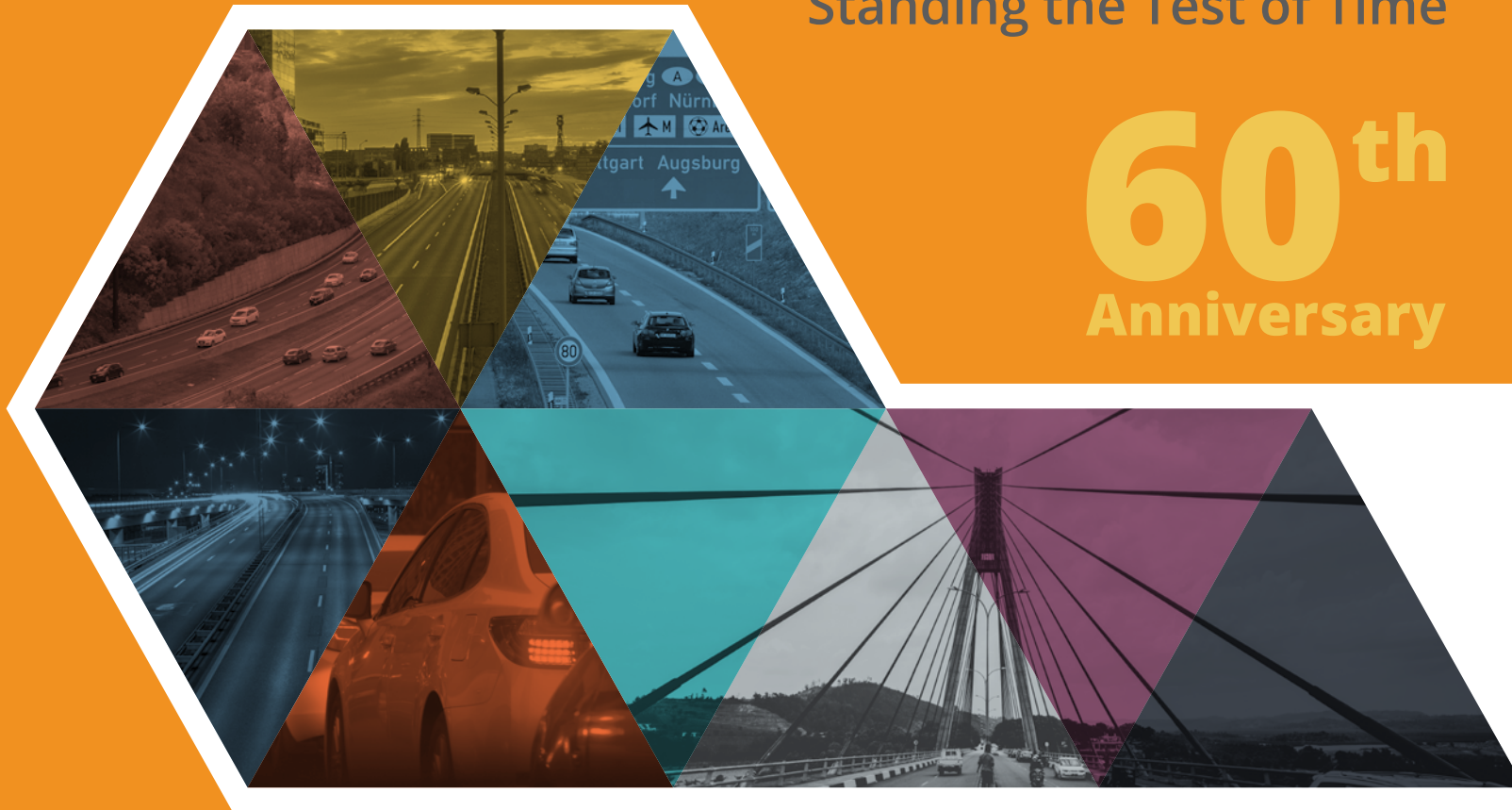


# c/ieca

The International Commission  
for Driver Testing

## Standing the Test of Time

# 60<sup>th</sup> Anniversary



# ACKNOWLEDGEMENTS

We would like to thank the following people for their help and unwavering enthusiasm. It is a testament to their commitment to CIECA that even if some of them have formally left the organization, they continue to be willing to assist us and are thrilled at the idea of being involved in yet again, one more CIECA project.

Ms. Spørstol, Mr. Vanbroeckhoven, Mr. Vandenberghe, Ms. Groot, Mr. Vaessen, Mr. Hakuli, Mr. Wedge, Mr. Mynttinen, Ms. Hendrix and Mr. Sanders.

Thanks to you all.

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# PRESIDENT'S WELCOME

Dear CIECA members,

Over the last 60 years, CIECA has truly transformed how organizations that participate in CIECA consider the issue of road safety. CIECA has had a big impact in our organizations, with its work having long-lasting effects on helping to develop sustainable driving licencing systems that are ready to continue evolving, and confronting challenges into the future.

This report provides a fantastic tool to showcase what we have accomplished since 1956. We wanted to celebrate our 60th anniversary by producing a report that demonstrates the progress that CIECA has made over the years. The report features a timeline of CIECA's major achievements and highlights their profound and lasting impact on the field of driver testing and training in CIECA member countries.

This report also demonstrates some of the dramatic changes in road safety and driver licencing in the last 60 years, and also the continuing importance of basic skills and knowledge in both of these fields.

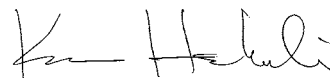
The CIECA's mission has been to provide our membership with a world class platform for experience sharing, developing research projects, learning together, and collecting and distributing information among members.

From a personal point of view, I believe we have accomplished all these goals. We have created interesting programmes that respond to our members' needs, and we have held important events in an impressive number of countries. The evolution of the topics of our training workshops, and our congresses has reflected the changing needs and interests of our members. We have responded to governmental and legislation requirements by developing research, and managing projects on a great variety of issues. We have collaborated with the best experts to carry out research and deliver benchmarks and best practices. All of these accomplishments are available for you to read in our report.

I would like to acknowledge the people whose leadership and vision have been

essential to building and sustaining the work of CIECA. Each of my predecessors widened and strengthened CIECA's capacities and its relationships with other stakeholders. The achievements you will read about in this report are due to them, to you all, our members, and staff who have supported the quality of CIECA's excellent work.

We hope that you will enjoy this journey through the past 60 years, and we look forward to your participation in CIECA's mission to promote road safety all around the world in years to come.



Kari Hakuli  
CIECA President



# INTRODUCTION

The 20th century arrived with a bang: the sound of metal and engines announced the arrival of modernity in the global west. The invention of motorized vehicles was one of the biggest visionary breakthroughs of the time, promising a revolutionary change in humans' lives.

In social studies mobility as capital – “Motility” - entails one's physical, territorial and legislative capabilities and opportunities to be mobile. The invention and dissemination of motorized vehicles, in this sense, caused modern men's mobility as capital to skyrocket. However, as the rhythm of life accelerated, people's ambitions and endeavours changed in equal proportion.

Cars had originally been conceived to serve as an extension of the human body, that is, a perfectly manipulable tool according to the driver's needs and decisions. It soon became clear, however, that the novelty had taken a life of its own and resisted to human manoeuvring. Had we created a Frankenstein monster? Human reactions and responses were often incommensurable with the complex



machinery of the vehicles and the unprecedented speed of movement. At the same time, the euphoric sense of freedom that came with the speed brought out certain qualities in the modern men – recklessness, imprudence – which often ended up victimizing both the agents and innocent by-standers.

In this sense, the sped-up life was exposing itself to be a double-edged sword: the benefits and exhilaration of speed and mobility went hand in hand with newly-created, fatal dangers, to which more and more people were becoming increasingly vulnerable. In the pre-war period obligatory driving tests for passenger car drivers

had already been introduced in the vast majority of European countries, with the exception of Belgium and Northern Ireland.

Two conventions in Paris – in 1909 and 1926 – had led to the creation of an “international driving licence” and a “vehicle certificate”. However, both documents omitted compulsory commitment of motor vehicle drivers to driver testing, let alone training. At the time, the focus was exclusively on the technical constitution and upholstery of vehicles, and failed to address the so-called “human factor”, i.e. the motorists' ability to drive a car.

In the aftermath of the war, international alliance and cooperation had acquired a new painful, but stringent meaning. Furthermore, the goal to reach uniformity in certain elements of traffic regulations been prompted by the increasing phenomena of tourism, which brought the need of interchangeable driving licences between countries.

The different factors contributed to the eventual conception of the notion of “the competent driver”, first introduced at the 1949 UN convention on Road Traffic.





# Part One: The Early Years

# BIRTH OF CIECA: THE FIRST STEPS

## 1956 THE HAGUE

"I am always wary of people behind green tables", said a German delegate on 15 November 1956. The Hague meeting was hosting experts from different European organizations and institutes that dealt with driver testing. With "green tables" the delegate was referring to the futility of the '30s diplomatic peace negotiations'. In fact, these words and the sentiment underlying them reflect the CIECA organizational culture and philosophy: an earnest cooperation for a common practical purpose.

At this paramount event, the representatives from seven countries - the Netherlands, Austria, West-Germany, the UK, France, Sweden and Switzerland - used the occasion to share information concerning driver-licencing systems in their respective countries, in a vision to conceive new possible ways to ameliorate the existing procedures and methods.

As the German delegate's quote suggested, the tone of the meeting was, from the very beginning, pointedly factual and

unvarnished. Right on cue, the meeting covered day-to-day practical issues and questions regarding driver testing, such as variations in duration and setting of the driving tests, i.e. the question whether during a test the examiner should rear or flank the candidate in the car.

Consequently, an agreement was reached to set up a permanent organization that would facilitate the discussion on different opinions and experiences in the field of driver-testing.

Owing to the perceived need for a continued dialogue, a year later the organization was officially conceived in Paris. Supported by the Dutch Ministry of Transportation (CBR), the freshly-born CIECA, or Commission Internationale des Examens de Conduite Automobile, added Luxembourg and Spain to its comradery and set its history in motion.

The Hague in the early fifties: cars slowly seeping through the amalgam of Dutch bicycles.







## 1959: THE FOUNDATION OF THE PERMANENT BUREAU

In 1959 the Small Committee (a.k.a. Permanent Bureau) was founded, with the purpose of facilitating the exchange of information regarding driving licencing between its member countries, to organize conferences and to select items of discussion. They also started the tradition of visiting testing centres at the location of the conferences with the aim to observe the systems of different countries and to gain knowledge.

## 1960

The Montreux Congress in 1960 is a major highlight in the early history of CIECA, not only because it was held, oddly enough, in a casino, but also because the meeting facilitated several important developments for the organization.

At this congress, Mr. Westerlaken recommended to start a relationship with the IVV (the International Organization of Driving Schools) by sending delegates to their yearly conferences. He also embarked

on an exploratory journey to North America with the goal to report about the local driving testing systems.

## 1961

A year later, during the congress in The Hague, Mr. Westerlaken delivered the report of his findings from his trip to Canada and America. He was thereby awarded an honor distinction by Mr. Vallat for being an active



Mr. Westerlaken is ceremoniously delivered the French badge of the knight of touristic merit by the CIECA President Mr. Vallat.

promotor of the international activities of the organization. In fact, as Mr. Vallat remarked, CIECA had been founded on the initiative of Mr. Westerlaken.

Interestingly, the tradition to treat accompanying ladies with a special social programme started at this congress. During the 1961 conference, as the men labored away, the wives and partners embarked on a boat trip along the canals in Amsterdam, which was slightly hampered by the incessant rain. The excursion continued with visits to Aalsmer, the centre of Dutch florist gardens (where each lady was gifted with a complementary plant pot), the aqueducts along the auto-route of Amsterdam and in the end – the grand finale – Rotterdam.

## 1963

The opulent tone of the conferences was repeated in London two years later: the guests attended a government reception at Lancaster House. Among the many topics discussed in the event was the consideration whether the small committee should become the “Permanent Bureau” (PB from here onwards). This serious decision, however, was accompanied by a deliberation on “the advantages and inconveniences of employing female examiners”. Eventually, the use of female staff was allowed, albeit with certain limitations.

## 1964

The 1964 Naples Congress confirmed the relentless growth of driver testing all over the Western Europe: the number of tests conducted every day amounted to 5000 per day.

The guests took advantage of the beautiful location and visited the Royal Palace, the Cascades, the Museum of St Martino and the Museum Capodimonte, where the attendants enjoyed a piano recital by Christine Charpie.

Meanwhile, CIECA got an important recognition from an American journal the *World List of Future International Meetings* which published information about the organization.

### 1966

The 1966 Seville Congress adopted the *Règlement Intérieur*: a document delineating the internal rules of CIECA.

The rules confirmed the internal regulations of the organization and gave practical information on the voting practices and other congress procedures. The rules asserted the organizational philosophy as democratic and member-oriented, which remained unwavered for the decades to come. English, French and German were confirmed as the official languages of CIECA.



Due to the increasing workload, it was decided to appoint three Vice-Presidents (VPs). As a result, at the Seville congress Mr. Wilson was elected as the third delegate.

### 1967

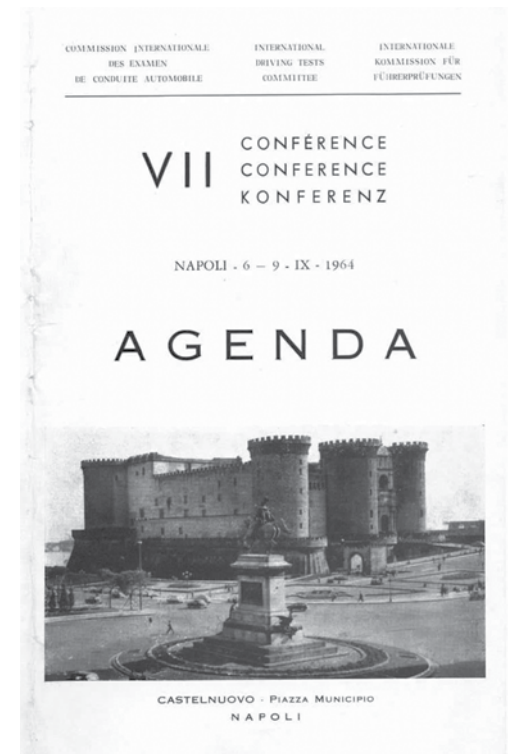
At the 1967 CIECA Congress in The Hague, the PB bid farewell to its then honorary member Mr. Westerlaken, and welcomed Mr. Verbeek to its ranks. At this time, the PB was constituted of Mr. Vallat as the President, Mr. Charpie, Mr. Schmachtenberg and Mr. Wilson as Vice-Presidents and Mr. Verbeek as the new Secretary-General.

### 1969

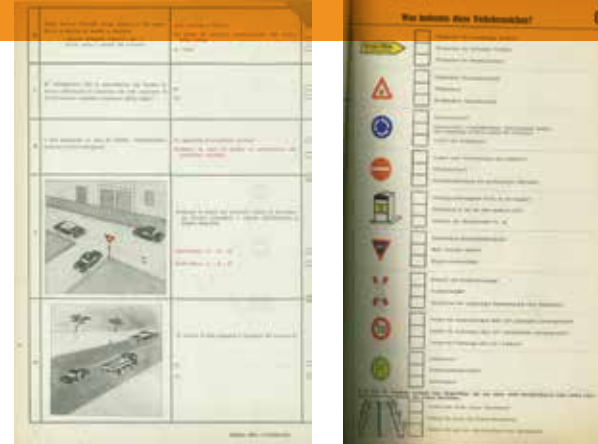
The Ostend Congress in 1969 marked an important progress within CIECA: professional interpreters were hired, and with this, the amateurish atmosphere caused by the “whispering interpreters” became a thing of past.



Mr. Vallat, CIECA President in 1967.



Mr. Koch, Mr. Westerlaken, Mr. Charpie, Mr. Vallat and Mr. Hyvert.



# INITIAL FOCUS OF CIECA



A theory test centre in Italy, 1959.

In the first fifteen years of CIECA, the following countries joined the organization: Italy, Belgium, Luxembourg, Spain, Finland and Norway.

Sharing and reporting of recent important developments in the field of driving testing in the member countries became a standard activity of CIECA conferences. In this period, the discussions covered various topics, which, in the coming years would be increasingly diversified and elaborated.

## THEORY TEST

Unsurprisingly, from the very beginning the theory test was the first topic on the agenda of the freshly-born CIECA. In this decade the topic was examined from the following angles:

- Whether the theory test should be written.
- Whether the tests should include notions that are uncoded yet essential for safety and security, and if so, how they should be introduced.

By the end of the 60's most western European member countries, i.e. Belgium, the Netherlands, Germany, Italy and Spain conducted theory exams using printed questions. However, in case of illiteracy an oral exam could be requested.

## PRACTICAL TEST

At the time most questions regarding practical tests focused on the technical-mechanical aspects of automobiles. The members tried to compare their experiences regarding vehicles with automatic clutches and debated whether vehicles with certain automatic devices should be admitted at the tests: if so, would they increase the restrictions to the validity of the permits?

In 1959 the Netherlands installed a second brake in the testing cars. The members also reached an agreement on where the examiner should be best placed during the test: on the front seat of the vehicle next to the driver.

This same year an interesting “human factor” was brought up at The Hague Congress: a few cases had been noted where a candidate would turn up at the practical exam intoxicated. In most countries the standard reaction to the situation was the postponement of the exam, but in England this posed a problem as the examiner would refrain himself from questioning the state of the candidate's sobriety out of politeness.

## MEDICAL CHECK-UPS

The delegates from different member countries shared information and experiences about the use of neuropsychiatric and psycho-technical exams in their respective countries. Their views on the degree of certitude of these assessments varied greatly from country to country.



Pedals used in Dutch test centres during the '60s.

## HARMONIZATION & TESTING OF FOREIGNERS

As it has already been mentioned, one of the reasons for the foundation of CIECA was the emergent industry of tourism as people were crossing borders and moving in and out of different countries to an unprecedented scale.

Within this context, already back in 1959 CIECA members examined the issue of testing foreigners. Mr. Vallat believed that the key to solve the problem was the harmonization of driving tests by establishing a unified testing system.

Soon the PB issued a questionnaire to each member regarding the testing of foreigners in their respective countries in an effort to explore the subject to the core.

Meanwhile in the Soviet Union: In 1969 an Italian newspaper *la Stampa* printed a story by an Italian journalist, who had tried to get a driving licence in Moscow. In her account, not only did she have to provide a car for the exam herself, she was also obliged to undergo an intricate medical check-up, which included a visit to a gynecologist.

# FROM 1975 TO 1980

## THE 1976 RESOLUTION

The Madrid Congress in 1972 hosted 200 delegates from 20 countries. At this event the delegates discussed the problem of the lack of interaction between the worlds of testing and driver education. This was believed to be the cause of many candidates seeking a driving licence for the sake of having the permission to drive, rather than a “true initiative to driving”. Indeed, what good was a driving licence if it was merely a piece of paper? How would a driver ensure his and others’ safety if his education only prepared him to pass the driving test?

Consequently, in 1976, CIECA members agreed on a resolution which appealed to the authorities to provide systematic driving education:

“We ask all Governments:

1. To set up a systematic traffic education programme from childhood to the adult age.
2. To explore all legal possibilities to guarantee that education does not aim only at the acquisition of the driving test.

3. To make sure that all candidates and drivers receive instruction for improvement even after the completion of their learning stage, in order to guarantee an experience necessary to all drivers.”

## 1977-1979: THE CONDITIONS TO COOPERATE WITH OTHER ORGANIZATIONS

In the second part of the '70s CIECA's external relations started to flourish. Two countries – Ireland and Israel – established contact with the organization. A representative of an Israeli organization traveled to France to meet Mr. Forget with the purpose to learn about handicapped driving and driver instruction, whereas an Irish organization (EPCS) asked CIECA for information regarding career prospects for driving examiners.

Reflecting on the aforementioned developments, the internal regulations of CIECA underwent significant re-examination. The need to be adequately represented to the outside world became more evident. The issue was addressed at the Cologne Congress, where Mr. Grubmann presented a text entitled

Programme of the CIECA Congress held in Cologne in 1977.



*Conditions of a working participation with other organizations.* The document described CIECA as “a place for experience and exchange of ideas among specialists”. CIECA could place its expert opinion in the field of driving licencing to the disposal of national or international organizations interested in such questions.

Indeed, its political neutrality and scientifically sound position were the most fundamental values of CIECA. The delegates regarded CIECA very highly, even if the opinions and conclusions reached could or would not be enforced by governmental authorities.

### EXTERNAL RELATIONS

The 16th CIECA Congress was held in Warsaw. Despite still being under the Soviet Union, the country was in the process of slowly opening up to the Western world. The congress was held at the Committee of the Railway Union of Socialist Countries.

This event set in motion the collaboration between the IVV and CIECA. Indeed, a closer relationship with the IVV (International Association for Driver Education) would be of advantage for CIECA. Consequently, a letter was sent to the Secretary of the

IVV proposing reciprocal participation of respective representatives at the congresses of both organizations.

Programme of the 16th CIECA Congress that took place in Warsaw.





The Brussels Congress brochure.

Delegates at the congress in Brussels in 1980.

New elections were celebrated in Warsaw and Mr. Jonkman succeeded Mr. Verbeek as Secretary-General. Mr. Wieniawski was elected as a Vice-President, while the mandates of Mr. Hirschberger and Mr. Grubmann expired.

During this congress the CIECA Internal Regulations were approved:

- The seat of the organization is located at the legal domicile of the Secretary-General or wherever the President decides after consulting the Secretary-General.
- The PB is composed of five members: the President, three Vice-Presidents and the Secretary-General elected by the full assembly by a plain majority for a period of two sessions. Each delegation can have only one representative as member of the bureau. The PB deals with the management of activities twice a year.
- A President is to be succeeded by a former Vice-President.
- The Secretary-General is in charge of supervising the application of the internal rules and the proper running of the PB. He cooperates with the President according to the clauses and conditions foreseen in said rules.
- After the expiration of the second mandate, a Vice-President must leave the post and may be elected as CIECA President.

### 1980: CIECA'S REFRESHED IDENTITY AND THE TRILINGUAL GLOSSARY

The new decade brought freshness and innovation for CIECA. Held at "the glamorous crossing at the heart of our old Europe", as described by Mr. Forget, the congress held in Brussels was equally productive and accomplished for CIECA.

The long-awaited *Trilingual Glossary of Technical Terms* was completed and was to be published in form of a booklet. The working group, constituted of Mr. Waller (after his decease succeeded by Mr. Coulson), Mr. Grumman and Mr. Fafet, had met up seven times for this project. The plan was to have the booklet distributed to concerned international organizations, insurance companies and lawyers for the price of 230 Belgian francs.

The enforcement of the Internal Regulations was accompanied by the renewal of the visual image of CIECA: its logo. The old logo, Mr. Grubmann thought, expressed the old spirit of CIECA and represented it as a very exclusive organization. Consequently, the Secretary-General promoted the development of a new permanent CIECA emblem in black and white.

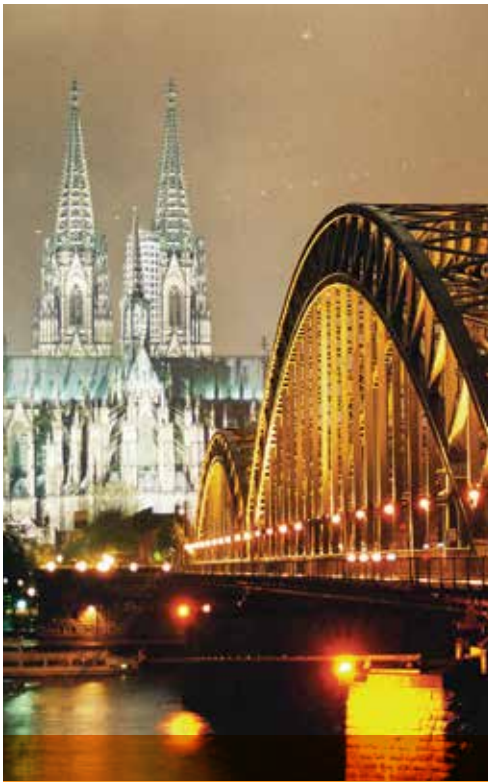
The new emblem was envisaged to express the expansion of CIECA's international relations. The finishing touch on this the fruitful congress, which was the agenda of the leisure activities nothing short of spectacular, especially for the ladies. They promenaded between la Grande Place and The "Îlot Sacré", paid a visit to la Cathédrale Saint Michel et Gaude, the park of Laeken and Chinese pavilions, and ended the activities with a breakfast at the Atomium. The congress finished with a dinner in Antwerp.



The old and new CIECA logos.



# CONGRESS THEMES AND TOPICS OF THE DECADE



The 1977 CIECA congress was held in Cologne. Photo by William Neuheisel.

As it has been mentioned already, the biggest part of the congresses proceedings around this time involved sharing of experiences and ideas in different aspects of driver testing. The following is an overview of the various topics that CIECA gradually developed and discussed during its meetings.

## HARMONIZATION OF DRIVING TESTS

Although having been quietly pushed aside throughout the '60s, harmonization was an issue fervently tackled by Mr. Charpie at the wake of the new decade. The consistent exchange of information on the state of affairs in the world of driver-testing at the CIECA conferences, the President believed, had to lead to a more productive result. His advocacy resulted in a plan to facilitate a more thorough research on test procedures throughout the member countries via detailed surveys. The task was assigned to Mr. Hoffman in cooperation with Mr. Coulson and Mr. Forget.

## TESTING & EDUCATION

Perhaps owing to the slowly flourishing relationship with the IVV, throughout the decade, CIECA conferences gradually accentuated the focus on the connection between testing and education. In 1975 through the use of innovative communication, such as slides and films, the delegation explored topics like the influence of examinations on driver training and the relation with school instructors.

Consequently, in 1977 CIECA agreed that a driver's licence should be more than an administrative paper: a certificate of competence closely tied with the notion of safety on the road. Indeed, the driver's licence in itself was merely one of the two aspects of the system. It was agreed that interaction and reciprocity had to occur between the fields of education and testing.

## EXAMINERS

In the '70s, CIECA members were becoming increasingly aware of the need to have more professional training for examiners. Mr. Forget considered good education for examiners as indispensable. In 1980 the matter was explored in depth: there was a difference of opinions on the question whether motor vehicle expertise among examiners should be covered by CIECA.

It was pointed out that the segregated dichotomy of licencing and vehicle expertise created a gap in the training of the examiners, in the sense that some of them tended to mark candidates incorrectly due to their own inexperience with new vehicles. How could an examiner be able to determine a candidate's capability if he was unfamiliar with technological innovations in vehicles?

Austria's solution to this had been to appoint two examiners, one of them a technician. France intended to implement a professional training centre for examiners and Spain had created a "Handbook for

Examiners" containing psychological as well as technical recommendations, and advice with regards to design driving test routes.

Last but not least, monitoring of examiners was also recognized as an important element to determine their competence. This issue, however, touched upon the problem of the objectivity of supervisors. The problem in France, for instance, was that the appointed supervisors of examiners tended to judge the candidates too harshly due to their background in different category training. The numbers were indeed very dramatic: supervisors failed nine examiners out of ten.

The safety of examiners during the practical tests was becoming a matter of concern as well. The members were beginning to explore the different ways in which maximum safety for examiners at the practical tests could be ensured in case of dangerous situations. Some countries responded to this by adopting four-door vehicles for practical tests, which enabled examiners to leave the car easily in case of emergency. France, on the other hand, considered carrying practical tests by having a candidate followed by an examiner in a separate car, connected by walkie-talkies.

### AUDIO-VISUAL TESTS

Technological advancements throughout the world were also influencing the world of driver testing. Members were convinced that a more sophisticated theoretical exam was needed. The ingenious audio-visual test which Germany and Austria had already introduced by 1977 appeared to be the answer.

Despite the impressive innovations, the road to safety was not paved with roses: as it was observed at the 1977 Cologne Conference, the actual implementation of the improved modernized testing methods was hindered by factors such as the sheer financial costs of training, the absence of the notion of safety in the minds of the candidates, the resistance from driver training schools and the inadequate organization of exams in general.

### THE HUMAN FACTOR

Besides the technological innovations, human mind and behaviour were becoming a concern of equal force. At the 1977 Congress Prof. Schneider made a presentation on his psychological study about man as an accident-causing factor. He explained that accidents were usually caused by drivers' natural tendencies and their failure to assess traffic situations or other drivers' attitudes. The behavioral factors proven to be harmful were fatigue,

haste, alcohol and poor assessment of circumstances. The research hierarchically ordered the factors according to the gravity and frequency of the accidents.

The issue, however, was not simply a matter of lip-service, as countries like Germany in 1977 had taken steps to integrate the psychological factor into the driver test: in case of three test failures on a track, the candidate was obliged to undergo a psycho-technical test.

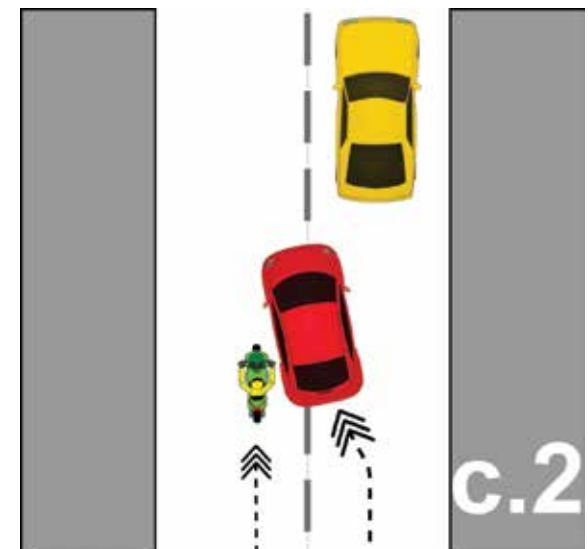
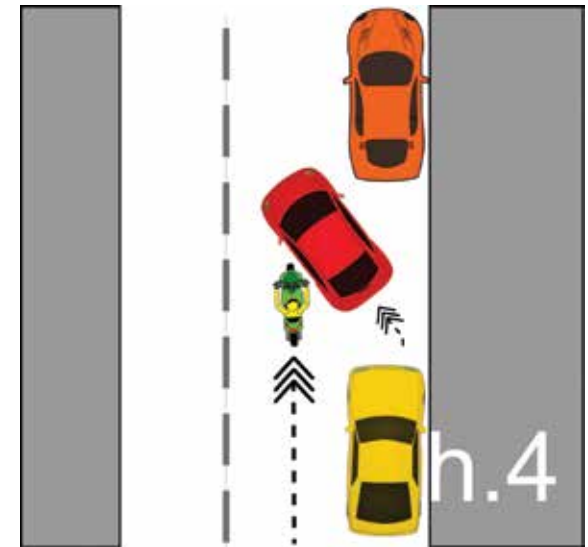
### CHEATING CANDIDATES OF THE '80S

One of the most debated topics throughout the late '70s and the beginning of the '80s was the problem of testing foreign candidates who did not speak the local languages.

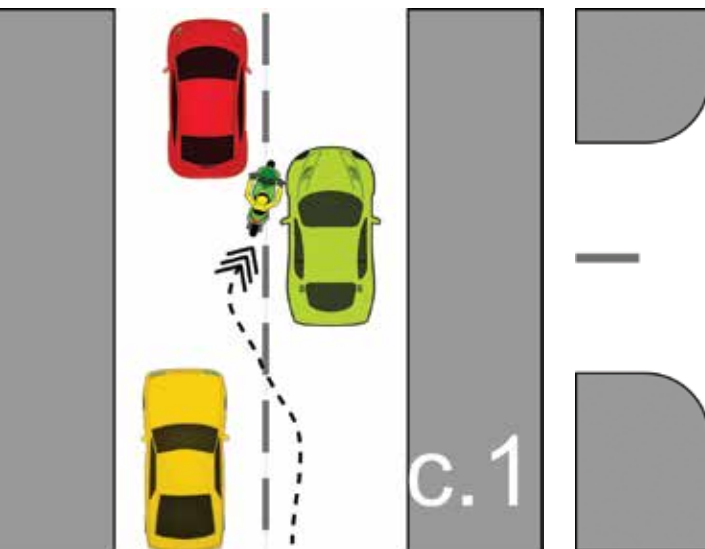
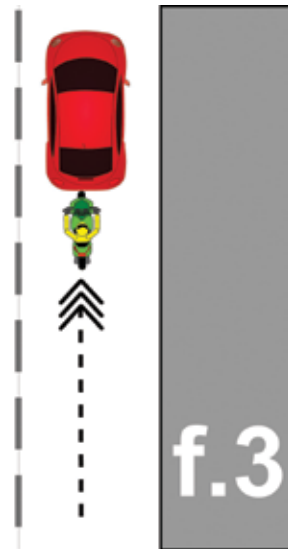
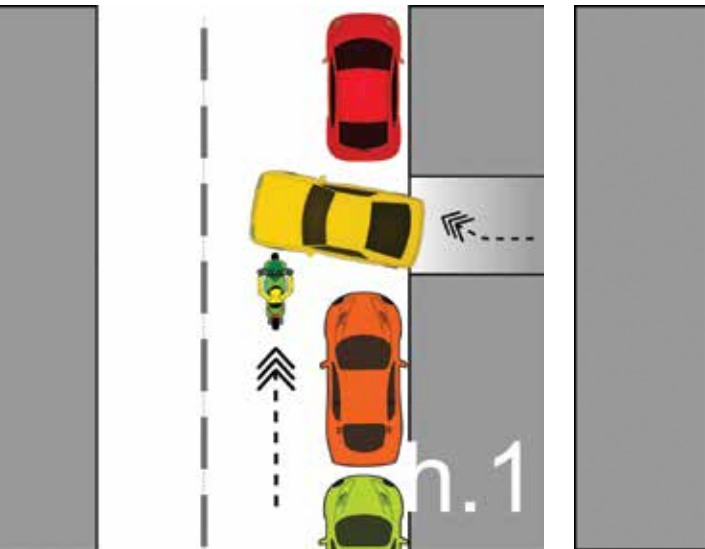
Different countries took different approaches to the problem. In Spain foreigners were tested in the same way as people with speech and hearing impairments. In other countries the candidates were allowed to be accompanied by a sworn interpreter who facilitated the translation of the questions.

However, the procedures had to be often revised and reinvented, as examiners observed ever-changing imaginative and creative ways of fraudulence among candidates.

Images: Gusta







- In Belgium some people faked illiteracy so that they would be allowed to take an oral test, as it was perceived to be easier than the written exam. Eventually, illiterate people were obliged to provide a document issued by a municipality confirming the candidate's illiteracy.
- However, the creativity of some candidates knew no boundaries as some resorted to having their interpreters dictate the correct answers to them through secret coded signals, such as putting an emphasis on a certain syllable in a word.
- During audio-visual tests interpreters were obliged to stand with their back turned to the screen so as to prevent them from communicating the correct answer to the candidate in the language unknown to the examiner.
- In the Netherlands, foreigner candidates were obliged to bring their own interpreters, given that there was no intimate affiliation between the two. The ways in which the nature of the relationship between candidates and their interpreters was checked remains a mystery.

# FROM 1980 TO 1990: THE RELATIONS WITH THE UNITED NATIONS AND THE IVV

In this decade, CIECA entered relatively calm waters. The era, however, did host several major developments for the organization, especially within the sphere of external relations.

## RELATIONS WITH THE UN AND CIECA'S CONSULTATIVE STATUS

In May 1984, the United Nations Economic and Social Committee formally approved CIECA's consultancy status Category II. Mr. Van Damme was officially approved as the CIECA Permanent Representative. This meant that CIECA would be invited to all UN meetings concerning driving testing as a technical consultant. CIECA would present relevant written material and working documents to the United Nations.

This development was a big achievement for CIECA, as the status would render CIECA's professional advice more effective.

## THE FIRST LADY IN CIECA

In 1984, at the Monaco conference, for the first time in CIECA's history a woman was elected as Vice-President. President

Grubmann joked that perhaps this marked the beginning of the "emancipation of CIECA".

However, it has to be noted that Ms. Rivera had been elected due to special circumstances as her predecessor was unable to continue serving his mandate. Thus, the first female Vice-President was to occupy the PB position only until his return.

## COMMUNICATION

Interestingly, until 1981 each country had produced statistics that could not be compared. During the Amsterdam Congress in 1981, a new statistical form which would enable a better comparison of driver-licencing data between countries was discussed.

The gathering of statistical data on driver testing continued until the mid-nineties when it was replaced by the *Memento on Driver Licencing*.



Saujitbaskhi



Moyan Brenn

The CIECA Congress 1981 was held in Amsterdam.

## EXTERNAL RELATIONS

Over the years the question of the relationship between testing and driver education was an item of debate at the CIECA conferences.

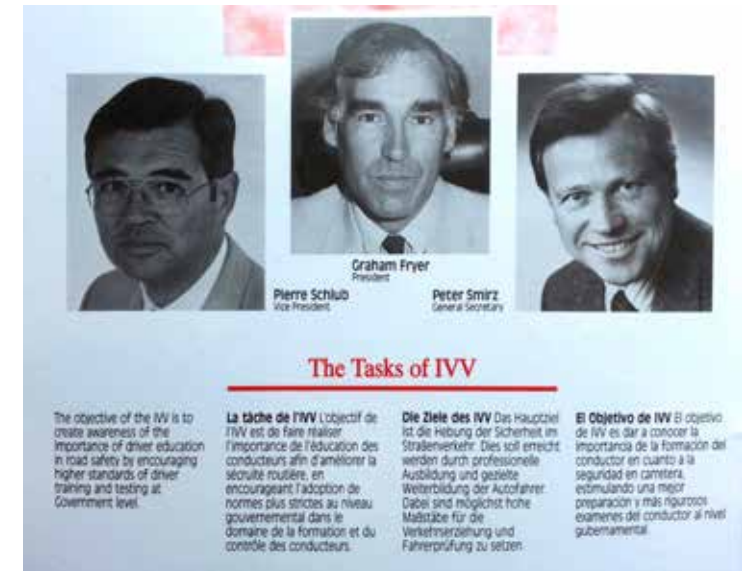
One of the discussion topics was whether driving instructors should discuss test results with examiners. Common practice and the regulations to that effect varied considerably. In some countries (e.g. Switzerland, Germany, France and Italy) driving schools were obliged to give a written statement on the candidate's progress, which served as a guideline for the examiner. In other countries (e.g. the UK) driving schools were not allowed to do this. The latter view was privileged at the end of the conference: CIECA members agreed that only the examiner could and should decide on the candidate's driving abilities.

In this decade CIECA's collaboration with the IVV flourished. A representative of the organization - Mr. Reiner - attended three CIECA conferences in Budapest (1983), Monaco (1984) and Bern (1986). CIECA, in

turn, was present at the IVV Motorcycles Congress in Salzburg in 1984.

At the 1986 Congress in Bern, both organizations engaged in a debate over the question whether attendance to driving schools should be compulsory, as maintained by the IVV. CIECA argued that the test requirements had to be designed in such a way as to make the instruction compellingly good. The IVV argued that instruction was more important, as people should be able to survive conditions they might not encounter during test.

In the end, however, the unanimous agreement at the congress was that the IVV was being too idealistic: forcing people into driving schools did not mean that they would get good education. The point was to provide adequate testing for candidates.



Driving school in Lithuania.

# CONGRESS THEMES AND TOPICS IN THE DECADE



## MOPEDS - CATEGORY A

In this period, the category A underwent an intense scrutiny and innovation. In England alone, the accident-rate involving two wheeled vehicles had increased by 40% between 1974 and 1975, surpassing the fatality rate of four-wheeled vehicles by seven times.

In 1980 France had implemented a new test formula, leading to the decrease in the rate of accidents by a third. The motorcyclists had to pass two tests on private grounds: first a slow and a quick handiness test, followed by an examination of the candidate's aptitude for counter-turning and using the urgency brake.

At the 1986 Congress it was revealed that in certain countries it still was not obligatory for category A drivers to undergo compulsory education in driving schools. Consequently, CIECA unanimously asserted the urgent need to take action to address this issue. The final resolution was that:

"Category A driving tests should be fashioned in such a way as to presuppose professional training, preferably at a recognized driving school."

In this decade new topics were added to the congress discussions.

## DISQUALIFICATION OF LICENCES

The debates revolved around the possible pros and cons of disqualification of driving licences. Should the action be taken in cases only when a driver was posing a danger to others or also when he had not driven for more than eighteen months?

In the end, however, the resolution was not passed, as it clashed with a series of national legislations in the various CIECA countries.

## ACCOMPANIED DRIVING

In 1986 France initiated a new method in driver testing: it would be possible for the parent of a candidate to assist him in the



At the 1977 Cologne Congress Germany gave a presentation on the epidemiological effect of wearing safety helmets and protective gear on motorcycles.





process of learning and testing. A candidate should cover 4000 Kms at the wheel accompanied by one of his parents before taking the exam. The conditions included attendance to pedagogical meetings with an examiner and an instructor.

Furthermore, the parent would have to be over the age of twenty-eight, be in possession of a driving licence and be obliged to teach in accordance with the established rules. This system was praised as to have reinvented the inspector-instructor relationship. Instructors in this process were pedagogical advisors who assessed parental teaching according to very precise criteria.

### THE CULTURAL SHIFT

In this decade CIECA added several innovative topics to its discussion agenda. The topics dealt with the behavioral elements of driving, which, by definition, had to do with the drivers' attitudes and predispositions.

Among these issues were the alcohol problem, drivers' attitude towards tests and

environmental awareness. By introducing the topics in the conferences, CIECA was dipping a toe in unknown waters, as the questions pointed to complex psychological and philosophical dilemmas.

### THE ALCOHOL PROBLEM

Perhaps, owing to the overwhelming complexity of the issue, in 1983 President Grubmann initially dismissed the alcohol factor as mostly a "sociological problem". His opinion was informed by the observation that drunk driving had nothing to do with the offender's training or his test performance, but rather resulted from bad judgement.

Indeed, where did personal ability end and where did medical illness begin? Was alcoholism an illness or a fault of character? Was drunk-driving a matter of intelligence or social behaviour?

Meanwhile, the world was becoming increasingly aware of the fatal dangers of drunk driving. In 1983 the UK introduced the breathalyzer test on roads.



Since 1983, the use of breathalyzers has spread as a means to prevent drunk driving.

### DRIVER TESTING AND PR

Similarly to the alcohol problem, people's attitude towards road safety and driving tests was also becoming a matter of concern.

At the 1986 Congress it was remarked that there was a problem of people perceiving the tests under a negative light, as a form penalty. Such an antagonistic attitude was thought to have a long-term effect, e.g. causing resistance or reluctance to take the tests. Consequently, it was resolved that the issue would be best tackled by fundamentally changing the social imagination of the driving test through carefully-calculated campaigns.

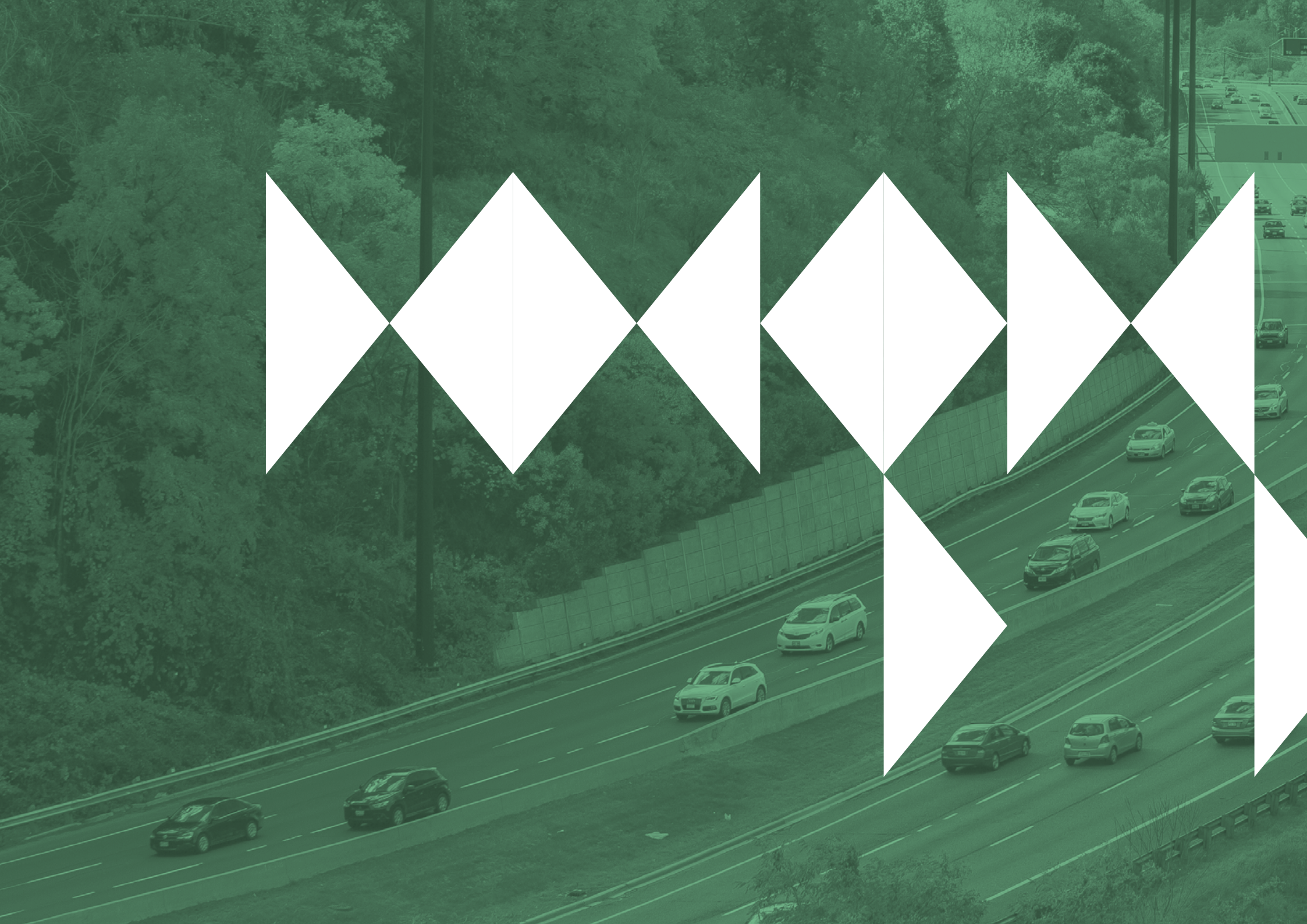
Last but not least, the most futuristic topic to deal with at the time was ecology and environmental awareness. Already back in 1977 at the Cologne meeting, Mr. Hirschberger had stated that after the initial half-a-century euphoria surrounding the novelty of automobiles, the world was starting to become aware of its dark side. Road fatalities were the most obvious manifestation of it, but environmental

pollution was more sinister in its long-term effect.

It took ten years for the subject to make a come-back to the discussions in CIECA. In 1986 Mr. Grubmann brought up the topic of air pollution and expressed a view on advancing driver instruction to incorporate ecological awareness. He emphasized the importance of promoting a better attitude in drivers towards their environment.



Fernando Butcher



The background is an aerial photograph of a multi-lane highway with several cars. The image is overlaid with a semi-transparent green filter. Large white geometric shapes, including diamonds and triangles, are scattered across the frame, some overlapping the road and others the surrounding greenery.

# Part Two: The '90s, the First Rumbles of the Revolution

# FROM 1991 TO 1992: SOUND AND FURY

In 1991 the European Community adopted the second EU Directive. The document harmonized all the following aspects: categories and minimum age, the theoretical & practical test and the driving licence models. The directive tried to maximize mobility while ensuring safety for all road users.

The news, however, was not a happy one for CIECA, as it had not been involved in the decision-making process. Such turn of events forced CIECA to face an uncomfortable truth: despite being an organization that dealt exclusively with the field of driver licencing, the European community was barely aware of its existence. The events caused CIECA to engage in some self-reflection in an effort to re-evaluate its mission and identity. This sentiment was first vocalized at the 1992 York Congress, an event which was already rendered special by the attendance of re-unified Germany for the first time.

At the General Assembly, Mr. Vaessen gave a speech, in which he addressed the adoption of the directive and the fact that CIECA had been excluded from the process. He attributed the incident to the fact that the organization was merely “an old boys club” at the time:

*“For me it cannot be possible that the third Directive should be prepared without an important input and involvement of CIECA. We, the General Assembly, should take decisions in that direction and have the duty to fight to become a well known and important organization. If we together do not feel that we should go that way and instead stay as a friendly organization with only a congress every one year and a half, then I will still be present at each one of them, because I love the friendship among us... But I will also be disappointed.”*

Further in the impassioned speech, Mr. Vaessen compared a CIECA delegate to Snow White, who wakes up few weeks before each conference, only to return to slumber for another year-and-a-half. He questioned whether the CIECA goals were still relevant and proposed to establish an appropriate degree of contact with driving instruction and motorcycling industries. Furthermore, he believed that CIECA’s role in the European community institutions had to be clarified and re-asserted.

One of the most immediate problems to be tackled in Mr. Vaessen’s view, was the improvement of the financial situation of the organization. If CIECA wished to adopt an active stance, then its financial arrangements would have to be amended.



Mr. Vaessen was the President of CIECA in 1993 and remained in that role for nine years.



## THE AWAKENING OF SNOW WHITE

In 1993 at the Maastricht Congress, Mr. Vaessen was acclaimed as the successor of President Fafet. The PB was re-constituted with the following changes: Mr. Amaral and Mr. Kovacs were elected as Vice-Presidents, whereas Mr. Vanbroeckhoven was elected Secretary-General.

The Maastricht congress was attended by two keynote speakers, Mr. Braisers and Mr. Schepers, representing respectively the European Parliament and the Directorate General of Transport of the European Commission. In their speeches they stated their expectations: that CIECA would be in contact with European decision-makers and that the organization would make its opinions known.

### 1994: THE GUIDE ON DRIVER LICENSING

Mr. Vaessen was all action as well as talk: he established and kept contact with the Directorate-General of Transport and Mobility. Few months later, in April 1994, CIECA received its first assignment from the European Union: a study called *Memento on Driver Licensing*, conducted by Mr. Ruyters.

The task entailed the production of the Guide on Driver Licensing through the contribution of CIECA members. They were expected to provide details on methods in their respective countries regarding theoretical and practical tests, minimum requirements for fitness, periodical checks and more.

The results were presented to the EEC in 1996, which led to the renewal of the contract for two years more until 1998. The questionnaires circulated among the members again in 1997 and the resulting conclusions were published in a trilingual book in 1998.

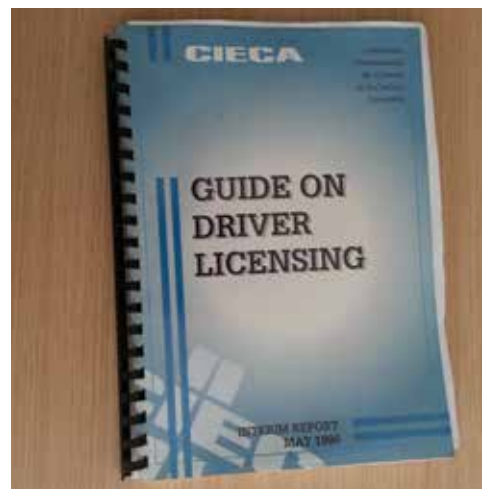
### 1995 GENERAL DEVELOPMENTS

1995 was, as the President called it, "a year crowned with success". The annual membership fee was set at 500 ECU, ensuring the development of activities within the organization.

A CIECA communications study, conducted by a Dutch student, Ms. Klok, was presented at the Madrid Conference. The study represented a quality check of the



CIECA takes a crucial decision: "We must ring a bell in Brussels".



The DGT hosted the CIECA Congress in Madrid in 1995.



Edgardo W. Olivera

communication within the organization, which was meant to facilitate some introspection and enable CIECA to become more aware of the members' wishes and needs.

The conclusions revealed that CIECA members communicated irregularly ad hoc, the only means of communication were the attendance to congresses and the availability of the minutes of meetings. The report recommended that in order for CIECA to be involved in the decision-making processes of important projects, such as European directives, the organization should become a "formal partner for the outside world".

It also recommended the crystallization of its identity and image, and to this end, the implementation of a mission statement. Finally, it suggested that CIECA should approach each member individually rather than as a general target group.

The Forum and Newsletter magazines were produced as a response to the need of CIECA to develop communication among members.



# THE RELATIONSHIP WITH EFA

Meanwhile, the relationship between the two worlds of driving licencing and driver instruction - CIECA and EFA - was thriving. At the Madrid Congress in 1995, an EFA President, Mr. Van Aerschot, emphasized the importance of coordinating training and testing: "We cannot complain if schools simply prepare candidates to just pass the test if even the European Directive prioritizes tests, but avoids training". He also suggested that the theoretical tests be changed methodologically: memorizing theory was not sufficient if novice drivers were not taught to behave on roads. He stressed the need to let drivers acquire skills of preventive and defensive behavior.

At the EFA Congress that year, Mr. Vaessen brought up the topic of defensive driving. Incorporation of the elements of defensive driving in driving tests entailed the training of novice drivers for new unpredictable situations, making them aware of the limitations of their own skills and risk-awareness. The basis of defensive driving, Mr. Vaessen explained, had to be found at the level of the drivers' mental states, i.e. taking into consideration other people's interests and safety.

At the Belfast Congress in 1996, the General Assembly demanded that a long term strategy plan – delineating the budget of 1997 – be produced. Meanwhile, CIECA participated in three working parties:

1. Regarding medical procedures in Amsterdam, wherein specialists from several western-European countries discussed the procedures and the periodicity of medical tests.
2. In Stockholm several countries discussed different systems on disqualification and withdrawal. They evaluated the different systems focusing either on penal or administrative processes.
3. In Stuttgart, where specialists examined and discussed basic conditions for the driver examiners.

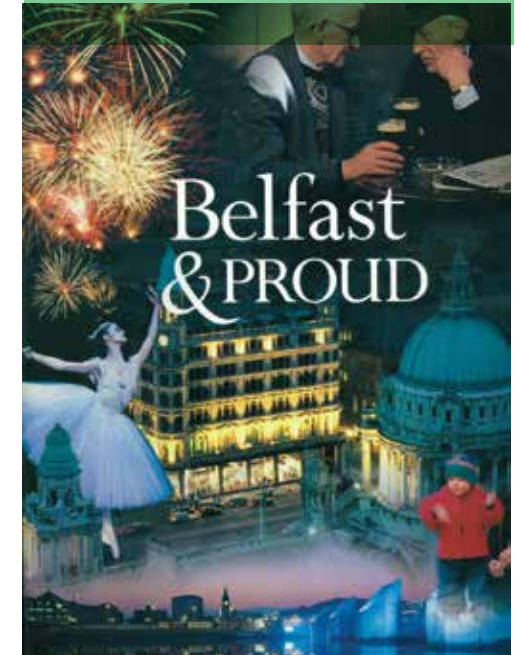
The reports produced as a result, had a long-term influence:

- In 2003 the Belgian Road Safety Institute made use of the report on medical procedures in the project Agile, which dealt with the fitness-to-drive of ageing drivers.

Certificate of attendance to the EFA congress in 1996 by Mr. Vanbroeckhoven (Secretary-General).



The atmosphere during the congress in Belfast reflected the end of the political struggles in Northern Ireland.



- The other two reports were used in the 2003 international research project Glare, dealing with visual impairments in European drivers.



PB members at a meeting in Brussels to organize the Congress in Belfast.

# FROM 1997 TO 1999: NEW PROJECTS AND THE CREATION OF THE STEERING COMMITTEE

Following the success of the GDL, the Directorate-General for Transport of the European Commission awarded a grant for CIECA to carry out additional research. The project entailed the re-evaluation of the second Directive 91/439/EC to investigate whether the requirements it laid down were justified and effective. For this purpose, the PB facilitated the creation of expert groups for each category (A, B, C and D) that would prepare working documents containing draft recommendations on all aspects of the theory and the practical test. At workshops, consensus would be reached, which would be conveyed to the European Commission as best practice recommendations and thereby be published in three languages.

At the Tunis Congress in 1998, due to the escalating workload, an expert group – named the Steering Committee – was founded. The group was supposed to help with the completion of EU projects and was constituted of Mr. Cummins, Mr. Fougère, Mr. Westerveld, Mr. Weinheber and Dr. Pecinovski.

## GENERAL DEVELOPMENTS

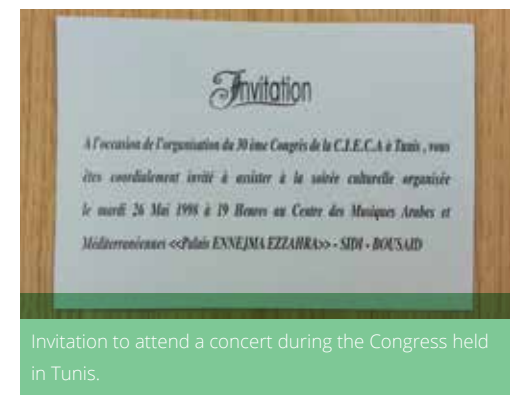
The short and long term strategies ultimately confirmed CIECA's determination to become an independent expert organization on driver licencing. For the development of the strategies, each member was in charge of a sub-task. A year later a memorandum would be drawn up, which would include the plan to cope with the restriction of funding and dependency on DG VII, as well as the vision to expand CIECA activities to the new frontiers outside Europe. The short term strategy would cover the upcoming four years and would focus on training, quality of driving instruction, relations with EFA, the Internet and benchmarking.

The DG VII-commissioned report on the Procedure and Periodicity of the Medical Examination was approved, but the conclusions stirred up some disputes on politico-ethical grounds.

The problem was the following: in some countries, doctors were obliged to inform the government of any medical problems a candidate might have which could affect



Opening session of the Congress in Tunis.



Invitation to attend a concert during the Congress held in Tunis.

Marcus

his driving fitness and his judgement. On the other hand, in other countries doctors had to respect the candidate's privacy. Furthermore, the possible change in the directive would clash with certain countries' systems. The ethical dilemma, then, gravitated between CIECA's contractual obligation to the DG of the EC and its own member countries' interests. In the end, however, the CIECA President resolved that the organization's contractual obligation was more stringent than individual members' interests, and therefore, the report would be conveyed to them by July 1999.

At the same time, it was resolved to publish a magazine called Forum twice a year with the purpose to intensify communication with CIECA members.

### THE GADGET PROJECT

The EU-commissioned project GADGET came to an end after three years. The aim of the project was to present a matrix for defining the goals of driver training.

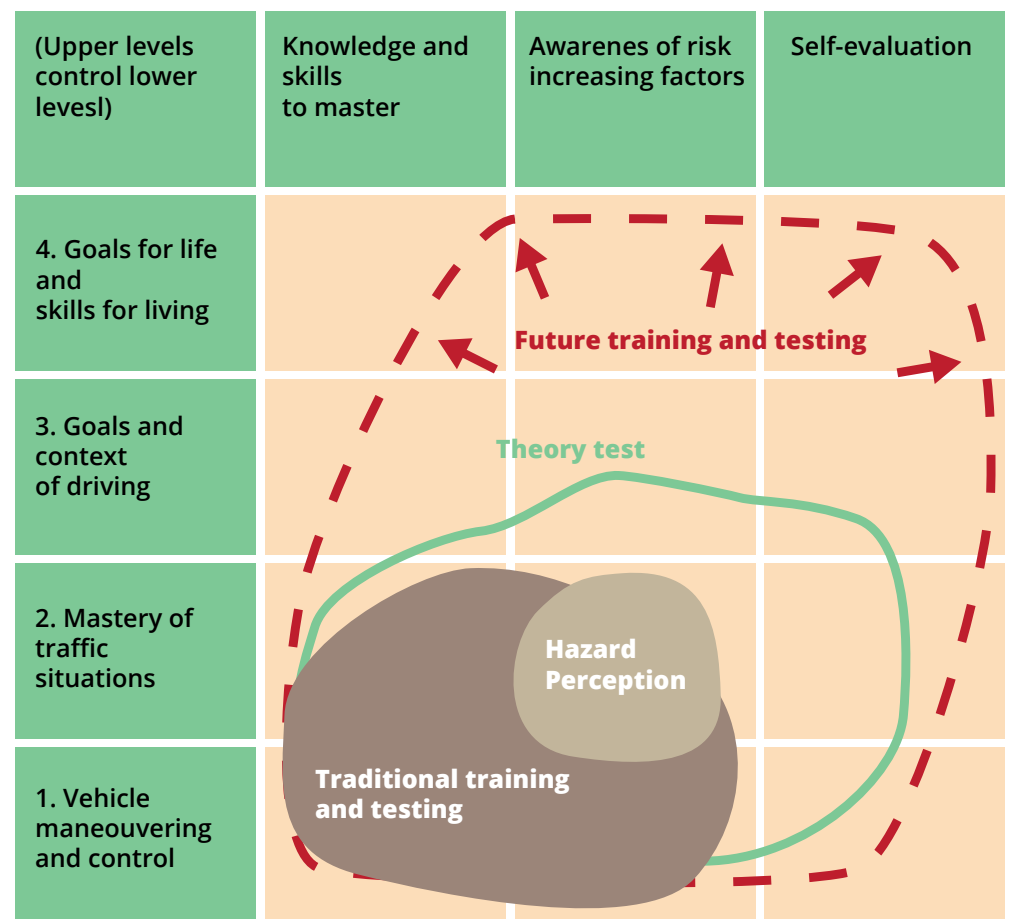
The GDE (Goals for Driver Education) matrix was based on the assumption that the driving task can be described as a hierarchy. The idea of the hierarchical approach was that abilities and preconditions on a higher level influence the demands, decisions and behavior on a lower level. The following four levels were described by Mr. Keskinen as the following:

1. Vehicle control
2. Driving in traffic situations
3. Goals and context of driving
4. Goals for life and skills for living

The GDE Matrix stressed the need for a focus on higher order skills such as self-evaluation, risk-awareness and an understanding of the attitudes and motivations of the driver.

The decade was indeed a fruitful and meaningful period in CIECA's history. On top of all the developments, several new members joined the ranks, namely Latvia, Slovenia, Croatia, Iceland, Northern Ireland, Denmark, Estonia, New Zealand, Israel and Victoria (Australia).

The GDE matrix described by Mr. Keskinen.







# Part Three: The Evolution of the Expert Groups

Participants in the workshop held in Lille in 1998.

# THE STEERING COMMITTEE FROM 1996 TO 1999

Back in 1996 at the Belfast Congress Mr. Ruyters praised in his speech the increasing number of activities in which CIECA was partaking. Considering the skyrocketing amount of workload this entailed, he proposed that a committee of “wise men” meet at least at an annual basis.

To put the Steering Committee together, it was decided that each country should select one person with great knowledge in the field of driver licencing. The biggest function of the committee was to supervise the contents of the Guide by evaluating the questionnaires that had circulated in 1995.

In three years since its conception, the committee had its hands full: it facilitated the study on the theory and practical test for categories B and B+E, participated in the study on post-licencing measures, and in the preparation of the short, medium and long term strategies.

## 1996-1997: THE MEETING IN BRUSSELS

The first meeting of the steering committee, opened by Mr. Vaessen, was held in October 1996 at the GOCA

office in Brussels. The committee consisted of the following members: Mr. Cummins, Mr. Fougère, Mr. Westerveld, Mr. Weinheber and Dr. Pecinovski. The most important items of the meeting agenda were the questionnaire, the Guide and the working program of the coming two years.

At this meeting it was resolved that Ms. Groot would take over the tasks of updating the guide, the subsequent production of the CD-Roms and all German language activities.

The second meeting was held in Nottingham in March 1997 and was hosted by the DSA. Mr. Cummins gave a short introduction to driver licencing in the UK and the main activities of the DSA.

The same year, the committee carried out a workshop in Vienna dedicated to issues like the practical test for category B, where the discussion focused on what the contents of the tests should be compared to the actual situation in member countries.



## 1998 THE LILLE WORKSHOP

1998 was a particularly busy and productive year for the committee. In the early spring a workshop was held in Lille, France, which was attended by forty experts from twenty countries. The workshop was hosted by the Délégation à la Sécurité et à la Circulation Routières (DSCR) of the French Ministry of Transport thanks to the mediation of Mr. Fougère.

During the workshop the experts made best practice recommendations regarding

the minimum length of the practical test, the location of the test, its contents, the subjects of assesment, etc.

In 1999 this study was finalised and the findings and recommendations were submitted to the European Commission. The study resulted in a series of reports drafted by Ms. Groot, Mr. Braak, Mr. Ruyters and Mr. Janssens.

In June the Steering Committee gathered in Luxembourg to discuss and facilitate a post-licencing study and to investigate



# Part Three: The Evolution of the Expert Groups



Hailermichael FISEHA

the practical tests. The aim of the activities was to achieve an assured coherence in the study of categories A, C, D and their respective subcategories.

The meeting was followed by “fieldwork” visits to several neighboring countries in order to learn about their systems. On the sites, they observed post-licencing measures, probational licencing, curfew measures and two-phase licencing.

The first location that they visited was Colmar-Berg, in Luxembourg. Here the group had the opportunity to observe the manoeuvres on special testing grounds.

Along the same vein, observations were conducted in Thionville (France) and Arlon (Belgium), where the focus of the visit was on the theory and practical testing systems.

The last visit was to an exam centre in Trier, Germany, where the committee participated in real exams for categories A, B and D.

The activities of the Steering Committee that year wrapped up with a meeting in Vienna. The group visited a driving school, where they received a presentation on the Austrian computer based theory test and attended a conference at the Ministry for Science and Traffic.

The Steering Committee in Luxembourg.



## 1999

At the 1999 meeting in Brussels, important changes took place. Mr. Ruyters was succeeded by Dr. Pecinowski as the chairman, whereas Mr. Nawrath and Mr. Ellstrom were welcomed to the group as new experts. Moreover, the group changed its name to that of Expert Advisory Group (EAG as it is still known today).

# THE EXPERT ADVISORY GROUP FROM 2000 TO 2015

The fifteen-year period since the start of the new millennium was certainly a handful for the EAG, as their activities increased and varied along the way. The experts carried out a number of audits in different parts of the world and facilitated the developments of various projects, such as TRAINER, BOB, Basic, Advanced, NovEv, MEDRIL, RIDESCAN and MERIT.

## 2000-2001 EXCHANGE OF EXAMINERS AND STOCKHOLM

In 2000 the group was hosted in Barcelona, Spain, by the ministry, with the special mediation of Mr. Muñoz-Peláez. Afterwards the experts paid a visit to the test centre in Mataró (Barcelona). In September 2001, Lille hosted an exchange of examiners between France and the Netherlands.

This year the meeting in Stockholm comprised a few important activities. The group visited a traffic exercise track with the purpose of looking into the local environmentally friendly driving courses, and risk perception training. The experts gained a new awareness of eco-driving and the need to have it integrated in driving test and education.

The challenge of having eco-driving incorporated in the tests, was of a political nature due to the hardships of formulating

## EVOLUTION OF THE EAG

		Chairman
2002	New experts: Mr. Hakuli, Mr. Quoirin, Mr. Schnitzhofer and Mr. Rietman. Other experts: Mr. Cummins and Ms. Ellstrom. Departures: Mr. Nawrath and Mr. Westerweld.	Mr. Fougère
2004	Departures: Mr. Schnitzhofer.	Mr. Fougère
2005	New experts: Mr. Wedge, Ms. Nagel, Mr. Nilsson and Mr. Mynttinen. Departures: Mr. Fougère.	Mr. Meyer
2008	New experts: Mr. Biedinger and Mr. Malinoswki. Departures: Ms. Nagel.	Mr. Wedge
2011	New experts: Mr. Veltun, Mr. Suminas Departures: Mr. Mynttinen	Mr. Biedinger (Acting Chairman)
2012	New experts: Ms. Uusitalo	Mr. Veltun
2014	Departures: Mr. Malinowski and Mr. Biedinger	Mr. Veltun
2015	New experts: Ms. Young, Ms. Vermeren, Mr. Kaup, and Mr. Usson	Mr. Veltun

an acceptable assessment criteria for it. The difficulty had to do with the fact that at the time there was no clear definition of eco-driving per se. CIECA held on the view that defensive driving would eventually lead to the development of eco-driving.





Testing the use of a simulator for training purposes.

## 2002 COMMUNICATION AND NOTTINGHAM

This year brought many important developments and activities for the expert group. The CIECA Forum magazine started featuring an article written by an EAG member, offering a first-hand account of the group's work.

Also, the group developed a new structured auditing system which included a questionnaire to be completed by the CIECA Effective members willing to have their driving licencing system assessed by the EAG. The objective of this questionnaire was to have a clear description of the system to be audited before the actual assessment took place. The visit of the expert group was to be followed by a report written by the EAG offering recommendations and feedback to the audited country that would give recommendations to improve the driving licencing system in place.

Apart from this new service for members, the group held a meeting in Nottingham where they discussed the increasing role



of simulators in the training of professional drivers under difficult circumstances. Apart from the benefits of the innovative method, the simulators had few disadvantages: simulation sickness, and the impossibility to give drivers physical stimuli like motion and sound.

Furthermore, the obligatory use of simulators would cause economic trouble for smaller driving schools as they would not be able to afford the simulators and therefore fail to offer full instruction. In the end it was concluded that simulators was a futuristic vision as they could not replace vehicles completely.





## 2004-2006 STRATEGY AND FACT-FINDING MISSIONS

In 2004 along the line of the strategy document, the EAG developed a working plan which stressed two priorities for the upcoming couple of years.

First, the integration of new EU members and the exploration of their testing and training systems. Second, further study and consideration of research programmes and systems already in place for the second and multi-phase driver training systems.

In 2006 the group was also expanding its working status by launching “fact-finding missions”, i.e. visits to countries that had experienced major developments in road safety or developed specific tools in support of driving training and testing.

This meant that the group was extending their status from auditors to that of explorers. Accordingly, the group facilitated the development of a “highlights” database, which offered special information on the most special and remarkable features in driver testing and training systems

observed during the missions.

## 2009-2010 THE BIRMINGHAM WORKSHOP

In 2009 the EAG held a series of meetings on the subject of the practical test assessment. This resulted in a workshop in Birmingham, where the EAG had the opportunity to discuss the topic with independent experts in an effort to envision an improved competence based assessment system for future novice drivers.

At the Berlin Congress, Slovenian delegates made a presentation on the developments within their driving licencing system following the EAG audit the year before. They had taken the experts’ recommendations into consideration, and a second-phase training for novice drivers was to be implemented in August 2010.

In 2010 the group’s activities changed even more: the experts started providing expert feedback on specific questions and undertook technology studies. Furthermore, the group was also consulted regarding the implementation of the 2006 directive.

CIECA members in the event on the GDE matrix in Brussels





### THE TECHNOLOGY SEMINAR AND THE GDE MATRIX WORKSHOP

In the new decade the group contributed to the development of the new 2012-2020 CIECA strategy and held several workshops.

In 2011, together with DEKRA, the experts held a Technology seminar which dealt with driving assistance systems and their impact on training and testing. The following year, the EAG organized a workshop concerning common examination standards for category A.

In 2013, the EAG visited the French Ministry of Internal Affairs where they took part in a seminar on Quality Assurance Systems. One year later, another seminar was carried out in Tallinn, Estonia, where the group participated in an event on safe driver development through driver training and testing.

In 2014, the EAG held a third workshop regarding the GDE matrix in training and testing. The objective of the workshop was to share experiences and bring inspiration for further development in training and

testing to contribute to responsible driving behavior in road traffic. By then, the GDE matrix presented in 2007 had evolved and presented a 5th level which took into consideration the driver's social environment, culture, social networks, and group goals and motives.



# THE EAG AUDITS

Over the years the expert group audited the driver licencing systems of Germany, Sweden, the Netherlands, Estonia, France, Belgium, Germany, Northern Ireland, Czech Republic, Norway, Bulgaria, Ireland, Portugal, Slovenia, Lithuania, Hungary, Spain, Luxembourg, Latvia, Croatia, Cyprus, Tunis, Switzerland, Quebec (Canada), Dubai and Kosovo.

At the audits, the experts examined the host country's driving licencing system inside-out on several levels: practical aspects, communication, political-administrative and socio-cultural elements and contexts.

Indeed the criteria of evaluation covers every nook and cranny of the host country's driving licencing system: the ways in which the driving licences are issued, the relations between examiners and candidates, whether the training system is aligned with the test, whether the educational programmes involve raising awareness of road safety and social values.

As mentioned above, the group has audited the systems in many countries, so it would

be impossible to cover all the audits here. There are, however, few cases that were politically significant and meaningful for various reasons.

## IRELAND

In November 2008 the EAG visited the Road Safety Authority (RSA) in Ireland. The organization had played an important role in the reduction of road fatalities in the three years since its conception in 2006. After the introduction of the penalty points system, for instance, child fatalities had dropped by 40%.

The experts' recommendation to further develop the local driver licencing system included advice on theory and practical tests, hazard perception and the introduction of higher level skills within the tests. In the following years the hard work paid off and by 2014 the rate of annual road fatalities in Ireland fell to 196 from 365 in the eight-year course.





## LITHUANIA

Lithuania is another remarkable case, especially considering its Soviet past. Following the group's visit in 2009, the experts' recommendations included, among others, establishing an integrated body to deal with driver licencing in a wholesome and coordinated manner, raising awareness of a safer driving culture in the society, and a better cooperation between the driving schools and examiners by producing a common syllabus.

The input provided by the experts also included the introduction of self-evaluation

for candidates prior to taking a test, the improvement of the theory test by enriching it with elements of hazard perception and other interactive elements.

Five years later REGITRA asked the group to return for a re-evaluation. During their visits at the Kaunas and Marijampole testing centres, the experts were pleased to find impressive developments within the system. As a result of the policies and initiatives carried out by REGITRA, road fatalities had been reduced by a third and the exam passing rate of candidates had improved considerably within the five year-course.



# THE THEORY TEST ADVISORY GROUP



Due to the workload of the EAG, in 2010 another expert group, named the Theory Advisory Group (TAG), was conceived. Their function comprised specialist expertise on theoretical and computer-based testing. Throughout the years their work has focused on the continuous development of the TAG database which is accessible to all CIECA members and drawing up recommendations of best practice in the development of theory tests.

The period of 2013-2014 was marked by the first best practice document published by the group.

The group has organized an annual workshop for all CIECA members since 2013. The first of these events was held in Helsinki, and dealt with the topic of hazard perception. The event counted on the presence of Prof. McKenna, a world known specialist in the matter. The workshops in 2014 and 2015 took place in the DGT headquarters in Madrid. The first of these events focused on item writing, while the second dealt with the use of statistics in order to improve the theory test.

	TAG Members	Chairman
2011	Mr. Quoirin, Mr. Alispahic, Ms. Brnadić, Mr. Weisse, Mr. Weddell-Hall, Mr. Hima, Mr. Kumpins, Mr. Tarabilda, Mr. Nikolaisen, Mr. Boc, Ms. Bigler, Mr. Mattsson and Mr. Korpel	Mr. Reiter, Mr. Hima
2012	Mr. Quoirin, Mr. Alispahic, Ms. Brnadić, Mr. Weisse, Mr. Weddell-Hall, Mr. Hima, Mr. Kumpins, Mr. Tarabilda, Mr. Nikolaisen, Mr. Boc, Ms. Bigler and Mr. Korpel Departures: Mr. Boc and Dr. Reiter	Mr. Hotti and Mr. Mattson (Deputy Chairman)
2013	Mr. Quoirin, Mr. Alispahic, Ms. Brnadić, Mr. Weisse, Mr. Weddell-Hall, Mr. Hima, Mr. Kumpins, Mr. Tarabilda, Mr. Nikolaisen, Ms. Bigler and Mr. Korpel New arrival: Mr. J. Schepmann joins the group	Mr. Hotti and Mr. Mattson (Deputy Chairman)
2014	Mr. Quoirin, Mr. Alispahic, Ms. Brnadić, Mr. Weisse, Mr. Weddell-Hall, Mr. Hima, Mr. Kumpins, Mr. Tarabilda, Mr. Nikolaisen, Ms. Bigler and Mr. Korpel Departures: Mr. Mattson and Mr. Hima. New arrivals: Mr. Gottlieb, Mr. Muller, Mr. Redondo, Mr. Stenberg	Mr. Hotti and Mr. Muller (Deputy Chairman)
2015	Mr. Alispahic, Ms. Brnadić, Mr. Weisse, Mr. Hima, Mr. Kumpins, Mr. Tarabilda, Mr. Nikolaisen, Ms. Bigler, Mr. Gottlieb, Mr. Muller, Mr. Redondo, Mr. Stenberg Departures: Mr. Quoirin, Mr. Weddell-Hall, and Mr. Korpel New arrivals: Ms. Noé, Mr. Bekhuis, and Mr. Chamberlain	Mr. Hotti and Ms. Noé (Deputy Chairman)

Throughout 2014 and 2015 the group developed a Quality Assurance Questionnaire which was the base for a new service for CIECA Effective members: the audit of the theory tests.





# THE COOPERATION OF THE EXPERT GROUPS IN THE AUDITS

## DUBAI

In 2014 an important milestone was reached: the two expert groups, the EAG and the more recently formed TAG, decided to unite their forces in order to conduct audits of both the practical and the theory test at the request of CIECA Effective members.

The first cooperation took place in 2014 with the occasion of the visit to Dubai where both expert groups had the opportunity to observe how theoretical and practical tests were carried out. Furthermore, the EAG provided, following the request of the RTA, a number of presentations about how to deal with the higher levels of the GDE matrix in training and testing. During its stay, all experts had the opportunity to visit the headquarters of RTA and the Emirates Driving Institute.

For the first time, the EAG was also accompanied by Serge Muller, representative of the SNCA from Luxembourg, and member of the CIECA Theory Advisory Group (TAG) who was in charge of auditing the theory test.

## KOSOVO

This cooperation continued in 2015 with the audit of the driving licencing system in Kosovo when both groups were invited by the Ministry of Infrastructure. On arrival, the group was welcomed by Mr. Zharku, the Minister of Infrastructure of Kosovo, together with Mr. Shatri, the Director of the Vehicle Department and other officials from the Ministry. During the welcome meeting, all participants in the audit discussed very openly on driver licencing issues, and finished the day with a meeting with driver examiners in Prizren. The actual observation of practical and theoretical tests in Pristina took the entirety of the second day of the visit, and a delegation of the group also found time to visit a driving school.

The group was happy to learn that the Ministry of Infrastructure was planning to compile an action plan in order to implement the recommendations issued by the group, in order to improve the road safety record in the country.





The background is an aerial photograph of a multi-lane highway with several cars. The image is overlaid with a semi-transparent purple filter. Large, white, geometric shapes, including triangles and diamonds, are scattered across the image, some pointing towards the center and others pointing outwards. The text 'Part Four: CIECA Thrives' is centered in a bold, white, sans-serif font.

# Part Four: CIECA Thrives

# FROM 2000 TO 2002: THE CIECA-EFA CONFERENCE, THE BUS SEMINAR AND THE FIRST CIECA STRATEGY

## BRUSSELS CONFERENCE

Among the conferences carried out in the new millennium, the first notable event is undoubtedly the EFA (the European Driving School Association) and CIECA Congress. The event was held in Brussels, where the two organizations celebrated their joint forces, marking the beginning of a new era with the promise of a fortified alliance. Indeed, the congress represented an effort to discuss new developments that connected CIECA and EFA. As Mr. Vaessen stated in his opening speech, the jointly organized congress reflected on the success of the cooperation between the two organizations and “assured a step forward in road safety, as training and testing can’t be disconnected from each other.”

During the congress, the organization welcomed Denmark and Latvia to its member list.

Following the event, the participants had a remarkable social programme on their agenda: a tour to the sublime Gothic town of Bruges, where they embarked

on a boat trip by the Reien, and visited famous UNESCO heritage landmarks, such as the Beguinage, the Katelijnestraat, the Oude Gentweg, the Godshuis, the Heilige Geeststraat and Sint Salvator, the Steenstraat, the Markt, the Burg, the Blinde Ezelstraat and the Vismarkt.

The relationship between EFA and CIECA kept developing steadily as the representatives of the two organizations attended each other’s annual congresses and cooperated on the EU MERIT project.

## THE BUS SEMINAR

In October 2000 CIECA organized the Bus Seminar, attended by seventy participants. The idea was conceived as a response to the observed high number of fatal bus crashes, often involving foreign holidaymakers. The attendees had the opportunity to see how coach drivers can be given the necessary technical and psychological training in order to deal with most recurring difficulties. The seminar received a good response by the attendees.



Carlos Andrés Reyes

The participants in the congress in Brussels in 2000 had the opportunity to visit Bruges as part of the social programme.



Everybody seemed delighted at being in the beautiful Croatian town.

## THE BRIJUNI CONGRESS

The 2001 Conference, carried out at the coastal Croatian town of Brijuni, is a historical moment for CIECA. First, the General Assembly adopted the first short and long term strategies of CIECA.

The undertaking had gone through a long preparation: it had been discussed at the General Assembly in Brussels the year before and had been developed by the strategy working group in Zurich. Finally, for the first time in 45 years of CIECA history, a document was produced that gave the guidelines for activities in upcoming years.

On another positive note, at this congress, the Faroe Islands joined the organization.

## COMMUNICATION

In 2001, Mr. Vandenberghe, Ms. Hendrix and Mr. Sanders joined the Secretariat.

The new millennium also brought a major focal point for CIECA: Ms. Hendrix introduced the official CIECA website - [www.cieca-drivinglicense.org](http://www.cieca-drivinglicense.org) - containing information on the organizational structure, the members, the studies, the events, the GDL and the news.

The new GDL was released in the form of 700 CD-ROMs and could be ordered online.



# 2002: THE ADVANCED AND BIKE SAFETY PROJECTS AND THE DEPARTURE OF MR. VAESSEN

The 2002 annual congress, hosted by the CBR, was held in the sunny and beachy Dutch town of Scheveningen.

During the event, an important article was added to the CIECA Statutes which created the category of 'Associated Membership'. Thomson Prometric (USA) became the first CIECA Associated member.

In the elections that took place that year, Mr. Vanbroeckhoven and Ms. Groot were elected as President and Secretary-General respectively.

As it was Mr. Vaessen's last year as President, he asked the Secretary-General to make an exception and arrange a round table after lunch to bring the congress to a close.

## THE ADVANCED PROJECT

This year was marked by the end of the Advanced project after two years of work. The project described and analyzed voluntary post-licence training and made a series of recommendations on how to improve such training.

Originally, the idea had been conceived to tackle the issue of the inadequate standards in post-licence training or the complete lack thereof in some countries.

For instance, as the final project argued, business clients who spend considerable amount of time on roads may require fatigue-management training, i.e. how to recognize it and thereby prevent themselves from jeopardizing their safety. Or novice drivers, who need specific training to focus on recognizing and dealing with poor road conditions. Advanced responded to these issues by producing relevant recommendations

for the development of courses and documentation for trainers. In order to facilitate the implementation of the training criteria, the project proposed 10 methodological Golden Rules.

The project had long-term influence and consequences: in 2003 three major course-providers implemented the Golden Rules into their standard training. Furthermore, on the basis of the recommendations

drawn from the Advanced, a new project – NovEV was conceived.

This project, in turn, had major implications in the Netherlands, where the government implemented a number of measures to reduce road fatalities among young drivers. Austria also relied on the project recommendations in order to improve their post-licencing training program.



David Wilson

Scheveningen, the chosen venue for the congress in 2002 hosted by CBR.

## BIKESAFETY

In October 2002 the EAG started to prepare another workshop: BikeSafety in Assen, the Netherlands. Part of the reason for this event was the success of the Bus Seminar conducted in 2000, after which CIECA decided to program an international event every two years.

Road accidents involving motorcyclists were twenty times more frequent than car accidents. In fact, of all road users, they had the highest risk of injury. As the EAG Chairman – Mr. Fougère – stated in his speech, the motorcyclists' safety passes by a delicate balance between "passion" and "reason" and the key is to facilitate their reconciliation.

The two-day workshop, combining plenary sessions, theory and practical workshops, was meant to present technological and infrastructural developments within the field.

The issues discussed and developed included the following: the importance of adequate protective clothing, more research on braking in view of accident, the emergency stop controller and hazard perception.



From left to right, the CIECA PB and Secretariat in 2001: Mr. Buzasi, Ms. Groot, Mr. Watson, Mr. Muñoz-Peláez, Mr. Vandenberghe, Mr. Pecinovsky, Mr. Vaessen, Mr. Vanbroeckhoven, Mr. Fadhl, Mr. Kamm, Ms. Spørstol, and Mr. Austin.





# THE CIECA BAND

Not many organizations can brag about having their own band, but CIECA is a proud exception.

The idea of the CIECA band was conceived at the EAG meeting in Malmö, Sweden. While socializing, some of the members of the group found out that each could play an instrument: Mr. Mynttinen (the biggest pioneer of the project) played the guitar, Mr. Ellström, the keyboard, Mr. Isachssen, the drums and Mr. Mattson, the bass.

What if they played at the upcoming CIECA Congress after dinner in the bar? The idea started as a joke, but soon the wheels started turning.

A year later at the Scheveningen Congress, with the help of Ms. Groot, the presentation of the band was officially included in the congress agenda. The plan almost failed when Mr. Ellström could not join the congress. However, Mr. Mynttinen came up with the idea of playing a song by a three-piece 80's Finnish band called 'Hurriganes'. The rest is history.

The next performance of the band took place in Helsinki and the special theme was 'French erotic songs'. With the addition of Mr. Gatcha, the band performed the theme from the infamous French film Emmanuelle. Mr. Mynttinen had persuaded Mr. Sanders, Mr. le Breton and Mr. Fougère to sing along. They agreed on one condition: that their parents would not be told.

The band got together again to perform Rock'n'Roll in Berlin. This time Mr. Reiter and Mr. Johnson (who had once played in the Annie Lennox band) played the guitar, while Mr. Nyberg was in charge of the vocals.

The band performed for the last time in Malta. Mr. Mynttinen did the singing, his son played the drums, Mr. Pule played the guitar and Mr. Assaily, the mandolin. The performance was, in Mr. Mynttinen's words, "a farewell song to Sonja - the queen of CIECA".

All in all, the journey of the band was stormy and unpredictable. As Mr. Mynttinen put it: "the fun part of it has been planning and playing together. It

reminds me that even when you may have huge challenges in front of you, you can overcome them with a little help from your friends".

Mr. Fougère, Mr. le Breton and Mr. Sanders singing a song from the film Emmanuelle.

The CIECA band in action.





# 2003: KILTS AND THE BASIC AND TRAINER PROJECTS

During 2003, two CIECA projects came to an end:

## BASIC

Basic examined the recent developments in basic education for category B drivers. It reviewed, analysed and evaluated the new models in use and under development in Europe according to their functionality, effectiveness, as well as cultural and structural demands for the application.

## TRAINER

On another hand, the Trainer project focused on the enhancement of risk awareness of learners. For that purpose it developed a methodology to assess the driver's cognitive skills and a new interactive multimedia training tool to support driver training and testing. The project responded to the increasingly urgent need for a new cost effective pan-European driver training methodology.

## EDINBURGH CONGRESS

The Edinburgh congress, hosted by the Driving Standards Agency, was held in May 2003 at the Dalmahoy hotel.

At this event the quintessential importance of the EAG to CIECA was reconfirmed: the group was inscribed into the CIECA Statutes.

The General Assembly welcomed Mr. Fadhl as CIECA President and Mr. Butler, Mr. Molthof as new Vice-Presidents, and said goodbye to the former Secretary-General of seven years, Ms. Spørstøl, as well as two PB members, Mr. Buzási and Mr. Muñoz-Peláez.

This year CIECA gained a few more members to its table: Malta and Lithuania as Effective members, and AAMVA (American Association of Motor Vehicle Administration) as an Associate member.



At this congress two Finnish EAG members accidentally committed a cultural faux-pas: they were asked by the Scottish hosts at the hotel to re-adjust their kilts, as apparently they were wearing them in a wrong way.

# FROM 2004 TO 2005: THE EUROPEAN ROAD SAFETY CHARTER AND THE MERIT PROJECT

## COMMUNICATION

At this time there were three people working in the Secretariat: Mr. Vandenberghe, Mr. Sanders and Ms. Hendrix.

The Newsletter had been updated to feature not only the BP column, but also articles contributed by EAG members informing on the on-going activities and discussions of the group. It also included the news section detailing the activities of the Secretariat.

The paper version of the Newsletter was last published in May 2005 and was replaced by a News section on the CIECA website.

The website renewed its address to [www.cieca.be](http://www.cieca.be)

## EXTERNAL RELATIONS

In January 2004 the EC launched the European Road Safety Charter. Its goal was to integrate civil society with the purpose of halving the number of road deaths by 2010.

Car manufacturers, transport companies and road safety associations signed the charter to partake in the responsibility for road safety in the European Union.

Throughout the years, CIECA also upheld its friendly relationship with sister organizations like the International Federation of Automobiles (FIA), the European Transport Safety Council (ETSC) and the German Union of Driving Schools Association.



President Vanbroeckhoven signing the European Road Safety Charter.



Formula One world champion Michael Schumacher was a guest of honor at the signing ceremony of the European Road Safety Charter.



Meeting in Berlin of the European Road Safety Charter.



## THE HISTORY OF DRIVER LICENCING

In January 2005 VdTÜV with the support of the EC, CIECA and other organizations, held an exhibition of the history of driver licencing in Europe.

The exhibition, entitled *Driving Licenses in Europe, From Diversity to Harmonization* took place in the European Parliament in Brussels. After Brussels the exhibition travelled around to Helsinki, Berlin, Essen, and Düsseldorf among other places.

## TEST (2002-2004)

The main goals of the TEST project were:

- To examine the validity of the Directives 2000/56/EC and 91/439/EEC in application.
- To assess the homogeneity in driving tests in six countries.
- To develop recommendations regarding the practical test in response to the road safety needs of novice drivers.

The project was a follow-up to the GDE Matrix. After observing over 3000 driving tests in forty-five test centres, recommendations were drawn to facilitate the conversion of the centres to the Directive requirements.

## MERIT

The MERIT project (2004-2005) went straight to the heart of the matter. It argued that the better qualified the instructors are the better training they can give to the candidates. The project aimed at producing minimum requirements for instructor training and testing for the EU Directive. However, the expert team expanded the initial scope by delivering a long-term vision which went beyond the minimum criteria.

The project proved itself to be a considerable success from the early stages: Austria issued a new law for instructor training and testing on the basis of the MERIT-generated principles. Also, l'Ecole de Conduite Française expressed the willingness to adopt the MERIT standards even before it had distilled into an EU Directive.



The members of the CIECA Secretariat during one of the meetings of the MERIT project.

Mr. Gregesen, Mr. Plank (from the EC), and Mr. Sanders in a MERIT meeting.



# 2006: THE 50TH ANNIVERSARY, THE NEW STRATEGY AND THE MEDRIL PROJECT

Darins Huntly

The 2006 congress is singlehandedly the most special congress of the decade, as it marked the fifty-year anniversary of CIECA. Accordingly, the golden jubilee was hosted by the French Ministry of Transport in the Mediterranean city of Marseille, France. 350 delegates from several continents were welcomed at the Palais du Pharo, a 19th century palace built by Napoleon III, overlooking the old port of Marseille.

The congress addressed the road safety training and educational needs of every member of society, 'from cradle to grave'. Internationally renowned speakers from eight countries –an EC representative amongst them – spoke on different subjects. The discussions covered a wide range of topics: driver licencing for novice drivers, educational needs of parents with young children and fitness-to-drive of elderly drivers to name a few.

Perhaps the most important undertaking of the event was the adoption of the new strategy document. The main goals for the ten-year-span plan envisaged CIECA to become a non-profit, member-oriented organization and the highest authority

Delegates present at the Congress in Marseille.

in the field of driving licencing. It was unanimously agreed that the course of action of the organization had to continually aim at the improvement of the reliability of the driving tests.

Ms. Groot delivered a speech about the past of CIECA, road safety and road transport in the previous 50 years. The presentation celebrated the achievements of the half-a-century old organization. In the historical overview of its evolution, she talked about CIECA's well-earned role as an initiator and implementer of European Law. Finally, the presentation emphasized the necessity to continue keeping up with political and technological novelties and breakthroughs.

At the congress a new Effective member joined, the Société de l'Assurance Automobile du Québec (SAAQ), and EFA and EUROTRA became Associated members.

The gala dinner.



The Château d'If.



The following day the guests enjoyed a trip to Marseille and in the evening they had a gala dinner. The attendees also visited the Château d'If and enjoyed a boat cruise in the Marseille harbor, followed by a gala evening at the Palais de la Bourse. On the last day, participants set out on a tour to the provincial market of Aix-en-Provence and visited the old town.

### MEDRIL

This year saw the end of the MEDRIL project which started in 2004 within the context of a range of EU studies on “fitness-to-drive” issues. Its objective was to explore the medical condition of the category B driving population in certain European countries.

The project reached the conclusion that on-road assessments can be productive in determining the fitness-to-drive of persons with borderline medical conditions. On-road assessment is understood as an interactive process between humans, rather than a reproduction of a standard driving test. The goal was to bridge the gap between medical diagnosis and functional assessment.

This could be achieved on the condition that the on-road assessors should be adequately familiar with the correlation between medical shortcomings and functional impairments.

The results of the MEDRIL project were taken into account when the European Commission revised the Annex 3 of the Driving License Directive.

### ACCOMPANIED DRIVING

In December 2006, CIECA and the VdTÜV organized a joint workshop on accompanied driving, attended by seventy participants from eighteen different countries. The purpose of this event was to discuss the role of ‘accompanied driving’ in the overall driver training process.

As recently concluded by the EU BASIC report (2003) and the OECD report (2006), the best training programme was likely to entail both professional (driving schools) and private (accompanied) practice.

However, different countries adopted different approaches, all of which were

discussed and compared in depth at the workshop.

The conclusions reached confirmed the findings of earlier CIECA projects’ and affirmed that high levels of accompanied practice can indeed significantly reduce the crash risk of novice drivers.



Mr. Vanbroeckhoven in the workshop on accompanied driving.



# 2007: OSLO AND THE SUPREME PROJECT

The Oslo Congress, hosted by Statens Vegvesen, conveniently coincided with the Norwegian constitution day, the 17 of May. This allowed the attendants to join in the on-going vivid celebrations vibrating through the town which included folk dances and children's parades on the main streets of Oslo. On the following day the participants went on an excursion to the Hadeland Glass factory.

The congress facilitated an important change in the CIECA statutes, whereby the GA accepted the proposal to increase the members' financial contribution to the organization. This had been discussed and negotiated at a workshop held in Brussels specifically devoted to this issue. The increased membership fee reflected the organization's ambition to become an independent organization supported by all its members.

The list of CIECA members was enlarged by the addition of the Executive Agency Road Transport Administration, the Bulgarian Executive Agency Road Transport Administration, the Agence Technique des Transports Terrestres of Tunis, and the

Deutscher Verkehrssicherheitsrat (DVR) from Germany, as an Associate CIECA member.

## SUPREME

The SUPREME project came to an end after two years of great efforts. Its objective had been to collect, analyze, summarize and disseminate best practices in road safety from the vast amount of available measures in 27 countries. "Best practice" refers to principles which complied with the SUPREME's selection criteria, in particular its effectiveness in terms of expected reduction of road crashes, deaths and serious injuries.

CIECA's particular role in this project comprised the writing of the report in cooperation with DHV, on the best practice in the field of driver training and licencing. The study results were disseminated in the form of thematic reports, on driver training, testing and licencing, and a National Handbook of road safety measures for individual EU member states and for the European Commission.

The Oslo Opera House, a landmark of the city where the 2007 CIECA Congress took place.



Ulrich Jakobsson



The CIECA team working in the SUPREME project.

The delegates who attended the workshop in Nîmes had the opportunity of visiting that beautiful city.

# FROM 2008 TO 2009: CROATIA, NEW PB AND MOTORCYCLES



CIECA's 40th Congress was hosted by the Croatian Automobile Club for the second time in Zagreb. Some of the issues discussed in the event included technological innovation in the theory and practical driving tests, youth culture and young driver road safety campaigns.

The event witnessed an important series of elections whereby Ms. Sporstøl was elected CIECA President, Mr. Caenen and Mr. Meyer as VPs and Mr. Fougère, as Secretary-General.

## NEW MEMBERS

In 2008, at the Zagreb congress the following seven new members joined the organization: Service Publique Fédéral Mobilité (Belgium), The Ministry of Transport and Communication (Kosovo), The Société Nationale de Contrôle Technique (Luxembourg), ANIECA (Portugal), The Ministry of the Interior of Romania, The Ministry of the Interior of the Republic of Slovenia and The Bundesamt für Strassen ASTRA (Switzerland).

The following year, in 2009, at the Berlin Congress, the Ministry of Communication and Works (Cyprus), the Roads & Transport Authority of Dubai (United Arab Emirates) and Transportstyrelsen (Sweden) became members of CIECA.



A view of Zagreb, venue of the congress in 2008.

Mario Fait



Attendants to the congress in Zagreb.





### PROGRESSIVE ACCESS TO CATEGORY A LICENSES

The concern for motorcycle riders' safety was once again reflected by the workshop on progressive access to motorcycles and mopeds.

The joint workshop, organized by CIECA and the DSCR, attracted almost eighty delegates to the city of Nîmes (south of France) in April 2008. The event was set up in the context of the 3rd European Driving Licence Directive, which radically changed the licencing requirements for various types of powered two-wheelers.

The workshop covered a wide range of topics including accidentology, market trends and training. The event brought together experts from CIECA, ACEM (Manufacturers' Association), FIM (Motorcycling Federation) and FEMA (European user groups).

### THE RIDER PROJECT

A year later CIECA organized the Rider Workshop in Brussels, in June 2009. The

main goal of the workshop was to clarify and discuss the category A requirements of the 3rd Directive. This was followed by a series of questions posed by member states.

Finally, in May 2010 a workshop on the transposition of Directive 2006 focused on the implementation of the 3rd Driving Licence Directive for moped and motorcycle riders.

### COMMUNICATION

In 2009 the Secretariat welcomed Ms. Reikl to the team. One of the main projects they were involved in was the set up of a renewed data gathering process, wherein the much-in-demand relevant comparative data on driver testing and driving was collected and offered in the form of reports.

CIECA started to publish these survey reports in the members' only pages of the CIECA website. In addition, this data was increasingly used to populate the CIECA Guide on Driver Licencing.

By 2009-2010 the website was renewed again, enhancing navigation tools and refining the 'members only' section which enabled members to share their information.



# 2010: THE HERMES, THEORY TEST AND MODULE CLOSE-TO PROJECTS

The 42nd Congress themed *Assessment for Novice Driver Safety* was hosted by the Hungarian National Transport Authority in Budapest, in June 2010.

The GA elected Mr. Ripard, Mr. Hima, Mr. Hakuli, Mr. Quoirin as well as Mr. Claesen as Vice-Presidents. Mr. Caenen and Mr. Molthof left the positions of Secretary-General and Vice-President respectively.

On this occasion, the first Members Forum took place. Its purpose was to enable members to share the information on current developments, problems and progress in their countries and to exchange experiences with other members.



Mr. Sanders, Ms. Reikl and Mr. Rietman chatting in Budapest.



Mr. Alispahić, Ms. Spørstøl, Mr. Kordić and Ms. Brnadić in the congress in Budapest.

## MODULE CLOSE-TO (2007-2010)

The peer-education project established a system wherein novice driver traffic offenders would tell learner drivers about their actions and consequences in a classroom environment.

Indeed, research had shown that young drivers are more prone to have safety measures imprinted on them by hearing first-hand accounts rather than by reading about them. The idea was originally borrowed from peer-to-peer programmes for drug and AIDS prevention. It developed a highly emotive method based on the notion of “equals relate to equals”.

The conceptual phase of the project, with the development of course material and a manual, was followed by the demonstration phase whereby the peer mentors were recruited, trained and engaged in driver training.



## THE HERMES PROJECT

One of the recurrent challenges in driver training has always been the problem of communication between instructors and candidates. Indeed, the sort of relationship that underlies their collaboration has a critical influence on the quality of the implementation of skills and attitudes in the novice driver.

It soon became crystal clear that the type of interaction between an instructor and a learner driver should be far from a hierarchical type, but rather should fall within the category of coaching. The latter is defined as 'a learner-centred method that engages body, mind and emotions to develop inner and outer awareness and responsibility with an equal relationship between the learner and the coach'.

Built upon this premise, the HERMES project (2007-2010) aimed at achieving exactly that: to establish a four-day training course for driving instructors to allow them to develop their 'coaching' skills. In addition, a number of coaching scenarios were developed to enable instructors to provide

on-road, as well as track and classroom training. Thus, HERMES aimed at, quoting Gregor Bartl, "leading the student out of the role of a passive consumer and into the role of an active producer".

## THE THEORY TEST PROJECT

The internal CIECA Theory Test project (2008-2010) was an attempt to create an amalgam of knowledge collected from various testing organizations.

The goal consisted of working towards a more effective and cost-effective theory testing in the future. The project focused on delivering more innovative methods besides the ordinary PC-based test for carrying out the theory test.

Most of the CIECA members who worked in this project, continued to take part in the Theory Advisory group (TAG).



The theory test is delivered according to different formulas in CIECA countries.



# FROM 2011 TO 2012: THE NEW STRATEGY, WORKSHOPS AND THE VIRTUAL FRONTIERS



Ms. Spørstøl welcoming members to the congress in Malta.

In 2011 yet another eminent congress took place in Malta, entitled *Achieving our Goal of Safer Drivers by Training and Testing*. The 43rd Congress was hosted by Transport Malta at the Radisson Hotel. During the congress, the General Assembly approved significant changes in the CIECA Strategy which comprised:

- The adoption of a broader scope for CIECA activities, in particular, an increased interest in driver education.
- The adoption of a 2020 horizon, aligned to the Road Safety Framework of the European Commission.

The decisions contributed to the final adoption of the 2012-2020 strategy at the special meeting in Brussels organized for the members. The document steered the course of action of the organization throughout the period 2012-2016. The main long-term strategic goals included programming, membership development, exchange and dissemination of information, sustainability, organizational change and partnerships.

Other important decisions made by the General Assembly in Malta included:

- The modification of the statutes, whereby the organization added a new clause allowing a new class of membership called 'Affiliated Members'.
- The decision was reached to replace the CIECA Internal Rules with a portfolio of documents called Rules of Procedure which still guide the CIECA operations.
- The General Assembly elected Mr. Hakuli as President.

## COMMUNICATION

From 2011 it was possible to set up questionnaires for members on-line, which further facilitated the data collection process. Throughout the year the Secretariat had processed more than twenty queries from members. The queries covered a wide range of topics in the field of driver training and testing.

By 2012 a significant investment in technology was devoted to improve CIECA's



Mr. Vandenberghe, Mr. Biedinger and Ms. Lynch at the Trailer Workshop held in the CIECA office in Brussels in 2012.



IT infrastructure. This allowed the CIECA Secretariat to rejuvenate the CIECA website and update the Guide on Driver Licencing. The new web address ([www.cieca.eu](http://www.cieca.eu)) reflected the expanding horizons of the organization.

### THEMATIC WORKSHOPS 2011-2012

Since 2006 CIECA had been carrying out an array of thematic workshops intended to discuss, elaborate and improve the driving licence directives. At the workshops, the members had the opportunity to share the experiences or raise questions regarding all issues related to the directives. Thus, in the course of 2011-2012 five thematic workshops were organized relating to the implementation of the 3rd Directive 2006/126/EC. They resulted in five final reports, which were presented to the European Commission.

### THE TRAILER WORKSHOP

During summer holidays all around Europe, more than 10 % of vehicles on roads and motorways had been noted to be “slow” vehicles, i.e. trailers and caravans.

Therefore the safety provisions for this type of vehicles became of an outstanding importance.

To this cause, a Trailer Workshop was organized in Brussels, in October 2012. From the workshop CIECA drew out recommendations to improve the current provisions in the 3rd Driving Licence Directive, thereby contributing to the safety of trailer drivers.

Mr. Lindberg, Mr. Stenlund and Mr. Veltun during a break at the Trailer Workshop.



# FROM 2013 TO 2014: THE TAG WORKSHOPS, THE ROAD USER EDUCATION PROJECT AND SOME IRISH DANCE

The 2013 congress was hosted by the Association of the Road Traffic Department (ASTRA) in Pfäffikon, Switzerland. The theme of the congress dealt with questions concerning the links between training and testing. It also addressed the problem of how members might develop a more holistic, successful approach to driver training and testing.

During the event, three new members were welcomed: Association Centaure (France), ENPC (France) and KfV (Austria). Sadly, CIECA bid adieu to Mr. Vandenberghe, the CIECA Business Manager and elected four new Vice-Presidents: Mr. Claesen, Mr. Hima, Dr. Krause, and Mr. Quoirin.

At this congress CIECA revived an old tradition that involves the handing over of the flag to the future congress host.

## EXTERNAL RELATIONS

At this point CIECA was actively involved in the European Commission's Road Safety Action Programme 2011-2020. Throughout the years the organization attended the Road Safety days and conferences.

The last event was the 2013 Congress on Road Safety: Aiming for Targets in 2020-2050 in Brussels.

## TAG WORKSHOP: HOW TO MEASURE HAZARD PERCEPTION?

In February 2013 the TAG carried out a workshop in Helsinki, Finland, themed *How to measure hazard perception?* The workshop succeeded in providing a platform for discussing and exploring the situation concerning hazard perception in the context of driver safety, training and testing.

## THE TRACTOR WORKSHOP

The Tractor Workshop took place in February 2014. The workshop was an attempt to keep up with the fast-changing world. As the size and models of the farms had been altered profoundly, for the sake of safety it became necessary to develop measures to control the mobility of agricultural vehicles and ensure their conviviality with other road users.

During this workshop, it became evident that indeed there was a need for a specific treatment for tractors, given that they were a high-risk vehicle with relatively unregulated administrative and legislative background in most countries. It was agreed to make the necessary steps to facilitate surveillance of agricultural and forestry vehicles.

Mr. Dolan receiving the CIECA flag from Mr. Blersch which accredited him as the organizer of the 2014 CIECA Congress.





Participants in the Tractor Workshop in the CIECA office.



CIECA members voting during the General Assembly in 2013.



Ms. Paulino, Chair of the Members' Forum held in Switzerland.

Attendants to one of the RUE project meetings.



### THE ROAD USER EDUCATION PROJECT (RUE)

The new EU driver licence directive, having come into force in 2006, had not sufficiently addressed the set of skills, behavior and knowledge that a driver trainee should be in possession of. With the aim to fill in the missing puzzle, CIECA started this internal project. The RUE fell within the context of the main action principles set out in the 2012-2020 Strategy and held high ambitions. In this way, CIECA intended to contribute to 50% reduction of road fatalities

### RIDERSCAN

The EC co-funded the RIDERSCAN project (2011-2014) which gathered existing information on motorcycle safety in Europe, identified needs for action and created a cross-border knowledge-based network.

CIECA's involvement consisted of reviewing the data collection methodology. It acted as an adviser during the process of information-gathering, and reviewed the

project reports to ensure the relevance and consistency of the work for motorcycle safety.

### THE DUBLIN CONGRESS

The 46th CIECA Congress was hosted in Dublin by the Road Safety Authority in June 2014, and it represents another remarkable episode in the CIECA history.

The organization gained seven new



members: CAS (UK), Häme Vocational institute (Finland), Kierowca P.L. (Poland), the Ministry of internal affairs (Georgia), the Nordic Union of Driving Schools (Finland), the Nord-Trøndelag University College (Norway) and Royal Haskoning DHV Nederland B.V. (The Netherlands).

Participants in this event also could enjoy a pleasant trip to Glendalough and a closing dinner held at the Ballsbridge Hotel, where people could give a go at Irish dancing.

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One of the gala dinners during the congress took place in Dublin Castle.



## REPORTS

Since 2012, the Secretariat has been busy writing and updating various reports. An important task was the update of the Category B report, which is an overview of the category B licencing process in approximately 43 countries worldwide.

Other reports developed by the Secretariat throughout the busy years included the

CPC report, written by Mr. Fougère as a result of the CPC workshop held in Mechelen, 2013. It recommends three main platforms for further thoughts in order to improve the effectiveness of the Directive 2003/59/EC: a better harmonization, the improvement of the content of subjects listed in Annex 1 for the initial training, and the implementation of a quality assurance system.

The Tractor report offers a precise overview of the current situation on tractor issues among CIECA member countries.

Another important document is the Medical report which gives an overview of the most important differences in terms of the medical examination practices concerning the delivery and renewal of driving licences in the different Member States.



Members of the CIECA Secretariat in the past: Ms. Hendrix, Mr. Sanders, Mr. Vanderberghe and Ms. Reikl.



# 2015: THE HUMAN FACTOR, THE DISABLED DRIVER ASSESSMENT WORKSHOP AND THE FUTURE

## PARTNERSHIP AGREEMENT WITH CITA

In June 2015 CIECA signed a partnership agreement with the International Motor Vehicle Inspection Committee (CITA). The decision was conditioned by the shared challenges and global scenarios that both organizations have been facing.

The two organizations' cooperation envisaged setting up working groups and research projects on the items of common interest, exchange of publications and promotion of each others' activities.

## DISABLED DRIVER ASSESSMENT WORKSHOP

In November 2015 CIECA held a workshop dedicated to disabled drivers and issues related to their needs as well as to testing and training. The event followed a first workshop in November 2014 concerning the assessment of physically and/or mentally disabled people.

The general consensus settled on the perceived urgency for an equilibrium between the mobility needs of the disabled drivers and wider road safety concerns.

The goal was set: to develop a platform that facilitates the exchange of relevant data and information regarding different medical issues.



CIECA members at the Disabled Assessment Workshop held in Brussels in 2015.

Thomas Rosenthal



(from right) Mr. Hakuli (CIECA President), Mr. Cobbaut (CITA President) and Mr. Krausse (CIECA Vice-President).



### BERLIN 2015

Last but not least, the most recent congress held in Berlin was hosted by the VdTÜV and the DVR at the Leonardo Royal Hotel. The event focused on *Personal Resources for Safe Driving*.

The content covered behavioral factors in driving assessment and psychological evaluation of personality traits, such as drivers' state of mind, focus and attention. These topics reflect what a long way CIECA's philosophy and method has come: how the 'human factor' has become increasingly relevant and important within the agenda of the organization.

The attendants to the Berlin Congress took advantage of the versatile location and partook in various leisure activities including a guided tour through the art scene, galleries and individual designer shops, and promenades through the Potsdamer Platz. They also enjoyed a tour through the historic town of Kopenick and visited the Niederfinow boat lift.

### CIECA'S DIAMOND JUBILEE: ROADS' BEST FRIEND

The 2016 Madrid Congress will not only celebrate CIECA's 60th anniversary, but it will bring yet another major change for the organization. A new strategy for the period 2016-2020 shall be approved and afterwards the PB will be responsible for its implementation.

At the Strategy Workshop in October 2015, it was resolved that the new strategy document would revise and renew the CIECA vision, missions and values. The targets for 2020 envision CIECA as the most important organization in its field, and as an active contributor to the realization of the UN Vision Zero, while keeping its integrity as an independent organization oriented to its members' needs.

To this end, all the members of the PB, and the Secretariat are fully committed.

Ms. Wirth, Mr. Hakuli and Ms. Sica at the Strategy Workshop in October 2015.

Ms. Carrera, from the DGT, collecting the CIECA flag from Mr. Schepmann, from VdTÜV in the presence of the CIECA President, Mr. Hakuli.



# LIST OF MEMBERS

## EFFECTIVE MEMBERS

Austria: Bundesministerium für Verkehr, Innovation und Technologie (BmVIT)

Belgium: Flemish Administration, Mobility and Public Works Department

Belgium: Groupement des Organismes de Contrôle Automobile (GOCA)

Bulgaria: Ministry of Transport, Road Transport Administration

Canada: Société de l'Assurance Automobile du Québec (SAAQ)

Croatia: Hrvatski Autoklub (HAK)

Czech Republic: Ministry of Transport, Drivers' Administration Department

Denmark: Danish Transport and Construction Agency

Estonia: Estonian Road Administration

Faroe Islands: Akstovan

Finland: Finnish Transport Safety Agency (TraFi)

France: Ministère de l'Intérieur, Délégation à la sécurité et à la circulation routières (DSCR)

Georgia : Ministry of Internal Affairs, Service Agency Legal Entity of Public Law (LEPL)

Germany: DEKRA Automobil GmbH

Germany: Verband der Technischen Überwachungsvereine e.V. (VdTÜV)

Great Britain: Driver and Vehicle Standards Agency (DVSA)

Hungary: National Transport Authority (NTA), Department for Training and Examination

Ireland: Road Safety Authority (RSA)

Kosovo: Ministry of Infrastructure

Latvia: Ministry of Transport, Road Traffic Safety Directorate

Lithuania: REGITRA State Enterprise

Luxembourg: Ministère du Développement durable et des Infrastructures, Département des transports

Luxembourg: Société Nationale de Circulation Automobile (SNCA)

Malta: Transport Malta

Monaco: Ministère de l'Etat, Service des Titres de Circulation

Northern Ireland: Driver and Vehicle Agency (DVA)

Norway: Norwegian Public Roads Administration (Statens Vegvesen Vegdirektoratet)

Poland: Ministry of Infrastructure and Construction, Road Transport Department

Portugal: Associação Nacional dos Industriais do Ensino de Condução Automóvel (ANIECA)

Portugal: Institute for Mobility and Transport (Instituto da Mobilidade e dos Transportes, I.P. , IMT)

Republic of Korea: Road Traffic Authority (KoROAD)

Romania: Ministry of Interior and Administration Reform, Driving Licence and Vehicle Registration

Spain: Ministry of Interior, Dirección General de Tráfico (DGT)

Sweden: Swedish Transport Administration (Trafikverket)

Sweden: Swedish Transport Agency (Transportstyrelsen)

Switzerland: Association of Road Traffic Services (Vereinigung der Strassenverkehrsämter, ASA)

Switzerland: Federal Roads Office (Bundesamt für Straßen, ASTRA)

The Netherlands: Centraal Bureau Rijvaardigheidsbewijzen (CBR)

Tunisia: Agence Technique des Transports Terrestres (ATTT)

Tunisia: Ministère du Transport, Direction Générale des Transports Terrestres

United Arab Emirates: Ministry of Interior

United Arab Emirates: Roads & Transport Authority (RTA), Licensing Agency

### **ASSOCIATED MEMBERS**

Austrian Road Safety Board (Kuratorium für Verkehrssicherheit, KFV), Austria

Belgian Road Safety Institute (BRSI), Belgium

CAS, United Kingdom

Centaure, France

Ecole de Conduite Française (ECF), France

Editions nationales de Permis de Conduire (ENPC), France

Flemish Foundation for Traffic Knowledge (Vlaamse Stichting Verkeerskunde, VSV), Belgium

German Road Safety Council (Deutscher Verkehrssicherheitsrat, DVR), Germany

German Society for Traffic Psychology (Deutsche Gesellschaft für Verkehrspsychologie e.V., DGVP), Germany

Häme Vocational Institute, Finland

Institut National de Sécurité Routière et de Recherches (INSERR), France

Instructional Technologies Inc., USA

Jelly Learn, United Kingdom

Kosovo Association of Motorization (AMRKS), Kosovo

National Confederation of Driving Schools (Confederación Nacional de Autoescuelas, CNAE), Spain

Neo Information Systems Co., Ltd., South Korea

Nord-Trøndelag University College, Norway

Pearson VUE, United Kingdom

Prometric, Ireland

PSI, United Kingdom

Qeyadah Driving Solutions, United Arab Emirates

R&D Center for Driving (RDCE), Russia

Royal HaskoningDHV Nederland B.V., The Netherlands

The Forum of Mobility Centres, United Kingdom

TÜV | DEKRA arge tp 21, Germany

UAR Finland Oy, Finland

University of Hasselt, Transportation Research Institute (IMOB), Belgium

### **AFFILIATED MEMBERS**

American Association of Motor Vehicle Administrators (AAMVA), USA

European Driving Schools Association (EFA)

European Transport Training Association (EuroTra)

MOVING International Road Safety Association e.V.

Nordic Union of Driving School Associations

### **HONORARY MEMBERS**

Mr. Jozef-Peter Vaessen, the Netherlands, former CIECA President

Mr. Willem Vanbroeckhoven, Belgium, former CIECA President

Mr. Jean-Pierre Fougère, France, former CIECA Secretary General-Treasurer

Mr. Peter Ripard, Malta, former CIECA Vice-President

Sonja Spørstøl, Norway, former CIECA President

# LIST OF CONGRESSES

1	1956	The Hague	15	1977	Cologne	29	1997	Monaco	43	2011	Malta
2	1957	Paris	16	1978	Warsaw	30	1998	Tunis	44	2012	Istanbul
3	1959	Munich	17	1980	Brussels	31	1999	Berlin	45	2013	Pfäffikon
4	1960	Montreux	18	1981	Amsterdam	32	2000	Brussels	46	2014	Dublin
5	1961	The Hague	19	1983	Budapest	33	2001	Brijuni	47	2015	Berlin
6	1963	London	20	1984	Monaco	34	2002	The Hague	48	2016	Madrid
7	1964	Naples	21	1986	Bern	35	2003	Edinburgh			
8	1966	Sevilla	22	1987	Oslo	36	2004	Warsaw			
9	1968	The Hague	23	1989	Lisbon	37	2005	Helsinki			
10	1969	Ostend	24	1990	Stockholm	38	2006	Marseille			
11	1971	Helsinki	25	1992	York	39	2007	Oslo			
12	1972	Madrid	26	1993	Maastricht	40	2008	Zagreb			
13	1974	Vienna	27	1995	Madrid	41	2009	Berlin			
14	1975	Paris	28	1996	Belfast	42	2010	Budapest			





The International Commission  
for Driver Testing

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