



c/ieca
ANNUAL REPORT 2024

MESSAGE FROM OUR PRESIDENT

Pat Delaney, CIECA President

Good evening members, ladies and gentlemen, and distinguished guests.

It is my honour and pleasure to present the CIECA Annual Report for 2023-24, my very first year as CIECA President.

The report reflects the progress we have made towards achieving the goals set out in our strategy, with a specific focus on the key actions we have undertaken to enable us to meet our objectives, and to strengthen and consolidate our position as the leading organisation in the field of global road safety.

We are living in very uncertain times, with the conflicts in Ukraine and the Middle East continuing to create regional and global instability. However, despite the unrest in those regions, CIECA welcomed Ukraine as a new Effective member in Vienna and held this year's General Assembly and Congress in Dubai. Those two outcomes reassure me that CIECA has the ability to rise above these issues and to remain focused on what is best for our members.

In addition, we continue to work hard to build upon our solid international reputation that recognises both the professionalism of CIECA, collectively, and of you, our members and contributors. CIECA is you and the contents of the annual report reflect your incredible work, which has made CIECA the success it is today. Without this commitment, dedication, drive, and enthusiasm, CIECA would be little more than a shell of what it is today. We have a very talented community of highly qualified professionals who are committed to each other.

It is this commitment that led us to organise two congresses within 10 months! The first in Vienna in May 2023, in conjunction with KFV, our Austrian Effective member, and the second one, thanks to the invaluable



"We have a very talented community of highly qualified professionals who are committed to each other."

help of RTA, in Dubai in March 2024, the first CIECA Congress organised in the Middle East.

You will all be very aware of the importance of our Webinar Series. These were established during the Covid-19 pandemic and were a vital platform to help us stay in contact with each other and to learn from each other's experiences during these troubled times. CIECA has recognised the value of these webinars to members and incorporates these into the programme of offerings, which includes online and face-to-face events throughout the year. This provides greater reach, and the beauty of a webinar is that any member can access the session at any point in the future through our CIECA website.

Over the last few months, we have also contributed to the drafting of the new 4th EU Driving Licence Directive and engaged with our members on the important topics included in this draft, particularly focusing on the new content in the theory test, the importance of training and testing of ADAS, and the discussion on fit to drive issues.

We, CIECA, are an international community with more than 39 nationalities. It is through this network that CIECA is able to respond to your needs and request, which are very clearly articulated in the annual report. We share the same values and our focus on the importance of road safety is undiminished. The support of you, our members, widens our reach, and the positive impact of our initiatives, which we must not forget.

Finally, on behalf of the CIECA Bureau Permanent, I would like to commend this report to all of you, and, personally, I would like to thank you all for your continued support and inspiration, and for a wonderful first year as President of CIECA.

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THE CIECA ORGANISATIONAL STRUCTURE

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

GENERAL ASSEMBLY

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

PERMANENT BUREAU (THE BOARD OF DIRECTORS)

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

EXPERT ADVISORY GROUP

The Expert Advisory Group (EAG) is a permanent group consisting of a maximum of seven members from different member organisations. Members are appointed by the Permanent Bureau, which also approves its work programme. The EAG acts as a source of technical and professional advice, and it helps with studies, workshops, the preparation of the Congress, and also provides an audit service of their driving test systems to members. The Chairman of the group is Steven Raes (GOCA, Belgium) which is supported in his role by Philippe Usson as Deputy Chairman (Ministry of Interior, France).

THEORY TEST ADVISORY GROUP

Set up in 2010, the Theory Test Advisory Group (TAG) acts as a source of professional and technical advice for CIECA in matters of theoretical and computer-based assessment and supporting education. Helen Luker (DVSA, UK) was elected Chairman of the group this year, and she manages the group together with Lars Rößger, TAG Deputy Chairman.

FIT TO DRIVE GROUP

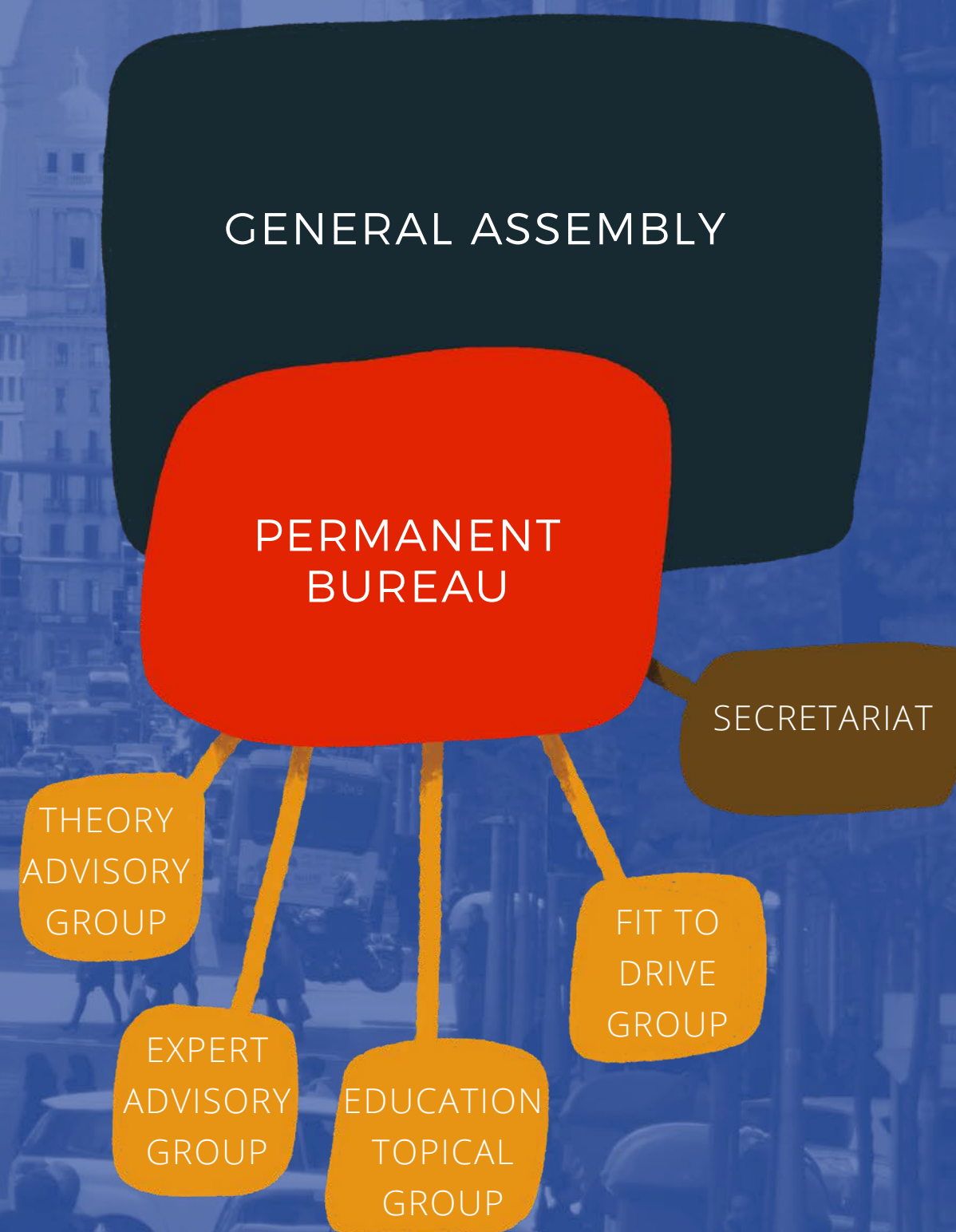
Set up in January 2023, the Fit to Drive Group (FTD) intends to improve consistency of evaluation of medical fitness to drive practice throughout Europe and beyond, and on to discuss the differences and similarities between the fitness to drive evaluation systems in different EU and EEA countries. Kay Schulte (DVR, Germany) is the Chairman of the group, and Mark Tant (Vias institute, Belgium) acts as its Deputy Chairman.

CIECA TOPICAL GROUPS

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

SECRETARIAT

The CIECA Secretariat is based in Brussels, Belgium, and consists of the following people: Augusta Sica, Managing Director, Blanka Wirth, Mohammed Abukwaik, and Eva Mateo. Among other things, the Secretariat is in charge of running CIECA on a day-to-day basis, including the activities of all expert groups, the development of the calendar of activities and the organisation of events, and the managing of the daily finances, resources, and projects, and the communication with members.



WHO WE ARE

CIECA currently consists of 71 members from 39 countries, covering almost all of Europe, and is also represented in Australia, New Zealand, Republic of Korea, the United Arab Emirates, and the United States of America.

MEMBER ORGANISATIONS

Currently, there are four categories of CIECA members:

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

EFFECTIVE MEMBERS

1. **Austria:** Austrian Road Safety Board (Kuratorium Für Verkehrssicherheit, KFV)
2. **Austria:** Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology (Bundesministerium für Klimaschutz, Umwelt, Energie, Mobilität, Innovation und Technologie, BMK)
3. **Belgium (Flanders):** Flemish Administration, Mobility and Public Works Department
4. **Belgium (Flanders):** GOCA Vlaanderen
5. **Belgium (Wallonia):** Autosécurité
6. **Belgium (Wallonia):** Public Service of Wallonia / Department of Strategy and Mobility
7. **Bulgaria:** Ministry of Transport and Communications, Executive Agency Road Transport Administration
8. **Croatia:** Hrvatski Autoklub (HAK)
9. **Cyprus:** Ministry of Transport, Communications and Works
10. **Czech Republic:** Ministry of Transport / Drivers' Administration Department
11. **Denmark:** Danish Road Traffic Authority
12. **Estonia:** Estonian Transport Administration
13. **Faroe Islands:** Akstovan
14. **Finland:** Finnish Transport and Communications Agency (Traficom)
15. **France:** Ministère de l'Intérieur / Délégation à la sécurité routière (DSR)
16. **Georgia:** Service Agency of the Ministry of Internal Affairs of Georgia
17. **Germany:** DEKRA Automobil GmbH
18. **Germany:** TÜV Association (TÜV-Verband e. V.)
19. **Germany:** TÜV | DEKRA arge tp 21
20. **Great Britain:** Driver and Vehicle Standards Agency (DVSA)
21. **Greece:** Ministry of Infrastructure & Transport
22. **Hungary:** Centre for Assessing Fitness to Drive and Drivers' Examinations (KAV)
23. **Iceland:** Icelandic Transport Authority
24. **Ireland:** Road Safety Authority (RSA)
25. **Korea:** Road Traffic Authority (KoROAD)
26. **Kosovo:** Ministry of Environment, Spatial Planning and Infrastructure
27. **Latvia:** Ministry of Transport / Road Traffic Safety Directorate
28. **Lithuania:** REGITRA State Enterprise
29. **Luxembourg:** Ministry of Mobility and Public Works / Department for Mobility and Transport
30. **Luxembourg:** Société Nationale de Circulation Automobile (SNCA)



31. **Malta:** Transport Malta
32. **Monaco:** Driver and Vehicle Licensing Office (Service des Titres de Circulation)
33. **New Zealand:** Vehicle Testing New Zealand (VTNZ)
34. **Northern Ireland:** Driver and Vehicle Agency (DVA)
35. **Norway:** Norwegian Public Roads Administration (Statens Vegvesen Vegdirektoratet)
36. **Poland:** Ministry of Infrastructure / Road Transport Department
37. **Portugal:** ANIECA (Associação Nacional de Escolas de Condução Automóvel)
38. **Portugal:** Institute for Mobility and Transport (Instituto da Mobilidade e dos Transportes, IMT, I.P.)
39. **Romania:** Ministry of Internal Affairs / General Directorate for Driving Licenses and Registrations (DRPCIV)
40. **Slovenia:** Slovenian Traffic Safety Agency
41. **Spain:** Ministry of Interior / Directorate General for Traffic (Dirección General de Tráfico, DGT)
42. **Sweden:** Swedish Transport Administration (Trafikverket)
43. **Sweden:** Swedish Transport Agency (Transportstyrelsen)
44. **Switzerland:** Association of Road Traffic Services (Vereinigung der Strassenverkehrsämter, ASA)
45. **Switzerland:** Federal Roads Office (Bundesamt für Straßen, ASTRA)
46. **The Netherlands:** CBR (Centraal Bureau Rijvaardigheidsbewijzen)
47. **Ukraine:** Head Service Center of the Ministry of Internal Affairs
48. **United Arab Emirates:** Abu Dhabi Police
49. **United Arab Emirates:** Roads & Transport Authority (RTA)



ASSOCIATED MEMBERS

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

AFFILIATED MEMBERS

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

HONORARY MEMBERS

- 1. Mr Jean-Pierre Fougère, *France*, former CIECA Secretary General - Treasurer
- 2. Mr Kari Hakuli, *Finland*, former CIECA President
- 3. Dr Roland Krause, *Germany*, former CIECA Vice President
- 4. Mr Peter Ripard, *Malta*, former CIECA Vice-President
- 5. Ms Sonja Spørstol, *Norway*, former CIECA President
- 6. Mr Jozef-Peter Vaessen, *the Netherlands*, former CIECA President
- 7. Mr Willem Vanbroeckhoven, *Belgium*, former CIECA President
- 8. Mr Per Gunnar Veltun, *Norway*, former CIECA Secretary General - Treasurer



TRIBUTE TO A GREAT COLLEAGUE

We were extremely saddened to learn that Rolf Robertsen, an old friend, and member of the CIECA family, who passed away last April. While we mourn the loss of a colleague, we pay tribute and celebrate the life of a real gentleman, and a great person.

He worked as an Associated Professor and Senior Lecturer at the Road Traffic Division at Nord University, where he contributed to the training of future driving instructors and driving license examiners in Norway. He also worked as a driving instructor and had been employed by the Norwegian Public Road Administration for several

years before he started working at the university in 2007. CIECA was lucky to count with his presence in many events, and he was always ready to get involved in our projects. For example, he was one of the moderators of the CIECA Congress that took place in Trondheim, Norway, in 2017.

Rolf was a brilliant and motivating leader who achieved recognition for his work in driving education and road safety. He will stay in our hearts as the wonderful person he was, with an unmatched sense of humour, and incredible kindness and commitment.

THE BUREAU PERMANENT

The Bureau Permanent oversees the development and execution of CIECA's strategy under the leadership of the President, Pat Delaney, who reports to all Members every year during the General Assembly. The Bureau Permanent convenes regularly to discuss matters related to the development of the organisation and provides counsel to the CIECA Managing Director, Augusta Sica, who is in charge of the day-to-day business.



Following the elections that were held during the General Assembly that took place in Vienna in 2023, the CIECA Bureau Permanent consists of the President, the Secretary General -Treasurer, and five Vice-Presidents (Photo from left to right):

Despoina Dimostheniadou
CIECA Vice-President
DG of Transport & Road Safety Strategic Planning/ Directorate of Road Traffic & Safety, Ministry for infrastructure & Transport (Greece)

Philippe Usson
CIECA Vice-President and Deputy Chair of the Expert Advisory Group (EAG)
Head of Traffic Education, Department of Loire, Ministry of Interior (France)

Helen Luker
Chair of the CIECA Theory Test Advisory Group (TAG)
Head of Theory Test Content & Policy, DVSA (Great Britain)

Jan Shepmann
CIECA Vice-President
Managing Director, Strategic Business Segment Driver-License Re-Applicants, TÜV NORD/NORD-KURS (Germany)

Anne Mikelsen
CIECA Vice-President
Head of the Driving Licence, Education & Administration Department, at the Danish Road Traffic Authority

Augusta Sica
CIECA Managing Director
René Claesen
CIECA Secretary General – Treasurer
Manager Research and Development, CBR (The Netherlands)

Steven Raes
Chair of the Expert Advisory Group (EAG)
Manager of Driver Licence Department, GOCA (Belgium)

Susana Paulino
CIECA Vice-President
Head of the Department of training and certification, Instituto da Mobilidade e dos Transportes (Portugal)

Pat Delaney
CIECA President
Director of Operations in the Department for Infrastructure, Driver & Vehicle Agency (Northern Ireland)

FINANCIAL REPORT

Operating Income	Realisation 2022	Budget 2023	Realisation 2023
Membership fees	€ 534,269	€ 510,000.00	€ 622,863.50
Administrative charges	€ 25,361.20		€ 1,189.20
Other income (Bank interest, research projects, events, etc)	€ 560	€ 500.00	€ 0.00
Total operating Income	€ 560,190.20	€ 510,500.00	€ 624,052.70
Operating expenses			
Personnel	€ 367,988.38	€ 345,000.00	€ 411,424.28
Professional Services	€ 26,467.57	€ 31,000.00	€ 42,158.92
Accommodation Brussels office	€ 35,372.08	€ 34,000.00	€ 32,542.56
Office service costs	€ 11,547.14	€ 12,000.00	€ 4,989.51
Travel & accomodation Secretariat	€ 18,759.85	€ 17,000.00	€ 22,948.65
BP representation Travels	€ 0.00	€ 1,000.00	€ 0.00
Activities congress/workshop and visits	€ 0.00	€16,000.00	€ 4,894.37
Hosting GA & Congress	€ 89,172.04		
Applied reserves Congress	€ -90,000.00		
Permanent Advisory Groups	€ 3,767.13	€ 26,000.00	€ 6,628.81
Representation and marketing	€ 6,294.36	€ 7,000.00	€ 11,848.61
Contingency	€ 0.00	€ 1,000.00	€ 0.00
VAT	€ 9,569.50	€ 13,000.00	€ 10,896.71
Communal Taxes	€ 195.15	€ 3,500.00	€ 1,925.74
Loss on sale of trade receivables	€ 0.00		€ 0.00
Total operating expenditure	€ 479,133.20	€ 506,500.00	550,258.16
Total operating Income	€ 560,190.20	€ 510,500.00	€ 624,052.70
Total operating Expenditure	479,133.20	€ 506,500.00	€ 550,258.16
Economic result	€ 81,057.00	€ 4,000.00	€ 73,794.54
Depreciation	€ 1,658.50	€1,100.00	€ 3,077.21
Financial Charges	€ 1,431.60	€1,000.00	€231.17
Extraordinary Charges			
Provision vacation Y+1	€ -35,400.00	€ 29,000.00	€ 29,752.41
Provision vacation Y	€ 35,400.00	€ -27,500.00	€ -32,113.48
Financial result	€ 77,966.90	€ 400.00	€ 72,847.23

REVIEW OF THE CIECA MEMBERSHIP FEES

René Claesen, CIECA Secretary General - Treasurer

On 6 March, CIECA's General Assembly decided to accept a proposal for the review of the membership fees for Effective members. The current membership fee model has been in place since 2006. Since then it was hardly open for a review or critical evaluation. The fee was updated every year following the Belgian Health Index where CIECA has its headquarters. In 2019 there was also a one time 10% increase of the fees, officially approved by our members at our General Assembly in Tbilisi, Georgia.

Regarding CIECA's ambitions, based on our regularly updated strategy, the former fee system does not fit anymore with a modern, growing organisation. An expanding number of activities should go along with a sound and healthy financial structure.

The previous fee system contained some features which appeared to be outdated and not completely fair towards our members, like a 50% reduction of the membership fee for the second and third member of a specific country. Also, there were four categories of the fee that were not in line anymore with the specific (economic) situations of each member and country.

Therefore, the Permanent Bureau entrusted René Claesen and Augusta Sica with the investigation of possible alternatives from which to define and put forward a renewed fee model to present to our members that should be:

- Transparent and replicable: a clear and transparent calculation method for the fees of current effective members and newcomers.
- Fair and sustainable: all members must be treated equally (i.e. no more 50% reduction for second and third members) and based on each countries' economic performance.
- Adaptable: the model should be flexible with the aim to bring it in line with the increasing costs of life.



- Based on common practices: observing and defining elements that are in line with fee systems in comparable international organisations (EU, NATO, WHO, etc.).
- Limiting the impact of the new model versus the former one.

With these principles in mind a new model was developed and presented for approval to the General Assembly in Dubai. This is a summary of the key elements:

- A fixed fee flat for all + an extra fee, based on the GNI (Gross National Income), to be updated every three years;
- No 50% reduction anymore for second and third members;
- Most fees for members will be different ("tailor made");
- Half or full fee payment for members leaving before or after mid-year.

At the General Assembly in Dubai, the BP asked for approval of the principles used for the calculation of the (new) fees. The next step for the BP and the Secretariat is to calculate the exact amounts to be paid by each member using the final percentage of the Belgian Health Index and the actual figures for the GNI of each country. Having in consideration that both figures will become available at the end of this year, the new calculation method will be implemented in 2025.

Simulations during the development of the new fee system showed that, besides motivated exceptions, most fees only slightly differed: a little increase or decrease. Members for whom the impact would become bigger (mainly due to losing the 50% reduction) were approached by the Secretariat during the months before the General Assembly in Dubai.

Both the Secretariat and the Bureau Permanent would like to thank the Effective members for the approval of the proposal during the General Assembly.

CIECA IN EXTERNAL EVENTS

25 – 29 SEPTEMBER 2023
**GLOBAL FORUM FOR
 ROAD TRAFFIC SAFETY**

The Global Forum for Road Traffic Safety (WP.1) held its 87th session in Geneva from 25 to 29 September 2023, chaired by Ms. L. Iorio (Italy).

Susana Paulino, CIECA Vice-President and Head of the Department of training and certification at the Instituto da Mobilidade e dos Transportes (Portugal) gave a presentation on the importance of effective driving training and testing systems. WP.1 thanked CIECA for its informative presentation.

During the session, the Secretariat to the United Nations Secretary-General's Special Envoy for Road Safety, provided an update on the recent activities of the Special Envoy, Mr Jean Todt, in promoting road safety and United Nations legal instruments. The priorities for 2023-2024 include: raising global visibility of road safety; strengthening partnership with regional integration bodies; promoting United Nations legal instruments including helmet standard; increasing the relevance of road safety by framing in green transition, digitalization, gender, and cities; financing and partnerships for road safety; and increasing the alignment and priority within the United Nations system.



28 OCTOBER 2023
ANIECA INTERNATIONAL CONGRESS



The XVII International Congress of the National Association of Automobile Driving Schools (ANIECA) took place in Lisbon on 28 October 2023 under the theme “Valuing the Driving School”.

The event aimed to highlight the fundamental contribution of driving schools to a safer environment and featured the participation of several national and international entities. The event, to which CIECA was invited, discussed, among others, driving tests, in-person and remote driver training models, the importance of driving schools in driver training and their impact on road safety. Pat Delaney, CIECA President, participated in the ANIECA International Congress to speak about the Value of the Driving Test.

28 SEPTEMBER 2023
2023 AAMVA INTERNATIONAL CONFERENCE

Philippe Usson, CIECA Vice-President & Head of Traffic Education for the Department of Loire, Ministry of Interior (France)

Partner of CIECA, the AAMVA (American Association of Motor Vehicle Administrators) organised its annual congress from 26 to 28 September 2023 which also marked the 90th anniversary of the organisation.

Kristina Boardman, Chair of the AAMVA Board, welcomed the 1,100 participants registered for this event in the City of Madison – Wisconsin. Numerous workshops and discussion forums were organized to allow all participants to share common concerns. Many topics were discussed, ranging from vehicle registration to the recognition of different driving licenses, including law enforcement and measures to promote road education for future drivers.

The congress was an opportunity to welcome the appointment of a new Board, including a new president for the AAMVA, Mr. Ian Grossman. The conference ended with the swearing in of a new International Board of Directors and the transition from Kristina Boardman (WI) to Spencer Moore (GA) as Chair.

Although resolutely focused on North American issues, it appears that many subjects are common with those that CIECA and its members deal nowadays. Significant spaces for collaboration exist between our two organisations and constructive exchanges can be expected from a shared commitment on common issues.



EXPERT GROUPS ACTIVITIES

	EAG	TAG	ETG	FTD
MEMBERS	<ul style="list-style-type: none">CHAIR: Steven Raes, GOCA, BelgiumDEPUTY CHAIR: Philippe USSON, Ministry of Interior, FranceAmanda LANE, DVSA, UKMarcellus KAUP, TÜV SÜD Auto Service GmbHJavier GALINDO, DGT, SpainPaulo FIGUEREIDO, ANIECA, PortugalGordon PRESTON, DVA, Northern IrelandPeter DE HAAN, CBR, the NetherlandsTino FRIEDEL TÜV DEKRA arge tp 21,GermanyMihhail KOTOV, Estonian Transport AdministrationOve RASMUSSEN, Danish Road Traffic AuthoritySaulius SUMINAS, Regitra, LithuaniaJaap KROOS, CBR, the Netherlands	<ul style="list-style-type: none">CHAIR: Helen LUKER, DVSA, UKDEPUTY CHAIR: Lars RÖßGER, TÜV / DEKRA arge tp 21 GbR, GermanyLauris KUMPINS, Ministry of Transport, LatviaJosée NOÉ, GOCA, BelgiumSinan ALISPAHIĆ, HAK, CroatiaSanja BRNADIĆ, HAK, CroatiaAlgimantas TARABILDA, Regitra State Enterprise, LithuaniaKarsten NIKOLAISEN, Norwegian Public Roads AdministrationHenrik FAHLCRANTZ, Swedish Transport AdministrationFabienne SEYDOUX, asa, SwitzerlandJasper TAMMELING, CBR, the NetherlandsMiguel Angel REDONDO, DGT, SpainSylvie OGGOR-MEZZOUG, Ministry of Interior, FranceMarjo IMMONEN, Traficom, FinlandRiko ROOS, Estonian Transport AdministrationFani ZANETA, TÜV-Verband e.V., GermanyMarc-Philipp WASCHKE, TÜV-Verband e.V. Germany - TAG Chairman	<ul style="list-style-type: none">Joaquim COSTA, ANIECA, PortugalMaria FLEISCHER, KFV, AustriaRoberto RAMOS, CNAE, SpainRisto KASEMAE, Estonian Transport AdministrationMarcellus KAUP, TÜV SÜD, GermanyEddy KLYNEN, VSV, BelgiumConor NEACY, Prometric, IrelandPablo GARCÍA, DGT, SpainManuel PICARDI, EFA, InternationalKay SCHULTE, DVR, GermanyJorg SATZ, MOVING, InternationalNicolas AKARSU, ENPC Ediser, FranceJan Petter WIGUM, Nord University, Norway	<ul style="list-style-type: none">CHAIR: Kay SCHULTE, DVR, GermanyDEPUTY CHAIR: Mark TANT, Vias institute, BelgiumAnne-Marie GALLOT, Ministry of Interior, FranceRob KOK, CBR, the NetherlandsAnuraj VARSHNEY, Driving Mobility, UKThomas WAGNER, DEKRA, GermanyNicole EWEN-WICKER, TÜV-Verband, Germany
MEETINGS	<ul style="list-style-type: none">28 September 2023, Malta20 December 2023, Barcelona (Spain)8 April 2024, online24 May 2024, online3 June 2024: Meeting of the three expert groups to coordinate tasks and roles during peer reviews of driving licencing systems, Brussels.	<ul style="list-style-type: none">18 – 19 October 2023, Dresden, Germany22 January 2024, online13 May 2024, online3 June 2024: Meeting of the three expert groups to coordinate tasks and roles during peer reviews of driving licencing systems, Brussels.4 – 5 September 2024, Barcelona, Spain	<ul style="list-style-type: none">4 - 5 October 2023, Berlin, Germany9 January 2024, online17 April 2024, online3 June 2024: Meeting of the three expert groups to coordinate tasks and roles during peer reviews of driving licencing systems, Brussels.6 November 2024, Place TBC	<ul style="list-style-type: none">13 June 2023, Brussels25 September 2023, Brussels11 October 2023, online30 October 2023, online14 December 2023, online1 February 2024, online8 April 2024, online
WEBINARS & FURTHER ACTIVITIES	<ul style="list-style-type: none">26 – 29 September 2023: On-site peer review of the Transport Malta Practical Driving Licencing system.All EAG experts participated in the rating of the abstracts submitted for the 2024 CIECA Congress and contributed to the setting up of the final programme of the event.6 March 2024: Steven Raes presented the activities of the group in the 2023 Member's Forum, Dubai (UAE).	<ul style="list-style-type: none">Helen Luker participated in the rating of the abstracts submitted for the 2024 CIECA Congress and contributed to the setting up of the final programme of the event.14 – 15 November 2023: TAG WORKSHOP – Item writing: New challenges for the future, Copenhagen (Denmark).6 March 2024: Helen Luker presented the activities of the group in the 2023 Member's Forum, Dubai (UAE).	<ul style="list-style-type: none">Development of procedures for ETG peer reviews.Jan Petter Wigum participated in the rating of the abstracts submitted for the 2024 CIECA Congress and contributed to the setting up of the final programme of the event.6 March 2024: Eddy Klynen presented the activities of the group in the 2023 Member's Forum, Dubai (UAE).	<ul style="list-style-type: none">14 November 2023: Fit to drive suggestions on the Proposal on Driving Licences Directive elaborated by the group were sent to the European Parliament.Mark Tant participated in the rating of the abstracts submitted for the 2024 CIECA Congress and contributed to the setting up of the final programme of the event.6 March 2024: Kay Schulte presented the activities of the group in the 2023 Member's Forum, Dubai (UAE).26 April 2024: FTD WORKSHOP – FTD in Europe – 4th Driving Licence Directive and alcohol & drugs, elderly and professional drivers and restriction codes, Munich (Germany)
FUTURE ACTIVITIES	<ul style="list-style-type: none">4 June 2024: Delivery of presentation by Steven Raes in the 2024 ETG workshop on the development of ADAS guidelines for education.23 – 27 September 2024: On-site peer review of the Estonian Practical Driving Licencing system.	<ul style="list-style-type: none">23 – 27 September 2024: On-site peer review of the Estonian Theoretical Driving Licencing system.22 – 23 October 2024: TAG Workshop: Topic TBC.	<ul style="list-style-type: none">4 June 2024: ETG Workshop: Development of ADAS Guidelines for Driver Education, Brussels (Belgium).Publishing of ADAS Guidelines for Driver Education (date TBC)23 – 27 September 2024: ETG On-site peer review, Estonian Transport Administration.	<ul style="list-style-type: none">Fit to Drive advice to RTA Dubai.The group intends to address, among other things, the challenges associated with bicycles, e-scooters, scooters, including vehicles that do not require a driving licence, e.g. electric wheelchairs. In the long term, the focus will be on challenges such as ADAS and automated driving functions.
SECRETARIES	<ul style="list-style-type: none">Eva Mateo: eva.mateo@cieca.eu	<ul style="list-style-type: none">Blanka Wirth: blanka.wirth@cieca.eu	<ul style="list-style-type: none">Eva Mateo: eva.mateo@cieca.eu	<ul style="list-style-type: none">Blanka Wirth: blanka.wirth@cieca.eu

All CIECA expert groups are open to listen to all requests from CIECA members that think may benefit from their expertise and will do their best to assist them in any way they can. For any enquiries about activities of the groups, please contact their respective secretaries (below).

THE EXPERT ADVISORY GROUP

WHO ARE WE?

We are a team of specialists from different countries who are all experts on driver testing and driver education in our respective countries. We can provide you guidance, advice, and recommendations on particular or general topics concerning the practical driver test in your country.

WHAT CAN WE DO FOR YOU?

- Peer review of your practical exams: based on on-site observations. We can develop recommendations that can help you in decision-making and future developments in the practical test.
- Because we are all specialists we can offer valuable insights, knowledge, and experience on specific problems. We provide advice and support based on written questions or on-site observations on changes that you may want to implement in your organisation.
- Moderate discussion groups on specific topics related to our expertise. This can help to get all perspectives considered when decisions have to be made in a collaborative and inclusive way.
- We can provide ongoing help, when necessary, by providing guidance, answering questions, and addressing concerns. This will support you to achieve your goals.

WHY CAN IT BE INTERESTING FOR YOU?

- Expertise and knowledge: working with a team of experts gives you access to knowledge and experience in driver testing.
- Objectivity: we can give an objective perspective, we are not influenced by internal discussions, politics or personal interests.
- Tailored solutions: we can provide recommendations specific for your needs, goals and constraints.

WHAT DO WE EXPECT FROM YOUR SIDE?

- A clear definition or description of what you want us to review, advise or support.
- Allocate resources (staff, time...) to help us in fulfilling our tasks.
- Good communication and collaboration in preparation of our visit (e.g., filling in the pre-visit information documents) and during our activities on site.

HOW CAN YOU GET IN TOUCH WITH THE EAG?

- If you are interested please contact the CIECA Secretariat (eva.mateo@cieca.eu).



PAULO FIGUEIREDO
Coordinator of the Department of Training and Support for Members
ANIECA, Portugal



JAVIER GALINDO
Head of Road Training Service
DGT, Spain



MARCELLUS KAUP
Head of the Technical Test Center Baden-Württemberg
Head of the driving license department
TÜV SÜD Auto Service GmbH, Germany)



MIHHAIL KOTOV
Examination Service Manager
Estonian Transport Administration



AMANDA LANE
Deputy Chief Driving Examiner | Head of Driver Testing and Training Policy
DVSA, UK



STEVEN RAES
EAG Chairman
Manager Driving Licence
GOCA, Flanders, Belgium



PETER DE HAAN
Manager Training Department
CBR, The Netherlands



PHILIPPE USSON
EAG Deputy Chairman
Chief of Examiners, Head of Traffic Education for the Department of Loire.
Ministry of Interior, France



OVE RASMUSSEN
Head of division, Driving Test Western Denmark
Danish Road Traffic Authority



TINO FRIEDEL
Head of the Practical Driving Licence Test Department
TÜV | DEKRA arge tp 21, Germany



GORDON PRESTON
Supervising Examiner
DVA, Northern Ireland

**ALL OUR ACTIVITIES ARE
STRICTLY CONFIDENTIAL
AND TOTALLY FREE AND
INCLUSIVE FOR ALL
CIECA MEMBERS.**

NEW EXPERTS JOIN THE EAG

TINO FRIEDEL



My name is Tino Friedel. I have been working for TÜV | DEKRA arge tp 21 in Dresden, Germany, since 2009. As a development company for automotive experts, we work out requirements for testing people and assessing vehicles. We work closely with authorities and testing organisations. Since 2012, I have been responsible for the further development of the practical driving licence test as head of department. In this position, I have a very good overview of the test content and test procedures of the practical driving licence test in Germany. One of my tasks is to chair the working group "practical test and driving task development" in Germany. In this working group, all issues concerning the practical driving licence test are discussed between authorities, examiners, driving teachers and scientists.

Within this framework, I was able to initiate and accompany the implementation of new test contents and the use of new test systems in Germany. A current example is the integration of advanced driver assistance systems into the test, which I was able to present at the last CIECA Congress in Vienna.

I was very pleased join the EAG in December 2023. I would like to contribute to the professional exchange between experts within the EAG.

I am particularly looking forward to conducting peer reviews of the CIECA members' examination systems. This will give me the opportunity to familiarise myself intensively with other systems for preparing novice drivers. At the same time, I hope to be able to contribute to optimisations.

PETER DE HAAN



I recently joined the Expert Advisory Group as the CBR representative where I am working as the Manager of the Training Department. My team and I are responsible for the training and evaluation of our driving examiners.

Coming from a police background, I started working for CBR in 1997 as an examiner. After being an examiner for several years, I held various positions and was involved in various developments within CBR. As a trainer at the Training Department, I was involved in developing and improving courses for our driving examiners, not only for the category B, but also for other categories.

As Team Manager Coaches, I introduced coaching on the job for driving examiners in 2012. From Team Manager Coaches I stepped over to being the manager of several large-middle large exam centers in the Netherlands.

Since December 2021 I started in my current position as Manager of the Training Department at CBR. The department is involved in various projects regarding quality control and further development of training initiatives for our examiners. We focus on the integration of new developments, but also on adapting our training methodology to modern education principles.

I always found interesting the work of the Expert Advisory Group, and given my experience and broad knowledge in the matter of conducting driving tests and educating new and existing examiners, I think I can make a meaningful contribution to the work of the group, and I hope to draw from experiences from other CIECA members.

MIHHAIL KOTOV



My name is Mihhail Kotov and I live in Tallinn, Estonia. I graduated from Estonian Business School in 2001. I completed an international master's degree in business administration. After this I worked in Tallinn Central School as IT Manager with a wide range of responsibilities. Then worked for a company specialised in organisation of events where I worked as a Project Manager for 8 years.

In 2013 I started my new career path in transportation and logistics field. First, I worked as a VIP driver in Switzerland, France, and Italy. Then I came back to Estonia and worked as a bus driver for two years. Then I went to work at the Estonian Academy of Security Sciences, as a principal's personal driver and a vehicle technician. In the academy I had a wide range of responsibilities in transportation, logistics and maintaining vehicles. There I completed the emergency vehicle course because I needed to perform some of my job duties driving emergency vehicles like police cars and a police bus.

In 2019 I started to work for next state organisation - Estonian Transport Administration as an examiner in Driving Licence Department and since last year I have worked as an Examination Service Manager in Traffic Division. I possess driving licences in Categories AM, B, BE, C, CE, D, DE, and T.

From 2023 I am the member of CIECA Expert Advisory Group. I hope that my 31 years of professional years' experience in logistics, detailed planning, and assessment issues as well as my knowledge of all Estonian practical and driving test aspects will allow me contribute to the development of CIECA.

MY FIRST YEAR AS A TAG MEMBER



I participated in my first CIECA workshop in 2017. Since then, I have been able to participate in numerous workshops and through that, get to know great colleagues from all over the world.

In 2022, my colleague from Traficom, Elina Uusitalo, left the EAG group, and we thought that it would be beneficial for us to continue participating in CIECA's activities in the role of a group member. TAG was selected as the most suitable group, where we submitted the application.

I started as a member of the TAG in 2023. CIECA and TAG had already become very familiar to me, but still being a member of the group has proven to be useful. I myself have experience in taking driving licence theory tests since 2015, and for many years I was completely responsible for the tests organized in Finland. I have been developing a completely new theory test system and renewed the structure and content of the theory test.

Even though my tasks these days are more related to the development of legislation, the theory test is also part of my current job because it is part of the driving licence legislation. I hope that my skills are also useful for the group and that they get as much from me as I get from them.

Marjo Imogen (Legal Design) is a special adviser working in Driving Licences and Examinations Unit at Traficom (Traficom Finnish Transport and Communications Agency, Finland) since 2015. Working with national and international legislation in driving licences and professional competences in road traffic. Previously, she worked as product owner of theory and driving test systems, project manager and head of the theory test team.

The theory test requires constant changes and the changing world around us brings needs for changes. The best preparedness for changes can be obtained by sharing information with other countries and by considering common solutions to challenges. The new driving licence directive brings completely new topics to be tested in the theory test. It has been rewarding to reflect on these topics with TAG colleagues, and there will certainly be a need for joint reflection in the future, because the directive changes bring new challenges for all of us.

The TAG brings help to challenges and at the same time challenges me to think about theory test issues more broadly. However, we all wrestle with the same problems, although perhaps from a slightly different angle. Sometimes someone has already found a solution to a problem similar to yours, saving yourself from extra work.

EDISER JOINS THE EDUCATION TOPICAL GROUP

Nicolas Akarsu is an experienced international business development and strategic partnership manager with genuine intercultural skills who's been working for almost 15 years now at EDISER/ENPC. Nicolas has been involved with this organisation in several dozens of international projects in nearly 35 countries and on 4 continents (mostly in simulator-based trainings) both with the public and the private sector including road safety associations, governmental bodies, transport departments, the defense area and international organisations (like UN-OPS, FIA, World Bank, EU, UN Climate Change, EFA, ...)



ENPC/EDISER, has been an Associated member of CIECA for almost 8 years now. Since joining CIECA, we have been impressed with the quality of the events, the variety of the webinars and topics covered, the resources, as well as the networking opportunities provided. CIECA stands out for its commitment to excellence and innovation in the fields of driver testing and road safety. Therefore, EDISER/ENPC

as France's Leading Publisher in the driving school's market and as the designer and supplier of the official driving license Theory Tests (but also as a leading manufacturer of driving simulators in the international market) is proud to be a member of such a dynamic and forward-thinking organisation.

WHY JOINING THE ETG ? :

Our experience as Associated member has been instructive and productive but in 2023, we decided to join the ETG to participate and become involved in the group's work. On one hand, the idea is to contribute to it with our own experience and bring our ability on subjects with which we deal with on a daily basis. On the other hand, to benefit mutually from the expertise and approach of the other members of the ETG on various topics. To go further, our main motivations are:

- Gaining inspiration: Because "CIECA workshops" usually consist of knowledgeable people who relays their expertise in a charismatic way and often share anecdotes from their journey, methods, and ideas that may inspire us to increase or improve our knowledge.
- Learning something new: The primary aims of "CIECA workshops" are to develop and harmonize new concepts. Through the ETG work, we believe we will gain and share new skills and become proficient in our existing ones and start also applying new concepts.
- Breaking out of our comfort zone: We believe "workshops" urge to learn new subjects in a different and wider environment. This helps to reciprocally explore different fields and step out of our (national) comfort zone which is important as it promotes growth.
- Refreshing our mind: We expect from the ETG a break from the monotony of our usual business which can help to refresh our minds and give new perspective on things.
- Networking opportunities: The ETG presents to us with the opportunity to meet new people and develop a network. It is a place to meet like-minded individuals and get to know the experts better and gain more knowledge from them.
- Having fun: CIECA Workshops can be a lot of fun and can offer a good time.

EDUCATIONAL TOPICAL GROUP ACTIVITIES IN 2023 - 2024

ADAS AND DRIVER EDUCATION

The European Union's General Safety Regulation (GSR) establishes baseline safety requirements for motor vehicles and their trailers. This regulation, which applies to new types of vehicles from July 2022 and all new vehicles from July 2024, is a key component of the EU's strategy to reduce the number of serious and fatal injuries in road accidents by half between 2020 and 2030.


The GSR mandates a variety of Advanced Driver Assistance Systems (ADAS) to enhance road safety. These include Intelligent Speed Assistance (ISA), Blind Spot Monitoring, Reversing Detection, Emergency Stop Signal, Drowsiness and Distraction Monitor, Automatic Emergency Braking system (AEB), Lane Keeping Assist (LKA), Alcohol Interlock system, and Event Data Recorder (commonly known as a black box).

The ETG advises that driver training programmes should include educational modules on these systems. This would enable learners to understand how to use ADAS effectively, be aware of their limitations, and importantly, help new drivers cultivate a deeper understanding of safe driving habits and risk factors, thereby enhancing their safety awareness. This includes e.g., understanding the importance of adhering to speed limits, staying alert, and being mindful of other road users.

Incorporating these elements into driver training can contribute to the creation of safer and more knowledgeable drivers. It is crucial to remember that while ADAS can support drivers, they do not replace the need for good driving skills and attentiveness on the road. Hence, comprehensive driver training remains a vital aspect of road safety. This also means that young drivers need to know whether an ADAS is intervening

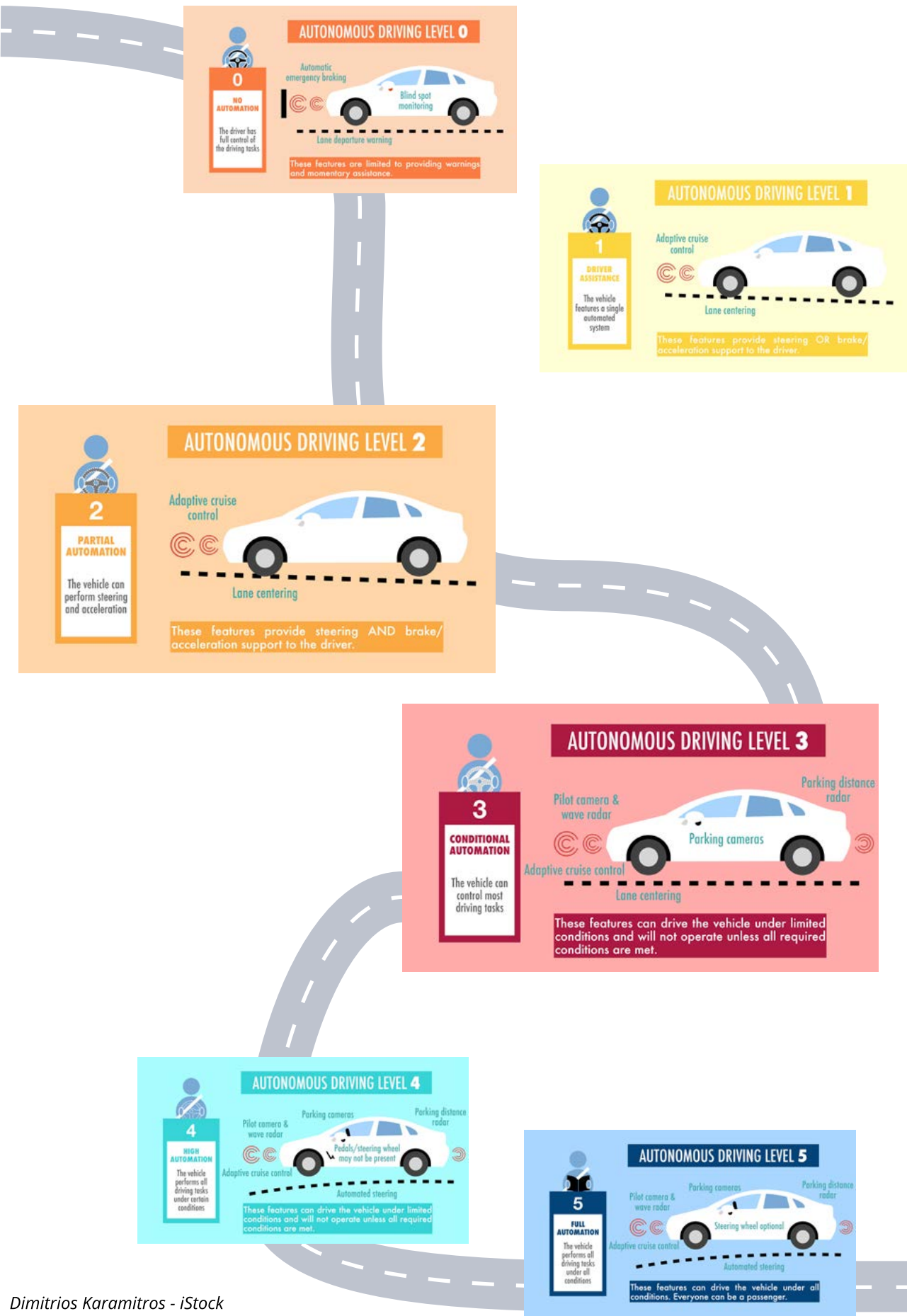
correctly or whether it is an incorrect intervention in order to be able to react safely.

In short, this technology must be part of any educational framework so that it is a starting point for better education and testing. This is why the focus of the 2024 ETG workshop which will take place on 4 June 2024 will deal with practical issues that have a direct impact on the work of driver teachers, and that can contribute to the creation of safer and more knowledgeable drivers. One of the objectives of the workshop is that all participants are involved in the development of basic guidelines for the education of certain ADAS by sharing best practices. The group expects that issues discussed will include how these ADAS work, what complications and limitations they may entail, and how best to train on their use, while having in mind that it is crucial to remember that while ADAS can support drivers, they cannot replace the need for good driving skills and attentiveness on the road.



Eddy Klynen
General Manager of the
Flemish Foundation for Traffic
Knowledge and member of the
ETG

Eddy Klynen has been the General Manager of the Flemish Foundation for Traffic Knowledge (FFT) in Mechelen, Belgium, since 1998. Since 1999, he has also been a lecturer at VIVES College Kortrijk and at the University Hasselt teaching about road safety and human behaviour. For the European Commission, Eddy is a technical expert in the TAIEX programme (Technical Assistance and Information Exchange unit of Directorate-General Enlargement of the European Commission).



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FIT TO DRIVE GROUP ACTIVITIES 2023 - 2024

THE 4TH EU DRIVING LICENCE DIRECTIVE

Kay Schulte, FTD Chairman



Photo of FTD MEMBERS taken during the FTD workshop held on 26 April 2024 in Munich: (from left) Anuraj Varshney, Driving Mobility, Great Britain; Blanka Wirth, Secretary of the group, CIECA; DEPUTY CHAIR: Mark Tant, Vias institute, Belgium CHAIR: Kay Schulte, DVR, Germany; Rob Kok, CBR, the Netherlands; Nicole Ewen-Wicker, TÜV-Verband, Germany FTD member missing from photograph: Anne-Marie Gallot, Ministry of Interior, France

Following the activities of the Fitness to Drive Topical Group, which was active from 2017 to 2020, the Fitness to Drive Permanent Group was established in March 2023 to act as a source of professional and technical advice to CIECA on fitness to drive and medical matters.

At its first meeting in June 2023, the Fitness to Drive Topical Group established a programme for its activities with short-term, medium-term, and long-term objectives. The short-term goals included dealing with the revision of the 3rd EU Driving Licence Directive in preparation for a 4th EU Driving Licence Directive. The proposal was sent to the EU Parliament in November 2023.

As a result of intensive discussions during several meetings, the Fitness to Drive Permanent Group formulated a proposal for the European Parliament on the following aspects:

- Used terminology (inconsistencies)
- Validity of driving licences
- Compliance with the minimum requirements for physical and mental fitness, aspects of the driving test in Annex II
- The integration of alcohol interlock programmes in Annex III.

As a medium-term objective, the Fitness to Drive Permanent Group defined, among other things, the challenges associated with bicycles, e-scooters, scooters, including vehicles that do not require a driving licence, e.g. electric wheelchairs. In the long term, the focus will be on challenges such as ADAS and automated driving functions.

The reform of the Driving License Directive was also the topic chosen by the group for its first workshop, organized on 26 April 2024 at TÜV SÜD AG in Munich, Germany, thanks to the kind offering of the CIECA effective member, the TÜV-Verband e. V. In this workshop, CIECA members interested in FTD issues had the opportunity to discuss the following topics: Alcohol & drugs, Limitation of the duration of DL, Lowering the age for lorry drivers and Restriction codes (more information on this event can be found in pages 42-43).

THE MOST ACTIVE CIECA MEMBER IN 2022



Kay Schulte. FTD Chairman & ETG member
General Coordinator, Prevention of Work Related Road Accidents, German Road Safety Council (DVR)

Our inaugural winner of the CIECA Award "Most active CIECA member 2022" was Mr Kay Schulte, from German Road Safety Council (DVR). In view of the CIECA Board this is a well-deserved award as Kay has been enthusiastically involved in CIECA events and activities for at least 17 years, since around 2007.

Kay is a member of the CIECA Educational Topical Group and he is the Chair of the CIECA Fit to Drive Group. He combines theory with practice as he not only has academic qualifications in Chemistry and Pedagogy but is also a certified driving teacher.

Very appreciated is the interesting perspective on issues that Kay brings to topics, and his valuable contributions to CIECA discussions. Kay is also extremely interested in human behaviour, which is one of the main topics he has contributed to many past CIECA events, focusing on the analysis of the underlying factors like driving education, training, knowledge, personal motivation, social background, culture background, religious background, experience in traffic, understanding of rules, attitudes, etc., that have an impact on road safety

23 - 26 MAY 2023: 55TH CIECA CONGRESS IN VIENNA “NEW CHALLENGES FOR THE TRAINING & TESTING OF NOVICE DRIVERS”

Andrea Feymann, KFV

What do novice drivers need to know today, what skills do they need to perfect and how do we test them? These key questions were the focus of the 55th CIECA Congress, which took place in Vienna in May 2023.



The wheel of time never stands still. Innovative technologies have been changing the world of mobility at a breathtaking speed. Advanced Driver Assistance Systems (ADAS) have become part of our daily lives in road traffic, and they are expected to have a positive impact on accident prevention. Provided we use these systems correctly, creating perfect teamwork at the human-machine interface.

With the increasing use of ADAS, human driving behaviour and the driving tasks of the person behind the wheel will change. Specific knowledge and awareness of driving with the support of ADAS will be essential for safety on our roads.

New driving conditions require new driving skills. Game-changing technological innovations must be included in training programmes and test specifications. The draft of the 4th EU Driving Licence Directive (COM [2023] 127 final) addresses the consideration of ADAS and other new technologies as part of the driving test.

So, the key questions are:

- What do novice drivers need to know in the age of driver assistance systems?
- What skills do novice drivers need to perfect?
- How should novice drivers be tested?

In order to find answers to these crucial questions and identify solutions for future challenges, the Austrian Road Safety Board (KFV – Kuratorium für Verkehrssicherheit, www.kfv.at) hosted the 55th International CIECA Congress in the ceremonial hall of the Vienna Stock Exchange on 25 May 2023.

More than 150 participants, most of them from European countries, used the Vienna CIECA Congress as a platform for discussion and exchange of opinions. Road safety experts from Germany, the UK, the Netherlands, Norway, Spain and Austria were able to provide valuable input with their presentations and agreed that the training and testing of novice drivers will be more complex than ever in the future.

CONCLUSIONS OF THE VIENNA CIECA CONGRESS:

- It is still essential to teach and test basic skills such as keeping a safe distance and observing the rules of the right of way.
- The ability to drive manually also remains justified and must not be unlearned.
- Drivers need to understand how ADAS work in order to avoid dangerous situations.
- The monitoring of these systems, the correct take-over of the driving task by the driver and any necessary manual intervention must be trained as part of driver training. A state-of-the-art driver training needs a new curriculum with adapted driving tasks and training methods.
- Hazard recognition tests should be part of the driving test, following the example of the UK.
- The GDE Matrix (Goals for Driver Education, recognised throughout the EU as the standard for driver training since 1999) will have to be reviewed and adapted in the light of new findings and requirements.
- A definition of customised assessment criteria for driving tests is required.
- The creation of guidelines for driving instructors and examiners is also recommended.
- In addition, consideration should also be given to a specific training of experienced drivers in the use of ADAS.

Our shared to-do list shows us that we are at the beginning of a new era in driver training and accident prevention. The scientific exchange and mutual support in our international CIECA community will make it easier for us to master the new challenges of mobility. Improving safety on Europe's roads will always be the goal of our joint efforts.

1ST ANNUAL CIECA AWARD FOR THE BEST ROAD SAFETY INITIATIVE IN 2022

LET'S LEARN TO SURVIVE

The delivery of the 1st CIECA Award for the Best Road Safety Initiative given by CIECA members went to the Project Let's Learn to Survive. Let's learn to survive is a project developed by several Czech road safety organisations in cooperation with the Ministry of Transport of the Czech Republic with the aim to reduce the number and especially the consequences of motorcycle accidents and fatalities on the roads. It includes the organisation of post-graduate safe driving courses for the public, for driving school teachers, and inspectors.

Jiří Novotný, Vice-President for education at the Association of Driving Schools in the Czech Republic, Head instructor of the Road Safety Team & Member of EFA, was invited to deliver a webinar on the project to all CIECA members on 26 October 2023. For more information on this event, please visit pages 34 -35.



MOTORCYCLE DELIVERY RIDERS SAFETY TRAINING

Over the last 3 years the delivery business in Dubai grew exponentially. Unfortunately, the sudden, steep increase in number of riders also resulted to increases in accidents and riders' fatalities. RTA acted swiftly and the introduced the initiative Motorcycle Delivery Riders Safety Training.

Launched in June 2021 in collaboration with the Dubai Police, the delivery companies, the driving schools, enforcement teams and commercial transport worked together to roll out this initiative. In 2021 alone, more than 7000 motorcycle delivery riders were trained free of cost. By March 2023, 18350 riders have been issued permits and 3,136 are under training.

Despite the increase in number of motorcycle licenses issued, the fatalities among motorcycle riders licensed in Dubai went down from 6 in 2021 to only one in 2022. While acknowledging that a single fatality is still unacceptable, we take this as a successful result of this initiative.



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25 – 28 SEPTEMBER 2023:
EAG PEER REVIEW FOR TRANSPORT MALTA

Steven Raes, Chair of the Expert Advisory Group (EAG)
Manager of Driver License Department, GOCA (Belgium)



Following the departure of Saulius Suminas as Chairman of the Expert Advisory Group (EAG), it was important to ensure the continuity of operations within the group. Even more so since the group was expanded at the end of December with several new members, who will guarantee the necessary support to the CIECA members.

Indeed, it is of great importance that the EAG consists of members with diverse backgrounds and interests so that the necessary knowledge of all types of driving license examinations is present. As Chairman of the EAG, I am convinced that the current size and diversity within the group will ensure that we can make a constructive contribution to the continuous improvement of driving license examinations to increase road safety. After all, young novice drivers are still too much present in the accident statistics, so we need to work out continuous improvement actions if we want to achieve vision zero.

Personally, I find it very important to approach this issue from different angles and an increased cooperation between the different working groups of CIECA (EAG, TAG, ETG, FTD) seems like an important step. After all, road safety deserves a holistic approach and can only improve if technology, infrastructure, training, examination, and legislation go hand in hand. CIECA expert working groups should lead by example.

I want to tell you a bit now about the peer review we carried out in September 2023. Following the request from Transport Malta, one of our Effective members, the EAG had the opportunity to observe some practical

driving tests in the country. We also had the chance to visit the Drivers Training and Testing Unit within the national agency.

On this occasion, the EAG had the opportunity to work closely with the examiners on duty. The first day of the review, and following a presentation delivered by the Chairman of the group, the experts had the chance to meet the examiners, exchange and share opinions, and learn about their points of view on different matters affecting their tasks. This allowed for a very collaborative and fruitful atmosphere during the actual review of the tests which took place on 27 September. The EAG members were present in 51 practical exams of categories B and D with the aim to assess the current operation and identify ways in which to optimise the processes making them more effective and efficient.

CIECA would like to thank Transport Malta for its hospitality, and its openness with the expert group. We would like to highlight the crucial collaboration of all examiners, enticed by the unwavering conviction of Pierre Montebello. The group is confident they collected enough information to give Transport Malta some pointers that may help Transport Malta in their goal to improve their system.

We also would like to thank Jeannette Axisa, Chief Officer in the Office of the Chairman & CEO within Transport Malta for her presence in the CIECA Members' Forum held in Dubai on 6 March 2024, where she shared Malta's experience as the object of this review with all CIECA members.



26 OCTOBER 2023: CIECA WEBINAR SERIES LET'S LEARN TO SURVIVE



Motorcyclists are one of the most endangered groups of road users. In the Czech Republic, 80 motorcyclists on average lose their lives and hundreds more are scarred for life by the serious consequences of road accidents every year. The share of motorcyclists in all road deaths is around 13%.

Motorcycles and motorcyclists have their own specifics. Most motorcyclists, at least in our climatic conditions, are not motivated by getting from point A to point B, but are looking for active rest, relaxation, sport, etc.

ABOUT THE PROJECT

The project started in 2010 as a regional project of the Liberec Region in cooperation with German and then Polish partners. Over the years, this activity has grown into a nationwide project.

The Let's Learn to Survive project has been involved in improving the safety of motorcyclists in several areas. In addition to the safe driving courses held at the Association of Driver Improvement Centers' polygons, an annual seminar for driving-school teachers is organized. This is combined with a specially designed course at the Sosnová polygon and focuses on the teaching elements of primary driving school training. In 2019, it was expanded to include the development of a teaching aid focused on hazard perception. The original 5 spots included in the web application were expanded in 2020 with 5 more video sequences. At the same time, a training methodology for motor schools was created in 2020.

THE HAZARD PERCEPTION APP

Currently, the app contains more than 20 live action videos on hazard perception. The app has a test section in which a scene is played from the perspective of a motorcyclist and contains 1 to 3 hazards that we label in the form of a game. When the user notices a hazard, they stop the scene and mark the risk. The app evaluates whether the user has marked it and measures their reaction time. It assigns points accordingly. At the end of the scene, the user sees the results of how they succeeded, and they can replay the scene and try it again, or they can move on to the explanation part. The video will play again, but with the hazards already marked, which change color according to the severity of the risk. This is followed by a screen with an explanation and advice on how to deal with the situation. A drone

view is also available. The hazard is different each time. So, the rider can't remember where the hazard appears.

TEACHING METHODOLOGY

The system of teaching motorcyclists in a broader sense (not only in driving schools) has gaps. That is why a number of motorcycle schools are being established to teach riders and, on the other hand, there is a relatively strong demand among motorcyclists to improve their riding technique and increase their own safety.

The high demand has attracted several players to the sector, companies that organize courses on polygons or individuals offering individual training and progressing according to their experience and acquired knowledge. A group of the most well-known and reputable motorcycle schools has decided to contribute to improving safety and the quality of training and has prepared a methodology of teaching elements and procedures suitable for riders with at least 1 year or more of riding experience.

Regular revision and continuous expansion of this methodology as well as additional teaching aids are expected.



Ing. Jiří Novotný
Vice president for education
at the Association of
Driving Schools in the Czech
Republic
Main motorcycle safety
instructor for the Road
Safety Team

He is an owner and executive director of an established and reputable driving and riding school in Zelený Brod, the Czech Republic. He is also an educator, driving & riding instructor and a board member of the Czech Association of driving schools. Concerning the education activities, he can offer 15 years of experience developing theoretical and practical knowledge of driving schools' teachers, producing driving education material (such as training manuals, riding standards, road safety videos, etc.).





14 – 15 NOVEMBER 2023
TAG WORKSHOP: ITEM WRITING: NEW
CHALLENGES FOR THE FUTURE

We held our first face-to-face TAG meeting in Dresden on 18 and 19 October. It was just before this meeting that Marc-Philipp Wasche gave us the sad news that he was changing jobs and was therefore not able to continue in the TAG Chair role. So, our first task was to elect a chair. Helen Luker from DVSA in the United Kingdom was elected TAG Chair and Lars Rößger from TÜV|DEKRA arge tp 21 GbR took on the Deputy Chair role. The rest of the meeting was spent planning the forthcoming workshop on 14 and 15 November on item writing.

The workshop included a mixture of presentations from experts and opportunities for discussion. Maximising the opportunities for discussion was something that we were keen to do, after looking at feedback from previous workshops. The presentations across the two days were:

- Quality assurance of items in Sweden – Henrik Fahlcrantz, Trafikverket
- The Proposal of the European Commission for a Revision of the Directive on Driving Licences – Gergely Antal, DG Move
- Breaking new ground – additional item formats in the German theory test – Katja Schleinitz, TÜV|DEKRA arge tp 21 GbR
- Hybrid AI-human-solutions to help development of content – Conor Neacy, Prometric
- Will ChatGPT take over? – Neil Wilkinson, Pearson VUE

And our activities followed suit:

- Best practice exchange of item writing guidelines.
- Practicing writing new questions on EC Directive using human brainpower.
- Practicing writing new questions on EC Directive using a large language model.

We also had the opportunity to visit a Danish theory test centre. Our thanks go to the Danish Road Traffic Authority for providing an excellent venue. The feedback we've had following the workshop was very complimentary with no negative or constructive feedback. Expectations were met and the workshop compared well to similar events. People left with ideas that they can use in their work, particularly around the potential use of generative AI in question writing.

All presentations, and a compilation of the issues discussed during the event are available in the TAG section of the CIECA members' website.



Helen Luker
Head of Theory Test Content & Policy at DVSA
Chair of the CIECA Theory Test Advisory Group

Helen has worked for the Driver & Vehicle Standards Agency (and its predecessor the Driving Standards Agency) since 2003 and has been involved in the creation of content for the UK theory test since 2015. Adapting content for the end user and improving road safety is something that she is passionate about. She joined the TAG as the DVSA representative in 2020 and was elected TAG Chair in October 2023.



23 NOVEMBER 2023: CIECA WEBINAR SERIES HAZARD PERCEPTION IN THE DIGITAL AGE: INVESTIGATING ONLINE HAZARD PERCEPTION ASSESSMENT

The shift to remote work prompted by the COVID-19 pandemic presented numerous challenges, fundamentally altering our approach to work and daily routine. Initially, the sudden transition from traditional office setups to remote environments presented logistical obstacles, including the establishment of effective communication channels and access to necessary equipment. The absence of physical proximity demanded a swift adaptation to virtual collaboration platforms.

Amidst these changes, the field of hazard perception (HP) assessment also had to evolve, posing a crucial question: Can hazard perception assessment be conducted effectively online (unsupervised), and would the results remain valid? While some studies have suggested that unsupervised online hazard perception skill assessment and training can yield valid outcomes (Horswill et al., 2021), concerns have been raised about the quality of data collected online. These concerns stem from the potential lack of rigorous control and participants' susceptibility to distractions and multitasking.

Given the limited research evaluating the efficacy of online HP assessments, the objective of this study was to determine whether an online hazard prediction test could yield valid results in differentiating between experienced and novice drivers and perform equally well to versions conducted in laboratory settings. To evaluate the efficacy of an online hazard perception (HP) test, we assessed participants' ability to detect hazards and predict hazardous situations. Both experienced and novice drivers took part in the study. Importantly, none of the participants had prior exposure to or familiarity with any versions of the hazard perception test. This precaution was taken to ensure that the instructions provided online were sufficient for participants to successfully navigate and complete the study. Several measures were implemented to ensure the integrity of the online assessment process, such as controlling the study duration for each participant, type of device used, preventing repeated participation, and managing interaction with the clips to prevent rewatching or pausing them. Participants were also provided with a practice trial followed by feedback. However,

assessing participants' ability to predict hazards, rather than merely reacting to them, presents a particular challenge. It requires participants to anticipate hazards by looking in the right direction at the right time. Therefore, it is essential to ensure that the clips are appropriately occluded and accurately depict the clues to the hazard typically encountered in real driving scenarios (Ventsislavova & Crundall, 2018).

The findings revealed that experienced drivers demonstrated superior hazard prediction accuracy compared to novices. These differences were especially noticeable for those drivers who correctly identified the presence of a hazard, as they demonstrated a higher likelihood of correctly predicting hazardous situations. In fact, sensitivity to hazards and driving experience emerged as significant positive predictors for hazard prediction in driving. In contrast, novice drivers did not show differences in prediction accuracy regardless of whether they identified the hazard, indicating an ongoing developmental process of hazard prediction skills even when hazards were identified.

This study provides valuable insights for the creation of hazard test materials, offering significant potential for driver evaluation and training initiatives, both in developed and developing countries.



Dr Petya Ventsislavova,
Nottingham Trent University

Dr. Petya Ventsislavova is a Senior Lecturer in Transport Psychology at Nottingham Trent University. She is an expert in hazard perception in driving having advised and worked with various international government organisations on funded projects to assess the best methods for incorporating hazard perception and prediction testing as part of their official driving tests. Petya is a member of the UKROEd Research Develop Unit with responsibility for NDORS (National Driver Offender Retraining Scheme) and member of Parliamentary Advisory Council on Transport Safety (PACTS).



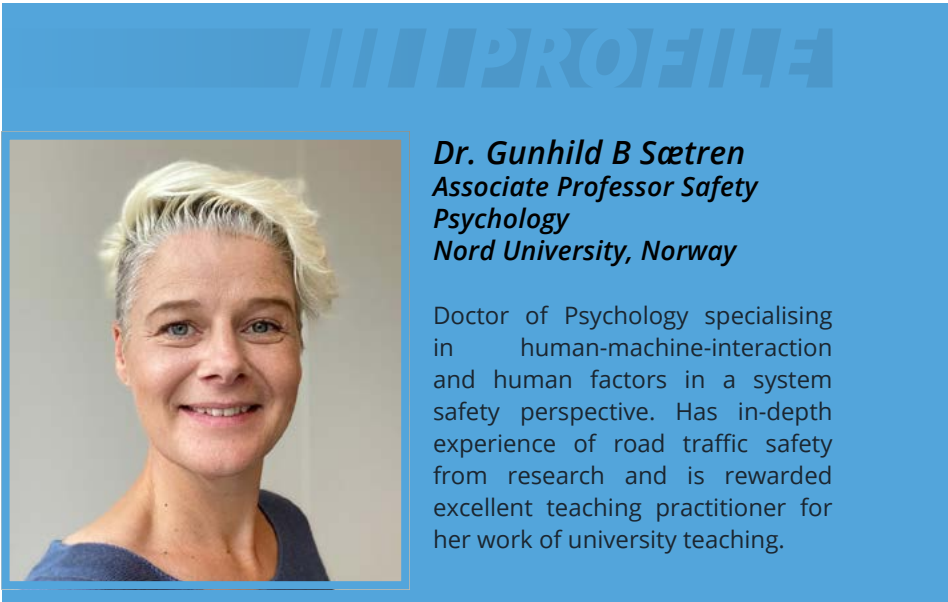
9 DECEMBER 2023: CIECA WEBINAR SERIES

In this project we chose to look at technology that is sufficiently taught in driver training in Norway, anti-lock braking systems (ABS) and electronic stability program (ESP) which are safety systems that you cannot turn on or off. In addition, we explored technology that are not a mandatory part of the curriculum of driver instructor education, the lane keeping assistant (LKA), adaptive cruise control (ACC), and touch screens, which are partially automated systems a driver chooses to use or not. Thus, the latter technology needs to be taught how and when to use, as it has the potential to be involved in serious accidents if used in an unsafe manner.

Norwegian driver instructors spent considerably more time teaching in-built technology which the driver can not chose to use or not, than on the use of LKA, ACC, and touch screens.

Suggestions on how to improve driver training involves creating good mental models of how the technology works and in which contexts it will increase safe driving and in which contexts it will decrease safe driving. With increasing numbers of cars with complex technological features, we must make a shift from traditional approaches to driver training and adapt to evolving trends. This must be done in accordance with research on how to train human-technology interactions in partially automated technology.

This article is in review for Cognition, Technology and Work and will be published in 2024 according to plan.



Dr. Gunhild B Sætren
Associate Professor Safety
Psychology
Nord University, Norway

Doctor of Psychology specialising in human-machine-interaction and human factors in a system safety perspective. Has in-depth experience of road traffic safety from research and is rewarded excellent teaching practitioner for her work of university teaching.



25 JANUARY 2024: CIECA WEBINAR ADVANCED CLINICAL ASSESSMENT OF DRIVING ABILITIES WITH A DRIVING SIMULATOR

Driving simulators provide safe, controlled and robust testing environment for fast and reliable data acquisition needed for assessment of driving skills and functional capabilities needed for driving. The latter is especially important for medical assessment of driving, as it provides information also on the capabilities of a driver to operate a vehicle, upon which driving skills are built and developed.

When it gets to a basic clinical assessment of fitness to drive the experts have proposed a process consisting of a combination of three sets of tests: 1) neurophysiology's, 2) sensory and motor assessment, and 3) on-road assessment with a driving instructor. Although such comprehensive assessment provides most information for a reliable fitness to drive assessment, a combination of all three tests is time consuming and costly. Focusing on just one or two tests and assessing only a limited set of skills is also not ideal. Because driving is a construct of many skills, drivers can successfully substitute deficits in one domain by relying on other better-preserved functions. For example, a driver with hindered processing speed might adapt to this deficit by imposing more inhibition and drive more slowly. Therefore, assessing each function separately can sometimes lead to false unfit-to drive results.

With the goal of improving and optimizing the driving assessment process and exploiting multiple advantages

of driving simulators, we have developed a medical tool for assessment of driving skills which provides a fast, reliable, and context-relevant assessment of fitness to drive in a dynamic yet safe environment. It composes a high-fidelity driving simulator, equipped with real car parts and three large screens, providing visual field of 145°. It includes a battery of driving-related assessment tests from basic sensory and motoric responses to advanced vehicle handling and decision making in dynamic and challenging traffic conditions. A concrete and specific set of tests is selected by a medical professional to best suit physical and mental condition of individual driver/patient. Any driving session enable collection of sensory, motor, and cognitive responses needed for safe driving, and results in a comprehensive report. The report is created automatically after applying advanced processing algorithms on the data collected with the simulator and eye tracker.

With this approach all functional tests (motoric, sensory, cognitive) are performed simultaneously, which allows the medical practitioner to gather information related to all the aspects of driving fitness as well as advanced driving skills through a single assessment procedure. Such test includes also hazard perception which is considered the most prominent higher-order cognitive skill related to road safety, as well as several driving behaviours (e.g., following traffic rules, making right/left turns) in a realistic but risk-free environment.



Dr. Kristina Stojmenova
*Faculty of Electrical Engineering at the
University of Ljubljana, Slovenia*

Dr. Kristina Stojmenova is a research associate at the Faculty of Electrical Engineering at University of Ljubljana. Currently, she is completing her post-doctoral project on modeling driver's situational awareness. She is an active researcher in the field of human-machine integration, driver cognitive modeling, driver state and behavior evaluation, and in-vehicle information systems.



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22 FEBRUARY 2024: CIECA WEBINAR SERIES

DRIVER TRAINING FOR SHIFTING MANUAL TRANSMISSIONS – FINAL RESULTS

Moving

INITIAL SITUATION AND MOTIVATION

Since April 2021, driving students in Germany have had the opportunity to acquire an unrestricted driving license if they pass the practical driving test in a vehicle with an automatic transmission. This regulation also allows to drive vehicles with manual transmissions. The prerequisite for this is additional practical training on a manual vehicle with at least ten driving hours. Additionally, driving instructors must ensure the safe, responsible and environmentally conscious use of vehicles with manual transmissions. The change to the driver training law in Germany has led to significant shifts in practical training. Training now covers both – manual and automatic transmission vehicles – with greater emphasis on the inclusion of automatic transmission vehicles, including electric vehicles. Driving schools must maintain a fleet that covers both types of transmission, which leads to higher costs. As a result, learner drivers must expect higher costs for the driving school's services. While the law change promotes inclusivity by allowing unrestricted driving licenses regardless of transmission type, it poses practical and financial challenges for both driving schools and student drivers.

RESEARCH ASSIGNMENT

MOVING recently commissioned a scientific evaluation of the suitability of driving simulators for teaching shifting skills in driver training to Automotive Research (IfA). Prof. Dr. Stefan Reindl, Jan Ole Thomas M. Sc. and Alexander Wottge M. A. carried out the project.

APPROACH

In the underlying experimental setup, the researchers compared the shifting and driving abilities of two study groups with different training histories. A nationwide field research was carried out with 15 driving schools and around 100 driving students as test-subjects. While the first group consisted exclusively of conventionally trained driving students, the second study group consisted of driving license candidates who had completed 50 percent of their training hours in a

simulator and 50 percent in a real car. To ensure a direct comparison, the test subjects in both groups completed a 20-minute test drive. This was carried out on a vehicle with a manual transmission in real traffic and assessed by an independent expert.

RESULTS

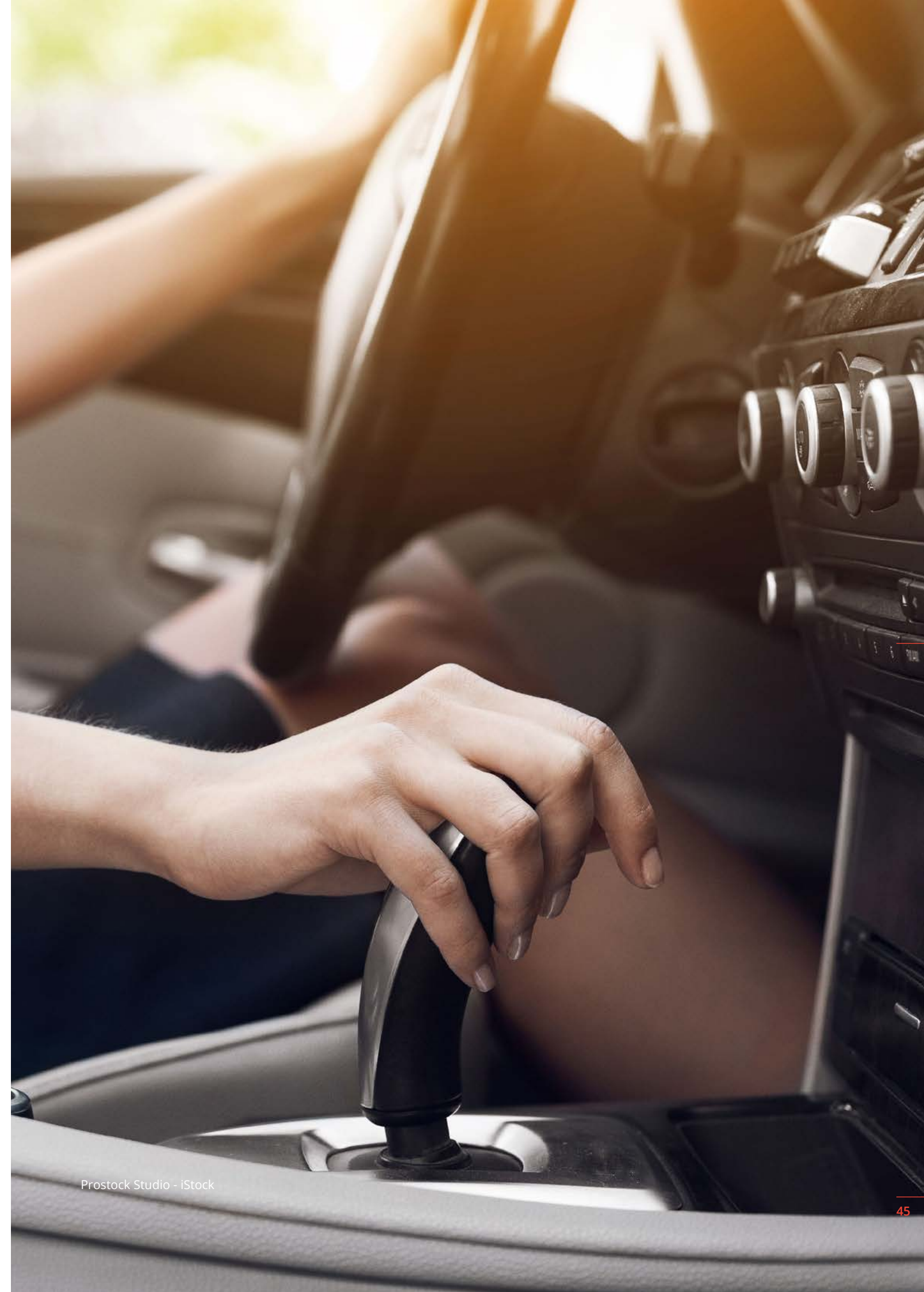
During the evaluation, the subjects in the test group drove an average of 5.8 hours in a car with a manual transmission, 4.6 hours in a car with an automatic transmission and 6 hours using a simulator before a test drive. Instead, the subjects in the control group drove an average of 9.9 hours in a car with a manual transmission and 4.2 hours in a car with an automatic transmission before the test drive. Overall, the subjects in the experimental group had accumulated a driving time of 16.4 hours before the test drive, while the subjects in the control group had 14.1 hours.

The identified limitations for reaching the fourth and highest competence level in the practical test can be found in the fact that the processing of the operating tasks is not yet completely automated in the subconscious.

The deficit in reaching the highest level can be found in the motor-cognitive movement sequences of the test persons, which are conscious and not completely automated. However, based on the average numbers, it can be deduced that the test persons in the control group performed slightly better.

In total, between seven and ten driving hours in the simulator are recommended. The intensity of the simulator integration always depends on the individual learning progress of the individual learner driver. Driving students with a below-average cognitive performance have a relatively high benefit from driving simulator lessons. A higher number of driving simulator hours is also recommended for such student drivers.

In summary, the results of the scientific evaluation show that the use of driving simulators can be an adequate alternative to practice lessons in driving school cars from both a qualitative and economic perspective.



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5 - 8 MARCH 2024: 56TH CIECA CONGRESS IN DUBAI “PREPARING DRIVERS FOR SMART MOBILITY AND ROAD SAFETY”

Roads & Transport Authority, UAE

His Excellency Mattar Al Tayer, Director General, Chairman of the Board of Executive Directors of the Roads and Transport Authority (RTA) launched the 56th CIECA Congress in Dubai, themed: “Smart Driving in Future Cities.” This event took place for the first time in the Middle East and North Africa.

Attendees of the opening session of the Congress, which was held at the Dubai World Trade Centre, included His Excellency Pat Delaney, President of CIECA, and several CEOs and Directors at various national and international driver licensing agencies and organisations, alongside CIECA staff, driving institutes, UAE universities, and over 600 delegates. The congress held 16 parallel sessions featuring 16 international speakers including Professor Christoph Stiller of the Karlsruhe Institute of Technology in Germany who was in charge of opening the event.

The congress delved into key topics, including drivers & teacher education, managing risk, road safety, the refinement of testing methods, technology issues, and the developments of training curricula. The congress is accompanied by showcasing the latest ground-breaking technologies in driver training and qualification, reflecting the latest trends in road traffic safety standards.

His Excellency Pat Delaney conveyed his immense delight at attending the landmark 56th CIECA Congress held for the first time in the vibrant city of Dubai, UAE. “The other main

theme of this year’s gathering is Preparing Drivers for Smart Mobility and Road Safety. This edition is momentous and serves as a magnificent gateway for diverse participants from various authorities, institutions, and specialised organisations around the world to interact with the event and derive the utmost value from its array of sessions, workshops, and activities, with a special focus on those initiatives that significantly contribute to the enhancement of road safety, as safety remains our utmost concern at CIECA,” noted Delaney.

His Excellency Mattar Al Tayer honoured His Excellency Pat Delaney, the President of CIECA, and Professor Christoph Stiller of Karlsruhe Institute of Technology in Germany. For his part, His Excellency Pat Delaney, President of the International Commission for Driver Testing Congress (CIECA) honoured His Excellency Mattar Al Tayer, Director-General, Chairman of the Board of Executive Directors of the Roads and Transport Authority, in appreciation of the RTA’s role as an effective member of (CIECA) in 2023 (more information on page XX).

For the RTA, hosting the CIECA General Assembly & Congress was a great honour and gave us an opportunity to have access to the vast store of knowledge and expertise that exists in CIECA so that we can learn more about the latest developments in driver education, training and testing from highly respected experts in the industry and academia.



THE MOST ACTIVE CIECA MEMBER IN 2023



Pat Delaney, our President, honoured His Excellency Mattar Al Tayer, Director-General, Chairman of the Board of Executive Directors of the Roads and Transport Authority, with the 2nd CIECA Award for the Most Active CIECA Member in 2023.

Since RTA joined CIECA, this organisation has been closely involved with CIECA: RTA has hosted the CIECA expert groups several times, have participated in webinars and Members' Forum programmes, has been involved in discussions with CIECA experts sharing and listening for advice throughout the years. This continuous contribution has culminated with the organisation of the 2024 CIECA Congress.

Apart from its contribution to the work of CIECA, the RTA has won 39 local, regional, and international awards in 2023, including

the Global Safety Award presented by the Royal Society for Prevention of Accidents (RoSPA), and the Customer Centricity World Series (CCWS) from the UK in the Best Call Centre category recognising the technology used.

The 2nd CIECA Award for the Most Active CIECA Member in 2023 joins that long list of recognitions and aims to reward RTA for its exceptional engagement and outstanding contributions to the CIECA community and for its tireless spirit of achievement in the road safety field.

30 MAY 2025: SAVE THE DATE 57TH CIECA CONGRESS IN PORTO



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Our event in Dubai was extremely successful, and we are sure this success will be replicated in our next congress that will be hosted by ANIECA, our Portuguese Effective member, in Porto. We look forward to visiting that wonderful city and would like to convey our thanks to ANIECA for their commitment to CIECA.

As always, the event promises to be a gathering of leading experts in the road safety field (YOU!), presenting interesting findings, and fostering valuable discussions on driving testing and education, and related topics.

We hope the whole CIECA community will converge in Porto with the shared goal of advancing road safety worldwide, and we are looking forward to your participation in this event, where your expertise will be a valuable contribution to the dynamic exchange that will take place over the course of our Congress.

BEST ROAD SAFETY INITIATIVE IN 2023

THE BASIC LIFE SUPPORT PROJECT – LEARN TO DRIVE LEARN TO CPR (SYMBOL OF WINNER HERE)

The EFA (European Driving Schools Association), one of CIECA's Affiliated members, received the 2nd CIECA Award to the Best Road Safety Initiative at the CIECA 2024 Conference in Dubai, as CIECA members voted by majority for the Basic Life Support Project developed by a member in 2023 during the event.

The main aim of this project is to raise awareness of CPR among the general population whilst being aimed at the younger generation. The concept is to promote lifesaving behaviour in the management of cardiorespiratory emergencies and to promote first aid activities through awareness campaigns. The tool used for this awareness campaign is the distribution of a recording and an original music video created ad hoc on all digital platforms (Spotify, Amazon Music, Apple Music etc.) as well as on the main web platforms (YouTube) and promoted for the celebration of the 10th anniversary of the establishment of a European week to raise awareness on cardiac arrest.



<https://youtu.be/VG9n3T3FX00>

THE "READY TO PASS?" CAMPAIGN BY DVSA, UK

The 'Ready to Pass?' campaign has been designed to support driving instructors and reinforce the messages already given to pupils. The campaign is based on insight gained from learner drivers, their parents, and their driving instructors, and it includes lots of materials and initiatives that can be used to develop safer drivers.

Graham O'Brien, Assistant Chief Driving Examiner & Policy Manager (Driver) at DVSA delivered a webinar on the project to all CIECA members on 18 April 2024. [For more information on this webinar, please visit pages 52 – 53.](#)

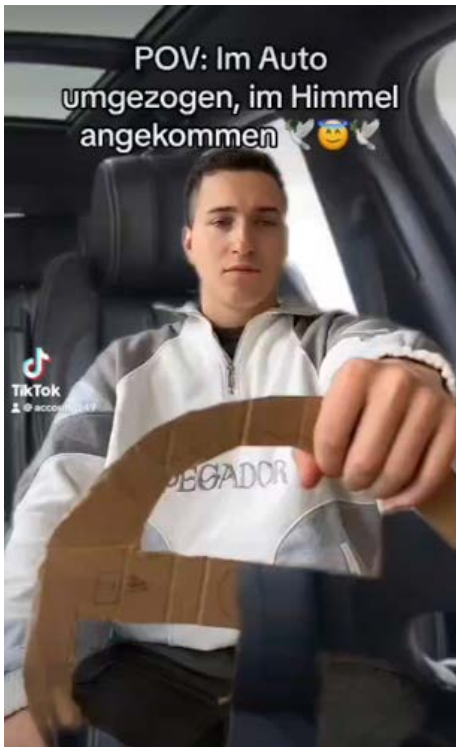


"ARRIVE WELL" („KOMM GUT AN"), A NEW DVR TIKTOK CAMPAIGN BY YOUNG PEOPLE FOR YOUNG PEOPLE

Young people between the ages of 16 and 24 have an above-average risk of being killed in road traffic accidents. Most accidents happen in the immediate living environment of young people themselves, i.e. on the way to work or school or back home. This same group of people mainly use social media channels for information and TikTok to distract themselves from daily challenges and to actively search for information.

The TikTok campaign "arrive well" is an initiative of the DVR (German Road Safety Council), a CIECA Associated member, developed with the objective to raise awareness among young people, trainees and young professionals of the dangers of fatal and serious accidents in road traffic, and to reduce the high number of commuting accidents among trainees. What is special about the campaign is that the short videos are created with the participation of actual trainees from the industry. This creates a campaign by young people for young people and significantly increases the acceptance and implementation of the tips in everyday life.

<https://www.kommgut.de/#kampagne>



APPLICATION AND MANUAL L17

The L17 manual and application offers practical advice and recommendations for novice drivers and their mentors.

The L17 application offers a plan that will step by step guide the L17 mentor and driver through all the important situations that drivers may encounter on the road. In the application, drivers create their own profiles (mentor and novice driver).

The application distinguishes drivers according to level: Novice, Intermediate driver, Experienced driver, and Independent driver +18. These levels help the driver navigate through the entire L17 system. Challenges are layered and dosed depending on L17 driver level. This means that as a novice, you start with a few easy tasks that gradually increase and increase in difficulty. Challenges include e.g. climatic conditions, special maneuvers, parking etc.

L17 drivers and their mentors can use the L17 app for mobile phones, which serves as a guide to the L17 system. The app contains practical advice for both L17 drivers and mentors and can be used to record and rate individual rides.

<https://www.l17.cz/#about>

The content on this page has been prepared with the information submitted by members to enter the competition.



18 APRIL 2024: CIECA WEBINAR SERIES

THE READY TO PASS? CAMPAIGN - A DVSA INITIATIVE

The 'Ready to Pass?' campaign and website was launched on 18 July 2022 and is a behavioural change campaign to improve learner drivers' understanding of what it means to be 'test ready'. It was developed in response to the consistently high failure rate for driving tests in the UK. Using information compiled before the Covid outbreak, and during 2020 and 2021, the DVSA concluded that candidates did not have sufficient information to enable them to make a logical rather than emotional decision on whether they were ready to take their driving test.

Research showed that:

- 1 in 5 learners said they failed as they were marked too harshly - (1 in 3 for young males)
- 1 in 5 learners said they failed because they made a silly mistake
- 1 in 8 driving tests result in driving examiner needing to intervene for safety reason
- 1 in 10 fail learners said they failed due to nerves
- Learners who have a realistic mock test were 40% more likely to pass their test – 67% vs 47%
- Learners who had a combination of professional lessons and private practice were 50% more likely to pass their test

The campaign is addressed to candidates, parents, and driver instructors in the UK with the aim to help them understand what's involved in taking and passing of the driving test. Going for a driving test without the appropriate preparation is not only detrimental to the candidate, but it also implies high costs to the government, causing additional pressure on already stretched test centres.

The campaign consists of a one-page site that includes important information about the learning to drive process, mock tests, driving test nerves and how the test works. A checklist to measure the candidate's progress is also included, with useful articles on various aspects of the driving test itself and reassurance on what to do if the candidate has booked a test but he decides he needs more time.


During the workshop, CIECA members learnt about the various ways in which all materials and initiatives included in the campaign can be used to develop safer

drivers, among them:

- The production of official learning materials to help with the learning to drive process.
- Providing, at the request of driving instructors, of a report that summarises the faults their pupils made for any driving tests they took in the last 12 months.
- Published guidance to help driving instructors make their mock tests as realistic as possible.
- Published advice for parents who intend to supervise a learner driver.

Since its launching, the website has had lots of visitors, and many candidates have taken driving tests and filled in a survey about their experience. The information gathered helped DVSA to learn a lot about how the website works, and in February 2023, DVSA launched an improved and expanded website www.gov.uk/ready-to-pass.

Contains UK public sector information licensed under the Open Government Licence v3.0.



Graham O'Brien
*Assistant Chief Driving Examiner,
Policy Manager (Driver), DVSA (UK)*

Graham O'Brien is the Assistant Chief Driving Examiner and has worked at the Driver and Vehicle Standards Agency (DVSA) since 2006. During this time, he's been pivotal in key changes to the driving test - notably the introduction of satellite navigation in 2017. Graham is a subject matter expert in driver testing policies; he collaborates with internal and external stakeholders to shape the future of the driving test, amidst advancing vehicle technologies.

READY TO PASS? GOALS

Increase number of learners who:	are aware of the 27 skills they need to learn have a combination of lessons and private practice have had a realistic mock test
Reduce number of learners who:	say they failed their test due to nerves



Check you're ready to take the driving test

READY TO PASS?

☐ **You do not need prompts from your driving instructor**
You need to be dealing with every part of driving consistently, confidently and independently – without any prompting from your driving instructor.

☐ **You do not make serious or dangerous mistakes when you're driving**
If you're making serious or dangerous mistakes during your driving lessons and brushing them off as 'silly mistakes', you're not ready to pass your driving test and drive on your own.

☐ **You can pass mock driving tests**
Taking and passing mock driving tests with your driving instructor will help you understand if you've reached the standard that's needed to pass.

☐ **You have practised ways of managing your nerves**
It's really important to be able to manage your nerves to be a safe driver. Practise ways of managing your nerves to help you stay calm and focused when you take your test.

☐ **Your driving instructor agrees you're ready**
If your driving instructor says you're not ready to take your driving test, listen to them. Driving instructors are specially trained road safety experts. They know what it takes to pass the driving test.

Move your driving test back if you're not ready. It can give you vital time to brush up on your skills and make sure you're ready to pass. Get started at www.gov.uk/ready-to-pass.

26 APRIL 2024: FTD WORKSHOP
4TH DLD (ALCOHOL & DRUGS, ELDERLY AND
PROFESSIONAL DRIVERS)

The CIECA Fit to Drive Permanent Advisory Group held its first annual workshop at TÜV SÜD AG in Munich, Germany, thanks to the kind offering of our German effective member. This was a very successful hybrid event which was attended by 36 online participants, and 12 members present in Munich.

The CIECA Fit to Drive Topical Group became a CIECA permanent advisory group in March 2023. . Its first action was to issue an official comment to the EC Parliament on several topics in the Revision of the current Driving Licence Directive. In accordance with the terms of reference of a CIECA Permanent Advisory Group, an annual workshop is organised. This workshop elaborates on some of these topics.

LOWERING THE AGE FOR LORRY
DRIVERS

There is no evidence supporting the lowering of the minimum age for full driving licence use, not for any driving licence category, and, especially not for drivers of HGVs. The road safety statistics are not favourable for young drivers, nor are they for HGVs. Although there are not much official statistics on young drivers of HGVs, based on the previous, it can be deduced that the combination is undesirable.

CONSEQUENCES OF LEGALIZING
DRUGS (CANNABIS) ON ROAD
TRAFFIC

Alcohol and cannabis in many respects can and should not be compared. The chemical components are very different, as are the psychotropic effects, and properties of the ‘problematic user population’. Legislators must realize that legalization and/or lowering limits for cannabis can be seen, especially in the population with problematic use, as an invitation for misuse (formulated as ‘opening the door’). It is strongly advised that before implementing legalization and/or lowering limits the broader public, and not only current users, are adequately informed about the impairing effects of cannabis and of combination use.


DRIVING LICENSES VALIDITY BASED
ON AGE

Statistically, the deterrent road safety effects of the driver advanced in age do not start before the age of 75. Hence, any measure targeted at drivers of advanced age should only start at that age: there is no evidence to do that at the age of 65. As for medical checks as such, it was agreed that these are generally a good idea if carried out for health reasons.

SUPPORT CHALLENGED DRIVERS TO
MAINTAIN INDEPENDENT MOBILITY

The presentation started with a generally agreed point, namely that driving is not be considered as a right, but rather as a privilege. Secondly, we must acknowledge that driving still is the preferred mode of transport and there is a well-established link between mobility, and health and well-being. The restriction codes are a way of prolonging this preferred mode of transport and therefore of good health and well-being. The discussion ended with the statement that, similarly to other discussions during the day, the use of restriction codes should be communicated (and applied) in a positive rather than a limitative manner. Therefore, the ‘restriction’ code could be renamed to ‘opportunity’ code.

PROFILE



Mark Tant
CIECA FTD workgroup Deputy Chairman, Vias institute, Belgium

Mark Tant graduated as experimental psychologist at the Leuven University (Belgium) in 1995 and as MSc in Cognitive Neuropsychology at the Essex University (UK) in 1996. His PhD at the Groningen University dates from 2002. Since 2002 he is employed by the Belgian Road Safety Institute, currently VIAS institute, at the CARA Department and at the Knowledge Centre. He is involved in national and international research projects related to FtD and Road Safety and is also actively involved in National and EU policy making regarding FtD criteria and evaluation procedures.



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THE CIECA WEBSITE AND THE GUIDE ON DRIVER LICENCING

INFORMATION AVAILABLE

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



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



OUR WEBINARS ON-DEMAND!

As you know, all our reports (except confidential ones), questionnaires, and information on past events are available for our members in our website, but we would like to make a special note on our webinars.

The aim of our Webinar Series is to help you build your knowledge, and to keep you up to date on new developments within the testing and education driving fields, and other road safety issues. In our website you will find recorded webinars together with relevant information covering a wide range of subjects related to these main topics.

The Secretariat assists CIECA members with collecting driver training and testing information, which is disseminated back to members and other stakeholders who have legitimate interest in it. The number of queries originating from members has been growing steadily over the past few years. In 2023 - 2024, the following queries were processed, which covered a wide range of topics in the field of driver training and testing:

- Advanced driver-assistance systems in driver education (March 2023) <https://www.cieca.eu/survey/263/responses>
- Drug driving (April 2023) <https://www.cieca.eu/survey/265/responses>
- Exchange of driving licences issued by third countries (April 2023) <https://www.cieca.eu/survey/167/responses>
- Smart Visual Acuity Test (April 2023) <https://www.cieca.eu/survey/264/responses>
- Practical training in installing a child car seat (May 2023) <https://www.cieca.eu/survey/266/responses>
- Driving test waiting times (June 2023) <https://www.cieca.eu/survey/155/responses>
- The colour of training vehicles (July 2023) <https://www.cieca.eu/survey/255/responses>
- Training for Sport Utility Vehicle (September 2023) <https://www.cieca.eu/survey/267/responses>
- Use of GPS navigation systems in driver training/testing (September 2023) <https://www.cieca.eu/survey/268/responses>
- Training and examinations of ADR drivers (October 2023) <https://www.cieca.eu/survey/270/responses>
- Learner drivers' training on medical aspects and on first aid (November 2023) <https://www.cieca.eu/survey/272/responses>
- First aid equipment (November 2023) <https://www.cieca.eu/survey/273/responses>
- Parking sensors or camera during reverse manoeuvres in the practical examination process (November 2023) <https://www.cieca.eu/survey/66/responses>
- Examiners welfare (November 2023) <https://www.cieca.eu/survey/17/responses>
- National driving licence categories (December 2023) <https://www.cieca.eu/survey/274/responses>
- Vehicles with re-generative braking (one pedal driving) present for test (January 2024) <https://www.cieca.eu/survey/69/responses>
- Driving licence exchange for persons registered with missing personal information (January 2024) <https://www.cieca.eu/survey/167/responses>
- Procedures to get an AM licence (March 2024) <https://www.cieca.eu/survey/276/responses>
- Driving licence coding in conjunction with vehicle adaptation (March 2024) <https://www.cieca.eu/node/351>

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

The information gathering process has been improved with member queries being conducted electronically via the Guide on Driver Licensing, rather than using paper questionnaires. Furthermore, a follow-up system allows the administrators to get a precise overview of the status of each questionnaire.



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