Authority
25. Ireland: Road Safety Authority (RSA)
26. Korea: Road Traffic Authority (KoROAD)
27. Kosovo: Ministry of Infrastructure and Transportation
28. Latvia: Ministry of Transport, Road Traffic Safety Directorate
29. Lithuania: REGITRA State Enterprise
30. Luxembourg: Ministry of Mobility and Public Works, Department for Mobility and Transport
31. Malta: Transport Malta
32. Monaco: Ministère de l'Etat, Service des Titres de Circulation
33. New Zealand: Vehicle Testing New Zealand (VTNZ)

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





## ASSOCIATED MEMBERS

1. Austrian Driving Schools, Austria
2. CAS, United Kingdom
3. Centaure, France
4. Driving Mobility, United Kingdom
5. Ecole de Conduite Française (ECF), France
6. EDISER, France
7. Flemish Foundation for Traffic Knowledge (Vlaamse Stichting Verkeerskunde, VSV), Belgium
8. Foundation for Road Accident Prevention, Poland
9. German Road Safety Council (Deutscher Verkehrssicherheitsrat, DVR), Germany
10. German Society for Traffic Psychology (Deutsche Gesellschaft für Verkehrspsychologie e.V., DGVP), Germany
11. Instructional Technologies Inc., USA
12. Jelly Learn, United Kingdom
13. National Confederation of Driving Schools (Confederación Nacional de Autoescuelas, CNAE), Spain
14. Nord University, Norway
15. Pearson Vue, United Kingdom
16. Prometric, Ireland
17. R&D Center for Driving (RDCD), Russia
18. 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





## New CIECA member in 2019: Autosécurité



This first year as part of the CIECA has been all about interaction and discovery for us...

During our participation in the 51st annual conference in Tbilisi (Georgia), we had the opportunity to encounter experts in road safety from all corners of Europe as well as from other continents. Together, we shared our good practices on topics such as risk perception at the wheel and using modern technology for safer driving. These discussions have enabled us to forge numerous new contacts.

Last October, we also attended the workshop held in Paris by the French Ministry of the Interior. Over this two-day event, we were able to familiarise ourselves with the latest types of vehicle technology

such as electronic stability programs. This was an essential initiation for us as examiners, as we need to be properly prepared for "tomorrow's driving licence"!

Now that we are an official member, we hope to be able to contribute to future congresses and workshops, and to benefit from the international experience of the CIECA's auditors to constantly improve our practices. And we will be fully implementing this new phase starting from our first external audit this September.

**Carine Mignon**

**Driver's Licence Manager**

**AutoSécurité.be**



## 51<sup>st</sup> CIECA CONGRESS TBILISI, GEORGIA



THE 51<sup>ST</sup> CIECA GENERAL ASSEMBLY AND CONGRESS TOOK PLACE IN TBILISI, GEORGIA, FROM 6 TO 7 JUNE 2019. 115 DELEGATES WERE PRESENT FROM 33 COUNTRIES AROUND THE WORLD TO SHARE AND EXCHANGE IDEAS ABOUT MODERN TECHNOLOGIES FOR SAFE DRIVING

## THE 51<sup>ST</sup> CIECA CONGRESS HELD IN TBILISI



Over the years modern technologies have become an integral and indivisible part of the driving experience playing a significant role in ensuring safety for drivers and passengers. However, as much as modern technologies strive to make driving experience safer, the road users have to be more careful and handle the technological benefits effectively in order to avoid unintended consequences and road accidents.

It was our honour to organize the 2019 CIECA Congress in Tbilisi and provide a platform to discuss developing technologies, share experiences with our colleagues from all around the world and work together to achieve a better future.

As Georgia hosted CIECA Congress for the first time, the Service Agency of the Ministry of Internal Affairs of Georgia did its best to provide the highest possible quality in organizational matters, meeting the needs of all present delegates. The locations chosen to host all events during 5-8 June were

unique gems of Georgia that we wanted to share with all persons attending.

For Georgia, which is not a member of European Union yet, being part of CIECA is an exceptional opportunity to be in contact with the rest of European countries and members from all over the world, have access to essential information and exchange the experience between its representatives.

The 51<sup>st</sup> CIECA Congress took place on June 7 and was opened by Ms. Nino Javakhadze, Deputy Minister of Ministry of Internal Affairs followed by Mr. Giorgi Arsoshvili, Director of Joint Operations Center. Our Director presented Georgia's approach to ensuring road safety by implementing modern technologies, and he discussed the importance of technologies like the License Plate Recognition System, "SMART" Cameras, Sectional Speed Control systems, Traffic Management Systems, etc.

During the congress, we had the opportunity to see presentations from Austria, UK,



Sweden, the Netherlands, Ireland, Germany and Norway. We could also examine important topics for delegates during the plenary discussion and meet with CIECA member exhibitors and other technological companies.

The unique concept of the CIECA Congress gave us the opportunity to showcase our culture during informal parts of the numerous social activities that were held. While the General Assembly, Members' Forum and Congress took place, partners of delegates enjoyed walks along the historical parts of Tbilisi and the old capital, participating in sightseeing tours and Georgian cuisine masterclasses. Traditional Georgian dances and polyphonic folk songs

were charming components of the dinners and the social event on Saturday, 8 June, offered a unique experience for true wine lovers in the heart of our main winemaking region.

Located at the crossroads between Europe and Asia, Georgia has seamlessly integrated aspects of various cultures, while at the same time retaining its own unparalleled identity. As we stand at the point of developing new systems for better driving and implementing modern technologies in order to ensure safety on Georgian roads, it was essential for our Ministry to share the experience with our colleagues and use their suggestions to create a unique Georgian model in compliance to EU standards.

On behalf of the Service Agency of MIA of Georgia, I would like to thank CIECA for choosing our country as to host the 2019 CIECA Congress and for their help with the organization of the event.

We appreciate all the positive feedback received from the delegates after the event and wish our colleagues in the Associação Nacional de Escolas de Condução Automóvel (ANIECA) the best of luck organizing the next CIECA Congress in Porto.

**Mariana Morgoshia**

**Director, Service Agency of the Ministry of Internal Affairs of Georgia**



# DRIVER LICENCE EXCHANGE

Most of CIECA Effective members have ratified the 1949 United Nations Convention on Road Traffic, and the 1968 United Nations Convention on Road Traffic, the most important attempts to standardize the principles that rule the setup of international driving licence principles. In addition to honouring these international agreements, member jurisdictions must also address identity and legal presence requirements and implement measures to verify the information provided to meet these requirements.

However, despite the number of people residing in EU Member States with citizenship of a non-member country (on 1 January 2017 they were 21.6 million people, representing 4.2 % of the EU-28 population) the recognition and exchange of non-EU driving licenses is not harmonized. Many of these citizens were driver licence holders before moving to the EU and having their driving licences recognized and exchanged after living within EU borders for more than 185 days.

This represents a challenge for all EU Member States because, on one hand, they must make sure that the policies for the recognition of driving licences from third countries guarantees the similarity of driving competences with the ones establish for their own citizens. On another hand, the exchange of these licences also has an impact on road safety in the rest of EU countries as the outcome of the exchange is an EU driving licence valid in all EU territory.

There is a need to harmonise the exchange driving licence process among all EU countries. For example, Finland exchanges

with all Convention countries (which is nearly all Nations) while Ireland, UK and Norway take a much more restrictive approach. There are some countries that apply further tests before granting a licence while others do not. These huge differences within the exchange systems are also the root of obvious concerns among many participants on the acceptance of licences under the Geneva Convention, and the fact that, in some instances, driving licences within Europe are issued to third country nationals without having their driving standards properly checked.

Given these pressing issues, CIECA has organized two workshops on this matter. The first one took place in Lisbon in 2018. The second event was held in Berlin (Germany) on 14 November 2019 thanks to the help of DVR, one of our Associated members, and was chaired by Kay Schulte, representative of this organization. This workshop abounded on the discussion and set up a line of work that CIECA intends to develop in the near future.

The first result of these two workshops is a Driver Licence Exchange report (available in the CIECA website) which compiles the conclusions reached by members at the event and aims to assist CIECA Members to understand how other licencing authorities are responding to ongoing policy and operational challenges.

Ultimately, CIECA's aim is to draft a set of recommendations and guidelines on this matter to be sent to the European Commission.







## DRIVING IN EUROPE: MY EXPERIENCE

My name is Mohammed Abukwaik and I come from the Gaza Strip in Palestine. I have been living in Europe for seven years now, and I decided to leave my country and my family because Gaza is, unfortunately, not the easiest place in the world where to live and imagine a future.

When I arrived in Europe, I first lived in Greece for one year and then I moved to Belgium. Despite my love for Greece, I left because I thought I would have better opportunities to put my studies into practice in Belgium, and now I can say that it was a good decision. CIECA arrived for me at the end of 2016 and it has completely changed my life.

I must say that at the beginning it was a bit difficult to face such a different reality in the job. CIECA is a very international environment, starting from my colleagues who all have different origins. However, this peculiarity has been at the same time very interesting and very motivating for me. There are new things to learn every day, and not only about traffic or testing, but also about intercultural issues.

Speaking about CIECA, I would like to share with you my own experience with traffic when I first arrived in Europe. At the beginning, I was not aware that my driving licence would not be valid here (at least not in Belgium). Therefore, when I discovered that, I was aware that I would have to take the tests again. The difficult part for me was that I speak little French (not with the sufficient fluency to confidently take a test) and no Flemish.

However, the language and the theory test were not the main issues as I could take the exam with the assistance of an English translator. The major difficulty was that coming from Gaza the Belgium traffic system itself was completely different to what I was used to. Not only the traffic signs and rules differ, but, as driver, I noticed that the behaviour and the reaction that people have in traffic were very different to what I expected.

As a result, the driving experience in Europe has completely changed my approach to traffic, and I found very interesting to experience on my own skin how much traffic is related to culture, education, etc... much more than I could have never imagined!

Therefore, when CIECA started to deal with these issues I was very excited, and I personally think that talking about these issues is very relevant for many citizens in Europe nowadays.

Said that, I would like to thank CIECA, the Permanent Bureau, and my colleagues in the Secretariat for the great opportunity that this job has given to me. Moreover, I would like to thank all CIECA members for welcoming me as part of this organization and this family. I hope that this collaboration will continue to become even more fruitful in the years to come.

**Mohammed Abukwaik**

**CIECA Project and Finance Assistant**





## THE FIT TO DRIVE TOPICAL GROUP

The co-existence of both subgroups has strengthened the FTD Topical Group's work, by sharing the knowledge and expertise of all members. The emerging recommendations and findings from both groups demonstrates the link between Medical Fitness to Drive regulations and the importance of a structured, consistent approach to driver assessment. The expectation, as the work of the subgroups came to a conclusion in 2020, is that the findings and recommendations will be shared within the Members Forum at the next CIECA Congress and more widely at a dissemination and information event.

The focus of subgroup 1, "Setting Standards for Disabled Driver Assessment", this year, has been the construction and agreement on the components which form the 'ideal Driver Assessment'. Driver Assessment is a complex clinical process, with countries and organisations being at very different stages of development. The group has achieved agreement on the common elements they consider form the 'ideal' driver assessment, and has produced the following set of six guidelines:

- Knowledge and Skills of Professionals undertaking Driver Assessment
- Competencies of Assessors undertaking Driver Assessment

**THIS HAS BEEN A HIGHLY SUCCESSFUL YEAR FOR THE WORK OF BOTH SUBGROUPS 1 AND 2. MEETINGS OF THE SUBGROUPS TOOK PLACE IN JULY 2019 (DUBLIN), OCTOBER 2019 (THE HAGUE), JANUARY 2020 (STOCKHOLM).**



- Legal aspects following driver assessment outcomes

The Guidelines will be available during 2020 on the CIECA website and will form the annex to the overall report of subgroup 1, also to be finalised during 2020. To underpin the Guidelines, work is ongoing on the content of the electronic resource, Pracdriva, which will provide an interactive guide for professionals undertaking driver assessment for people with specific medical conditions.

Subgroup 2 "Setting Standards for the Evaluation of Medical Fitness to Drive" achieved great progress in understanding and discussing the differences and similarities between the Fitness to Drive (FTD) evaluation systems in different EU and EEA countries. Subgroup 2 finalized nine reports about medical fitness to drive procedures in Europe based on comprehensive information gathered via questionnaires from 31 CIECA member countries (EU/EEA + Switzerland). The reports reviewed the need for changes within different relevant medical areas in Annex III of the European Directive on Driver Licensing (EU DIRECTIVE 2006/126/EC and amendments 2009/113/EC, 2014/85/EU, 2016/116).

CIECA was lucky enough to count with the help and collaboration of Lars Englund, former Chief Medica Officer of the Traffic Medicine Advisory Board of the Swedish Traffic Agency, and former President of ITMA to chair this group. Under his guidance, and based on information gathered in 2018-2019 via surveys sent to 31 countries in the Eu/EEA plus Switzerland, the members of Sub-Group 2 prepared the following reports:

1. **General procedures:** Implementation of relevant EU Directives, legal status of the fit to drive procedure and outcome, compliance with FTD decision, use of EU / national codes, differences between licence



groups, FTD disciplines, relation between the FTD procedure and the health care system / driver training and testing / vehicle inspection, access to information.

2. **Dependency – alcohol/drugs/medicines:** Availability of regulations, roles and responsibilities of professionals, notification to the driving licence authority, use of on-road assessment, revocation of licences, mechanisms to retain, get back or restore licence, follow-up of drivers after regaining licence.
3. **Vision:** Assessment at first application for group 1 and 2 licences, measurement methods and cut-off values, medical assessment methods, role of on-road assessment for group 1 and 2 drivers, exemptions, progressive eye diseases, evaluation of directive criteria.
4. **Cognitive disturbances:** Procedures from notifying cognitive disturbances to obtaining or retaining driving licence for group 1 and 2, medical teams to carry out assessment, use of on-road assessments, availability of guidelines for medical practitioners, adequacy of advice in Annex II.
5. **Diabetes - group 2 licenses:** Pathways from notifying to obtaining or retaining driving licence, medical teams to carry out assessment, use of on-road assessment, group 2 licence with insulin dependent diabetes, measurement methods, evaluation of directive specifications.
6. **Sleep apnoea (OSAS) + Narcolepsy:** Notification to DL authority, conditions to allow holding a driving licence, investigation, dealing with narcolepsy and other hypersomnolence disorders, medical teams to carry out assessment, use of on-road assessment, evaluation of directive specifications.

7. **Mental disorders:** Process from notifying to obtaining or retaining driving licence for group 1 and 2, use of on-road driver assessment, evaluation of advice given in Annex III.

8. **Neurodevelopmental conditions:** Notification to DL authority, conditions to hold a license, investigation, regular checks / continuous medical care, availability of regulations, difference between group 1 and 2 licences, subjective / objective parameters, medical teams to carry out assessment, use of on-road assessment, evaluation of directive specifications.

9. **Comorbidity:** Comorbidity in the FTD decision process, in the legally defined FTD requirements, in the medical, psychological and practical driving assessment, methods of quantification, undocumented issues and professional or medical secrecy.

The final report of subgroup 2 will be produced during 2020. The nine reports below are now available on the Members Section of the CIECA Website in the Projects & studies section.

Further information about the developments of the FTD Topical Group can be found in the Members' Pages of the CIECA Website / Topical Groups. Please contact the CIECA Secretariat if you have any questions related to this topic.

Sandra Hoggins

**Chair FTD Subgroup 1  
Driving Mobility**

## MEMBERS IN THE FTD GROUP

- KFV (Austria)
- CAS (United Kingdom)
- CBR (The Netherlands)
- DEKRA / DGVP (Germany)
- DVSA (Great Britain)
- Driving Mobility (United Kingdom)
- EFA (International)
- Traficom (Finland)
- DGT (Spain)
- DVR (Germany)
- Ministry of the Interior / DSR CT (France)
- CNAE (Spain)
- Nord University (Norway)
- RSA (Ireland)
- Swedish Transport Administration
- Swedish Transport Agency
- VdTÜV (Germany)
- Vias Institute (Belgium)



# THE NEW CIECA EDUCATION TOPICAL GROUP



According to the conclusions reached at the last CIECA Congress held in Tbilisi, the revolutionary changes of motorized mobility can only be successful if these changes take the end user into consideration. It is expected that with the increased presence of automation and technology in vehicles, and the driving context in general, the driving task will also be influenced and affected by an increasing number of ADAS.

Therefore, it is necessary to learn (1) how these ADAS may support road safety, (2) about their limitations and the risks their use may entail, and (3) how these systems may influence drivers' behavior.

The future driving process will transform the driver into an operator, and the actual driving process may evolve into a monitoring task. Following the KfV Code of Conduct for the Development of Autonomous Driving, it must be determined "when human decision-making ends and when safe automation becomes priority".

It becomes clear that there is an emerging need, which is also impossible to ignore, for new training requirements and driving skills, specific knowledge and a new understanding on these issues. Keeping up the pace with the development of modern technology will require flexible training and testing systems, which are easy to adapt. But at the moment we should think more about the role of ADAS and discuss less about self-driving cars.

CIECA intends to become the think tank focused on the development of:

- A clear action plan for the near future (i.e. ten years) for the field of driver education.
- A curriculum for driver education in Europe for the change from "driver only" to "high automated driving" with a clear concept to train supervision in "partly automated" and "highly automated" scenarios, re-examining the global concept of the driving training system.

With these goals in mind, CIECA set up a new Education Topical Group (ETG). The kickoff meeting of the group took place on 5 December 2019 in Brussels, at the CIECA office. At this meeting, the group agreed to develop the Guidelines for Training Drivers in Vehicles with Advanced Driver Assistance Systems.

The EAG has just developed the Guidelines for the Practical Test of Drivers in Vehicles with ADAS. The development of these guidelines from an education perspective, would give coherence to the work of the two expert groups, the EAG and the ETG, and would have positive implications for the development of the strategy of our organization.

**Kay Schulte**

**Head of the Accident Prevention Unit  
German Road Safety Council (DVR)**



## MEMBERS IN THE ETG

- ANIECA (Portugal)
- Driving Mobility (UK)
- CNAE (Spain)
- Road Safety Authority (Ireland)
- Estonian Road Administration
- VdTUV (Germany)
- VSV (Belgium)
- Prometric (Ireland)
- KFV (Austria)
- DGT (Spain)
- EFA (International)
- DVR (Germany)
- Moving (International)
- DVSA (Great Britain)
- Nord University (Norway)

With the establishment of this group, Moving, sees the opportunity of including the treatment of the new educational challenges that driver training must address.

It is very common to talk about automation, autonomous cars, driving assistance systems, etc. However, we should also consider how the use of new technologies in driving must be accompanied by a further developments in driving and training education. We are convinced of the necessity of an education that matches the new challenges of mobility.

In one hand, the recently amended EU Driver Training Directive provides the possibility for ICT tools, such as blended learning, e-learning, and the use of simulators. E-learning or blended learning-based training might not exceed a maximum of 12 hours. The reality is that there is still a strong reticence among a number of national authorities towards the use of ICT tools and simulators. It could be a good opportunity to share amongst the members of the ETG the knowledge and experience of driver learning with ICT tools in order to avoid the reservations from authorities that prevent the wider use of e-learning and its benefits in terms of efficiency, quality and cost reduction.

Moving believes that the possibilities offered by modern ICT training tools and methods- which have largely proven their efficiency and reliability in other sectors such as university education and air transport, and also in the road sector- have to be resolutely supported and embraced. Exchange of good practices in making use of



ICT tools and simulators in both training and exams may be part of the discussions and working of this group.

Furthermore, Moving believes that the blended-learning approach is the right one, as it allows to acquire pure factual

knowledge and preparations for procedural knowledge in self-study. In the more efficient, face-to-face teaching, only the difficulties of factual knowledge are worked out together and the focus can be placed on procedural knowledge as well as discursive and interactive forms of teaching. This means higher quality of education, easier internal differentiation, better preparation for practice and more attractive lessons for the participants.

On the other hand, automation is expected to become a big change also for driver training. The driver profession will also change along the way from the current level 3, through level 4 (over the coming years), up to level 5 - full driving automation. Drivers will not disappear, but driver profiles will rather progressively change. Driver training will also have to adapt relatively rapidly.

It would be relevant to bring to this group existing current knowledge, including the most advanced practical knowledge from the sector regarding automation in road transport. The potential impact on the future of driver profiles and expected future training may be also examined.

**Jörg-Michael Satz**

**MOVING President**

# THE EAG IN BARCELONA



On 12 February 2020, the EAG visit to the testing centre in Granollers, located in the Barcelona region, provided the perfect opportunity for a valuable exchange of experiences between the EAG experts, and the DGT examiners working at that testing centre.

In the frame of the collaboration amongst CIECA members, the DGT invited EAG members to observe some practical driving tests. This allowed us to analyse technical questions about the examinations, and the influence of the routes in the result of the tests. The DGT examiners carried out some exams accompanied by the EAG members, and the scheduling of the tests left enough time aside for discussions on the routes, the content of the tests, the performances of the candidates, and the differences between the testing systems of the CIECA countries present in the day. There are differences in the requirements of each administration as, for example, the number of tests allowed per day, the total time devoted to the test, the net driving time, or the previous checks carried out at candidates.

It was a pleasant experience: the EAG's opinions were really welcomed, and all participants contributed to a very nice atmosphere, and took part with great interest in all discussions. It is rewarding to think that our everyday job belongs to a much larger scale plan, and that our daily efforts contributes to the harmonization of driving licencing systems across Europe. There are differences among our systems, but the focus of the training is comparable in all our countries, and we all share the same objectives.

In short, we can conclude that it would be desirable to repeat this kind of experiences as they allow us to expand the vision of our job, that enrichen us professionally and that help us to contribute positively to Road Safety in our countries. The DGT examiners in Barcelona want to convey our sincere gratitude to the EAG experts that participated in this event. It was a pleasure to take part in this experience.

**Francisco Rico**

**DGT Examiner**



# CIECA's participation in the WP.29 of UNECE



## PRESENCE OF CIECA IN EXTERNAL EVENTS

### CIECA REPRESENTATIVES SPOKE AT / ATTENDED THE FOLLOWING EVENTS IN 2018-2019:

- **Driving Mobility Forward 2019**, Annual Conference for Professionals & Practitioners, on 13 June 2019, Chester, UK. **Mr Claesen** attended.
- **3rd Session of VMAD IWG** on 1-2 July 2019, Ispra, Italy. **Mr Claesen** was present in this meeting as CIECA President.
- **Joint Symposium of the German Society for Traffic Psychology and the German Society for Transport Medicine** on 11 – 12 October 2019, Bonn, Germany. **Dr Krause** attended as CIECA representative.
- **4th Session of VMAD IWG on 16 October 2019**, Ottawa, Canada. **Mr Claesen** was present in this meeting as CIECA President.
- **Driving Schools and Connected Mobility**, UNASCA event, on 23 January 2020, Brussels, Belgium, **Augusta Sica** was present.
- Meeting of experts on the implementation of Directive 2003/59 on the initial qualifications and periodic training of drivers of certain vehicles for the carriage of certain goods and passengers, on 6 February 2020, Brussels, Belgium. **Susana Paulino** was present in the meeting.
- **5th meeting of VMAD IWG** on 16 – 17 January 2020, Tokyo, Japan. **Mr Claesen** was present in this meeting as CIECA President.

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

As a representative of CIECA, our president, René Claesen, took part in several meetings of a special working group, operating under the responsibility of the World Forum for harmonization of vehicle regulations, WP.29 which is a working party of the Sustainable Transport Division of the United Nations Economic Commission for Europe (UNECE). The task of WP.29 is creating a uniform system of regulations for vehicle design to facilitate international trade.

The VMAD working group (Validation Methods for Automated Driving) was created in order to develop methods to assess the safety of the driving performance for automated driving systems that fulfil and /or take over driving tasks of the human driver while driving the vehicle. To avoid a mainly technological approach, CIECA is involved to insert the "human factor" in future ways of testing (partly) automated vehicles. Apart from the interest for (driving) test organizations to be involved in testing future automated vehicles, a human driver will still be in the vehicle in a role that is assumed to change. Therefore, the aim for CIECA is also to define the future role of the driver in (partly) automated vehicles in order to adapt the future driving test.

The VMAD group met on 4 and 5 June in The Hague, Netherlands and on 23 and 24 October in Niigata, Japan. The meetings will continue in 2019. The aim is to deliver proposals for test methods in the autumn of 2020.



# NEW DVSA'S REPRESENTATIVE IN THE TAG



I've worked for the Driver & Vehicle Standards Agency since 2003 and been involved in the creation of content for the UK theory test since 2015. The theory test is vital in helping everyone through a lifetime of safe driving.

To help with this priority in the last five years I've:

- managed the transition from filmed hazard perception clips to CGI – making the test more realistic and responsive
- developed an oral language modification service for candidates with English comprehension difficulties – making the test more accessible and helping more people drive
- developed a CGI video replacement for the case studies in our car theory test – so we are testing a road safety task rather than English comprehension
- developed and user-tested a new look and feel for the tests – helping improve the test for candidates

Adapting content for the end user and improving road safety is something that I'm passionate about, and I was pleased to be able to share some of my thinking on this with TAG members at a workshop in Riga in 2017. I really enjoyed the opportunity to compare and learn from the different approaches taken in different countries.

When the opportunity arose for me to apply to join the TAG as the DVSA representative I jumped at the chance. I'm looking forward to benefiting from and contributing to the sharing of thoughts, ideas, research and best practice across the group. The access that the TAG provides to expert knowledge is invaluable as we continue to develop our thinking.

**Helen Luker**

**DVSA Head of Theory Test Policy & Service Development**

# BREXIT's impact on Driver Licencing

The current Transition Period ends on 31 December 2020. From 1 January 2021 the UK will no longer be a member of the European Union. For the duration of the Transition Period, existing arrangements for driving licences will continue unchanged. This means that UK driving licence holders visiting the EU will still be able to drive there using their current driving licence, and those residing in the EU will still be able to exchange their UK driving licence for a local one without retaking their driving test.

In addition, EU driving licence holders visiting the UK will still be able to drive in the UK using their EU driving licence, and those residing in the UK will still be able to exchange their EU driving licence without retaking their driving test.

From 1st January 2021, arrangements on the mutual recognition and exchange of driving licences between the UK and the EU will be subject to future discussions with Member States. Currently, mutual recognition of driving licences with Third Countries sits outside of the Commissions competence. This means that each Member State of the EU

can negotiate mutual recognition of driving licences with the UK. It is possible that, if one Member State negotiates a certain agreement regarding the mutual recognition of driving licences then other Member States may wish to replicate the same agreement.

The current process followed for the UK to mutually recognise a Third Country driving licence relies upon an assessment of that country's driving test arrangements i.e. both the theory and practical tests. The assessment compares the tests to ensure that they are equivalent to the UK standard as introduced under the Third Directive on Driving Licences – Directive 126/2006/EC.

The UK has retained EU law, so the conduct and content of the driving test will continue to mirror current standards. The UK leaving the EU will not interfere with the cooperation between the UK and CIECA and the DVSA will remain a member of CIECA and continue with its strong collaborative working relationship. We will continue to work with CIECA carrying out research and sharing best practice towards improved road safety with involvement in the EAG, TAG, Education



Topical Group and any future working groups and projects. With vehicle technology and Driver Assist Systems progressing, this is a vitally important time for the continuation of collaboration and robust working relationships.

**Gordon Witherspoon**

**DVSA Deputy Chief Driving Examiner**

<https://www.gov.uk/guidance/visiting-the-ukfrom-1-january-2021>.

This information will be updated as decisions are made and advice is available.





## American Association of Motor Vehicle Administrators

Guided by a clear Strategic Framework, AAMVA's members and staff concentrated this year on solutions and services that support members in their daily business operations and help them to tackle emerging issues.

Led by a committed and talented Board of Directors, our three standing committees and their working groups developed member-driven solutions for topics such as testing drivers with advanced driver assistance systems, implementation guidelines for mobile driver licenses, a guide to non-U.S. driver licenses for law enforcement, an electric dockless scooters whitepaper, and an updated training video for law enforcement on ignition interlock devices.

AAMVA hosted various opportunities for learning and networking through online webinars, updated fraud training, systems training, and many conferences and roundtables throughout the year. The Leadership Academy continues to attract



rising leaders who learn from prominent educators about leading a government agency.

AAMVA's awards program grows each year with increasing submissions that recognize our jurisdiction members for their excellence.

The Association's technology services provide valuable platforms for the exchange of crucial information to ensure safety on our roads. During the past year, seven states—Louisiana, Mississippi, Missouri, North Carolina, Rhode

Island, Utah, and Washington—joined the State to State (S2S) Service, bringing participation to a significant milestone with half the U.S. states now in full operation. NMVTIS also continues to grow by providing funding for additional states to become fully participating.

AAMVA staff worked hard to keep members informed about activities on Capitol Hill and provided alerts and analysis on the latest legislation that affects the community. Our award-winning member publications bring the latest information and news from around North America.

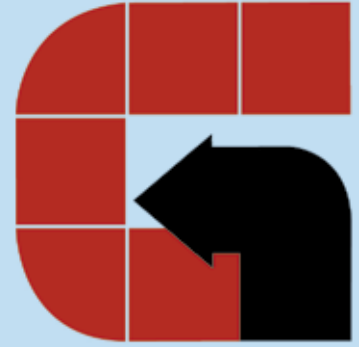
AAMVA's 175 staff members, 69 jurisdiction members, and 197 associate members, all collaborate to provide thought leadership and products and services that help us continue the path to our vision of Safe Drivers, Safe Vehicles, Secure Identities, and Saving Lives!

**Anne Ferro**

**President & CEO**

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

The Guide on Driver Licensing is an online catalogue accessible only to members. It is an information tool which contains approximately 50,000 records and all sorts of driver testing information. The information contained in the database is provided by effective members and updated by them on a regular basis. Effective members can in addition create questionnaires directly in the website. Members can consult and download reports drawn from the data in major areas of interest: the driving licence, the theory test, the practical test, test centres, examiners, legislation, etc.

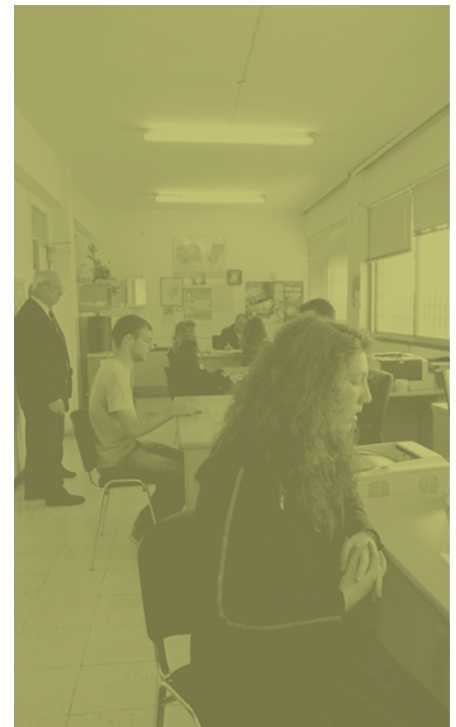


## The CIECA website and the Guide on Driver Licencing



The Secretariat helps CIECA members also with collecting driver training and testing information, which is disseminated back to members and other stakeholders who have a legitimate interest in it. In 2019 - 2020, the following queries originating from members were processed, which covered a wide range of topics in the field of driver training and testing:

- |  |   |
|--|---|
| 1. <b>Ranking of driving schools</b> – March 2019                      | 14. <b>Conditions issuing driving licence</b> – December 2019                                       |
| 2. <b>Pass rates</b> – March 2019                                      | 15. <b>Accompanied driving</b> – December 2019  |
| 3. <b>Code 78</b> – April 2019   | 16. <b>Automated testing in real traffic</b> – December 2019  |
| 4. <b>Waiting period category A</b> – May 2019                         | 17. <b>Links to Driving Licence Authorities and Medical Fit to Drive legislation</b> – January 2020 |
| 5. <b>Exchange of driving licences</b> – June 2019                     | 18. <b>Mountain driving permits</b> – January 2020  |
| 6. <b>Alternatively fueled vehicles</b> – June 2019 and October 2019   | 19. <b>Category C vehicle gearbox</b> – February 2020   |
| 7. <b>Hazard perception</b> – July 2019                                | 20. <b>Practical test category A</b> – February 2020  |
| 8. <b>Dealing with UK driving licences post Brexit</b> – August 2019   | 21. <b>Statistics</b> – February 2020   |
| 9. <b>E-scooters</b> – September 2019                                  | 22. <b>Coronavirus Covid-19 measures</b> – March 2020   |
| 10. <b>Driving instructors &amp; driving schools</b> – October 2019    | 23. <b>Simulators</b> – March 2020  |
| 11. <b>Accident rate of novice drivers</b> – November 2019             |   |
| 12. <b>Automated testing in controlled environment</b> – November 2019 |   |
| 13. <b>Quality of test items</b> – December 2019                       |   |



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

The information gathering process has been improved with member queries being conducted electronically via the Guide on Driver Licensing, rather than using paper questionnaires. Furthermore, a follow-up system has been built, allowing the administrators to get a precise overview of the status of each questionnaire. Any questions related to the preparation and launching of questionnaires should be addressed to Blanka Wirth.



# FINANCIAL INFORMATION



As the organization highest governing body, the CIECA Permanent Bureau establishes the criteria and objectives regarding the management of the organization's funds. CIECA's revenue in 2019 – 2020 was €479.196,10, an increase from €456.544,22 the previous year which corresponds to the accession of new members.

In light of last year's economic situation, and in order to favour transparency in our accounts, it was decided to list the losses due to the unpaid memberships of two former CIECA members: ATTT, Tunisia (2018), and Qeyadah (2019).

Following last year's result, the Permanent Bureau, and especially, our new Secretary

General-Treasurer, requested the CIECA Secretariat to reduce operating costs as a means to maintaining expenditure under control. After cutting certain expenses, CIECA was able to reduce its overall spending by 0.75%. The final result was a positive net income of €20,692.97.

Operating Income	Realisation 2018	Budget 2019	Realisation 2019
Membership fees	455,098.00	475,000.00	479,196.10
Other income (Bank interest, research projects, events, etc )	1,446.22	180.00	1022.19
<b>Total operating Income</b>	<b>456,544.22</b>	<b>475,180.00</b>	<b>480,218.29</b>
<b>Operating expenses</b>			
Personnel	326,046.76	300,000.00	327,875.12
Services	18,473.84	27,000.00	20,714.28
Accomodation Brussels office	35,717.22	37,000.00	41,694.09
Office service costs	8,075.07	10,000.00	9,175.37
Travel & accomodation Secretariat	14,039.42	18,000.00	15,138.82
BP representation Travels	0.00	2,000.00	0.00
Activities congress/workshop and visits	16,027.94	25,000.00	500.00
Permanent Advisory Groups	15,309.44	25,000.00	9,008.09
Representation and marketing	11,200.23	8,000.00	9,545.37
Contingency		2,000.00	
VAT	10,952.41	11,000.00	7,655.68
Communal Taxes	2,876.43	5,000.00	2,868.00
<b>Total operating expenditures</b>	<b>458,718.76</b>	<b>470,000.00</b>	<b>455,277.82</b>
<b>Total operating Income</b>	<b>456,544.22</b>	<b>475,180.00</b>	<b>480,218.29</b>
<b>Economic result</b>	<b>-2,174.54</b>	<b>5,180.00</b>	<b>24,940.47</b>
Depreciation	5,155.72	1,728.00	3,175.02
Financial Charges	280.26		1,072.48
Extraordinary Charges			
Provision vacation Y+1	35,400.00	35,303.00	35,400.00
Provision vacation Y	-35,400.00	-35,303.00	-35,400.00
<b>Financial result</b>	<b>-7,610.52</b>	<b>3,452.00</b>	<b>20,692.97</b>

Financial information for 2019-2020 is consolidated, as financial information has already been audited.



**c/ieca**

COMMISSION INTERNATIONALE DES EXAMENS DE CONDUITE AUTOMOBILE

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