

CHECKE ANNUAL REPORT 2025

WELCOME

I am pleased to present CIECA's Annual Report for the year ended 26 May 2025.

The focus of the Permanent Bureau over the past year was to continue to demonstrate our commitment and support to our members, in line with the objectives set out in CIECA's Strategy 2020-24. We can look back with pride on our achievements over the last five years and point to our successes, but we must not rest on our laurels, there is more work to be done if we are to make progress on the long-term goal of achieving 'Vision Zero'.

During the last year, I have been impressed by the desire, determination and ambition of individuals and organisations within CIECA who seem to grow in confidence when supported by their CIECA colleagues and friends – they know their work makes a difference as it helps achieve their road safety goals and objectives. While European roads are the safest roads in the world, we must be mindful that not all our members live in Europe, which should encourage a shared responsibility to work collaboratively with our colleagues to help them improve their driver education and testing systems.

Now that we have reached the end of our current strategy, the Permanent Bureau and Augusta Sica, concentrated their minds on drafting our new strategy, which will guide our work until 2030 which, as you might expect, has a particular focus on the impact of fast paced technological developments in vehicle manufacture and the potential impacts on driver testing. I am convinced that we have the right balance with the draft strategy, which members will vote on at the General Assembly. My overwhelming desire is for CIECA to have the greatest possible positive impact on road safety, globally. That means we must focus on those activities that will produce the best outcomes. To that end, our agenda going forward will provide the environment and space within which we will be able to advance and exchange great ideas, generate new knowledge, and potentially make breakthroughs in improving road safety, from the perspective of driver education and testing.

While there are a number of positive outcomes from the last year, not least the work that was done to finalise the new fees model, a highlight for me from the past year's programme was the 2024 TAG workshop on Language and Interpretation on the Theory Test. Recently, we have seen the promotion of diversity, equality and inclusion

programmes attacked. However, the TAG workshop, which focused on the needs of people with disabilities, and demonstrated how access, diversity and inclusion are important, provided clear evidence of the need for all CIECA members to bear this in mind when considering changes or improvements to the services we are offering so that no one is excluded.

Personally, it was my pleasure this year to meet with internal and external researchers, group experts and professionals who are at the forefront of research in their respective fields. As always, we were fortunate to have the benefit of their knowledge and expertise at several events hosted by CIECA, which are highlighted within this report. I would also like to take this opportunity to thank them for their kindness and generosity, as CIECA would be so much poorer without their contributions. This year's Annual Report also includes an interesting analysis of all workshops and webinars that we organised since 1999. The purpose of this is to set out the positive work we have done over the last quarter century and to demonstrate the impact the work of CIECA has on wider society.

At the moment, we are waiting for the new EU Directive on Driving Licences that will concentrate our minds and provide a significant amount of work in the coming years, but I hope and trust that I can count on the presence and collaboration of all CIECA members and external researchers to work together and help implement the new legislation.

In conclusion, I wish to convey my and the Permanent Bureau's thanks and gratitude to all who have made the outcomes detailed in this Annual Report possible. I would also like to offer a special thanks to the Secretariat who through their drive and determination remain committed, both individually and collectively, to ensuring that the work of CIECA is discharged in a professional and respectful manner.

Pat Delaney
CIECA President

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Welcome

THIS IS CIECA

What we do:

Services for members

We deliver services designed to support our members with the development of their driving licencing systems, their everyday jobs, and their professional development.

Why we do it:

Road safety for all

We support governmental institutions, authorities, and other organizations and companies with the conviction that our services have an impact in the improvement of road safety within society.

How we do it:

A flexible environment to exchange information

Our services are focused on the needs of our members, and we understand our whole community as a sole team who is happy to communicate and share experiences while looking for solutions, advances or improvements to their driving licencing systems. We strive to provide a flexible forum for this exchange of information to

Service categories:

Catering for different needs

All our efforts are focused on developing content with added value for our members, and, therefore, CIECA offers a range of services that cater to both individual and organisational needs, with particular attention to those requirements arising from higher supraorganisational entities, such as the European Union.

As such, we organize, among other activities and events, webinars, workshops, research studies and development of best practices, reports and guidelines. CIECA collects and grants access to members to the Guide of Driver Licencing and coordinates and organizes free peer reviews that help CIECA members to continuously develop and improve their systems.

NUMBERS

Founded in 1956

Number of CIECA member organizations

Number of active users of our services

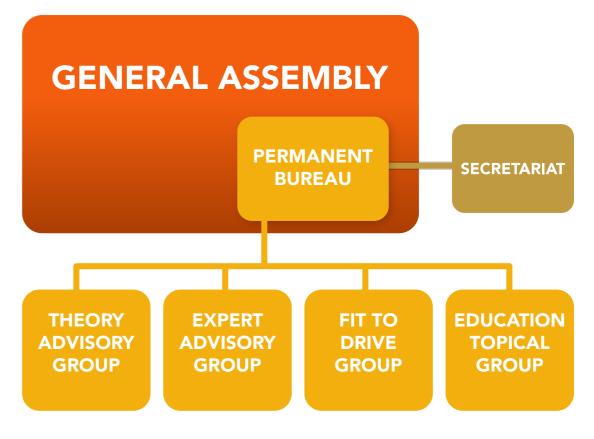
735

Number of Congresses

Number of workshops (since 1999)

Number or webinars (since 2019)

Number of questionnaires (since 2006)



OUR ORGANISATION

At CIECA, it remains a top priority to conduct business in accordance with strong governance principles. Hence, the Permanent Bureau regularly reviews frameworks and policies in relation to activities, finances and strategy.

The CIECA General Assembly has the ultimate decisionmaking power at CIECA and may pass resolutions at the Annual General Meeting and Extraordinary General Meetings. At the Annual General Meeting, members to the Permanent Rureau are elected

The Permanent Bureau guides and supervises CIECA's activities, development, management and organisation, acts in compliance with the Statutes and convenes at least five times a year or as required by special circumstances. The Board is highly committed to fulfilling the organisation's strategy and continues to (3) the Fit to Drive Group (FTD); and (4) the Education develop this area further. During 2024-2025, the Permanent Bureau held five ordinary board meetings and one extraordinary board meeting to discuss the for members, is involved in the selection of abstracts for organisation's strategy for the next five years.

The CIECA Secretariat is responsible for the day-to-day management and operation of CIECA, conducted in

accordance with the guidelines and recommendations set out by the Permanent Bureau, with a focus on developing and implementing strategies and significant initiatives. The Secretariat ensures that the Permanent Bureau is informed of all matters and that proposals and recommendations concerning CIECA's overall strategy and objectives are submitted to the Permanent Bureau. The Secretariat consists of the Managing Director, Augusta Sica, who leads the day-to-day management. and her team: Blanka Wirth, Mohammed Abukwaik, and

Over the years, the Permanent Bureau has established several expert groups: (1) the Expert Advisory Group (EAG), which deals with the practical test; (2) the Theory Test Advisory Group (TAG), focused on the theory test; Topical Group (ETG). Each of these expert groups assists with member queries, organises one annual workshop the CIECA Congress programme, develops reports, best practices, and guidelines on issues related to the practical test, and participates in peer reviews.

MEMBERS

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

MEMBER ORGANIZATIONS

Currently, there are four categories of CIECA members:

Effective members: entities responsible for the regulation, execution or auditing of driving tests.

Associated members: organizations: involved in research, education and assessment activities related to the Association's competences that 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: individuals who have made a particularly special contribution to CIECA.

EFFECTIVE MEMBERS

AUSTRIA Austrian Road Safety Board (Kuratorium Für Verkehrssicherheit, KFV)

AUSTRIA Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology (Bundesministerium für Klimaschutz, Umwelt, Energie, Mobilität, Innovation und Technologie, BMK)

BELGIUM (FLANDERS) Flemish Administration, Mobility and Public Works Department

BELGIUM (FLANDERS) GOCA Vlaanderen

BELGIUM (WALLONIA) Autosécurité

BELGIUM (WALLONIA) Public Service of Wallonia / Department of Strategy and Mobility

BULGARIA Ministry of Transport and Communications, Executive Agency Road Transport Administration

CROATIA Hrvatski Autoklub (HAK)

CYPRUS Ministry of Transport, Communications and Works / Department of Transport

CZECH REPUBLIC Ministry of Transport / Drivers' Administration Department

DENMARK Danish Road Traffic Authority

ESTONIA Estonian Transport Administration

FAROE ISLANDS Akstovan

NLAND Finnish Transport and Communications Agency (Traficom)

FRANCE Ministry of the Interior / Road Safety Delegation (Délégation à la sécurité routière, DSR)

GEORGIA Service Agency of the Ministry of Internal Affairs of Georgia

GERMANY DEKRA Automobil GmbH

GERMANY TÜV Association (TÜV-Verband e. V.)

GERMANY TÜV | DEKRA arge tp 21

GREAT BRITAIN Driver and Vehicle Standards Agency (DVSA)

GREECE Ministry of Infrastructure & Transport / General Secretariat of Transport

HUNGARY Centre for Assessing Fitness to Drive and Drivers' Examinations (KAV)

ICELAND Icelandic Transport Authority

Road Safety Authority (RSA)

KOREA Road Traffic Authority (KoROAD)

KOSOVO Ministry of Environment, Spatial Planning and Infrastructure

LATVIA Ministry of Transport / Road Traffic Safety Directorate

LITHUANIA REGITRA State Enterprise

LUXEMBOURG Ministry of Mobility and Public Works / Department for Mobility and Transport



LUXEMBOURG Société Nationale de Circulation Automobile (SNCA)

MALTA Transport Malta

MONACO Driver and Vehicle Licensing Office (Service des Titres de Circulation)

NEW ZEALAND Vehicle Testing New Zealand (VTNZ)

NORTHERN IRELAND Driver and Vehicle Agency (DVA)

NORWAY Norwegian Public Roads Administration (Statens Vegvesen Vegdirektoratet)

POLAND Ministry of Infrastructure / Road Transport Department

PORTUGAL ANIECA (Associação Nacional de Escolas de Condução Automóvel)

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

ROMANIA Ministry of Internal Affairs / General Directorate for Driving Licenses and Registrations

SLOVENIA Slovenian Traffic Safety Agency

SPAIN Ministry of Interior / Directorate General for Traffic (Dirección General de Tráfico, DGT)

SWEDEN Swedish Transport Administration (Trafikverket)

SWEDEN Swedish Transport Agency (Transportstyrelsen)

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

Members

SWITZERLAND Federal Roads Office (Bundesamt für Straßen, ASTRA)

THE NETHERLANDS CBR (Centraal Bureau Rijvaardigheidsbewijzen)

UKRAINE Head Service Center of the Ministry of Internal Affairs

UNITED ARAB EMIRATES Roads & Transport Authority (RTA)

ASSOCIATE MEMBERS

- Austrian Driving Schools Association, Austria
- Driving Mobility, United Kingdom
- Eco Drive Driving Institute, UAE
- Ecole de Conduite Française (ECF), France
- ENPC-EDISER, France
- Flemish Foundation for Traffic Knowledge (Vlaamse Stichting Verkeerskunde, VSV), Belgium
- Foundation for Road Accident Prevention, Poland
- German Road Safety Council (Deutscher Verkehrssicherheitsrat, DVR), Germany
- German Society for Traffic Psychology (Deutsche Gesellschaft für Verkehrspsychologie e. V., DGVP), Germany
- Jelly Learn, United Kingdom
- LENS Media, The Netherlands
- Mobilica d.o.o., Slovenia
- Nord University, Norway
- Pearson VUE, United Kingdom
- Polish Security Printing Works, Poland
- Prometric, Ireland
- Spanish National Confederation of Driving Schools (Confederación Nacional de Autoescuelas, CNAE), Spain
- Vias institute, Belgium

AFFILIATED MEMBERS

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

HONORARY MEMBERS

- Mr Jean-Pierre Fougère, France, former CIECA Secretary General - Treasurer
- Mr Kari Hakuli, Finland, former CIECA President
- Dr Roland Krause, Germany, former CIECA Vice President
- Mr Peter Ripard, Malta, former CIECA Vice-President
- Ms Sonja Spørstol, Norway, former CIECA President
- Mr Jozef-Peter Vaessen, the Netherlands, former CIECA President
- Mr Willem Vanbroeckhoven, Belgium, former CIECA President
- Mr Per Gunnar Veltun, Norway, former CIECA Secretary General - Treasurer





NEW CIECA ASSOCIATED MEMBER

PWPW - PRODUCER OF **POLISH TRANSPORT DOCUMENTS**

Polish Security Printing Works PWPW (PWPW) is a sole shareholder company of the State Treasury, which is Internal Affairs and Administration. For more than two decades, it has been a strategic supplier of communication documents and ICT systems supporting tasks.

Cooperation with the Ministry of Infrastructure began in throughout the Community. 1998, and since 2008 PWPW has been carrying out tasks in the production, personalisation and distribution of communication documents on the basis of an agreement between the State Treasury and the Minister of Infrastructure. The company is responsible for the production and personalisation of, among other things, driving licences. It produces more than one million such documents per year. These documents meet the highest safety standards and comply with European regulations. PWPW also issues driver qualification cards, key documents for professional drivers and vehicle registration cards, ensuring their full personalisation. There are more than five million such documents produced annually.

Thanks to its advanced IT solutions, PWPW is documents. The central elements of the infrastructure are: SI Driver - a system for managing the full driver authorisation process, which enables the digital handling of document issuance, and SI Vehicle - a coherent solution for vehicle registration that perfectly automates registration procedures in public administration offices in Poland.

The POSK system is one of PWPW's integrated systems, dedicated to handling the training of driver candidates by driving centres. The SI WORD completes the licence acquisition processes and supports the conduct of Polish Security Printing Works, Poland theoretical and practical driving licence examinations by Provincial Traffic Centres (WORD). There are more than 2.4 million driving licence examinations a year.

A priority for PWPW in the coming years is the full digitisation of processes related to driving licences and under the ownership supervision of the Minister of transport documents. The company is also very active in road safety. A key element of the strategy is the implementation of SI Driver 2.0, which will include the centralisation of databases and integration with public administration in the area of handling transport European driver record systems. The introduction of digital driving licences at EU level will enable the effective management of drivers' entitlements

> PWPW is proactively designing and planning the implementation of innovative solutions in line with Directive (EU) 2022/2561 of the European Parliament and the Council to adapt its systems to the requirements of digitisation of public administration. The proposed e-Driving Licence Application will eliminate the need for the citizen to visit the office, and will enable full digital processing of applications. The introduction of the mobile driving licence as a fully-fledged public document will allow the document to be stored digitally on mobile devices and a system of automatic notifications will remind drivers of the need to renew their documents, supporting them in the timely management of their entitlements.

streamlining the processes involved in issuing transport Thanks to modern technologies and a long-term digitalisation strategy, PWPW remains a key partner for the public sector in Poland, ensuring the security and efficiency of transport document management systems. The company consistently develops its solutions in response to the growing requirements of digitalisation and the needs of modern public administration.

Tadeusz Wachowski

Director of the Document Production Division

THE CIECA 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 organization and provides counsel to the CIECA Managing Director who is in charge of the day-to-day business.

Currently, the CIECA Bureau Permanent consists of the President, the Secretary General -Treasurer, and five Vice-Presidents.





FINANCES

NEW MEMBERSHIP FEES

Since then, it had only been subjected to annual revalorizations compared to the fees paid until 2024. What does this mean for based on the Belgian Health Index, and a one-off 10% increase CIECA? in 2019.

During years 2023 and 2024, the Permanent Bureau and the CIECA Secretariat investigated with the help of an external consultant the possible alternatives to define a fair and durable membership fee model for Effective Members based on the • Fixed flat fee of €8,500 for all Effective members. following principles:

- TRANSPARENCY AND REPLICABILITY: Ensuring a clear, transparent, and updatable calculation method for both current and new members.
- FAIRNESS AND SUSTAINABILITY: Guaranteeing equal treatment for all members and fair contribution towards CIECA's objectives.
- RE-EVALUABILITY: Allowing periodic updates in line with the rising cost of living.
- CONSISTENCY: Ensuring commitment from those involved in budget planning.
- FLEXIBILITY: Accommodating evolving strategic ambitions and cope with extra-fees.
- BASED ON COMMON PRACTICES: Drawing inspiration from practices observed in other international organisations.

Flexible and fair systems for membership contributions, based on domestic economic performance measures such as GNI and GDP, are commonly used by several international organisations, including the EU, NATO, WHO, and WTO. Additionally, efforts

The previous membership fee model was put in place in 2006. were made to minimise the impact of the new fees when

The new fee structure is based on the following principles:

- Annual Budget fixed upfront each year.
- An additional extra amount is added to the flat fee based on Gross National Income (GNI) without cap, with GNI data to be updated every 3 years. This results in varying final fees for members
- No 50% reduction on the fee for second, third, etc. Effective members from the same country.
- Fees will continue to be indexed annually based on the Belgian Health Index.
- Half or full fee payment will be required to members leaving before or after mid-year.

The 2025 CIECA Effective membership fees were calculated in accordance with these principles. The new model is more equitable and inclusive: it retains four easily distinguishable membership categories with additional fee levels for each category. Lower fee levels make it easier for smaller institutions and organizations from lower- and middle-income countries to join us. The newly introduced membership fees will guarantee sustainable financing of our services for CIECA members.

FINANCES

BUDGET AND REALISATIONS FOR 2024

We are pleased to report another year of progress and results in line with expectations. The financial situation in place in Europe was still affected by uncomfortable levels of inflation in many European countries. Although this meant that our organization did not have as much spending power, we made the necessary adjustments to continue delivering interesting events and services for our members. Our organization is a solid platform from which to pursue impact and improvements in road safety for everyone. Once more, CIECA showed how efficient it remains at operational level, and continuing this trajectory remains a priority on our working agenda.

Operating Income	Realisation 2023	Budget 2024	Realisation 2024
Membership fees	622,863.50	562,000.00	638,365.97
Administrative charges	1,189.20		11,108.82
Other income (Bank interest, research projects, events, etc.)	0.00	800.00	0.00
Total operating Income	624,052.70	562,800.00	649,474.79
Operating expenses			
Personnel	411,424.28	370,000.00	428,176.46
Services	42,158.92	37,000.00	27,016.37
Accomodation Brussels office	32,542.56	38,000.00	30,445.80
Office service costs	4,989.51	14,000.00	6,181.65
Travel & accomodation Secretariat	22,948.65	20,000.00	18,127.38
BP representation Travels	0.00	1,000.00	0.00
Activities congress/workshop and visits	4,894.37	15,000.00	17,716.53
Permanent Advisory Groups	6,628.81	30,000.00	14,016.18
Representation and marketing	11,848.61	8,000.00	8,265.27
Contingency	0.00	2,000.00	0.00
VAT	10,896.71	18,000.00	9,829.72
Communal Taxes	1,925.74	3,700.00	343.07
Loss on sale of trade receivables	0.00		0.00
Total operating expenditure	550,258.16	556,700.00	560,118.43
Total operating Income	624,052.70	562,800.00	649,474.79
Total operating Expenditure	550,258.16	556,700.00	560,118.43
Economic result	73,794.54	6,100.00	89,356.36
Depreciation	3,077.21	2,250.00	2,245.65
Financial Charges	231.17	1,500.00	344.11
Extraordinary Charges			
Provision vacation Y+1	29,752.41	33,500.00	33,970.68
Provision vacation Y	-32,113.48	-32,000.00	-32,113.48
Financial result	72,847.23	850.00	84,909.40



THE NEW CIECA STRATEGY FOR 2025 - 2030

Today's changing world requires flexibility and a fresh approach to ensure CIECA's continued strength. The new 2025-2030 strategy aims to make our contributions more impactful, efficient, and responsive to the needs of our global members. The goals in this strategy, also present in the previous document, are more relevant today in an interconnected world where complex problems require coordinated solutions.

Our vision is to build a better world where all road users are competent, safe, and responsible through standards for driver education, training, assessment, and testing. This strategy is essential to guide us in supporting CIECA members to address existing and new road safety challenges and opportunities. We are committed to preserving our expertise and remaining at the forefront of global road safety, especially in driver testing and education.

We count on the collaboration of all CIECA members to make this possible and hope this strategy will inspire and motivate each member to join us on this journey. In these pages you will find a summary of the main goals that will drive our progress.

Augusta Sica

CIECA Managing Director

GOAL 1: DEVELOP MEMBERSHIP

CIECA will enhance its membership to strengthen its position in driver training and testing worldwide, recognising that its strength lies in its members.

Key Initiatives:

- Develop hybrid events to maximise attendance and participation.
- Create activities to support members outside Europe.
- Further develop Permanent and Topical Groups.
- Develop tools to analyse membership satisfaction.
- Make more reports and studies accessible to the public

Photo: Istock AlexKalina

GOAL 2: PROMOTE, DEVELOP,

AND DISSEMINATE KNOWLEDGE

CIECA will create and share knowledge and expertise in driver training, assessment, and testing. Priorities include education, fit-to-drive issues (including clinical driver assessment), responding to technology challenges (including lifelong learning), and focusing on driving licence exchange issues.

Key Initiatives

- Initiate and participate in relevant projects and platforms (e.g., UNECE).
- Participate in projects to promote Vision Zero.

GOAL 3: CREATE INNOVATIVE PRODUCTS AND SERVICES

CIECA will monitor social, technological, and political developments impacting driver training and testing to improve service quality.

Key Initiatives:

- Harmonise indicators and data for regular comparison of driving standards, with synchronised updates twice a year.
- Develop guidelines on drivers' competences for new ADAS systems.
- Collaborate with driving institutions to develop and monitor new competences.
- Promote concepts from the Road User Education report on driver training content and instructors' competences.
- Actively promote eco-friendly driving standards.

GOAL 4: DEVELOP AND ENCOURAGE COLLABORATION WITH PARTNERS

To establish a strong position in driver testing and training, CIECA will develop partnerships with relevant stakeholders influencing global developments.

Key Initiatives:

- Develop proposals for lifelong learning to address future driver issues.
- Exploit partnerships with international organisations (e.g., "masterclass" for the EU parliament).
- Increase participation of non-EU members to promote CIECA globally.

GOAL 5: DEVELOP CIECA FOR LONG-TERM SUSTAINABILITY

To achieve its goals and implement organisational changes, CIECA needs a sustainable financial strategy focused on financial sustainability, transparent leadership, and effective use of technology.

Key Initiatives:

- Revise Statutes for a modern and sustainable organisation.
- Maintain and grow assets and resources.
- Organise fee-paying events independently or in partnership.
- Develop a long-term financial strategy optimising alternative revenue streams (e.g., European project proposals).

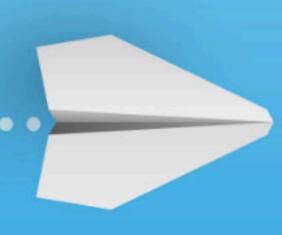
GOAL 6: EMBRACE, DEVELOP, AND PROMOTE TECHNOLOGY

Considering rapid technological developments, CIECA needs to establish a position on the impact of ADAS and future automated car technology on driver testing and training.

Key Initiatives:

- Promote cooperation among working groups to develop new methods for testing and training drivers on ADAS, ADS, and DCAS.
- Encourage the exchange of best practices among members on new technologies.
- Promote lifelong learning to ensure drivers and examiners remain professionally competent in a rapidly changing environment.
- Become the comprehensive database for road safety performance, examination models, statistics, etc., to facilitate benchmarking for members.
- Develop studies on the use of simulation techniques in training and testing.

New CIECA Strategy 19



THE GUIDE ON DRIVER LICENCING

The Guide on Driver Licensing is an online catalogue accessible only to members. It is an information tool which contains approximately 50,000 records and all sorts of driver testing information. The information contained in the database is provided by Effective members and updated by them on a regular basis. Effective members can also create questionnaires directly on the website. Members can consult and download reports drawn from the data in major areas of interest. The Secretariat assists CIECA members with collecting driver training and testing information, which is disseminated back to members and other stakeholders who have a legitimate interest in it.



In 2024 - 2025, the following queries were processed (all responses can be found in the Guide for Driver Licencing):

- Exchanging Driving Licences Issued by third countries (April 2024)
- Advanced driver-assistance systems in driver education (April 2024)
- <u>Digital services for drivers</u> (May 2024)
- Challenges faced by candidates with hearing difficulties
 (June 2024) Results presented in the webinar: (Driver's)
 license in silence?! A mixed method study of deafness in the
 practical test:
- Minimum / Maximum Ages (June 2024)
- Theory test as part of the practical driving test (June 2024)
- <u>Digital services for drivers (follow up survey)</u> (June 2024)
- Electrically assisted pedal cycles or e-bikes (July 2024)
- Procedures to get an AM licence (July 2024)

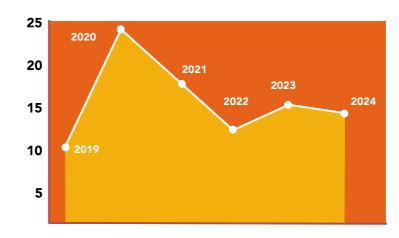
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 Practical test category B (shoe wear / hand signals) (July 2024)

- Assignment of examiners at testing centres (July 2024)
- The use of QR code in driving licence (July 2024)
- Armoured vehicle driver training and licencing (August 2024)
- Impersonation fraud in exams (September 2024)
- <u>Driving instructors working conditions</u> (September 2024)
- Quality assurance of driver testing system (November 2024)
- Filming during the practical test (November 2024)
- Examiner safety and assault prevention (December 2024)
- <u>Licence renewal when residing abroad</u> (December 2024)
- <u>Digital solutions for theoretical driver training</u> (March 2025)
- <u>Item enemies in the theory test</u> (March 2025)

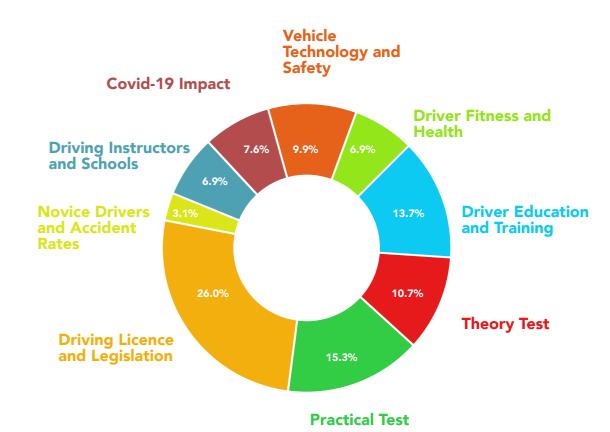
Most of the reports are available in the Guide on Driver Licensing; alternatively, they can be found in the "A-Z Reports, Subjects, and Events" section of the CIECA website. Most of the reports are available in the Guide on Driver Licensing; alternatively, they can be found in the "A-Z Reports, Subjects,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

PRODUCTION OF QUESTIONNAIRES FROM 2019 TO 2024



Since 2006, a total of 350 questionnaires have been conducted, and the number of queries originating from members has been growing steadily over the past few years. Of these, 131 questionnaires have been conducted since 2020, representing 37.42% of the total questionnaires completed by the Secretariat or CIECA members. Among the questionnaires conducted since 2020, 10 focused on the impact of Covid-19, accounting for 7.6% of the questionnaires during this period. As it is clear from the timeline chart, during the outbreak of the Covid-19, the conduction of questionnaires intensified.

QUESTIONNAIRES BY TOPIC SINCE 2006



Guide on Driver Licencing

CIECA WORKSHOPS SINCE 1999

CIECA organises at least four workshops per year with the assistance of its expert groups: the Expert Advisory Group (EAG), the Theory Advisory Group (TAG), the Fit to Drive expert group (FTD), and the Education Topical Group (ETG). Additionally, CIECA may organise other workshops as needed, such as those to define the organisation's strategy or to discuss significant legislative updates relevant to CIECA members.

Since 1999, CIECA has organised 67 workshops for its members. These workshops have been and continue to be vital events for CIECA, as they help members build relationships with colleagues, develop their professional skills, and, we hope, indirectly enhance their job satisfaction. Our workshops also foster a sense of unity within CIECA, encouraging collaboration and strengthening the bond between members by providing a conducive platform for sharing information and opening dialogue about workplace issues and goals.

Moreover, we believe that our workshops enable CIECA members to reflect on current topical issues and brainstorm innovative solutions to improve road safety strategies. We aim to provide opportunities for members to collaborate and share ideas, leading to more efficient processes and better decision-making within CIECA organisations. By fostering an environment of continuous development, CIECA workshops strive to keep members engaged, motivated, and feeling a sense of belonging to the CIECA family.

We will continue to develop and improve our workshop offering through feedback from members, and the needs identified by our experts. For your information, the workshop slides are available in our website.

WORKSHOPS BY TOPICS SINCE 1999

Fit to Drive, FTP & Disabled

- Alcohol and Drugs: Evaluating the impact of substance use on driving abilities.
- Elderly Drivers: Assessing the fitness to drive of older adults.
- Professional Drivers: Ensuring that professional drivers meet medical fitness standards.
- New Technologies: Exploring how new technologies can assist disabled drivers.

Practical Test

- Waiting Times and Passing Rates: Addressing issues related to the efficiency and effectiveness of practical exams.
- ADAS Impact: Evaluating how Advanced Driver Assistance Systems (ADAS) affect practical driving tests.
- Assessment Standards: Harmonizing assessment standards for practical driving tests.
- Ecodriving: Incorporating eco-driving principles into practical tests.
- Technology Integration: Exploring the use of technology in practical driving tests.

CPC & Professional Drivers

9.8%

18%

8.2%

14.8%

- CPC Workshops: Conducting workshops on the Certificate of Professional Competence (CPC) for professional drivers.
- Rider Workshops: Training programs for motorcycle riders.
- Directive Implementation: Implementing EU directives related to professional driver training and testing.
- Professional Driver Training: Developing training programs for professional drivers.

Driving License Legislation & CIECA Strategy

- Driving Licence Directives: Discussing and implementing EU driving licence directives.
- Driver Licence Exchange Systems: Facilitating the exchange of driver licences between countries and exploring different systems.
- Recognition of Competences: Recognizing driving competences across borders.
- Strategy Workshops: Developing and refining CIECA's strategic plans.

Driver Education & Ro

- Simulators and VR: Using simulators and virtual reality in driver training.
- Education Initiatives: Developing and implementing driver education initiatives.
- The Road User Education Project (RUE)
- Professional Driver Training: Training programs for professional drivers.
- Ecodriving: Promoting eco-driving practices through education.

Theory Test

This topic covers theoretical aspects of driver testing, like:

29.5%

- Language Interpretation: Addressing language barriers in theory tests.
- Item Writing: Developing effective test questions.
- Cheating and Fraud: Preventing cheating and fraud in theory tests.
- Integration of Road Safety Data: Using road safety data to improve theory tests.
- Special Needs Requirements: Accommodating special needs in theory tests.

22 Workshops 2

THE CIECA WEBINAR SERIES (2020 - 2025)

The COVID-19 pandemic in 2021 created the ideal conditions for developing new types of events for our members. Over the past five years, the CIECA Webinar Series has been running consistently. However, the number of webinars organised decreased once normality returned, as we resumed hosting face-to-face events. Since 2020, the CIECA Secretariat has organised a total of 45 webinars.

The CIECA Secretariat has endeavoured to schedule webinars that would benefit all members, occasionally exploring topics beyond the usual CIECA "menu". Our CIECA Webinar Series has been well received by our members, with steady attendance at these events. We firmly believe that the interaction and presence of our members add value to the webinars. Consequently, CIECA has not only organised webinars focused on delivering presentations but has also provided forums for round tables, workshops, and presentations of important reports and strategy documents prepared with the support and assistance of CIECA members and expert groups.

WHAT TYPE OF INFORMATION ON PAST WEBINARS IS AVAILABLE IN THE CIECA WEBSITE?

INFORMATION ON PRESENTER

SHORT SUMMARY

LIST OF PARTICIPANTS

PRESENTATION

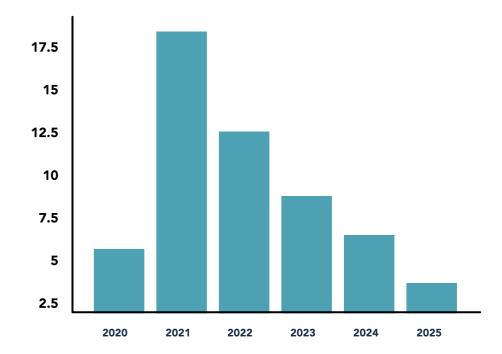
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FURTHER RESOURCES AND DOCUMENTS

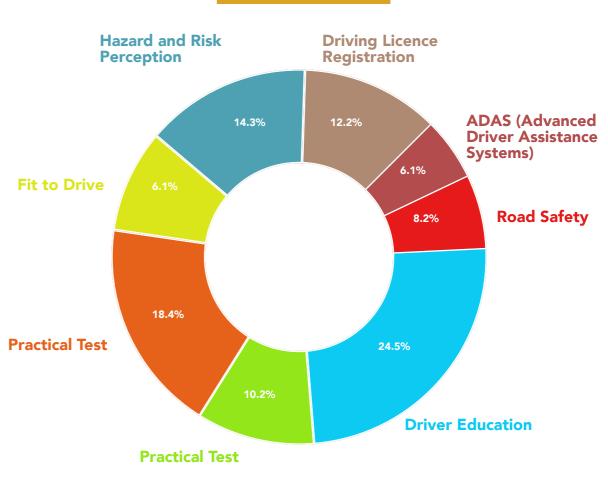
THE RECORDING OF THE WEBINAR



NUMBER OF WEBINARS PER YEAR



WEBINARS BY TOPICS



Webinar Series

2024 ECF CONGRESS

17-19 October 2024, Split, Croatia



Philippe Usson, CIECA Vice-President and Deputy Chair of the EAG represented CIECA in the ECF Congress in Split that took place from 17 – 19 October 2024. The event, named "Driving the Future," brought together experts and stakeholders to discuss the latest advancements and challenges in road safety and driver education. Organised by Mr. Mirouse, president of the ECF group, a CIECA Associated member, and his dedicated team, the three-day event featured a blend of informative sessions and engaging activities.

Each morning was dedicated to presentations and discussions, while the afternoons offered friendly events, including a tour of Split and team-building exercises. The congress focused on five main themes:

- ADAS and Electric Cars: Exploring the integration and impact of Advanced Driver Assistance Systems and electric vehicles on road safety.
- 2. New Tools for Teaching Driving: Highlighting the use of simulators as innovative tools in driver education.
- 3. Road Safety in the Workplace: Addressing the importance of safety measures for professional drivers.

- Road Safety for Seniors: Discussing strategies to enhance driving safety for older adults.
- 5. Early Driving Instruction: Promoting the idea of starting driving education as early as 14 years old.

The congress also featured participants from various countries, including Morocco and Senegal. The president of a group of driving schools from Morocco and a representative from the Senegalese Ministry of Health, who focuses on road safety in the professional environment, were in attendance. Our Croatian colleagues, Sinan Alispahic and Sanja Brnardic Zoranic from HAK, also participated. Sanja Brnardic Zoranic from HAK delivered a detailed presentation on teaching and driving tests in Croatia.

Philippe Usson had productive discussions with the representatives from Morocco and Senegal, who expressed interest in collaborating with CIECA to enhance road safety in Africa. There are several events where different African countries convene to work on driving licenses and road safety, presenting an opportunity for CIECA to establish more contacts and offer support. Overall, the ECF Congress provided valuable insights and fostered international collaboration.

HPT ONLINE WORKSHOP

26 February 2025, Online

This online event, organized by Austroads, a CIECA Associated member, aimed to inform the future development and implementation of HPT, with insights from current Australian and international practices and studies. Experts from Australia and CIECA member organizations gathered to share their knowledge on Hazard Perception Testing (HPT) from both operational and methodological perspectives. Some members of the CIECA Theory Advisory Group participated in the meeting, and the group was invited to deliver a presentation during the event. Following the invitation, Lars Rößger, Deputy Chairman of the CIECA Theory Advisory Group, and Head of Research & Development of TÜV | DEKRA arge tp 21 GmbH, one of our German Effective members, delivered a presentation entitled Hazard Perception in the upcoming EU Directive on Driving Licences & current practices in CIECA member countries.

While HPT is well-established in Australia and the UK, its implementation varies globally. Some countries integrate hazard awareness into theoretical exams or practical driving tests rather than using a standalone HPT. International perspectives on HPT showed that various countries are integrating hazard perception assessments into their licensing frameworks with differing approaches, while the EU is revising the driver licensing directive to emphasise hazard perception skills.

The workshop underscored the importance of HPT as a crucial element of driver licensing, particularly for novice drivers. By assessing their ability to recognise and respond to hazards effectively, HPT plays a vital role in improving road safety and reducing crashes.

DEBATE AT EU PARLIAMENT

19 March 2025



On 19 March the European Parliament hosted the event "The Future of Mobility: Working Together for Road Safety and Driving European Leadership," led by MEP Vivien Costanzo of the TRAN Committee. Co-hosted by CIECA, CITA, EReg, and CEDR, the event gathered policymakers, regulators, and stakeholders to discuss the future of European mobility.

Participants in the round table discussion included Gerhard Müller (CITA President), René Claesen (CIECA Secretary General - Treasurer), Jan-Olov Öhrn (Vice Chair EReg / EUCARIS), and Naida Muirhead (Programme Manager, CEDR), with moderation by Eduard Fernández (CITA Executive Director). The event underscored the collective experience and expertise necessary to develop effective policies for the future of mobility in Europe.

Key points discussed included the necessity for regulations to keep pace with technological advancements, the importance of harmonisation within the single market, and the need for a common strategic vision for the future of the EU vehicle industry. The event highlighted that legislation can accelerate innovation while maintaining high road safety standards and that an integrated approach is essential for safe road mobility.

Stakeholders reaffirmed their commitment to advancing road safety and mobility, with CITA, EReg, CEDR, and CIECA supporting EU institutions in policy development. Collaboration remains essential for a safe, sustainable, and technologically advanced future in European mobility.

26 CIECA in External Events

CIECA EXPERT GROUP ACTIVITIES 3 JUNE Discussion on the 2024 future of CIECA peer reviews, Brussels EAG, TAG&ETG: (Belgium) **MEETING** Follow-up on new Directive news, organization of the FTD MEETING 2025 FTD workshop 23 - 27 SEPTEMBER 2024 JUNE for CIECA members. Development of the Peer review 2024 **ADAS** Guidelines for conducted by the 3 DECEMBER ETG Driver Education. EAG, TAG & three CIECA expert Preparation of 2025 WORKSHOP ETG PEER REVIEW FTD workshop, groups for the 12 MARCH Estonian Transport discussion on Discussion on the FTD MEETING 2025 future of the TAG data Simulator as predictor of FTD, and base. TAG MEETING development of 4 - 5 Preparation of the criteria for FTD SEPTEMBER 2024 TAG workshop in The workshop focused "audits" OCTOBER 2024 FTD Workshop on Helsinki, and on the topic of TAG MEETING Alcohol Interlocks and development of the candidates with TAG WORKSHOP 2025 ADAS. Presentation of ADAS TAG Quality special language FTD needs taking the Questionnaire to be Guidelines for driving theory test in Education used in peer reviews. CIECA member organisations 2024 2025 5JUNE 2024 Setting up of working Discussion of latestt Development of 10 JANUARY SEPTEMBER 2024 NOVEMBER 2024 olan for 2024 - 2025 developments Finalization of the News on 4th Directive, working agenda, and Teleoperation in future EAG MEETING road traffic - FTD and preparation of the regarding the new ADAS and organization of organization of 2025 **FTD MEETING** ETG MEETING FTD SEMINAR FTD MEETING Guidelines for Driver the 2025 FTD ETG workshop. peer review in Estonia. Directive and requirements of Education and workshop on Alcohol drivers in the control preparation of the Interlocks and ADAS. 2025 FFTD workshop. organization of the centre. webinar to present the document to CIECA EAG peer review leview of the working members JUNE 21-22 JANUARY conducted for the Development of the report of the 2024 Ministry of Interior of riteria 2025 FTD MEETING France on the or "audits" TAG workshop, final TAG MEETING revision of the TAG category A !licensing 21 NOVEMBER 2024 Development of tools digital aquality system. for peer review. questionnaire and the updating ofGuidelines future of the TAG EAG MEETING for the Conduction of database. Practical Tests in Vehicles Equipped with ADAS, and paration of the 2025 EAG workshop

KARSTEN NIKOLAISEN LEAVES THE THEORY ADVISORY GROUP

I have been fortunate to represent Norwegian Public Roads Administration (NPRA) in the theory advisory group (TAG) under the auspices of CIECA. As I now conclude my employment with NPRA, I also end my participation in TAG. I would like to share my reflections and experiences with you all.

In the 30 years I have worked for NPRA, theory tests have been among my tasks. Initially, I conducted adapted theory tests with candidates and took part in writing new questions for use in the theory tests. Towards the end of my career, I led the development of the theory tests and the data system for theory tests.

When CIECA decided to establish the TAG in 2011, Norway decided that we would send one member to the group. At that time, I was employed in the section with national responsibility for theory tests and thus had the opportunity to represent Norway. It was with great excitement and awe that I travelled to Berlin one June day in 2011 for the first TAG meeting. The awe, or rather the honour of being allowed to participate in TAG's work, has remained present throughout these 14 years. It has been and continues to be absolutely fantastic to be part of it.

What has given me so much over these years? It is the unity, the communication style, the support, and the professional level that all TAG members possess, that makes it a pleasure to be part of. In our meetings, we have addressed important issues and challenges related to theory tests. By presenting various challenges at our meetings, whether formal or informal, I have always returned home with "valuable baggage." At meetings and workshops that have been arranged, I have received professional input and ideas that I have used in my work back home in Norway. With this input, we have been able to develop a good theory test system and good work processes for handling the theory tests.

I remember very well the first meeting I attended, where Dr. Bernhard F. Reiter from Germany was the first leader of TAG. The excitement was great when I had to present the homework in English, but it went well. I received a lot of help from the other participants in finding the right words and pronunciation. Personally, I had good support from Hans Mattson from Sweden, who was more experienced in such work. It quickly became apparent that there was good support to be found from everyone around the table. Such support and the desire to learn from each other are of great value. Here, I made many friends in a short time.



The TAG annual meetings, one in the spring and one in the autumn, were held in various countries willing to host the meetings. We visited test centers and saw how the task of conducting theory exams for people who wanted a driver's license was solved in each country. It was fantastic. It may seem like a bold exercise to invite foreign guests into what means so much in connection with testing knowledge for a driver's license. It can potentially trigger great uncertainty about how such information will be received. Thank you very much for doing it; it has given me, and certainly many others in TAG, a lot of insight and many ideas! When we have considered various solutions for the theory test here in Norway, my knowledge of how other countries solve the challenges has been a reassurance and added weight to the arguments.

TAG has arranged a workshop every year with current topics where we have shared our knowledge and brought in speakers to shed light on various topics. We

have found it rewarding and useful. Getting close to colleagues from other countries and hearing their opinions, receiving questions, and listening to the answers given has enriched me and given me energy in my work. Topics such as hazard perception, question writing, cheating and fraud, result analysis, adaptations for people with special needs, and the use of traffic safety data in the work of writing questions show the breadth of knowledge and experience sharing.

The work in TAG does not happen by itself. We have much to thank our skilled leaders for, from the start in Berlin with Dr. Bernhard F. Reiter from Germany, Tamás Hima from Hungary, Mika Hotti from Finland, Lauris Kumpins from Latvia, Marc-Philipp Waschke from Germany, and now Helen Luker from England. They have all guided us safely through both physical meetings and online meetings during the corona period. They have put in a lot of time and energy to prepare the agenda for the meetings and ensure that the issues are followed up. CIECA has always been represented at the meetings by our dear Eva Mateo, who has ensured the distribution of documents, organized activities requested by CIECA members, tasks for the workshops, distribution of tasks, written minutes, and had the overall overview. Thank you all for the way you have met me and given me confidence in our TAG meetings.

Thank you all very much, and good luck with your future work!

Best regards

Karsten Nikolaisen.





2011 TAG visiting the Bundestag



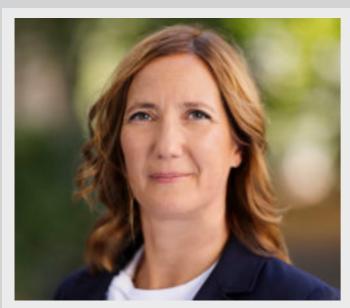
2015 TAG meeting in Helsinki



2015 TAG meeting in Switzerland

30 CIECA Experts

NEW TAG MEMBERS



FANI ZANETA HEAD OF DRIVER LICENSE, FITNESS TO DRIVE AND ROAD SAFETY AT THE TÜV ASSOCIATION

I work as Head of Driver License, Fitness to Drive and Road Safety at the TÜV Association. In this role, I represent the TÜV Association at CIECA, contributing to discussions on international best practices and regulatory developments in driver examination and training.

Throughout my career, I have been engaged in transport and road safety issues. With a background in law, I worked for 12 years (2002–2014) as a research assistant for various members of the German Bundestag who were part of the Transport Committee. Through this experience, I gained a solid understanding of transport governance, road safety regulations, and the political framework influencing mobility policies. From 2014 to 2024, I served as a political trade union secretary at ver.di, where I was among others responsible for national and international transport policy.

CIECA is an important platform for addressing current and future challenges in driver licensing, and my engagement with the TAG since the summer in 2024 is driven by the conviction that international collaboration is essential for the future of road safety. By working together with experts from different countries, we can develop evidence-based policies that improve driver education and testing while ensuring that road safety remains a global priority.

ANNE VAN DER VALK SENIOR PRODUCT MANAGER AT CBR

My name is Anne van der Valk, and I am a Senior Product Manager in the Theory department at CBR. Over the past two years, I have been working on various projects, with my current focus being the upgrade of our software system for the creation and delivery of Theory exams.

With more than ten years of experience in project management, I have successfully led projects across different sectors. Before joining CBR, I worked in various project management roles where I helped improve processes and increase operational efficiency. I also have extensive experience collaborating internationally. In addition to

collaborating internationally. In addition to my bachelor's degree, I have completed several training courses in project and change management.

Joining the Theory Advisory Group (TAG) is an exciting opportunity for both me and my organization. We are dedicated to sharing knowledge and experiences about theoretical driving tests, as well as exploring future possibilities for joint research.



ANA JUAN TAMAYO HEAD OF APTITUDE TESTING SERVICE, DGT, SPAIN

As the Head of Aptitude Test Service at DGT since 2023, I oversee all the planning, management, and coordination of activities within the service. This involves designing and implementing criteria, guidelines, studies, and reports related to practical driving tests. I also work on computer applications related to the service and develop training courses for examiners. My role includes addressing road safety issues both nationally and internationally. Additionally, I participate in the selection and training of new examiners, ensuring they are well-prepared for their roles.

COLIN STEWART FROM DVSA JOINS THE ETG

WHY I WANTED TO JOIN ETG

The Driver and Vehicle Standards Agency (DVSA) is an active member of the CIECA family. I was thrilled to join the Educational Topical Group (ETG) as part of my role at DVSA as Technical Lead for Driver Training Policy. This is part of DVSAs ongoing effort to enhance driver education and road safety.

I chose to join ETG because it is a leading advisory body in driver education. The expertise of its members spans a range of innovative training methods and a collaborative approach. By joining, I hoped to contribute and learn from the group's collective knowledge and resources.



OUTCOMES

Being a member of ETG has provided me with valuable insights into the latest trends and best practices in driver education. Recently, I helped shape the CIECA Guidelines for ADAS Education. This project, led by ETG, involved connecting with other members, facilitating workshops, sharing experiences, and learning from each other. As a result, I was able to confidently lead improvements in DVSA's driver training policies and products. One of my goals is to help and support driving instructors in becoming confident coaches, enabling them to provide their students with a relaxed, safer, smoother, and more technologically informed driving experience.

MUTUAL RECOGNITION

Being part of the CIECA family provides a global view of best practices in driver training. DVSA sets Great Britain's (GB) training and testing standards. It is important that these align with European countries to ensure consistency and mitigate the risk of disparity between licence acquisition and mutual recognition of licences.

ABOUT ME

My focus is on equipping drivers with essential skills for safe and confident driving. I spent 4 years as an Approved Driving Instructor (Fleet) and have spent 17 years with DVSA. As a Driving Examiner and Staff Instructor for lorries, buses, and cars, I have developed a thorough understanding of the National Driver and Rider Training Standards and The GDE Matrix. These foundations have been crucial in developing courses to enhance DVSA examiners' understanding during their periodic training.

My policy work began as DVSA's Vocational Policy and Technical Standards Advisor, followed by four years managing DVSA's Theory Test Content. Now, as Assistant Chief Driving Examiner and Technical Policy Lead of Driver Training, I lead the development of driver training products and services for DVSA and Great Britain. This involves collaborating with industry stakeholders, influencing policy-making, and ensuring operational staff and DVSA ADIs are well-equipped for in-car driver training and teaching.

32 CIECA Experts

MEMBERS OF THE FIT TO DRIVE GROUP

Fit to Drive Permanent Advisory Group focused on ADAS from the perspective of fitness to drive. The group

To continue its efforts and further strengthen its work, the FTD Permanent Group has seen changes in membe and leadership during the 2024-2025 period. At the end of 2024, four new members joined the FTD Permar Group: Ekaterina Ernits (Estonian Transport Administration), Jeanette Hindenburg (Nordic Union of Driving School Associations, NTU), Barbora Zahálková (Ministry of Transport, Czech Republic), and Prof. Des O'Neill (NOTM/RS



JEKATERINA ERNITS

Driving Licence Service Manager, traffic Division's Driving Licence Department, Estonian Transport Administration



NICOLE EWEN-WICKER

Head of Assessment Center for Fitness to Drive, pima-mpu GmbH



DR ANNE-MARIE GALLOT

Interministerial Technical Advisor for "Health" to the Interministerial Delegate for Road Safety (France).



DESMOND O'NEILL

Director of the Irish National Office for Traffic Medicine (Ireland) Chairman of the CIECA FTD expert group.



KAY SCHULTE

General Coordinator, Prevention of work-related road accidents & Novice Driver at DVR (Germany)



MARK TANT

Manager of the CARA Department, VIAS Institute Deputy Chairman of the CIECA FTD expert group



DR ANURAJ VARSHNEY

Head of a Regional Driving Mobility Service and Strategic Director for Education, Research, and Innovation for Driving Mobility (UK).



THOMAS WAGNER

Head of all DEKRA-Driver Assessment Centers



BARBORA ZAHÁLKOVÁ

Head of the Qualification of Drivers, State Supervision, and Policy Unit at the Ministry of Transport of the Czech Republic.

Any CIECA organization interested in the services or activities of the FTD can get in touch with Blanka Wirth, the Secretary of the

LAUNCH OF THE 2023 - 2024 CIECA ANNUAL REPORT

3 June 2024. Brussels

The Autoworld in Brussels was the venue selected to host the launch of the 2023 – 2024 CIECA Annual Report that took place on 3 June. The members of the BP and the CIECA Secretariat finally welcomed 40 participants who join our organization into this wonderful venue to learn about our progress over the past working year, and to hear about our immediate plans, including preliminary information on the updating of our strategy. During the launch, David Crundall, Professor of Psychology at Nottingham Trent University, specialized in Traffic and Transport Psychology, and a regular contributor in CIECA events, delivered an interested speech entitled Changing attitudes towards vulnerable road users, followed by a

CHANGING ATTITUDES TOWARDS VULNERABLE ROAD USERS

Vulnerable road users (VRUs), such as motorcyclists, cyclists, and horse riders, often face negative perceptions from other road users. This phenomenon, known as out-group bias, occurs when car drivers do not identify with these VRUs and thus find it easier to hold negative views about them. Such negative attitudes can lead to dangerous behaviours, like close passing, making it crucial to address this bias. However, there are few documented successful interventions in the literature.

A recent study aimed to change car drivers' attitudes towards cyclists and horse riders by using empathyevoking videos that depicted the day-to-day lives of these VRUs. The goal was to reduce out-group bias and improve safety. The results were promising, showing that the videos improved explicit attitudes and intended future behaviours, such as passing distance and speed, at least in the short term.

Efforts to improve attitudes towards VRUs include developing videos that teach drivers mindfulness techniques to reduce frustration or anger when encountering a VRU on the road. Additionally, VR hazard perception clips are being used to help car drivers and motorcyclists understand the challenges each faces during unexpected interactions. These approaches show promise in reducing out-group bias and enhancing the safety of VRUs.

To tackle the issue of dangerous passing behaviours, four road safety videos were created. These videos aimed to increase car drivers' empathy towards VRUs by focusing on the back-stories of two horse riders and two cyclists. The videos used a persuasive approach to induce empathy and reduce out-group bias. The effectiveness of these videos was assessed by comparing the responses of intervention participants with those of a control group, both before and after the intervention.

The study found that explicit attitudes towards horse riders improved for drivers who watched the horse rider videos, compared to the control group. However, these videos did not improve attitudes towards cyclists. Similarly, the cyclist videos improved attitudes towards cyclists but not horse riders. An

Implicit Attitude Test (IAT) revealed no implicit biases for or against horse riders or cyclists, either before or after the intervention. Importantly, the intervention affected intended future passing behaviour, with car drivers reporting greater intended passing distances and lower passing speeds compared to the control group.

The results suggest that safety campaigns using empathy-evoking videos can change attitudes and intended behaviours towards VRUs. While the longevity of these attitude changes remains a concern, the findings are promising. Future efforts may require reinforcement of messages and calls to action to engage drivers between interventions. By addressing out-group bias and fostering empathy, we can create safer roads for all users



DAVID CRUNDALL

David Crundall is a Professor of Psychology at Nottingham Trent University, specialising in Traffic and Transport Psychology. He gained his PhD in 1999 investigating eye movements in novice drivers and has since published over 100 academic papers and book chapters in the field. He has conducted research on a wide range of driving-safety topics, working with the UK Department for Transport, the DVSA, EPSRC, ESRC, the Road Safety Trust, The RAC Foundation, and many corporate customers. He is the Chair of the Road User Working Group of the Parliamentary Advisory Council on Transport Safety (PACTS), an associate with UNROEd with responsibility for NDORS course content, and is co-founder of Esitu Solutions, a company dedicated to bringing hazard perception to the fleet market.

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ETG WORKSHOP

DEVELOPMENT OF ADAS GUIDELINES FOR DRIVER EDUCATION

10 December 2024

European Union's General Safety Regulation (GSR) will issues that have a direct impact on the work of driver enforce the inclusion of various advanced driver teachers, and that can contribute to the creation of safer assistance systems (ADAS) in all new vehicles starting drivers. Issues discussed included how these ADAS work, these technologies become ubiquitous in vehicles, the cannot replace the need for good driving skills and need for effective education and training systems for attentiveness on the road.

learners to understand how to use ADAS effectively, be driving habits and risk factors, thereby enhancing their safety awareness. This includes, for example,

As part of the shift toward safer driving technologies, the Therefore, the ETG focused its workshop on practical

requires discussion among experts from both fields. Education that were presented to all CIECA members on to discuss how these systems could be included in group on this issue (please, refer to pages 46 – 47 of this

IMPORTANT TAKEAWAYS

- ▶ ADAS can significantly improve safety, but only if drivers are well-informed and trained on their use and limitations.
- ▶ Encouraging drivers to engage with vehicle documentation is crucial for understanding ADAS capabilities.
- ► The implementation of ADAS mandates varies across EU countries, complicating driver training and awareness.
- ▶ There is inequality in the readiness of different nations regarding ADAS driver education, highlighting areas for improvement.
- ▶ Real-time feedback and online resources can help bridge the training gap for drivers unfamiliar with ADAS.
- Integration of self-reflective practices in driver training can enhance understanding of ADAS technologies and their implications.
- Practical tests must evolve to incorporate ADAS technologies while safeguarding drivers' foundational competencies.

- Examiners play a crucial role in assessing the effectiveness and limitations of ADAS during tests.
- ► Continuous training and updates for examiners are essential to keep pace with evolving vehicle technology.
- ▶ Collaboration among manufacturers and educational entities can enhance the overall safety impact of ADAS through shared information and training resources.
- Cooperation between member countries could yield shared resources and best practices for developing ADAS curricula.
- ▶ Young drivers may underestimate their driving deficiencies, complicating efforts to advocate for training.
- Providing incentives, such as discounts on insurance or fuel efficiency, could enhance participation in training programs.
- Addressing barriers to training engagement is crucial for fostering a safetyoriented driving culture among young drivers.



CIECA PEER REVIEW IN ESTONIA

23-27 September 2024, Estonia

The idea to invite CIECA experts to evaluate various aspects of our driving tests was conceived in 2019. However, due to COVID-19 and the restructuring of the Estonian Transport Administration (ETA), it took five years before the CIECA experts participated in the evaluation mission in Estonia in September 2024. We are very proud that our country and the ETA have been members of CIECA for many years, and we would like to thank the CIECA colleagues for participating in the peer review in Estonia last year and assessing the strengths and weaknesses of our current practices. It is always beneficial to have an external perspective on our practical and theoretical tests and to learn about the country's driver preparation and examination system in general.

As a result, 10 independent CIECA working group experts from different countries proposed possible solutions to improve the driving licence system in the provided Estonian peer review report. They shared best practices with us and offered critical feedback to enhance the quality of Estonian examinations. The peer review is a great tool for professional development, providing a structured mechanism for continuous improvement and excellence. Experts recognised our efforts in such a short period, which boosted our confidence. This type of validation is essential for encouraging continued dedication to high international standards. Your positive feedback, highlighting our many strengths, is incredibly motivating for us. Additionally, we now know the identified areas for improvement in driver education and testing.

Over three days, EAG, TAG, and ETG members received an overview of the process for obtaining driving rights in Estonia, observed theory tests (including solving theory tests themselves), visited a driving school, and observed driving exams - 23 category B driving tests conducted at service offices in Tallinn, Paide, Haapsalu, and Rakvere.

The cooperation with the experts was constructive and provided us with a lot of additional information, based on which we can reshape our driver training and examination legal framework and practices. We were pleased to note that, for the most part, we are on the right track with our activities, and the recommendations and suggestions from EAG, TAG, and ETG members fall more into the category of fine-tuning. However, this does not diminish the value of the proposals presented.

At the beginning of 2025, we have already initiated discussions with our ministry officials to amend the legal framework, using the proposals highlighted during the evaluation mission as reasons. The first meetings instil optimism in us that we will be able to further modernise our legal framework and thereby contribute to improving traffic safety.

I am sure that this type of feedback as peer review will help improve the effectiveness of any country's local testing system and enhance the quality of the examination process. Thanks again for your efforts, knowledge, and time. Please visit us again to see the results based on your proposals or perhaps assess other categories

Mihhail Kotov

Examination Service Manager Estonian Transport Administration

WHAT CAN CIECA EXPERTS DO FOR YOU?

Peer review of your driving licencing system based on onsite observations. They can develop recommendations that can help you in decision-making and future developments in your systems.

They can provide ongoing help, when necessary, be providing guidance, answering questions, and addressing concerns. This will support your organization to achieve your goals.

If you are interested in one of these activities, please contact the CIECA Secretariat. They will advise and guide you in the process to ask for a peer review, advice or other support.

Our activities are strictly confidential and totally free and inclusive for all CIECA members.



TAG WORKSHOP

LANGUAGE INTERPRETATION IN THE THEORY TEST

22 – 23 October, Helsinki

The 2025 TAG workshop organized with the invaluable help of Traficom, our Finnish Effective member, aimed to improve understanding of the experiences of theory test candidates with special needs and how they could be supported to ensure fair and equal chances of passing.

During the workshop, several presentations were delivered, and participants had the opportunity to compare approaches to language interpretation in different countries and explored challenges and potential solutions for legislative compliance. They also examined various methods for catering to candidates with different first languages, writing content for easier translation, accommodating Deaf and Hard of Hearing candidates, and addressing other communication challenges.

THEORY TEST INTERPRETATION IN SWEDEN

Sweden ensures accessibility in the theory driving test by providing interpreters for individuals who do not speak Swedish and those with disabilities affecting their ability to see, hear, or speak, as mandated by the Swedish Administrative Procedure Act (2017:900). Although interpreter costs are significantly higher than regular test fees, translating theory tests for larger volumes is more economical and enhances accessibility across all offices. However, using interpreters requires test takers to visit locations where interpreter services are available.

THE USE OF ARTIFICIAL INTELLIGENCE IN TRANSLATION

Multilingual testing faces challenges such as translation errors and human bias, impacting fairness for non-native speakers. Artificial intelligence (AI) offers a solution by providing unbiased, accurate, and real-time translations, ensuring fairness for all candidates. Al-powered translations can be delivered instantly on smartphones and tablets, offering immediate feedback and secure processing on edge devices, which ensures data privacy and operational efficiency. This technology allows for flexible testing environments and is designed to evolve with future technological advancements, ensuring long-term viability and continuous improvements.

"EASY-TO-READ" LANGUAGE IN THE GERMAN THEORETICAL DRIVING TEST

Research explored the feasibility of using easy-to-read language for the German theoretical driving test (TDT) to promote inclusion for people with disabilities. While this approach aims to provide low-barrier communication, challenges such as translation issues, legal concerns, and maintaining methodological quality were identified. Alternative approaches include using simpler language in TDT questions and offering oral tests combined with inclusive driver training and tailored teaching materials. The findings indicate that while easy-to-read language has potential, its suitability for translating the German TDT is limited, and results may vary in other countries or languages.



Some of the expert members that were present in Helsinki (from the left): Fani Zaneta (TÜV-Verband e. V.), Helen Luker (DVSA), Lars Rößger (TÜV | DEKRA arge tp 21 GmbH, Josée Noé (GOCA), Jasper Tammeling (CBR), Fabienne Seydoux (asa), Marjo Immonen (Traficom), Henrik Fahlcrantz (Trafikverket) and Riko Roos (Estonian Transport Administration).

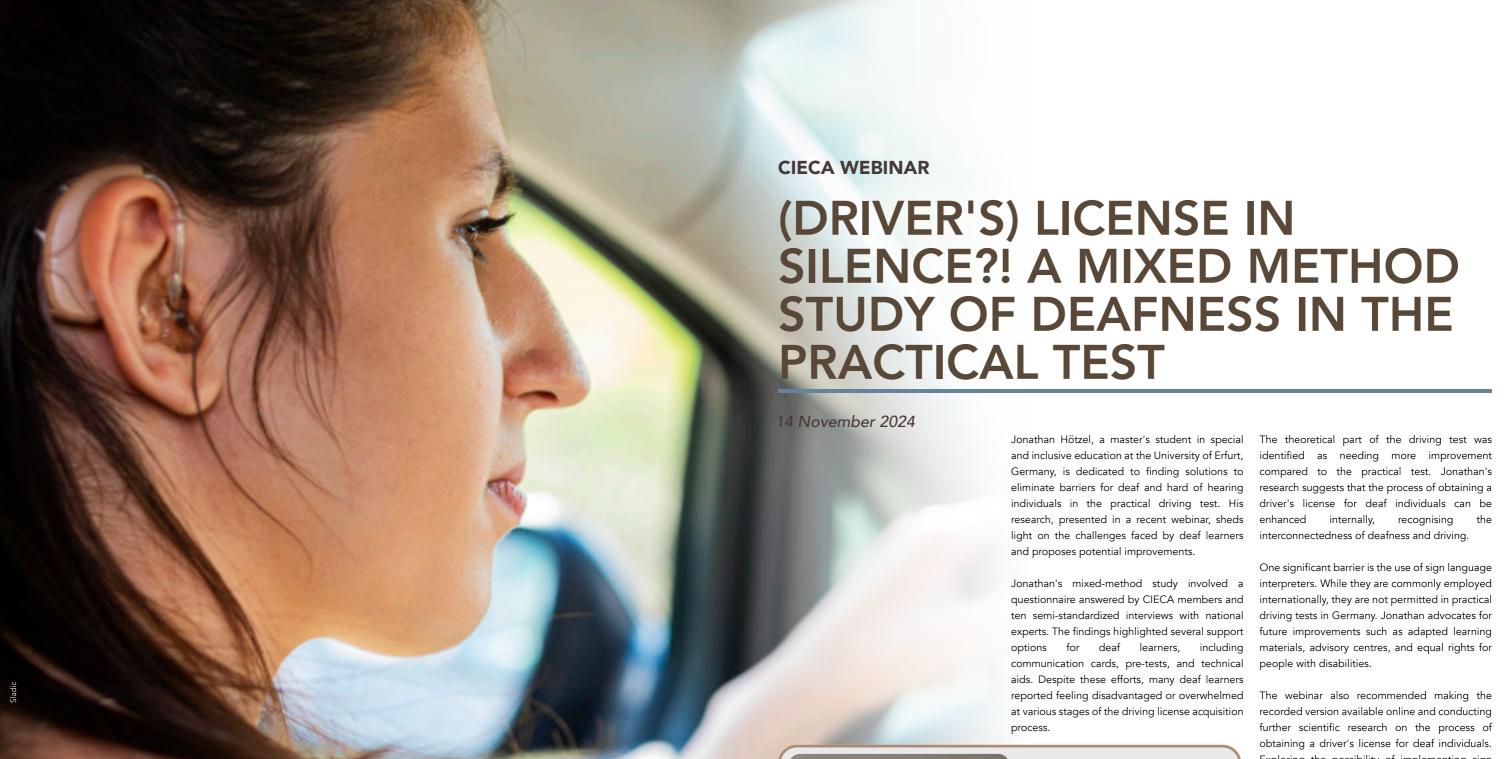
DEAFNESS IN THE THEORY DRIVING TEST

To accommodate Deaf and Hard of Hearing learners in the theoretical driving test, several measures can be implemented: minimising reliance on spoken and written language, utilising aids for language interpretation, providing tailored learning resources, offering the test in smaller sections, facilitating online learning, reducing administrative hurdles, establishing guidance centres, ensuring equal opportunities, promoting individual mobility, offering training for instructors and examiners, and considering advancements in autonomous driving technology. These measures aim to enhance accessibility, inclusivity, and fairness in the theoretical driving test for Deaf and Hard of Hearing individuals.

BRITISH SIGN LANGUAGE (BSL) IN THE UK THEORY TEST

Ensuring accessibility in the UK driving theory test is crucial for the 151,000 people who use sign language, including 87,000 who are Deaf. The DVSA has made significant efforts to accommodate BSL users by providing BSL videos in all car and motorcycle tests and full-screen BSL instruction videos for the Hazard Perception test. However, challenges remain, such as inconsistencies in translations, unclear or fast on-screen signing, regional variations, and a preference for inperson translators. Other issues include the booking process, access to test centres, check-in procedures, and result dissemination. Writing with Deaf customers in mind can produce more accessible content, highlighting the DVSA's commitment to improving accessibility and inclusivity in the driving theory test

42 CIECA Activities



JONATHAN HÖTZEL

Jonathan Hötzel is a student of special and inclusive education (M.A.) at the University of Erfurt in Germany. He has been supported in his research by Prof. Dr. Sandra Neumann and Dr. Amelie Abarca-Hediemann, from the Faculty of Education, Department of Inclusive Educational Processes for People with Language and Communication Impairments at the same university.

The webinar also recommended making the recorded version available online and conducting further scientific research on the process of obtaining a driver's license for deaf individuals. Exploring the possibility of implementing sign language interpreters in practical driving tests in Germany and establishing advisory centres specifically for deaf learners were among the proposed solutions.

Additionally, the feasibility of creating on-screen versions of the theoretical driving test in sign language and developing adapted learning materials for deaf individuals preparing for the test were discussed.

By addressing these barriers and implementing personalised support strategies, we can make the driving test more accessible and equitable for deaf and hard of hearing individuals, paving the way for a more inclusive society.

CIECA WEBINAR

ETG PRESENTATION OF ADAS GUIDELINES FOR EDUCATION

10 December 2024

On 4 June 2024, the Education Topical Group (ETG) of CIECA held a workshop to discuss the final draft of guidelines for training on Advanced Driver Assistance Systems (ADAS). This workshop brought together CIECA members to focus on practical issues directly impacting driver teachers, aiming to create safer and more knowledgeable drivers. One of the workshop's key objectives was to develop basic guidelines for ADAS education by sharing best practices. The participants' comments were collected and incorporated into a final document, which the ETG presented to all CIECA members on 10 December 2024. During this webinar, several presentations were delivered:

- Presentation 1: CIECA Guidelines for ADAS Education The Journey by Kay Schulte, DVR, Germany
- Presentation 2: General Information and Overview of the Guidelines by Maria Scheybmayr, KFV, Austria
- Presentation 3: Lane Keeping Assist (LKA) by Nicolas Akarsu, Ediser. France
- Presentation 4: Adaptive Cruise Control (ACC) Assistance System by Colin Stewart, DVSA, Great Britain

The webinar highlighted the importance of a comprehensive approach to integrating ADAS into driver training and testing, ensuring that both instructors and learners are well-equipped to use these technologies safely and effectively.

These guidelines, or performance standards, can help driving teachers to train and coach the use of ADAS. They give a chance to build confidence in both new and experienced drivers by showing the benefits and the importance of staying in control, whilst knowing the system's limits. Driving authorities could use these guidelines to create practical test elements, making sure drivers can use this technology safely. It is hoped these guidelines can help set a consistent standard for the teaching and testing drivers.

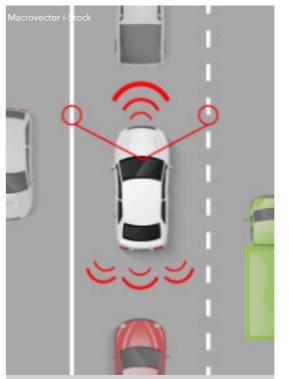
Seeking feedback and comments on the guidelines from CIECA members will help refine and improve them. Materials from the workshop and other resources will be available on the CIECA website ensuring that all members have access to the latest information and developments on this issue.

KEY IDEAS:

- Promoting a comprehensive understanding of ADAS in driver training and education is vital for enhancing road safety. Developing comprehensive educational modules for both theoretical and practical driver education on ADAS will help promote a thorough understanding.
- ► To effectively integrate ADAS into driver education, it is crucial to include information on the limitations and challenges of these systems. Emphasising the benefits and limitations of ADAS is essential to encourage safe and responsible use among drivers.
- Discussing and assessing the role of the driving tester in relation to the activation and effectiveness of certain driving assist technologies is necessary. Considering the need for additional training for driving examiners in using and understanding these systems will ensure they are well-prepared. Exploring the possibility of integrating simulator use in driver education, specifically for ADAS, can provide valuable hands-on experience.
- ▶ It is important to emphasise the need for drivers to remain attentive and keep their hands on the wheel while using ADAS. Raising awareness about cognitive overload and adapting training and coaching styles accordingly will help manage the complexities of using these systems. The examples provided during the webinar on Lane Keeping Assist (LKA) and Adaptive Cruise Control (ACC) show interesting approaches of the development of educative modules for the teaching of ADAS.
- Educating driving teachers on the functionalities and limitations of both the LKA system and ACC will enhance their ability to instruct learners effectively. Developing guidelines for teaching and testing drivers on the use of adaptive cruise control will further support this goal. Equally, demonstrating how to check and maintain the LKA system will ensure its effective operation: Maintaining sensors and cameras for optimal system performance is critical.
- Conducting drive experience reports to gather feedback will allow for continuous improvement of training programmes. Adapting these programmes based on practical experience and feedback from drivers will ensure they remain relevant and effective.

DRIVING EXERCISES

These driving exercises aim to provide an understanding of LKA and ACC and their limitations, ensuring learners can handle the system effectively in various conditions.



LKA SYSTEM

- System activation and deactivation: Demonstrate how to turn the LKA system on and off and explain the indicators that show the system is active. The learner should point out the specific area on the dashboard or on the HUD where LKA alerts appear.
- Driving on roads with clear lane markings: Learners can experience the system's assistance.
- Practicing safe lane changes: Observing LKA's response during lane changes.
- Highway driving: Understanding LKA's functionality at higher speeds.
- 5. Simulating slight lane departures: Triggering LKA in safe areas to feel its response.
- Driving on roads with poor markings: Demonstrating LKA's struggle with faded or unclear markings, emphasising manual control.
- Driving in adverse weather: Showing how rain, fog, or snow affects LKA, or explaining the impact of such weather.
- 8. Handling false positives: Driving near



ACC SYSTEM

- System activation and deactivation: Demonstrate how to turn the ACC system on and off and explain the indicators that show the system is active.
- Setting the desired speed and following distance: Show how to set the desired cruising speed and demonstrate how to adjust the following distance to the vehicle ahead.
- Understanding alerts and indicators: Explain the visual and auditory alerts provided by the ACC system and demonstrate how the system indicates when it is actively controlling speed.
- . Real world scenarios: Practice driving in various environments (highways, urban roads) to experience how the system maintains a safe following distance, and simulate different traffic conditions, including stop-and-go traffic, to see how the system responds.
- Demonstrate situations where the ACC system might not detect vehicles accurately (e.g., sharp curves, poor weather conditions), and show how to handle false positives or missed detections.
- Integration with other systems: Practice using ACC in conjunction with other ADAS features like lanekeeping assist and automatic emergency braking and explain how these systems work together to enhance safety.
- Emergency situations: Simulate emergency scenarios where the driver must rely on the ACC system, and practice safe stopping techniques and postactivation procedures.
- Maintenance and calibration: Explain the importance of keeping sensors and cameras clean and properly calibrated and demonstrate how to check for any issues with the ACC system.

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CIECA WEBINAR

SAFETY-RELEVANT COMPETENCES AND APTITUDE FOR DRIVING (PARTIALLY) AUTOMATED VEHICLES

23 January 2025

Thomas Spillmann, Head of Department and responsible for Road Safety at the Federal Department of the Environment, Transport, Energy and Communications in ASTRA, recently presented insights from a project developed by ASTRA (the Federal Roads Office). This project, undertaken by one of ASTRA's long-standing Swiss Effective members, focuses on the crucial task of developing safety-relevant content and methods for training and testing drivers of automated vehicles.

The webinar highlighted the importance of determining new competence requirements based on different levels of automation and integrating them into driver training and courses for experienced drivers. The research project aimed to develop safety-relevant competencies and aptitudes for driving partially automated vehicles. To achieve this, the research team conducted workshops, literature reviews, and driving simulator studies to analyse current practices and formulate recommendations.

One of the key outcomes of the project was the creation of a competence catalogue, outlining the necessary driving abilities and modified requirements for drivers of level two and three automated vehicles. Despite the advancements in automation, drivers at all levels (up to level 3) remain responsible for driving and must be fit and capable. Additional competencies are essential for safely operating modern cars equipped with advanced systems.

The project also emphasised the need to adapt teaching methods to the content, recommending the use of computer-based media. Prioritising certain systems in driver education and ensuring continuous training are vital for maintaining road safety. While Advanced Driver Assistance Systems (ADAS) can pose risks, their overall benefit in preventing accidents outweighs these concerns.

However, the lack of uniformity in private cars during driving tests presents challenges in assessing drivers' use of ADAS. Although the responsibility for accidents still lies with the driver, issues with ADAS may be considered. To address these challenges, the project recommends implementing new competency requirements based on different levels of automation into driver training and courses for experienced drivers.

Continuous education and training are crucial for drivers to stay updated on ADAS systems and their limitations. Updating driving traffic studies (VKU) lesson to include information on ADAS and obtaining approval from the federal council for the modernised and adapted VKU by mid-year are essential steps. Additionally, prioritising the teaching of certain ADAS systems over others based on their availability in the market is recommended.

By enhancing driver training and education, we can ensure that drivers are well-prepared to safely operate automated vehicles, ultimately improving road safety for everyone.



THOMAS SPILLMANN

Thomas Spillmann completed his Master of Science in Geography at the University of Zurich in 2007. He has many years of experience as a traffic planner and road safety expert. He worked for several years for the city of Zurich and later for the canton of Bern in Switzerland. Since 2022, he has been employed as the responsible for road safety at the Federal Roads Office. He also chairs the research working group "Human and Vehicle", which investigates safety issues at the interface between road users and vehicles.



EAG PEER REVIEW

WHEN "PARTICIPATING IN AN EAG PEER REVIEW" RHYMES WITH "SPLIT PERSONALITY"

23-24 April 2025

Accustomed to the principles of objective skills assessment, we all work with the aim of never being both judge and jury. This approach has become a reflex and is, on certain occasions, somewhat disrupted by the needs of the moment.

participated in the organization of a peer review of French exams, being both a member of the EAG and an and therefore requested a very focused, almost surgical, agent of the French Ministry of the Interior. What a expert assessment. Despite very tight deadlines, the memorable experience!!

THE GENERAL CONTEXT OF THE PEER REVIEW

In France, the motorcycle driving license exam organize a mini-peer review, a less full-comprehensive represents more than 300,000 practical tests each year approach than usual and involving a smaller number of (half of them manoeuvring tests, the other half: road experts (drawn exclusively from the EAG). Having tests). Our tests underwent a significant reform on March experience with peer reviews, I was tasked with 1, 2020, including the introduction of a specific theory organizing the EAG visit to France. In conjunction with

Considerably striving to improve the quality of the exams of documents required to prepare the Peer Review it administers, the French Ministry of the Interior began a (mainly statistical and technical data). At the same time, process of reflection in early 2025 to optimize this type we organized a sufficient number of test sessions to allow of exam. How can we make the tests more realistic so the EAG experts to have a comprehensive overview of that new drivers are better educated and can more the test content. naturally adopt the correct behaviours behind the handlebars of a motorcycle? How can we adjust the test THE PEER REVIEW content to strike a balance between the difficulty of the exams and their impact on road safety?

analysis? None...

A TAILORED PEER REVIEW

Needing to make rapid decisions regarding changes to system for deaf and hard-of-hearing drivers.

exam content, we asked CIECA to organize a visit to the This is, in a way, the experience I recently had when I EAG. Since our analyses were focused on practical motorcycle exams, we needed highly targeted support EAG secretariat and its experts quickly responded, making themselves available despite long-standing

> In light of the needs expressed, it was decided to the EAG secretariat and the Road Safety Education a Driver's License Sub-Directorate, we established the list

The peer review took place from 22 - 24 April, at the Chambon-Feugerolles testing centre, near Saint-To answer these questions, we organized various Étienne. But, before beginning the Peer Review, and to consultations and discussions with road safety kill two birds with one stone, the EAG experts present for stakeholders (driving instructors and examiners) and the occasion began by visiting various sites that could be users (motorcyclist representatives). Nevertheless, taking used to host the next EAG workshop, also dedicated to a step back from our practices and seeking an external motorcycle tests. On this occasion, we visited a driving perspective were essential to accurately summarize the test centre, as well as the local facilities of the ECF, a various proposals and comments received. And what group of driving schools, also Associated members of more reliable and expert organization than the CIECA to CIECA. We would like to thank the managers of these provide us with this external perspective and technical sites for their welcome, their kindness, and their commitment to CIECA! The visits were interesting and promising for the next workshop! They also provided an opportunity to meet the managing director of Pimas, who presented an innovative communication and alert

with a presentation of the organization of driving test exams in France. Two representatives from the Sub- more than positive for us. Directorate of Road Safety and Driving License were my team, and myself.

quality of the local rain: heavy, continuous, persistent, technical expertise and exchange. and penetrating! We hide nothing and share everything

Thursday morning was dedicated to observing road tests doubly proud: (5 tests per expert, 20 in total). Unfortunately, with the weather having returned to milder conditions, the shelter provided to the experts by the cars following the candidates could not be fully appreciated!

The entire observation session allowed the EAG experts to understand, in addition to the climatic variations in the area, the format and content of the motorcycle driving • And also proud to be a member of the EAG, this license tests. They were thus able to withdraw to prepare, under Eva's watchful eye, the summary of their observations.

CONCLUSION OF THE VISIT

In order to clarify our needs prior the peer-review, we sent the EAG a list of specific questions, questions that were at the heart of our current discussions. They Philippe Usson focused in particular on the presence of a passenger CIECA Vice-President during manoeuvring tests, the realistic nature of the Head of Traffic Education for the Department of Loire, tests, and the possible expectations regarding Ministry of Interior (France) equipment during the tests. These questions served as a guide for the EAG experts, who were able to provide us with initial oral feedback of their observations.

These observations will be included in a more comprehensive report to be delivered at a later date. The comments and observations expressed during this visit have already shed particularly interesting light on the issues we are facing. Providing sometimes The Peer Review began on the morning of April 23rd, confirmation, sometimes new perspectives, and sometimes challenges: the outcome of the peer review is

present to accompany the four EAG experts, Eva Mateo, The EAG's work will be extremely useful in our reflections and will guide us in the important decisions to come. The experience was therefore of great technical and The afternoon allowed the experts to observe collective value. Numerous exchanges, both formal and manoeuvre tests (40 tests in total). All participants and informal, shared experiences, approaches, and visions. stakeholders of the event were able to appreciate the These are some of the assets sought within CIECA:

> And, for my part, I was able to resolve my split personality problem! I finally realized that I could be

- Proud to belong to a national organization that works so strong for road safety and the promotion of quality driver education. Proud to be part of a local team entirely dedicated to organizing and delivering quality driver's license exams.
- team of enlightened and enlightening experts! A member of a group that works not to give lessons or examples, but to provide different perspectives, analyses, and paths to improvement.

An amazing experience!

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HOW DRIVERS PERCEIVE PENALTIES FOR TRAFFIC RULE **VIOLATIONS**

13 February 2025

Laura Šeibokaitė delivered a webinar focused on the effectiveness of penalties for traffic rule violations and driving experience on intentions to violate traffic rules. It explore alternative approaches to improving road safety. suggests that alternative methods of punishment and The discussion revealed mixed results regarding how behavioural modification, without emphasizing threats of penalties impact driver behaviour and deterrence.

penalties significantly affect their compliance with traffic are also recommended strategies. rules. Different penalties are perceived with varying levels of fairness and severity, influenced by factors such

— Investigating personalized approaches in the helping higher perceived effectiveness of penalties.

misunderstood, resulting in ineffective behaviour incorporating personalized and behavioural strategies, change. To address this, legislation should clearly we can pave the way for safer roads and more communicate the purpose of penalties to shape future responsible driving habits. behaviour effectively. Following the results of this study, alternative methods of punishment and personalized approaches to enhance road safety are recommended.

Laura Šeibokaitė's research highlights the impact of fines or license loss, could be more effective. Implementing nudges to encourage behaviour change Her research indicates that drivers' perceptions of and addressing the overestimation of one's driving skills

as gender and previous experience with punishment. system for offenders and reviewing gender differences in Interestingly, drivers tend to view penalties as more perceived fairness and effectiveness of penalties are effective from a personal perspective rather than a crucial steps. Additionally, involving behavioural general one. This personal viewpoint often leads to a modification specialists in traffic safety regulations could significantly improve their effectiveness.

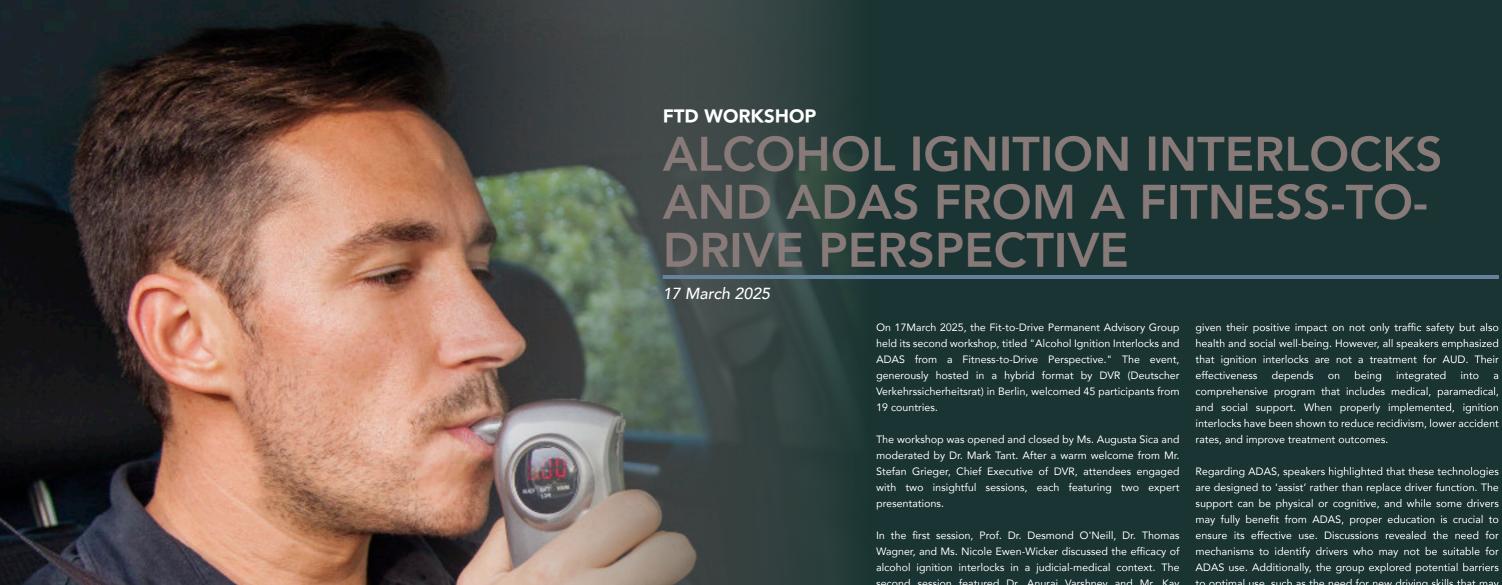
However, the perception of penalties is frequently By rethinking the approach to penalties and



LAURA ŠEIBOKAITĖ

Laura Šeibokaitė, PhD in Social Sciences, Psychology, currently works as Associate Professor in Psychology Department of Vytautas Magnus University. She teaches Developmental Psychology, Research Methods, and Group Theory and Practice for Bachelor level students at university, Advanced Topics of Research Methodology in Psychology for Master level students. Most of current research pieces are dedicated to the topic of traffic psychology. She is a member of CADROSA (Consortium of Adolescent Road Safety) and TPI (Traffic Psychology International).





second session featured Dr. Anuraj Varshney and Mr. Kay Schulte, who explored both the benefits and challenges of Advanced Driver Assistance Systems (ADAS) from a fitness-to-include overstimulation, distraction, irritation, and overreliance drive perspective.

between DUI offenses and Alcohol Use Disorder (AUD)—a term driving specialists in the development process. that encompasses alcohol dependence, abuse, and misuse. It was noted that AUD is often clinically underdiagnosed. While a relatively small group of DUI offenders are responsible for most extend beyond high-risk offenders to the general population, events!

and social support. When properly implemented, ignition interlocks have been shown to reduce recidivism, lower accident

support can be physical or cognitive, and while some drivers may fully benefit from ADAS, proper education is crucial to mechanisms to identify drivers who may not be suitable for ADAS use. Additionally, the group explored potential barriers to optimal use, such as the need for new driving skills that may be less relevant in conventional driving. Other challenges on the technology. However, it was concluded that many of these issues could be mitigated through better system design, One major topic of discussion was the strong correlation driver education, and the involvement of human factors and

The workshop provided valuable insights, and we hope the participants found it as engaging and enriching as we did. We DUI-related accidents, the use of ignition interlocks could look forward to welcoming the CIECA community to future



MARK TANT Deputy Chairman FTD Permanent Group / Vias institute, Belgium

Dr. Mark Tant earned his degree in experimental psychology from Leuven University (Belgium) in 1995, followed by an MSc in Cognitive Neuropsychology from Essex University (UK) in 1996. He completed his PhD at Groningen University (The Netherlands) in 2002. Since then he has been employed at Vice Institute former has then, he has been employed at Vias Institute, formerly the Belgian Road Safety Institute, within the CARA Department and recently also within the Knowledge Centre of Vias institute. CARA stands for 'Centre for Fitness to Drive (FTD) Evaluations and Vehicle Adaptations' and is the only officially recognized FTD evaluation centre for the Flemish and the Brussels-Capital

TELEOPERATION IN FUTURE ROAD TRAFFIC FTD-REQUIREMENTS OF DRIVERS IN THE CONTROL CENTRE

24 April 2025

The advent of teleoperation in the automotive industry marks a significant shift from traditional driving tasks. This technology involves a spatial and mental disconnection from the wellknown structures of driving, necessitating new legal regulations. In Germany, this is encapsulated in the Straßenverkehr-Fernlenkverordnung (StVFernLV), which provides a normative legal framework for teleoperators.

Teleoperation involves vehicles driving predefined routes autonomously, with the driver operating the vehicle remotely without assistance. This is only feasible in specific application areas such as car-sharing vehicles, remote-controlled cabs, service and supply trips, public transport, and passenger transport within municipalities. Simple driving tasks are automated, leaving complex tasks to be performed by a remote-controlled person far from the traffic situation.

Teleoperators face difficulties in decoding traffic situations, with studies showing delayed situational awareness (SAW) ranging from 29 to over 162 seconds. Latency times in signal transmission can significantly impact control, with delays over 240 ms making control of the vehicle unreliable. Speed estimation varies, with underestimations and overestimations depending on the observer's position. The lack of haptic feedback further complicates the task, affecting the sense of responsibility and leading to potential misunderstandings.

This mental and spatial decoupling leads to significant differences in the driving task's quantity, quality, and temporaldynamical components. The teleoperator is legally considered a vehicle driver, although information processing is complicated by various factors. An exact specification

regarding the movement process, from start to end, is needed, and FTD requirements for drivers working in control centres should consider the following factors:

MINIMUM AGE

High accident figures among young drivers are primarily due to the risks associated with youthfulness and inexperience. Young drivers face challenges such as unfinished brain development, individual learning experiences, social influences, and the faster maturation of the brain's reward centre compared to its control centre. Weak control centres struggle to regulate or suppress rising impulses, and driving skills, which only develop with experience, are insufficiently developed. Acquired factual knowledge must be transformed into mental action programmes through practice, feedback, trial and error learning. It is recommended that the minimum driving age be set at 25 years, depending on practical driving experience.

HEALTHY STATUS AND VISUAL

A detailed examination of visual function is essential, particularly for passenger transportation tasks. Drivers must have the visual ability to recognise relevant information on the control station screen. Additionally, appropriate health requirements for Group 2 driving licence classes, including spatial hearing ability, should be met. The phenomenon of motion sickness is also relevant and should be considered.

PSYCHOPHYSICAL PERFORMANCE COMPETENCES

Relevant skills and abilities for drivers include resilience, orientation, concentration, attention performance, and responsiveness. Situational awareness, which encompasses spatial imagination and working memory, is also crucial. There is a need to consider new test procedures to meet the information processing requirements for working with several screens.

PERSONAL RELIABILITY

Personal reliability is demonstrated by the absence of significant or repeated violations of traffic regulations or criminal laws. It is important to assess social maturity and willingness to take responsibility, as there is a connection between accident involvement and personality traits.

In 2022, the Swedish freight technology company Einride announced the introduction of the world's first remote operator. The company's first official teledriver is ex-trucker Tiffany Heathcott, who went through a specially designed training program in 2021.





On 18 December 2024, Einride started commercial autonomous operations in Morgongåva, Sweden. This Europe's first commercial autonomous daily operations. The heavy vehicle operated fully autonomously, without a driver onboard. As the vehicle operated in a public road, operations took place with a public road



CIECA Activities

THE COMMISSION WELCOMES PROVISIONAL AGREEMENT ON MODERNISED DRIVING LICENCES RULES

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MES VEHICUE OS CO

The European Commission welcomes the provisional agreement reached on 24 March 2025 between the European Parliament and the Council on its initiative to modernise EU driving licence rules.

The new Directive on driving licences aims to reduce the number of crashes on EU roads and to cut undue burdens on citizens and authorities related to administrative procedures. To achieve these goals, the Directive contains several key elements. Commissioner for Transport, Apostolos Tzitzikostas, welcomed the agreement: "These updated driving licence rules mark a major step forward in modernising our licencing system and enhancing road safety across the EU. From the introduction of digital driving licences to measures that support young drivers, this agreement paves the way for a more accessible, efficient, and safer mobility system. Most importantly, it will help us reduce fatalities on EU
The fitness to drive of driving licence holders will in the roads, bringing us closer to our Vision Zero goal."

DIGITAL DRIVING LICENCES

The new rules will introduce a fully digital driving licence, available on a mobile phone or other digital device. It will be issued into the EU Digital Identity Wallet. This innovation will simplify administrative procedures for citizens and national authorities alike, while making licence replacement, renewal, and exchange significantly easier when moving between Member States.

After a brief transitionary period, digital driving licences will be issued by default in all Member States. However, physical driving licences remain available at request, particularly for those who do not possess a smartphone or prefer or need a physical document (e.g. when travelling to third countries that do not recognise digital

ACCOMPANIED DRIVING SCHEMES FOR 17-YEAR OLD **DRIVERS**

The new Directive introduces an EU-wide accompanied driving scheme for 17-year-old drivers of cars (category B). Accompanied driving schemes have been proven to significantly improve road safety. Member States will have the possibility to introduce such a scheme under certain conditions also for 17-year-old lorry drivers (categories C1, C1E and C), with mutual recognition of such schemes among the Member States that apply it.

This measure reduces the "school-to-wheel" gap, thus helping to attract more young people to the profession

STRICTER RULES FOR NOVICE DRIVERSI

The new Directive introduces a probationary period of at least two years for novice drivers, during which they will be subject to stricter rules and sanctions in the whole EU. This is essential as even if young drivers only represent 8% of all car drivers, 2 out of 5 fatal collisions involve a driver or rider aged under 30.

MORE SYSTEMATIC CHECKS OF THE FITNESS TO DRIVE

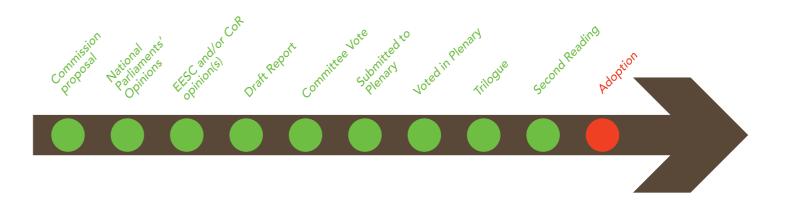
future be more systematically checked. The new Directive contains several provisions that aim at ascertaining whether a driver is still (physically and mentally) fit to drive. As a minimum, drivers will be asked to fill in a self-assessment before a licence is issued to them and at each licence renewal or comply with other assessment systems designed at the national level.

BETTER PROTECTION OF I VULNERABLE ROAD USERS

To better protect vulnerable road users such as pedestrians, cyclists, and users of e-scooters and other micromobility devices, the new rules adjust training and testing requirements to place greater emphasis on the safety of these groups.

BRINGING LICENCING RULES IN LINE WITH TECHNICAL | **ADVANCEMENTS**

To bring driving licencing rules in line with vehicle technical advancements and the transition to zeroemission vehicles, new testing requirements will, for example, assess the knowledge and skills linked to advanced driving assistance systems and other automated technologies.



ROMOTION OF USE OF ALTERNATIVELY-POWERED AND OTHER SPECIAL VEHICLES φp. The new Driving Licence Directive also allows driving with a category B licence alternatively-fuelled vehicles. PERMISO DE CONDUCCIÓN

including emergency vehicles, with a maximum weight up to 4.25 tonnes (instead of 3.5 tonnes). This takes account of the fact that alternatively-fuelled vehicles are often heavier than conventionally-powered vehicles, e.g. due to the weight of the battery, and thus should help promote their market uptake, as no higher licence category is needed to drive them.

New rules will also be introduced allowing drivers holding a category B driving licence to, after some targeted training or testing decided for by the Member State, acquire additional rights to drive heavy motor

EU-WIDE RECOGNITION OF EU LICENCES ISSUED IN EXCHANGE FOR LICENCES FROM SPECIFIC | THIRD COUNTRIES

Right now, EU licences issued in one EU Member State in exchange for driving licences originating in a third country are marked with code '70' and don't have to be recognised by other Member States if their holders take up residence there. The new Directive provides for the EU-wide recognition of EU licences issued in exchange for licences from specific third countries which have a road safety framework similar to the EU. Together with Member States, the Commission will assess and decide on a country-by-country basis which third countries are to benefit from such treatment.

ALLOWING CITIZENS TO OBTAIN THEIR DRIVING LICENCE IN THEIR HOME MEMBER STATE UNDER CERTAIN CONDITIONS

Taking your driving licence should not be a language exam. Therefore, the new rules will allow citizens to obtain their driving licence in their Member State of citizenship in case the Member State they live in does not provide interpretation or translation in their (EU) language, when they wish to acquire their first category B (passenger car) driving licence.

NEXT STEPS

The European Parliament and the Council will now formally adopt the new Directive, which will enter into force 20 days after publication in the Official Journal of the EU. Member States will have four years to transpose the Directive into national legislation.

The Directive on which agreement could be found yesterday is part of the road safety package, a set of three legislative proposals which the Commission brought forward on 1 March 2023.

Directorate-General for Mobility and Transport Published on 25 March 2025



Revision of Directive



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COMMISSION INTERNATIONALE DES EXAMENS DE CONDUITE AUTOMOBILE

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