

CIECA



Annual Report 2004

2004



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Dear Member

It is with great pleasure that I present the 2004 Annual Report of CIECA and through it to record the work undertaken by the Association during the year.

The year 2004, as will be evident from this report, has been one of continued development for CIECA. The decision of the 2004 General Assembly in Warsaw to revise the contribution system of CIECA provided the basis for many of the initiatives undertaken during the year. The most significant of these has been a reorientation of CIECA towards becoming an independent organisation. Looking ahead, much work remains to be done to complete the implementation of this reorientation. We hope that it will allow us to put a major focus on membership benefits and increase the promotion of the Association.

In May 2004, our annual congress took place in Warsaw, Poland. In terms of EU financed projects, TEST and NovEV came to an end in 2004 and the final reports are available now. Earlier in 2004, two other projects started: MERIT, on minimum requirements for driving instructors, and MEDRIL, on medical checks for elderly people. In 2004, CIECA took part in the United Nations seminar on aggressive road users and signed the European Road Safety Charter. This commitment was the basis for a CIECA working group to draft a document on the minimum requirements for the driving test. A working group on the revision of the statutes has been set up and has done a considerable amount of work. As in 2003, the Expert Advisory Group has visited driving tests in various CIECA countries and significantly contributed towards the development of standardisation of its work.

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

Sincerely yours

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

Willem Vanbroeckhoven
CIECA President

1. Description of the Organisation

CIECA is the international commission of driver testing authorities, active in the field of road safety and, most specifically, driver testing. CIECA was founded in 1956. Through its various activities (internal and external events, international project management, publications, etc), CIECA aims to encourage the development of high, common standards for driver testing and training throughout its member organisations.

1.1 Member organisations

In 2004 CIECA consisted of the following members.

Members:

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

Associate members:

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

1.2 Organisational structure

General Assembly

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

Permanent Bureau

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

Expert Advisory Group

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

Secretariat

The Secretariat supports the President and the Secretary General in their daily administrative work. The Secretariat looks after the financial management of the organisation, communication with the members, the preparation of work and meetings of the Permanent Bureau and the organisation of congresses and conferences.

Project Office

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

Ad Hoc Working Groups

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

2. Decision making organs and working groups

2

2. Decision making organs and working groups

2.1 The Permanent Bureau

The members of the Permanent Bureau

In 2004, the following persons were member of the Permanent Bureau:

- + Mr. Willem Vanbroeckhoven, GOCA, Belgium – President,
- + Mr. Mahmoud Ben Fadhl, Ministère du Transport, Tunisia – Deputy President,
- + Mrs. Heleen Groot, Centraal Bureau Rijvaardigheidsbewijzen, the Netherlands – Secretary General,
- + Dr. Gabor Buzási, General Inspectorate of Transport, Hungary – Vice President,
- + Mr. Yves Le Breton, Ministère de l'Équipement, des Transports, du Logement, du Tourisme et de la Mer, France – Vice President,
- + Mr. Fernando Muñoz-Pelaez - Dirección General de Tráfico, Spain – Vice President,
- + Dr. Wilhelm Petzholtz - DEKRA e.V., Germany – Vice President,
- + Mrs. Sonja Sporstøl - Norwegian Public Roads Administration, Norway – Vice President,
- + Mr. Jean-Pierre Fougère, Ministère de l'Équipement, des Transports, du Logement, du Tourisme et de la Mer, France - Representative of the Expert Advisory Group.



Halfway through the year, the Secretary-General Mrs. Groot left the organisation. Mrs. Sporstøl succeeded her as interim Secretary-General. Furthermore, both the Permanent Bureau mandates of Dr. Buzási and Mr. Muñoz-Pelaez came to an end in May 2004 and the following persons were elected member of the Permanent Bureau:

- + Mr. Paul Butler, Driving Standards Agency, Great Britain – Vice President
- + Mr. Jan Molthof, Centraal Bureau Rijvaardigheidsbewijzen, the Netherlands– Vice President

The meetings of the Permanent Bureau

The Permanent Bureau met 4 times in 2004.

5 March in Warsaw, Poland

26 May in Warsaw, Poland

30 September and 1 October in Berlin, Germany

26 November in Tunis, Tunisia

On 9 September, the Permanent Bureau met for an extra ordinary meeting in Paris, France.

Topics Discussed during the meetings

The 8 Board Members, under the chairmanship of Mr. Willem Vanbroeckhoven, covered a wide range of topics during the last year. Among the highlights:

The future of CIECA

Last year's General Assembly in Warsaw largely debated the recalculation of costs of the organisation. The General Assembly took the decision to work towards a more independent CIECA that is less dependent of two organisations. The Permanent Bureau adopted this decision and took a series of initiatives to meet this requirement. The decision was taken to organise a workshop, dedicated to the CIECA finances, in 2005. The Permanent Bureau also placed a special emphasis on the settlement of the VAT status of CIECA and ordered, like in the previous years, a financial audit.

The Permanent Bureau made an inventory of the activities of the CIECA Secretariat and Project Office and analysed the real costs of both CIECA bodies. It initiated discussions with the CBR and Autoveiligheid to reach a formal agreement settling the status of the CIECA personnel for the year 2005. In addition, the Permanent Bureau took the decision to make a contract with Mr. Sanders for 2005.

The decision to orient CIECA into an independent organisation also has had its implications for the CIECA strategy. The Permanent Bureau emphasized that the CIECA actions should be much more oriented towards its members, in order to give more added value to the members. One of the first actions of the Permanent Bureau was to entirely review the CIECA website.



TruckSafety 2004

The TruckSafety 2004 event, which was planned to take place on 30 September and 1 October 2004 had to be cancelled, due to various reasons. The Permanent Bureau organised an additional meeting on 9 September 2004 to have an extensive discussion to determine what had gone wrong and what should be done in the future to avoid similar problems.

Projects and working groups

Other topics discussed by the Permanent Bureau in 2004 included the progress in the various CIECA projects and in the Road Safety Charter Working Group as well as the preparation of the Warsaw congress and General Assembly. In each of its meetings, the Permanent Bureau addressed the activities of the Expert Advisory Group. The Permanent Bureau further examined the proposed revisions of the Working Group on the statutes.

2.2 The Expert Advisory Group

The members of the Expert Advisory Group

The members of the Expert Advisory Group in 2004 were:

- + Mr. Jean-Pierre Fougère (French Ministry of Transport),
- + Mr. Robin Cummins (Driving Standards Agency, Great Britain),
- + Mr. Örjan Ellström (Swedish Traffic Safety Directorate),
- + Mr. Han Rietman (CBR, the Netherlands),
- + Mr. Jacques Quoirin (GOCA, Belgium),

- + Mr. Kari Hakuli (Vehicle Administration, Finland),
- + Mr. Josef Schnitzhofer (Land Salzburg KFz Prüfstelle, Austria).
Halfway through the year, Mr. Schnitzhofer left the group and was replaced by
- + Mr. Reinhard Meyer (TUV, Süd, Germany)

The meetings of the Expert Advisory Group

The Expert Advisory Group met 3 times in 2004.

16 and 17 March in Regensburg, Germany

7 and 8 June in Stockholm, Sweden

11 and 12 October in Enschede, the Netherlands



Topics discussed during the meetings

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

A. Ongoing issues

1. The application of the standardised forms and questionnaires developed for the Expert Advisory Group visits to driving tests

The Expert Advisory Group developed a standardised procedure for the visits to driving tests so that the information collected during these visits could be stored and compared. In 2004, the Expert Advisory Group visited driving tests in Germany, Sweden and Netherlands. For each of these countries the following information was collected: a presentation given by the testing authority introducing the testing system; a questionnaire completed by the authorities; a questionnaire completed by the members of the Expert Advisory Group about what they found out during the driving test; and a short report of the comments made by the Expert Advisory Group and discussed with the country representatives

2. Development of a framework for examiner questionnaires

Over the last 5 years, many organisations in CIECA have been organising visits to driving tests in other countries in which a group of examiners from one country sits in on driving tests in another country. However, the information learned during these visits and the comments made by examiners was not collected at any central location or exchanged with any of the other CIECA members. For this reason, the Expert Advisory Group started working on a framework to be used during the examiner visits. This resulted in a questionnaire to be completed by examiners visiting driving tests in another country in which they were asked about their opinion of the driving test they had seen and how it compared to the driving test in their own country.

3. Development Expert Advisory Group internal rules

In the General Assembly in Warsaw in May 2004, it was decided that the Expert Advisory Group should be added to the CIECA statutes. The working of the Expert Advisory Group and the rules and rights related to Expert Advisory Group membership are to be recorded in the CIECA internal rules and the members of the Expert Advisory Group have been working on a proposal for this document

4. Expert Advisory Group working plan

The Expert Advisory Group developed a working plan in line with the CIECA strategy document. This resulted in two priorities for the work of the Expert Advisory Group work in 2004 and 2005

- + The integration of new EU members and finding out more about their testing and training system and
- + Further study and consideration of research programmes and systems already in place for second and multiphase driver training systems

B. Additional topics

- + The CIECA projects TEST, NovEV, MEDRIL, MERIT
- + CIECA TruckSafety 2004
- + The CIECA website
- + Various contributions to Forum
- + The interaction between testing and training (the Expert Advisory Group visited a driving school in the Netherlands that applies the RIS driver training (Driver training Stepwise)
- + CIECA congress in Poland



2.3 Secretariat

In 2004, one person worked at the CIECA Secretariat: Daniel Vandenberghe. The tasks performed by the Secretariat cover the following areas:

- + Preparation and follow-up of the annual General Assembly / Support of the Warsaw Congress
- + Secretariat Permanent Bureau
- + Support of the CIECA President
- + Support of the Secretary-General
- + Support of the Project Office in administrative matters
- + Maintaining contacts with the members about various topics and questions
- + CIECA bookkeeping
- + Settling CIECA's Belgian VAT situation and maintaining contacts with legal counsellors
- + Legal publications in the Belgian legal gazette
- + Support of the Statutes Working Group
- + Organisation of the CIECA archives
- + In cooperation with the Project Office: Editing of the annual activities report and translation of Forum articles
- + Maintaining contacts with the European Transport Safety Council (ETSC). This included briefing ETSC on the CIECA position on Driver licensing issues

2.4 Project Office

In 2004, two people worked at the CIECA project Office: Nick Sanders and Martina Hendrix.

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

- + Management, secretariat and participation in various projects (TEST, NovEV, MERIT, MEDRIL)
- + Secretariat Expert Advisory Group
- + Secretariat Road Safety Charter Working Group
- + Translation, editing and distribution of Forum
- + Organisation and support in the preparation of TruckSafety 2004
- + Maintaining contacts with the members about various topics and questions
- + Updating and maintaining the website
- + Inventorising and responding to orders for the Guide on Driver Licensing and CIECA reports



2.5 Working Group Harmonizing the Assessment of Candidates

In April 2004, CIECA was one of the first signatories of the European Road Safety Charter. The Charter is part of the EU's objective of halving road fatalities by 2010. CIECA's specific commitment to the Charter is to develop guidelines for the quality of the assessment of candidates in the driving test, and to address the quality assurance of driving examiners. It is hoped that this work will lead to increased quality of the driving test, a more uniform approach to the pass/fail criteria and to better road safety as a result.

In response to this commitment, CIECA set up a Working Group, which has until summer 2005 to draft a working document on these issues. The ultimate objective is to create a quality label for CIECA organisations to join/aspire to, which will be in place by 2008. The group is composed of 11 CIECA member organisations. Specifically, the individual members are:

- + A. Peoples (Chairman), Driver and Vehicle Testing Agency, Northern Ireland
- + B. Sarrand, GOCA, Belgium
- + E. Nagel, Motor Vehicle Registration Centre, Estonia
- + S. Mynttinen, AKE Vehicle Administration, Finland
- + J.P. Fougère, Ministry of Transport, France

- + A. Böhne, VdTÜV, Germany
- + T. Wedge, Driving Standards Agency - Great Britain
- + W. Brugman, CBR, the Netherlands
- + P.G. Veltun, Public Roads Administration, Norway
- + E. Anderwert, Office of Circulation and Navigation, Switzerland
- + M. Ben Fadhl, Ministry of Transport, Tunisia
- + N. Sanders (secretary), CIECA Project Office

The group met on 3 occasions in 2004: May 6-7 in Rijswijk, the Netherlands, August 16-17 in Brussels and October 25-26 in Paris. By the end of 2004, the initial task of creating a quality manual for the driving test organisation as whole was nearing completion. Work had also begun to improve awareness and understanding of the different assessment philosophies used in each country represented in the group. This is seen as a precursor to defining minimum principles or standards with respect to the assessment of candidates during the test, and builds on the results of the CIECA internal event in Berlin 2003 (same subject).

2.6 Working Group TruckSafety 2004

TruckSafety 2004 was planned to take place on 30 September and 1 October 2004. The event had the support of several big and small sponsors and the Working Group received numerous abstracts from experts wanting to give a presentation or practical demonstration during the event.

The Working Group for the event consisted of:

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



About one month before the event, it became clear that it was not possible for the event to go ahead as planned. The number of registrations was too limited to put on an event this size. This would have been unfair to speakers, sponsors and participants at the event. Once it became clear that the event would not be taking place, extensive discussions took place within the Working Group and indeed the Expert Advisory Group and the Permanent Bureau to determine what had gone wrong and what should be done in the future to avoid similar problems.

2.7 Working Group CIECA statutes

During the 2003 General Assembly in Edinburgh, a discussion was initiated on the need to revise the CIECA statutes. The text needed to be revised in order to solidify the big strategic goals, to improve the functioning of the organisation, to take into consideration recent changes in the Belgian law and to correct mistakes in the current text.

To achieve this, the General Assembly accepted the Permanent Bureau's recommendation to set a one-year mandate for a Working Group to prepare statutes that meet the goals listed above and to take into consideration the suggestions received from the CIECA members.

The Statutes Working Group consisted of:

- + Mr. G. Austin, Driving standards Agency, Great Britain
- + Mr. M. Ben Fadhl, Ministère du Transport, Tunisia
- + Mr. Reinhard Meyer TÜV Süd, Germany
- + Mr. F. Mr. Munoz-Pelaez - Direccion General de Trafico, Spain
- + Mr. J.P. Vaessen, Honorary Member
- + Mr. Vandenberghe, Working Group Secretary

The proposals of the Working Group covered a wide range of articles of the statutes such as the objectives of CIECA, the membership, the voting right and procedures, the tasks of the President and the Secretary-General etc. At the 2004 General Assembly in Warsaw, all the proposals of the Working Group were accepted.

At its November meeting, the Permanent Bureau decided to install an editorial board to ensure a good French formulation of the new statutes. The Permanent Bureau also decided to postpone the adoption of the new statutes until the 2006 congress and to start with the revision of the Internal Rules, in order to adopt them jointly with the statutes in Marseille in 2006.

3. Projects

The CIECA project office was working on 4 major EU projects in 2004. Three of them, NovEV, TEST and MEDRIL, were managed by CIECA. The fourth project, MERIT, was managed by another organisation with CIECA performing the secretariat function.

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

3.1 The EU NovEV project : 2002-2004

Background

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

NovEV

If progress is to be made to reduce the over-representation of novice drivers in road accidents, novice drivers need to be aware of these risks and to accurately assess their own individual strengths and weaknesses. One potential tool for achieving this goal is "2nd phase" driver training, where novices return for further training within a set timeframe after passing the driving test. Obligatory 2nd phase novice driver training already exists in Finland, Luxembourg, Estonia and Austria. Switzerland is expected to introduce its own 2-phase programme in late 2005. Other countries are now interested in a similar approach. The CIECA-led Advanced project (2000-2002), also co-financed by the European Commission, issued recommendations on the content and methods of post-licence training. In particular, it highlighted 10 Golden Rules for the implementation of 2nd phase training. The EU NovEV Project should thus be considered as a successor to Advanced.

Project goals

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

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



Project partners

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

NovEV brought together 7 2nd phase schemes from 6 EU Member States: Austria (KfV), Belgium (GOCA), France (ECF), Germany (BAST), the Netherlands (ROVG) and Spain (RACC and RACE). All the schemes included in NovEV were pilot projects apart from the one in Austria, which introduced its new compulsory multiphase driver-training programme on January 1, 2003.

Project Description

Training programmes were set up for each of the pilot projects. The classic 2nd phase training format

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

Evaluation designs were set up for each of the programmes in the respective countries. These designs were, with two exceptions, classic before-and-after evaluations with a control group. The data collection tools ranged from questionnaires to on-road driving evaluations using specially made protocols. Whilst the sample groups were too small – and the project duration too short – to measure the exact effect of the training on road safety (i.e. reduction in accidents), the evaluations aimed to reveal changes on the level of knowledge, skills, attitudes and behaviour.

Project meetings (2003 - 2004)

Kick off meeting, Brussels, Belgium January 16-17, 2003

Project meeting, Madrid, Spain, June 4-5, 2003 (RACE)

Project meeting, Niort, France, October 9-10, 2003 (ECF)

Project meeting, Amsterdam/Lelystad, the Netherlands, January 15-16, 2004 (ROVG)

Project meeting, Vienna/Teesdorf, Austria, June 10-11, 2004 (KfV)

Project meeting, Barcelona, Spain, September 20-21, 2004 (RACC)

Information Day, Brussels, Belgium, October 5, 2004



Project status (end 2004)

Completed in October 2004.

Results

Some significant positive changes in self-reported driving behaviour, knowledge and/or risk awareness were found in all countries where a before-and-after evaluation design with control group was used. In one case, this significant positive change was appraised by trainers (on-road audit). A negative trend was found in one training centre in the Netherlands. Participants in the Austrian multiphase were satisfied with the training. The German programme was largely being implemented as planned. There were indications that, in at least two countries, the message of the track training was considered by participants (and seminar leaders and track trainers in Germany) to be skills-based as well as risk awareness-based (unintended effect).

Conclusions

2nd phase programmes can positively influence the behaviour of young drivers. They can also have a negative effect if implemented incorrectly. Programmes on paper can be implemented differently in practice. Proper training-of-trainers and ongoing quality control is vital, particularly as far as track modules are concerned.

Recommendations

2nd phase training should address primarily the higher levels of driver behaviour, be participant-centred and spread out over time. The intervention period should ideally be in the first year of independent driving after the licence. More practical examples of useful exercises in class, on-road or track are needed. Training-of-trainers is equally as important. A training programme to develop coaching skills should be developed. Comprehensive, independent quality control is essential to ensure that the goals of the programme are delivered in practice.

3.2 The EU TEST project: 2002- February 2005

Background

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

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

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



With this in mind, the TEST project aimed to explore not only the relationship between duration & location of the practical driving test and test content, but also to what extent the driving test fulfils the needs of learner (and young) drivers in relation to their own safety and the safety of other road users.

Project goals

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

1. To determine to what extent the duration and location of the practical driving test for category B allowed the requirements in Directives 2000/56/EC and 91/439/EEC be met and to consider whether the tests were covering all requirements of the directives;
2. To assess the homogeneity in the driving test in the 6 countries involved in the project and in the different test centres within each country;
3. To assess how well the road safety needs of novice drivers are being met through the current practical test and if necessary, develop recommendations to improve the status quo.

Project partners

6 testing authorities:

- + Driving Standards Agency (Great Britain)
- + Centraal Bureau Rijvaardigheidsbewijzen (the Netherlands)
- + Vägverket (Sweden)
- + Region of Salzburg Driver Testing Centre (Austria)
- + Ministère de l'Équipement et des Transports (France)
- + Dirección General de Tráfico (Spain)

3 scientific institutes:

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

Project Description

3150 driving tests were looked at in 45 different test centres across the six countries involved in the project. Half of the tests considered date from before the implementation of Directive 2000/56/EC and half after. The test assessments were made using a centrally designed and systematic protocol or audit

form which was filled out by a selected and specially trained team of auditors. On the form auditors were asked to record information about how many times driving tests were covering different elements or how much time was spent on these items (e.g. crossroads, straight roads, motorways, independent driving, special manoeuvres etc.). They were asked to make an evaluation of how robust they felt the examiner's assessment of the item would be on the basis of the amount of time spent

on the item, the location in which it was tested, and the traffic density in which it was tested. The form was also used to collect information about the errors made in the test, the environmental circumstances (light, weather, etc.) and whether or not the test allowed for an evaluation of more general skills (e.g. taking into consideration the safety of all road users, hazard perception skills, etc.).

In addition to the protocol forms that were collected, examiners in the participating countries were approached and asked to complete a series of questions to gauge their opinion of the driving test and how it could be improved.

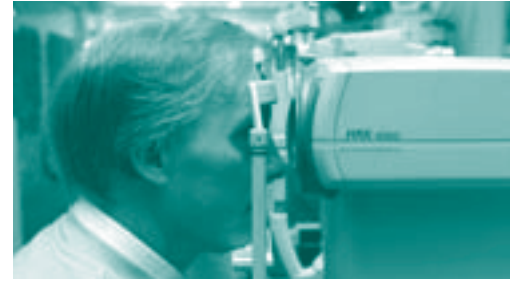
Project meetings

Kick off meeting, Brussels, Belgium, 30 January 2003

Meeting Scientific Committee, Rijswijk, the Netherlands, 5 March 2003



Project meeting, Madrid, Spain, 17 and 18 October 2003
 Meeting of the Scientific Committee in Stockholm, Sweden,
 30 January 2004
 Project meeting Amsterdam, the Netherlands, 25 and 15 June 2004
 Meeting of the Scientific Committee in Brussels, Belgium,
 18 and 19 October
 Meeting of the Scientific Committee in Linköping, Sweden,
 15 November 2004



Project status (end 2004)

By December 2004, the first draft of the final report had been written and submitted to the European Commission and all project partners for comments.

Conclusions

There are differences between the driving tests in the 6 countries, mainly in the duration of the test and therefore in the topics that the test are managing to cover. The differences between different types of test centres (on the basis of their location) are however bigger than the differences between countries. Driving tests rarely cover all elements listed in the European Driving License Directives but in general cover most items listed as compulsory.

The majority of examiners are relatively satisfied with the driving tests they conduct but if something could be changed, they would want more on-road driving time.

Current driving tests are not yet incorporating the results of research conducted in recent years, which recommend introducing more behavioural elements into the driving test and focussing less on only vehicle control. However, some countries are beginning to consider how this could be done and some ideas have already been launched.

Recommendations

The practical on-road driving test needs to last at least 25 minutes to be able to test all elements listed in the Directives; if the contents of the test are extended beyond the bare minimum, the duration also needs to be increased

A special effort must be made to ensure that all testing centres (especially those in the countryside) provide all necessary environments for a valid and reliable driving test

An effort needs to be made to incorporate driving on motorways into the practical driving test if this is at all possible and more time needs to be spent on roads outside urban areas

Some extra efforts need to be made to ensure that all countries and all test centres are meeting all requirements listed in Directive 2000/56/EC (especially the safety check, the check of the sitting and driving posture, driving on motorways, overtaking, driving on slopes and passing railway crossings)

Extra thought needs to be given to how to incorporate the higher levels of the GDE matrix into driver testing (for example with the help of suggestions listed in this report) and in doing this it is important to look at more than just driver testing but to also involve the training sector.

3.3 Medril 2004 - 2005

Background

MEDRIL is one of a series of EU projects focusing on the area of fitness-to-drive (see also IMMORTAL, AGILE, ROSITA, GLARE, QUA VADIS). This particular study focuses on medical testing for driving licence holders. The European Commission is keen to update Annex 3 (Fitness to Drive) of the EU Driving Licence Directive, which is still based on research and political decisions made in the 1960s.



Specifically, the European Commission wants to know what proportion of the driving population are afflicted by medical problems, which can affect road safety (poor eyesight, diabetes, epilepsy, alcohol and drug abuse, dementia, etc).

Project goals

MEDRIL has 3 aims:

To design a common medical form and test for testing fitness-to-drive within the European Union

To carry out 10,000 medical checks (in Spain, Finland, Netherlands and Luxembourg) on a range of category B drivers, varying in terms of age, sex, education and residence.

To discuss possible designs for practical driving tests which aim to test the fitness-to-drive of drivers with borderline medical problems (where the doctor is unable to reach a clear decision on the driver's ability to drive safely).

Project partners

MEDRIL is coordinated by the CIECA secretariat and involves 4 EU countries: Finland, Luxembourg, Netherlands and Spain. The CIECA member organisation is the responsible party in Finland, Luxembourg and the Netherlands (AKE, Ministry of Transport and CBR respectively). ASECEMP, an association of driver medical centres, is our Spanish partner.

Project meetings

Kick-off meeting, Brussels, Belgium, 11-12 March 2004
 Project meeting, Helsinki, Finland, June 4, 2004
 Project meeting, Madrid, Spain, September 14, 2004

Project status

The common medical form has been agreed and implemented. By the end of 2004, tests had begun in all participating countries. Data entry of the test results had also begun.

Results

None so far.

Conclusions

None so far.

Recommendations

None so far.

**3.4 Merit 2004 - 2005****Background**

Much use has been made of the GDE (Goals for Driver Education) matrix in scientific research over the past few years. If all the levels and cells of the matrix are to be covered in driver education, logically the 'driver trainer' (or driving instructor) must be both familiar with and able to transmit the contents of the matrix to the learner driver. The EU MERIT project is a 100% financed study from the European Commission, which aims to recommend Minimum European Requirements for driving Instructor Training and testing.

**Project goals**

MERIT aims to make recommendations on optimal driving instructor standards (long-term vision) and minimum requirements for driving instructors (short to medium-term vision).

The recommendations emanating from the MERIT project will be used by the European Commission either as a basis for a proposal for an EU Directive on driving instructors or as a source of best practice.

Project partners

MERIT is run by the research company Institut Gute Fahrt in Austria. CIECA is responsible for the secretariat and for the day-to-day coordination of the project. The DVTA, a CIECA member from Northern Ireland, acts in an advisory capacity. Other partners include EFA (European Federation of Driving Schools), DFA (German Driving Instructor Academy), the Norwegian central Driving Instructor and Examiner College, and two other research institutes: VTI (Sweden) and Traffic Test (Netherlands).

Project Description

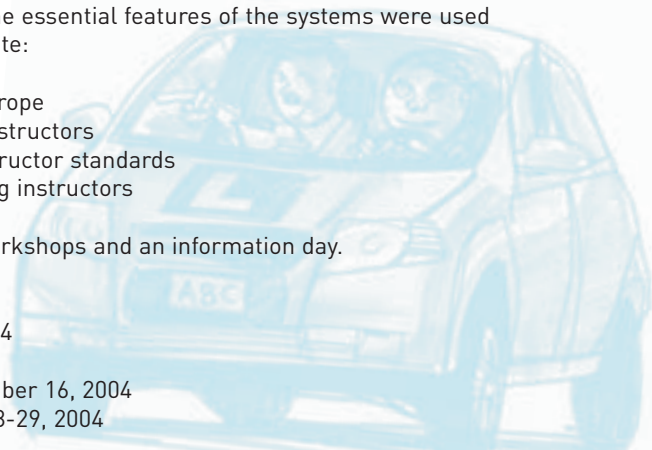
In describing the different basic training models in use, the essential features of the systems were used. During the 18-month project, the MERIT team will complete:

- + A survey of existing driving instructor standards in Europe
- + A literature study on research in the field of driving instructors
- + A working paper on a long-term vision for driving instructor standards
- + A working paper on minimum requirements for driving instructors

Consultation with stakeholders will be assured via two workshops and an information day.

Project meetings

Kick-off meeting: Brussels, Belgium, February 12-13, 2004
 Project meeting: Stuttgart, Germany, June 21-22, 2004
 Scientific committee meeting: Brussels, Belgium, September 16, 2004
 Project meeting: Veenendaal, the Netherlands, October 28-29, 2004



Project status

By the end of 2004, the survey report on existing driving instructor standards in Europe was complete (27 countries). The long-term vision working paper was made available on the project website (www.gutefahrt.at/merit). Workshop 1 (long-term vision for instructors) is under preparation.

Results

None so far.

Conclusions

None so far.

Recommendations

None so far

4. Congresses, Conferences and Seminars**36th annual CIECA congress in Warsaw, Poland**

On the 27th and 28th May 2004, the National Road Safety Council and Road Transport Department of the Ministry of Infrastructure of Poland hosted the 36th CIECA congress and General Assembly in Warsaw. The Ministry welcomed delegates from 24 countries to the Palace of Culture and Science.

The Congress gave Poland an opportunity to show Europe and other parts of the world how they carry out driver testing and also to present other road safety initiatives, which fit into the broader road safety strategy of the Government and contribute towards the plans to reduce road accidents. The congress, with the theme Road Safety in an enlarged European Union also focused on neighbouring European countries and the need to educate drivers to change their entire attitude towards road safety.

The General Assembly opened with an overview of the activities of CIECA in 2003 by Mr. Vanbroeckhoven, CIECA President. The discussion on the future of CIECA Argumentation Paper on the Recalculation of Costs caused comment and debate among all CIECA Members. The 2004 Warsaw General Assembly took the decision to work towards a more independent CIECA that is less dependent on the generosity of two organisations. Further, reports were given of the following topics:

- + The financial accounts of 2003
- + The revision of the statutes
- + The Road Safety Charter and the Road Safety Charter working group
- + Annual report of the Expert Advisory Group in 2003
- + Report on the CIECA projects Nov-EV, TEST, MERIT and MEDRIL
- + Report on Truck Safety 2004
- + Next conference and congress in Helsinki, Finland (2005) and Marseille, France (2006)

The General Assembly said farewell to its Secretary-General Mrs. Heleen Groot. The General Assembly also elected two new members of the Permanent Bureau (in alphabetical order):

Mr. Paul Butler, Driving Standards Agency, Great Britain – Vice President

Mr. Jan Molthof, Centraal Bureau Rijvaardigheidsbewijzen, the Netherlands – Vice President

Round table presentations were given by Norway, DEKRA and VdTÜV. The full report of the 2004 General Assembly was sent to all CIECA members.

5. CIECA Communication**5.1 Forum**

The CIECA newsletter Forum is published twice a year, in April and October and consists of several different sections. The bulk of the newsletter consists of articles written by the CIECA members themselves. In addition to this, there are three sections with more specific information:

- + From the board: an article written by one of the CIECA board members providing a short summary of the CIECA activities over the past half year and its plans and ambitions for the future.
- + CIECA news: a section written by the CIECA project office with updates about activities that the

project office and secretariat have been involved with as well as changes in contact details and announcements of future CIECA activities.

- + EAG: an article written by one of the members of the Expert Advisory Group with information from the Expert Advisory Group

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

An overview of the organizations that have contributed to Forum in 2004:

- + AKE (Finnish Road Administration)
- + ASA (Swiss driver testing authority)
- + CBR (Dutch Driver Testing Authority)
- + DEKRA (German Testing authority)
- + French Ministry of Transport
- + HAK (Croatian Automobile Club)
- + Ministry of Transport Israel
- + Norwegian Public Roads Administration
- + Polish Ministry of Transport and Infrastructure
- + SNRA (Swedish Public Roads Authority)
- + VdTÜV (German Testing authority)



5.2 Website

The CIECA website can be found on www.cieca-drivinglicense.org and is regularly updated. The website contains information about the organisational structure, the members, the studies, the events, the Guide on Driver Licensing and the CIECA newsletter, Forum.

5.3 The CIECA Guide on Driver Licensing

The CIECA Guide on Driver Licensing is a reference work on the driver licensing systems in 39 different countries. It includes information about training and tests, the conditions for issue and renewal, statistical details and the names and addresses of all the testing organisations represented in CIECA. The latest edition of the Guide dates from 2002.

6. External Relations

CIECA has continued to strengthen its relations with its sister organisation in the driver training world, EFA. CIECA and EFA are working hand-in-hand on the EU MERIT project (driving instructor standards).

Attendance of Congresses and Conferences:

United Nations Symposium on Road Safety, 5 April 2004, Geneva, Switzerland – Mrs. Heleen Groot
 The European Road Safety Charter Signing Ceremony, 6 April 2004. Dublin, Ireland – Mr. Vanbroeckhoven
 International Conference on Traffic and Transport Psychology, 5-9 September 2004, Nottingham, Great Britain – Mr. Nick Sanders and Ms. Martina Hendrix
 Third international conference on European Traffic Policies, 4-5 November 2004, Barcelona, Spain – Mr. Nick Sanders

7. Consequences of CIECA work

The NovEV project has major implications in the Netherlands where the government is considering a number of measures to reduce road fatalities amongst young drivers. NovEV also issued recommendations on how to improve the existing post-licence training programme in Austria.

The MERIT project will lead to either a proposal for an EU Directive on minimum standards for driving instructors, or best practice recommendations from the European Commission.

It is likely that the results of the MEDRIL project will be taken into account when the European Commission revises Annex 3 of the Driving Licence Directive.



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