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ANNUAL REPORT 2026

MESSAGE FROM THE CIECA PRESIDENT

The past year has unfolded against a backdrop of heightened global uncertainty. Europe—and many regions beyond—continues to navigate complex and unpredictable geopolitical challenges. Escalating tensions in the Middle East, including the recent conflict between the USA, Israel and Iran, have contributed to an atmosphere of instability and uncertainty with far-reaching implications for communities and organisations worldwide. Several CIECA members operate in regions directly affected by this volatility, notably those in the Gulf area, and we remain acutely mindful of their circumstances. In such an environment, international cooperation, shared expertise, and collective resilience are more essential than ever.

Throughout these challenges, CIECA's commitment to its members has remained steadfast. Our organisation continues to stand for collaboration, knowledge exchange, and the advancement of safer and more responsible mobility. We draw strength from the resilience and dedication of our members, whose active engagement continues to sustain and reinforce our shared mission.

The 2025–2026 period has been marked by positive momentum and growth for CIECA. We recorded our most significant expansion in membership since 2020, welcoming new Effective Members—national and regional driving test authorities—as well as Associated Members specialising in driver training, digital learning solutions, and psychometric assessment. This growth reflects both the relevance of CIECA's work programme and the confidence placed in its leadership within a rapidly evolving professional landscape shaped by digitalisation and societal change.

Over the course of the year, CIECA delivered a strong programme of high-impact events and activities for its members. Our work focused on key areas such as hazard perception, the role of simulators in driver training and testing, fitness-to-drive assessments, and the update of guidelines for conducting practical tests in vehicles equipped with Advanced Driver Assistance Systems (ADAS), an important initiative led by the Expert Advisory Group. In parallel, we launched new measures to support members in preparing for the transposition of the revised European Directive on Driving Licences, published on 5 November 2025, which will continue to shape our collective efforts in the years ahead. Together, these initiatives reinforce CIECA's role in advancing road safety for the benefit of society as a whole.

At the heart of everything we do are our people. CIECA's culture is built on shared values, strengthened through collaboration, and enriched by continuous learning and professional growth. Our impact is amplified by the expertise, commitment, and generosity of our members across the globe. Your continued engagement enables us to broaden our mission and deepen our impact worldwide, and for this, I extend my sincere thanks.

Pat Delaney, CIECA President



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OUR ORGANISATION

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 happen.

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 supra-organisational 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.

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IN NUMBERS

Founded in

1956

Number of CIECA member organizations

75

Countries

39

Number of active users of our services

745

Number of Congresses

58

Number of workshops (since 1999)

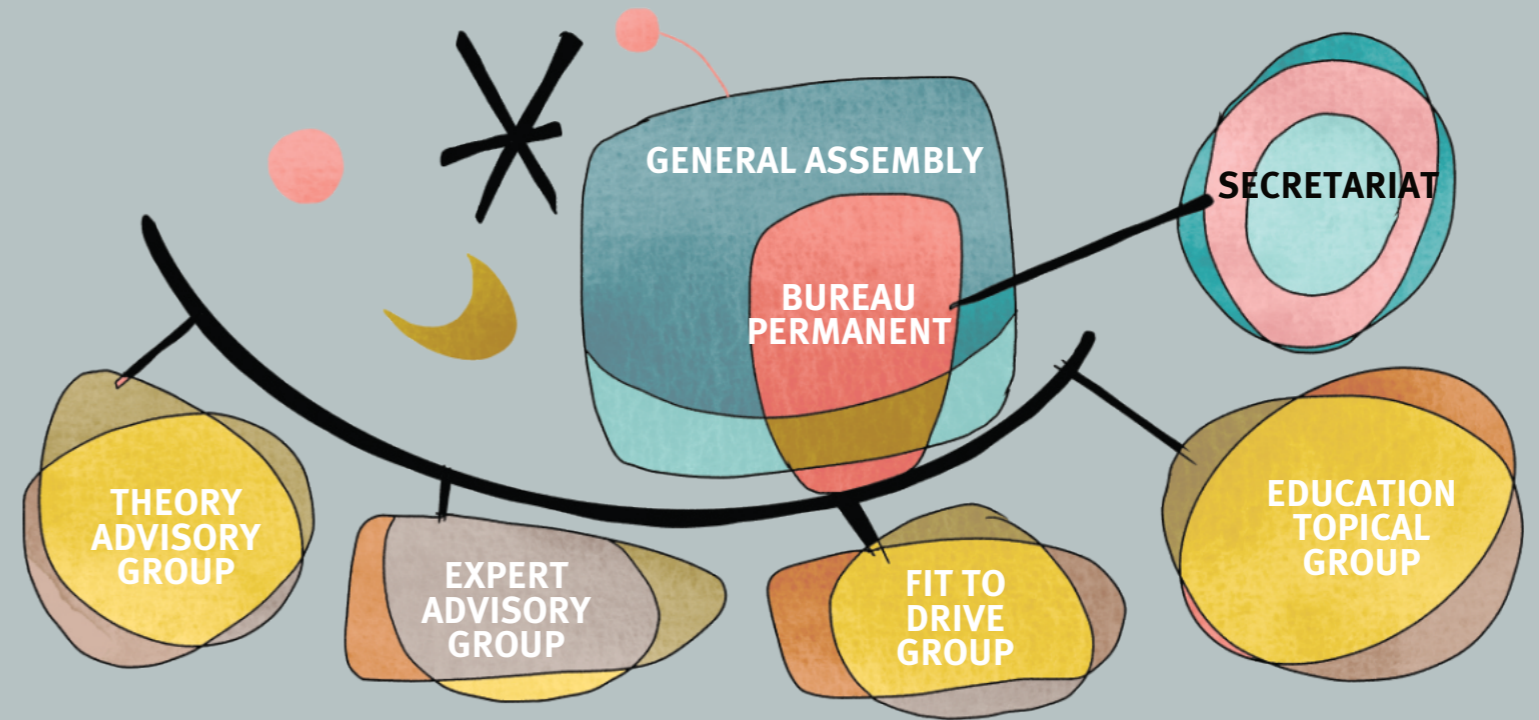
71

Number of webinars (since 2019)

52

Number of questionnaires (since 2006)

382



1. General Assembly

Responsibilities: The highest decision-making body within CIECA. Approves financial accounts, activity reports, and changes to the Articles of Association. Appoints members of the Permanent Bureau.

Composition: All CIECA members.

2. Permanent Bureau (Board of Directors)

Responsibilities: The executive body responsible for managing the organization. Oversees the management of CIECA, including financial matters, discussions of ongoing affairs, and designs and deploys the strategy of the organization.

Composition: Includes the President, Secretary General-Treasurer, up to seven Vice-Presidents (one of whom is the First Vice-President), and the CIECA managing Director, Augusta Sica.

Leadership: Pat Delaney (DVA, Northern Ireland)

3. Expert Advisory Group (EAG)

Responsibilities: Provides technical and professional advice on practical test systems. Assists with member queries, organises one annual workshop for members, is involved in the selection of abstracts for the CIECA Congress programme, develops reports, best practices and guidelines on issues related to the practical test, and participates in the peer reviews.

Composition: CIECA Effective members from different organizations.

Leadership: Chairman Steven Raes (GOCA, Belgium) and Deputy Chairman Philippe Usson (Ministry of Interior, France).

4. Theory Test Advisory Group (TAG)

Responsibilities: Offers professional and technical advice on driver theoretical tests. Assists with member queries, organises one annual workshop for members, is involved in the selection of abstracts for the CIECA Congress programme, develops reports, best practices and guidelines on issues related to the theoretical test, and participates in the peer reviews.

Composition: CIECA Effective members from different organizations.

Leadership: Chairman Helen Luker (DVSA, UK) and Deputy Chairman Lars Rößger.

5. Educational Topical Group (ETG)

Nature: A topical (not permanent) group.

Responsibilities: Focuses on driver education discussions and activities. Expands CIECA's focus on education issues, participates in peer reviews. Assists with member queries, organises one annual workshop for members, is involved in the selection of abstracts for the CIECA Congress programme,

develops reports, best practices and guidelines on issues related to driver education, and participates in the peer reviews.

Composition: CIECA Effective and Associated members from different organizations.

6. Fit To Drive Group (FTD)

Role: Enhances consistency in evaluating medical fitness to drive.

Responsibilities: Discusses FTD evaluation systems across EU and EEA countries, assists with member queries, organises one annual workshop for members, is involved in the selection of abstracts for the CIECA Congress programme, develops reports, best practices and guidelines on issues related to FTD issues.

Composition: CIECA Effective and Associated members from different organizations.

Leadership: Chairman Desmond O'Neill (RSA, Ireland) and Deputy Chairman Mark Tant (Vias institute, Belgium).

SPOTLIGHT: ANALYSIS OF CIECA MEMBERSHIP

In 2026, CIECA consolidated its role as the leading international platform for excellence in driver testing and licensing, bringing together **83 member organisations across 39 countries**. This broad and diverse membership base gives the association a distinctive capacity to connect regulatory authorities, research bodies, training organisations and international umbrella entities within a single forum for harmonisation, knowledge exchange and strategic development.

The 2026 membership structure remains firmly centred on public authorities: **48 organisations (57.83%)** are **Effective Members**, reflecting the association’s strong regulatory core. They are complemented by **21 Associated Members (25.30%)**, whose academic, technological and pedagogical expertise broadens the evidence base behind CIECA’s work, and by **6 Affiliated Members (7.23%)**, which strengthen links with wider road safety and mobility networks. In addition, **8 Honorary Members (9.64%)** embody the institutional memory and long-term commitment that continue to support the association’s mission.

Geographically, CIECA’s network covers almost all of Europe and extends globally to **Australia, New Zealand, the Republic of Korea, the United Arab Emirates and the United States**. This international footprint reinforces the association’s ability to compare systems, promote shared standards and support cooperation across different regulatory environments. The following sections first present the 2026 snapshot and then place it within the longer membership trajectory observed since 2016.

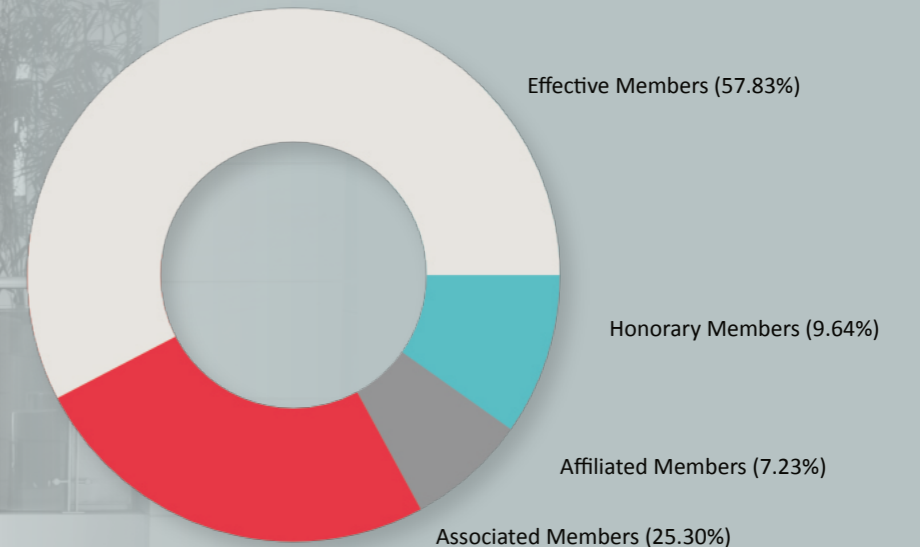


Fig. 1: CIECA membership by category

This graphic summarises the current membership structure and shows how CIECA combines a strong regulatory core with contributions from specialised partner organisations and honorary members. As a visual snapshot, it complements the introductory overview by making the balance between categories immediately visible.

	<i>Effective members</i>	<i>Associated members</i>	<i>Affiliated members</i>
2016	42	27	5
2017	42	27	5
2018	44	24	5
2019	46	20	5
2020	47	18	5
2021	45	15	5
2022	44	15	5
2023	48	15	6
2024	49	16	6
2025	48	18	6
2026	48	21	6

Table 1: Evolution of CIECA membership by category 2016 - 2026 (Honorary members excluded)

This table provides the historical context for understanding recent developments in CIECA’s organisational membership. Excluding Honorary Members, it shows that the association’s membership base has been broadly stable since 2016, while the balance between categories has gradually evolved over time.

The numbers confirm that CIECA has combined long-term stability with gradual internal change. Figures 2 and 3 in the next page build on this evidence by showing, respectively, the shorter-term movement in total organisational membership and the longer-term evolution of membership composition.



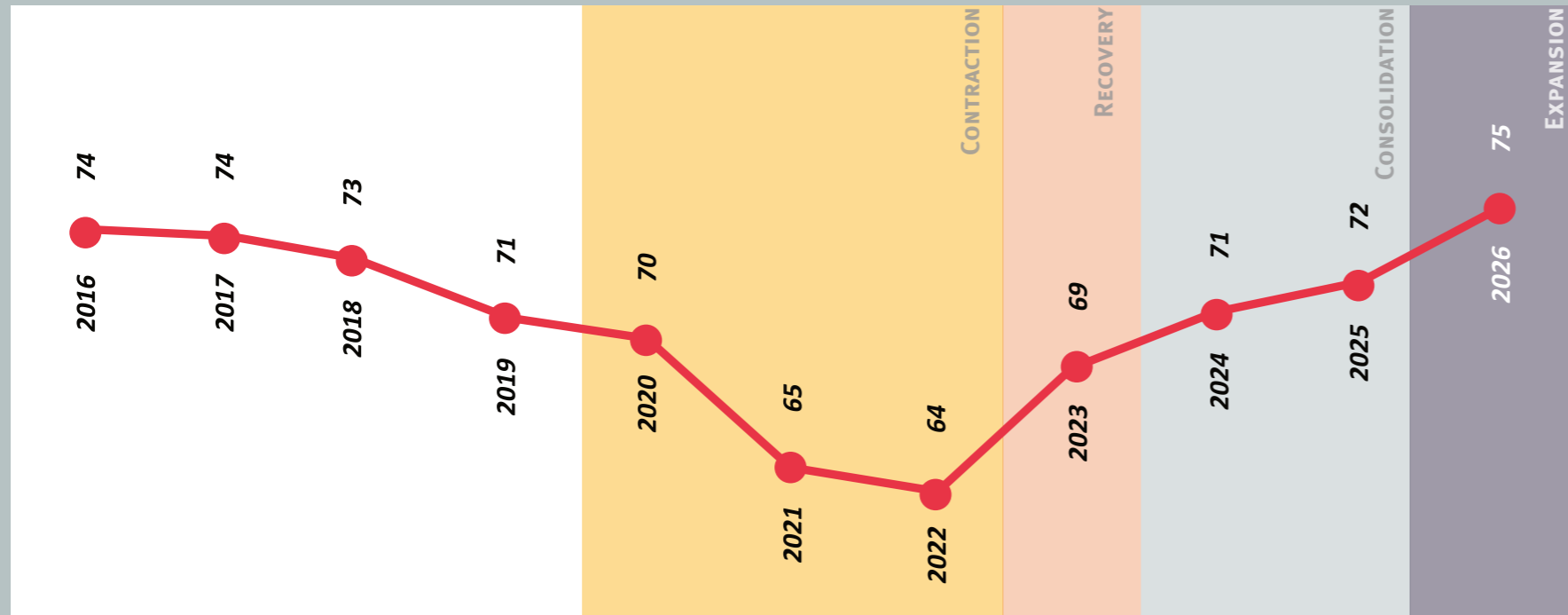


Fig. 2: CIECA organisational membership 2020 - 2026 (Honorary members excluded)

Membership Trend 2016 - 2026

From 2016 to 2019, total organisational membership remained highly stable at around 71–74 members. Within that stability, Effective Members increased gradually from 42 to 46, while Associated Members declined from 27 to 20 and Affiliated Members remained unchanged at 5. This longer view shows that recent changes are part of an ongoing structural adjustment rather than an isolated short-term fluctuation.

Between 2020 and 2022, organisational membership contracted from 70 to 64 members, driven mainly by a reduction in Associated Members and a smaller decline in Effective Members. From 2023 onwards, this trend reversed: the total rose to 69 in 2023 and then stabilised at 71 in both 2024 and 2025, indicating a phase of recovery and renewed equilibrium.

The most significant shift occurs in 2026, when organisational membership reaches 75 members, the highest level in the 2016–2026 series. This increase is driven entirely by Associated Members, which rise from 18 to 21, while Effective Members remain at 48 and Affiliated Members at 6. The result is both quantitative growth and a somewhat broader internal composition.

Across the full period, Effective Members remain the backbone of the association and increase from 42 to 48. Associated Members are the most dynamic category, declining in the first half of the series before recovering in the final years and becoming the main source of growth in 2026. Affiliated Members show the greatest continuity, moving only from 5 to 6 over the whole timeframe.

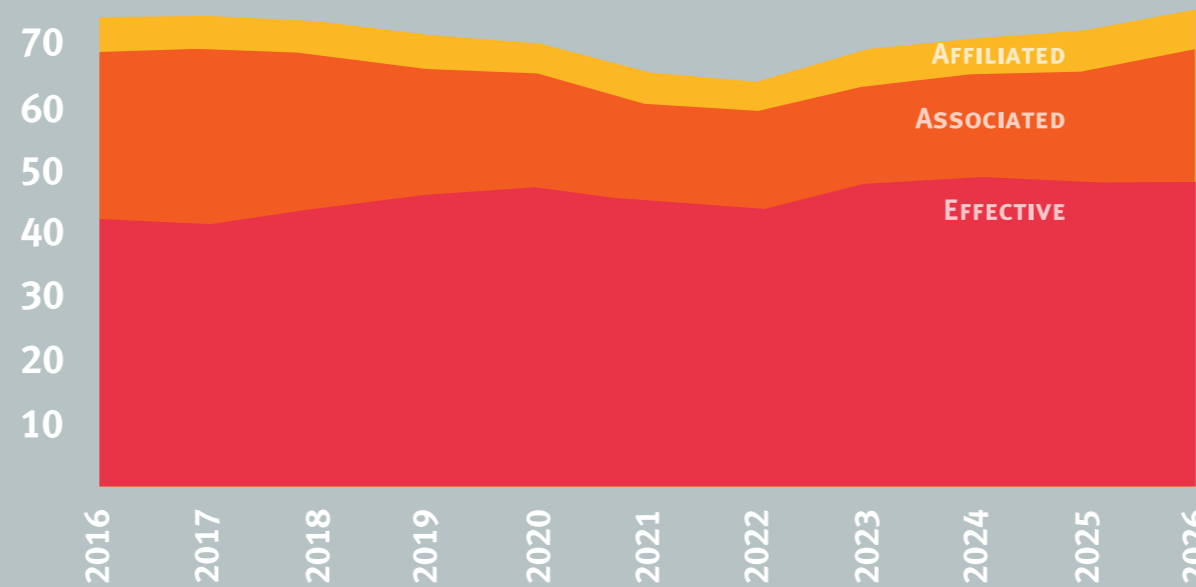


Fig. 3: Membership composition over time 2016 - 2026

Figure 2 highlights the shorter-term evolution of CIECA’s organisational membership between 2020 and 2026. It makes the sequence of contraction, recovery, stabilisation and renewed growth immediately visible, culminating in the rise to 75 members in 2026.

Read together with Table 1, the chart shows that the recent increase is most meaningful not as an isolated annual change, but as the culmination of a broader trajectory in which a stable membership base has gradually regained momentum after the downturn of 2020–2022.

Membership composition over time 2016–2026

Figure 3 focuses on the internal composition of CIECA’s organisational membership across the full 2016–2026 period. Its main value lies in showing that overall stability has been accompanied by a gradual shift in the relative weight of the three membership categories.

The area representing Effective Members expands steadily over time, confirming that this category has not only remained the largest throughout the series but has also reinforced its central position within the association.

Associated Members show the greatest variability: their share declines during the earlier years, stabilises around 2021–2023, and rises again towards the end of the period. This makes them the category most closely associated with the renewed expansion visible in 2026.

Affiliated Members remain comparatively small in number but highly consistent over time. Their stable presence adds continuity and breadth to the membership structure, complementing the stronger movement observed in the other two categories.

The analysis of CIECA’s membership confirms a pattern of long-term stability combined with gradual structural evolution. While the overall membership base has remained relatively consistent over the past decade, recent growth—driven primarily by an increase in Associated Members—signals renewed momentum and a broadening of the organisation’s expertise base. Effective Members continue to constitute the regulatory core, ensuring institutional continuity and authority, while the expanding participation of specialised partners enhances knowledge exchange and innovation capacity. This balanced composition strengthens CIECA’s ability to operate as a leading international platform, capable of supporting both policy development and practical implementation across diverse regulatory environments.

CIECA MEMBERS

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 Innovation, Mobility and Infrastructure (Bundesministerium für Innovation, Mobilität und Infrastruktur, BMIMI)

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

Finland: 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

Ireland: 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 (DRPCIV)

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)

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)

ASSOCIATED MEMBERS

Austrian Driving Schools Association, Austria

Driving Mobility, United Kingdom

Ecole de Conduite Française (ECF), France

Emirates Driving Company, UAE

ENPC-EDISER, France

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

Green Dino BV, The Netherlands

Jelly Learn, United Kingdom

Kierowca.PL, Poland

LENS Media, The Netherlands

Nord University, Norway

Pearson Professional Assessments, United Kingdom

Polish Security Printing Works, Poland

Prometric, Ireland

Reed in Partnership, United Kingdom

SimFit2Drive, Slovenia

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

VekaBest VerkeersEducatie BV, The Netherlands

Vias institute, Belgium

AFFILIATED MEMBERS

American Association of Motor Vehicle Administrators (AAMVA)

Austrroads

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 Spørstøl, 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 MEMBERS IN 2025 – 2026


**Reed in Partnership,
United Kingdom (logo)**

Reed in Partnership delivers secure testing services that certify individuals' skills and knowledge.

Its Test Centres handle millions of candidates annually, offering test owners strong assurance of assessment integrity through strict compliance measures and robust security standards.

The organisation's Assessment Division administers the theory component of driver testing for the Driver and Vehicle Standards Agency (DVSA), aligning closely with CIECA's focus on improving road safety through effective driver assessment.

Reed in Partnership also engages in research and policy discussions within the testing sector. This combination of operational expertise and sector involvement positions the organisation to contribute meaningfully to CIECA's initiatives.


**VekaBest VerkeersEducatie BV,
The Netherlands**

VekaBest contributes to national initiatives in the Netherlands relating to traffic education, professional competence training and examination. It participates in consultations and collaborative projects with government bodies, examination authorities, trainer associations and other publishers, providing expertise to support continuous development and quality improvement.

Through CIECA membership, the organisation aims to extend this role internationally by strengthening cooperation between trainers, publishers and examination bodies across Europe and gaining insights to enhance existing and future learning products.

VekaBest offers expertise in e-learning, hybrid learning formats, digital examination environments, data analysis and educational strategy. With over 60 years of experience, it views international knowledge exchange as essential.


**Kierowca.PL,
Poland**

The National Association Kierowca.PL is a nationwide, non-governmental organisation established in 2006 in Poland. It brings together drivers, driving training centres and transport companies, and collaborates with supporting members across the country.

The association engages in road-safety initiatives, works to improve the quality of driver education and training, and supports the development of modern learning solutions for driver candidates.

It participates in consultations on draft legislation from the Ministry of Infrastructure and organises national conferences and expert meetings on driver education and regulatory issues.

The organisation seeks to contribute to international exchange and the adoption of effective solutions through CIECA membership.


**Green Dino BV,
The Netherlands**

Green Dino is a Dutch company specialising in AI-instructed driving simulation for training and testing.

For more than 30 years, it has invested in R&D for simulators used by novice and professional drivers of cars, trucks, buses, emergency vehicles, and forklifts. Its work is supported by long-term validation studies conducted with Delft University of Technology and Twente University.

Green Dino has demonstrated measurable improvements in driver education, including reduced on-road training hours and exam attempts.

The company collaborates with road-safety organisations, develops educational tools for children, and conducts research on self-driving vehicles, autopilot training and certification.



THE BUREAU PERMANENT

The Bureau Permanent oversees the development and execution of CIECA's strategy under the leadership of the President, Pat Delaney, who reports to all Members every year during the General Assembly. The Bureau Permanent convenes regularly to discuss matters related to the development of the 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 seven Vice-Presidents.



Despoina Dimostheniadou

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



Sjoerd Houwing

CIECA Vice-President (Co-opting) Team Lead Research & Development, CBR (the Netherlands)

Susana Paulino

CIECA Vice-President
Head of the Department of Training and Certification at the Instituto da Mobilidade e dos Transportes (Portugal)

Philippe Usson

CIECA Vice-President and EAG Deputy Chair
Head of Traffic Education for the Department of Loire, Ministry of Interior (France)

Steven Raes

Secretary General – Treasurer and EAG Chair
Manager at the Driving Licence department at GOCA (Belgium)

Pat Delaney

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

Jan Schepmann

CIECA Vice-President
Strategic Head of Business Segment Driving-Licence Re-Applicants at TUEV NORD Mobilitaet GmbH & Co. KG & Managing Director Nord-Kurs GmbH (TUEV NORD Group – Germany)

Augusta Sica

CIECA Managing Director

Anne Mikelsen

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



MY FIRST YEAR AS SECRETARY-GENERAL TREASURER

From the moment I joined Goca Vlaanderen in 2018, I became closely acquainted with CIECA through my membership in the EAG. Since then, I have had the opportunity to attend all CIECA congresses and to take part in several peer reviews alongside colleagues from other countries. These experiences have consistently been very rewarding, offering valuable opportunities to both share and gain knowledge.

In December 2023, I assumed the role of EAG Chairman with the clear objective of creating as much added value as possible for our members. This role allowed me to become familiar with the workings of the Permanent Bureau, making it a natural next step to take on the position of Secretary-General and Treasurer following the retirement of René Claesen.

Together with Augusta, as Managing Director, we ensure that monthly expenses and revenues are closely monitored, enabling the Permanent Bureau to take timely and well-informed decisions whenever necessary.

Steven Raes

Chair of the Expert Advisory Group
Manager at the Driving Licence department at GOCA (Belgium)

As Secretary-General and Treasurer, financial monitoring is the most important responsibility throughout the year, ensuring that funds are allocated in accordance with established priorities and approved plans.

Overall, this first year was largely focused on familiarisation, ensuring continuity, and laying a solid foundation for the remainder of the mandate. This work relied on close cooperation among the members of the Permanent Bureau, President Pat Delaney, and Augusta as Managing Director.

One year on, I can confidently say that CIECA is a healthy organization, with the resources needed to continue achieving its strategic objectives.

Looking ahead, the focus will remain on maintaining sound financial management, supporting effective governance, and contributing to the further development of CIECA in the years to come.

FINANCIAL STATEMENTS - BUDGET AND REALISATIONS FOR 2025

In 2026, CIECA sustained a solid financial position supported by continued membership growth and stable operating income. The strong rise in membership fees observed in 2025 provided lasting benefits, reinforcing revenue predictability into 2026. Expenditure remained well controlled, with personnel costs continuing to represent the largest share and operational spending aligned with the organisation's strategic priorities. Careful resource management allowed CIECA to deliver an ambitious work programme, including support for regulatory transitions and international cooperation. Overall, the organisation preserved a positive financial outlook, ensuring resilience and capacity for sustained impact in the years ahead.

	REALISATION 2024	BUDGET 2025	REALISATION 2025
OPERATING INCOME			
MEMBERSHIP FEES	638,365.97	610,000.00	685,401.08
ADMINISTRATIVE CHARGES	11,108.82		200.00
OTHER INCOME (BANK INTEREST, RESEARCH PROJECTS, EVENTS, ETC)	0.00	800.00	0.00
TOTAL OPERATING INCOME	649,474.79	610,800.00	685,601.08
OPERATING EXPENSES			
PERSONNEL	428,176.46	415,000.00	448,722.49
SERVICES	27,016.37	42,000.00	24,850.66
ACCOMODATION BRUSSELS OFFICE	30,445.80	33,000.00	31,863.97
OFFICE SERVICE COSTS	6,181.65	6,000.00	6,546.68
TRAVEL & ACCOMODATION SECRETARIAT	18,127.38	20,000.00	9,282.24
BP REPRESENTATION TRAVELS	0.00	2,000.00	0.00
ACTIVITIES CONGRESS/WORKSHOP AND VISITS	17,716.53	22,000.00	14,462.63
PERMANENT ADVISORY GROUPS	14,016.18	35,000.00	3,109.67
REPRESENTATION AND MARKETING	8,265.27	13,000.00	8,396.54
CONTINGENCY	0.00	2,000.00	0.00
VAT	9,829.72	12,000.00	8,800.31
COMMUNAL TAXES	343.07	3,500.00	737.58
LOSS ON SALE OF TRADE RECEIVABLES	0.00		0.00
TOTAL OPERATING EXPENDITURE	560,118.43	605,500.00	556,772.77
TOTAL OPERATING INCOME	649,474.79	610,800.00	685,601.08
TOTAL OPERATING EXPENDITURE	560,118.43	605,500.00	556,772.77
ECONOMIC RESULT	89,356.36	5,300.00	128,828.31
DEPRECIATION	2,245.65	2,250.00	1,477.05
FINANCIAL CHARGES	344.11	1,300.00	1,217.73
EXTRAORDINARY CHARGES			
PROVISION VACATION Y+1	33,970.68	35,177.34	35,178.07
PROVISION VACATION Y	-32,113.48	-37,773.73	-33,970.68
FINANCIAL RESULT	84,909.40	4,346.39	124,926.14

CHANGES IN THE EXPERT ADVISORY GROUP (EAG)



From left to right: Marcellus Kaup (TÜV SÜD Auto Service GmbH, Germany), Ove Rasmussen (Danish Road Traffic Authority), Paulo Figueiredo (ANIECA, Portugal), Tino Friedel (TÜV I DEKRA arge tp 21 GmbH, Germany), Steven Raes, EAG Chair (GOCA, Belgium), Philippe Usson, EAG Deputy Chair (Ministry of Interior, France), Peter de Haan (CBR, the Netherlands), Mihhail Kotov (Estonian Transport Administration) and Gordon Preston (DVA, Northern Ireland).

Missing from the photo is Javier Galindo, representative of the DGT (Spain), and Amanda Lane from DVSA (UK).

During 2026, the composition of the Expert Advisory Group has evolved. We said farewell to two highly valued colleagues: Marcellus Kaup, from TÜV SÜD Auto Service GmbH, one of our German Effective Members, and Mihhail Kotov, from the Estonian Transport Administration. We warmly thank both of them for their dedicated contributions, expertise, and long-standing commitment to the work of the EAG.

At the same time, we are pleased to welcome the new experts who have joined the group this year. We look forward to their insights and hope they will find their involvement in the EAG both enriching and rewarding.



CHARLOTTA REDTZER, Swedish Transport Administration

I am Head of the Examination Unit at Trafikverket (the Swedish Transport Administration), responsible for driver testing across all licence categories, and I serve as Chair of the Swedish CIECA delegation.

I joined the EAG because I want to contribute my operational expertise in examination methodology and quality assurance to the group's technical work, and because I see a real opportunity to connect research and practice in a field that is changing rapidly with digitalisation and automation.

From the EAG, I hope to gain broader international perspectives on how other countries are approaching these challenges and to help develop knowledge and best practices that can make driver testing more effective and consistent across our member countries.



AXEL RESCH JOHNSEN, Norwegian Public Roads Administration

My name is Axel Resch Johnsen, and I work as a senior adviser for The Norwegian Public Roads Administration. My main areas of expertise are driver education and driver examination.

I work with the development of rules and regulations regarding both areas and provide expert advice on guidelines, curricula, testing and future oriented developments such as advanced driver assistance systems.

The interest in joining the group stems from a strong interest in driver education, driver examination and traffic safety.

In the EAG I expect to be part of an environment for sharing expertise, experience, and research between experts from different countries. I see the group as an important platform for exchanging knowledge and best practices across countries.

From the EAG, I expect to learn from experienced professionals and to contribute with perspectives from my own national context."



ROBERTAS LITVAITIS, Regitra, Lithuania

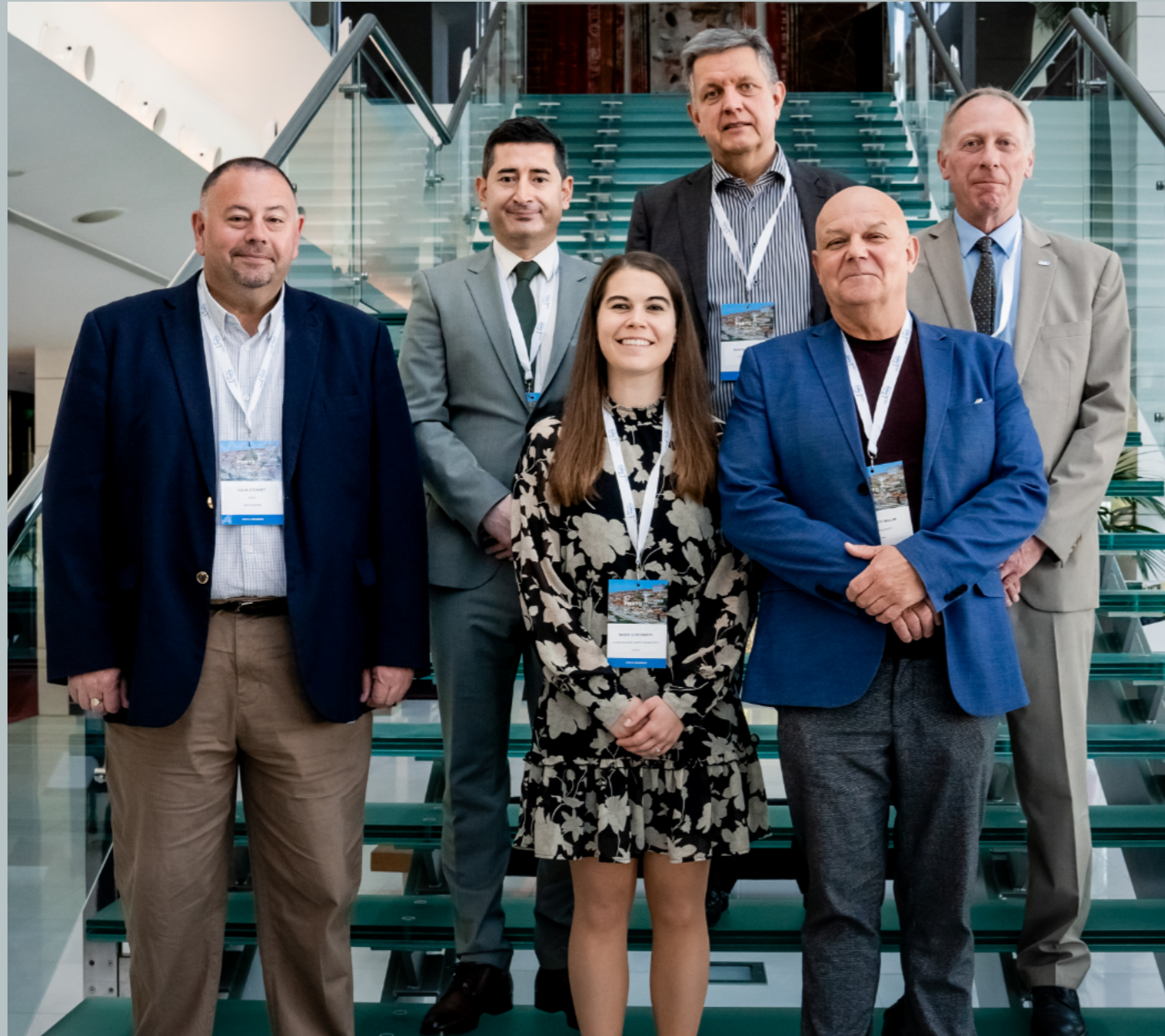
As Chief Specialist at Regitra's Driver Test and Licence Department and an active CIECA delegate, I oversee the development and implementation of Lithuania's practical driving test.

My responsibilities include ensuring that assessment standards are methodologically robust, legally compliant, and aligned with real-world driving risks. I also deliver examiner training, lectures, and workshops to support consistency and professional integrity in the testing process.

My background includes research at Kaunas University of Technology on traffic flow modelling, road-user behaviour, social risk factors, and the effects of enforcement on road safety. Teaching subjects such as Road User Psychophysiology and Human Behaviour in Traffic has strengthened my ability to link theory with practical assessment.

With this experience, I hope to support EAG projects, contribute evidence-based insights, and help advance best practices in driver testing internationally.

NEW EXPERTS WELCOMED IN THE EDUCATION TOPICAL GROUP (ETG)



From left to right: Colin Stewart (DVSA, UK), Nicolas Akarsu (Ediser, France), Maria Scheibmayr (KFV, Austria), Marcellus Kaup (TÜV SÜD Auto Service GmbH, Germany), Jan Petter Wigum (Nord University, Norway), and Kay Schulte (DVR, Germany).

Missing from the photo are the following ETG members: John Brinn (RSA, Ireland), Joaquim Costa (ANIECA, Portugal), Roberto Ramos (CNAE, Spain), Risto Kasemae (Estonian Road Administration), Richard Lawanson (Pearson VUE, UK), Conor Neacy (Prometric, Ireland), Pablo García Crespo (DGT, Spain), Manuel Picardi (EFA, Europe), Jörg Satz (Moving, Europe), and Peter Somers (LENS Verkeersleermiddelen, the Netherlands).



PETER SOMERS, Founder and Director, LENS Verkeersleermiddelen, The Netherlands

I am the Founder and Director of LENS Verkeersleermiddelen and have been active in traffic education for more than 25 years. My work focuses on the development of driver-training materials, including textbooks, e-learning solutions, and classroom-based programmes. I have a particular interest in instructional design and in translating educational theory into practical, effective learning solutions for driver training.

Alongside my work at LENS, I serve as Chair of the Developers Chamber within the Dutch KRV and am closely involved in national projects related to the development of driver training and assessment systems. This work is carried out in cooperation with government authorities, examination institutes, and research partners.

I joined CIECA's Educational Topical Group because I see education and examination as inherently interconnected. Examination plays a crucial role in setting standards and creating incentives for learning, but it is education that lays the foundations for safe and responsible driving. Through my participation, I aim to contribute perspectives from teaching practice, curriculum development, and educational research to support the group's work.



Peter and John participated in the ETG workshop entitled "The use of simulators for driver training", held on 5 November in Montpellier (France).

JOHN BRINN, Chief ADI Examiner, Road Safety Authority, Ireland

I have been committed to driver education and training since 1994, beginning my career as an Approved Driving Instructor before joining the Road Safety Authority (RSA) in 2008. I bring extensive experience in driver education, supported by strong management, communication, and leadership skills developed through both self-employment and senior roles within the RSA.

I currently hold the position of **Chief ADI Examiner** within the RSA, with responsibility for the examination, regulation, and educational oversight of both new and existing Approved Driving Instructors (ADIs). This role involves ensuring consistent standards of assessment, maintaining quality assurance within the ADI system, and supporting the ongoing professional development of instructors in line with legislative and policy requirements.

In this capacity, I engage directly with key policymakers, including the Minister for Transport and Department of Transport officials, ensuring that information provided to representative bodies for ADIs is accurate, current, and clearly communicated. I have delivered presentations at national level, including the ADI Forum, and internationally to visiting delegations from Lithuania and Hungary, on legislative developments in driving instruction in Ireland.

My work has contributed to the successful implementation of Essential Driver Training (Category B) and Initial Basic Training (Category A) as part of Ireland's Graduated Driver Licensing (GDL) system. I demonstrate strong decision-making and critical-thinking skills and collaborate closely with multiple RSA divisions, including the Business Solutions Platform and Driver Education Section, to ensure clear, consistent communication with the public and ADIs regarding changes to driver testing and education.

CHANGES IN THE THEORY ADVISORY GROUP (TAG)



From left to right: Sanja Brnadic (HAK, Croatia), Fani Zaneta (TÜV-Verband e. V., Germany), Helen Luker, EAG Chair (DVSA, UK), Lars Röβger, TAG Deputy Chair (TÜV I DEKRA arge tp 21 GmbH, Germany), Lauris Kumpins (Ministry of Transport Latvia), Henrik Fahlrantz (Swedish Transport Administration), Marjjo Immonen (Traficom, Finland), Anne van der Valk (CBR), Sinan Alispahic (HAK, Croatia), and Fabien Seydoux (asa, switzerland).

Missing from the photo are the following TAG members: Gregor Kozinc (Slovenian Traffic Safety Agency), Algimantas Tarabilda (Regitra, Lithuania), Sylvie Ogor-Mezzoug (ministry of Interior, France), Ana de Juan (DGT, Spain), and Riko Roos (Estonian Transport Administration). Kristaps Dzenis who replaced Lauris Kumpins, and Urs Kuenzi, new representative of asa, joined the group in September 2025.

During 2026, the composition of the Theory Advisory Group (TAG) underwent several changes, marked by the departure of three highly valued colleagues.

After many years of dedicated service, Lauris Kumpins stepped down from the group. As both a long-standing member and former Chair, he had been involved since the very first TAG meeting in Berlin in June 2011 and played a central role in shaping many of the group's achievements. Numerous ongoing initiatives were launched under his leadership, and his strategic guidance has left a lasting legacy.

Josée Noé, one of the group's longest-serving members since joining in 2014, concluded her participation following the TAG workshop in April 2026. Her expertise, reliability, and memorable sense of humour made her an

important presence within the group and will be greatly missed.

Finally, Fabienne Seydoux, from asa, who joined in 2023, also decided to leave the group. Despite her shorter tenure, she made a strong and positive impact through her engaged participation and thoughtful contributions.

The TAG extends its warm gratitude to all three colleagues for their commitment, expertise, and long-standing support.

At the same time, the group is pleased to welcome new experts joining in 2026 and looks forward to the fresh perspectives and valuable insights they will bring in the years ahead.



URS KUENZI, asa, Switzerland

My interest in joining the CIECA Theory Advisory Group arises from my new responsibilities at asa, where I have recently taken over the Examination Questions Working Group. In this role, I am responsible for maintaining and updating the official theory questions for all licence categories in Switzerland. Our group meets monthly to review existing content, develop new questions, refine structure, and ensure that our theory tests remain relevant, accurate, and aligned with educational and safety objectives.

With more than 17 years of experience as a traffic expert and trainer at the Bern Traffic Testing Center, I bring a strong practical background in driver testing, inspector training, and traffic safety education. This experience has given me a deep understanding of both the theoretical and practical aspects of driver assessment.

I am highly motivated to contribute to the development of high-quality theory tests at the European level, to exchange expertise with colleagues from other countries, and to bring the Swiss perspective into TAG discussions. My experience, technical knowledge, and commitment to continuous improvement make me eager to support the group's important work.



KRISTAPS DZENIS, Ministry of Transport, Latvia

My decision to apply for membership in the CIECA Theory Advisory Group stems directly from my professional responsibilities, long-term experience within the Latvian driver testing system, and my commitment to improving the quality, fairness, and consistency of theoretical examinations.

For more than 20 years at CSDD, I have worked across multiple domains of driver licensing: registration, examination, EU-level project work, regulatory development, and, most recently, the management and improvement of the theory examination process in Latvia. In my current role as Licensing Specialist, I oversee the implementation of projects, support customer service specialists, and make decisions in complex, non-standard cases. This work has deepened my understanding of both the operational and strategic challenges of theory testing.

My professional aim is twofold: to share Latvia's experience—including our work on digital systems, regulatory frameworks, and examination quality—and to learn from the best practices of other member countries. The TAG offers a unique platform for constructive cooperation, evidence-based discussion, and the development of harmonised standards across Europe.

CIECA EXPERT GROUP ACTIVITIES

For more information scan the QR codes provided in each activity article.



CIECA PEER REVIEWS

What Are CIECA Peer Reviews?

CIECA peer reviews represent a voluntary quality control initiative that delivers actionable insights for enhancing driving licensing systems across CIECA member organizations. These comprehensive evaluations are conducted by representatives from CIECA's expert groups, providing an invaluable opportunity for members to maintain quality standards in their driving tests.

The peer review process goes beyond simple assessment—it's a collaborative journey focused on performance improvement and exploration of innovative development avenues. Through this structured approach, members gain access to best practices and proven methodologies that can transform their licensing operations.

Customized Review Focus Areas

Targeted Assessments

- Practical and theoretical test evaluations for specific license categories
- Theoretical test framework analysis
- Country-specific licensing requirements
- Development of customer service journey
- Assessment and training of ADAS

Innovation Consultation

- Advice on new measure implementation
- System modernization planning
- Technology integration strategies
- Quality assurance protocol development



CIECA experts provide specialized insights tailored to your organization's unique challenges and development goals, ensuring maximum relevance of the outcomes.

Benefits of CIECA Peer Reviews



Quality Enhancement

Systematic evaluation identifies improvement opportunities and validates current best practices within your licensing system.



Knowledge Exchange

Access to diverse expertise and innovative approaches from across the CIECA network of professionals.



Strategic Development

Forward-thinking insights that support long-term planning and system evolution initiatives.



Standards Alignment

Ensure compliance with evolving international standards and emerging best practices in driving licensing.

Our Expert Review Teams



Expert Advisory Group (EAG)

5-6 experts specializing in the implementation of new elements in the practical driving test, the training of examiners, the use and assessment of ADAS in the test, and testing procedures.



Theory Advisory Group (TAG)

1-2 experts focusing on technological innovations in the theory test, digital testing platforms, item writing for the theory test, system integration, and quality assurance systems.



Education Topical Group (ETG)

1-2 experts concentrating on driver education, development of syllabuses, training standards of driver teachers, and the use of new methodologies for better learning.

Our multidisciplinary approach ensures comprehensive coverage of all aspects of driving licensing systems, from educational foundations to the latest ideas implemented in driver testing.

Cost-Effective for CIECA members

0€*

Host Organization Cost
Travel and accommodation funded by expert organizations and CIECA

100%

Value Return
Comprehensive insights and recommendations with no direct financial burden

2x

Annual Availability
Twice-yearly review opportunities for maximum scheduling flexibility

This cost-effective model ensures that quality assurance and system improvement remain accessible to all CIECA members, regardless of budget constraints, while maintaining the highest standards of expert evaluation. * Except for lunch catering expenses during peer review days.

Comprehensive Reporting Process

Preliminary Feedback Session

Following the peer review, a short feedback session may take place to give initial impressions after the peer review to the host.

Detailed Analysis

Following the peer review, our experts compile comprehensive findings into a structured report that addresses all reviewed areas. This document serves as a roadmap for **voluntary** improvement initiatives and strategic planning.

Timely Delivery

Reports are delivered within two months of the review completion, ensuring timely access to insights while observations remain fresh and actionable.

Actionable Recommendations

Each report includes specific, implementable recommendations tailored to your organization's context, capabilities, and strategic objectives.

Requirements from Expert Groups

Each expert group has tailored requirements before and during the peer review process to ensure a comprehensive and effective evaluation.

EAG – Expert Advisory Group

Prior to Peer Review

- Submission of test protocol and evaluation criteria
- Completion of Form on Licensing System
- Examiner requirements and training syllabus
- Information on Examiner Continuous Professional Development (CPD)
- Candidate preparation materials

During Peer Review

- Meeting with examiners (if permitted)
- Observe 5 practical tests (3 with same examiner, 2 with other examiners from same test centre)
- Optional: observations in 2 different centers for consistency

TAG – Theory Advisory Group

Prior to Peer Review

- Complete the Theory Test Quality Questionnaire (online)

During Peer Review

- Experts to take 3 theory tests (in English)
- Visit a theory test center
- Attend test taking in a centre and talk to test supervisors or examiners
- Meet with: question bank maintainers, question developers, and test administrators

ETG – Education Topical Group

Prior to Peer Review

- Submission of candidate training syllabus
- Driver teacher qualification requirements
- Driver teacher training syllabus
- Driving school legislation and requirements

During Peer Review

- Visit a driving school
- Attend theory and practical classes
- Speak with instructors and candidates
- Observe 2 practical driving tests

Ready to Enhance Your System?

"CIECA peer reviews provide an invaluable opportunity to elevate your driving licensing system through expert evaluation, collaborative processes, and actionable insights that drive meaningful improvement."

Contact CIECA today to schedule a peer review and take the next step toward improving your driving licensing. Our Expert Groups are ready to support your organization's development objectives.

Trust CIECA, and transform your system.

Work in progress on physical disability: the test

A disability advisor
examiner in each
101 regional unit

The translation of theory test
questions into sign language



2025 CIECA CONGRESS IN PORTO: “ASSESSING THE DIFFERENCE - DIFFERENT STRATEGIES TOWARDS A COMMON GOAL: VISION ZERO”

The 57th General Assembly and Congress of CIECA took place from 27 to 30 May 2025 at the Sheraton Porto Hotel & Spa Congress Centre in Porto, Portugal, hosted by ANIECA, CIECA's Portuguese member. Set against the backdrop of one of Portugal's most emblematic cities, the event brought together CIECA members and international experts for several days of discussion, exchange, and reflection on the future of driver training and testing.

The programme opened on Tuesday with meetings of the Permanent Bureau and registration of participants, followed by a welcome reception that offered an informal opportunity for members and accompanying partners to reconnect ahead of the formal proceedings. The 57th General Assembly, held on Wednesday morning, provided members with a forum to address statutory matters and ongoing organisational developments within CIECA.

Wednesday afternoon was dedicated to the CIECA Members' Forum, chaired by Anne Mikkelsen, CIECA Vice-President. This session focused on the introduction of new members and recent developments within the association. Presentations covered a wide range of topics, including national licensing systems, simulation-based training, and the influence of advanced driver assistance systems on driving test assessment. The forum also provided updates on the activities of CIECA's Expert Groups—FTD, EAG, TAG and ETG—highlighting ongoing projects, study visits, and areas of future work. These exchanges illustrated the breadth of expertise within the membership and the value of structured collaboration across countries and disciplines.

The Congress, held on Thursday 29 May, centred on the theme “Assessing the difference – Different strategies towards a common goal: Vision Zero.” The programme

explored how diverse national approaches can contribute to the shared objective of reducing road fatalities and serious injuries. The opening session featured welcome addresses by the CIECA President, Pat Delaney, and by ANIECA President António Reis, followed by an introductory keynote on strategies for achieving Vision Zero.

The morning session focused on the changing role of the driver, examining how expectations, responsibilities, and assessment practices are evolving. Contributions addressed topics such as the driver's place in the transition towards Vision Zero, accessibility and equity in exam delivery, and psychological factors linked to test performance. These discussions underlined the importance of understanding drivers not only as vehicle operators, but as diverse individuals whose needs and capabilities must be taken into account throughout training and testing.



The afternoon sessions shifted the focus to the use of different technologies and to candidates' diversity. Presentations examined the implications of ADAS for driver fitness, the use of virtual reality in hazard perception training, and the adaptation of testing systems to different national contexts. A dedicated session on candidate diversity addressed how driver training and testing can better accommodate people with intellectual, psychological, or learning difficulties, as well as candidates with disabilities. Together, these contributions highlighted the need for inclusive, evidence-based approaches that support both safety and mobility.

Throughout the Congress, plenary discussions encouraged interaction between speakers and participants, allowing experiences from different countries and institutional contexts to be shared and compared. The Congress concluded with closing

remarks from the CIECA President, summarising the key messages and reaffirming CIECA's commitment to supporting its members in working towards Vision Zero through cooperation, research, and innovation.

The social programme, including the Congress dinner and a dedicated cultural visit, provided further opportunities for networking and informal exchange, reinforcing the strong sense of community within CIECA.

The Porto Congress confirmed the continued relevance of CIECA as a platform for dialogue on driver training, testing, and assessment. By bringing together diverse perspectives and practical experiences, the event contributed to a deeper shared understanding of how different strategies can support a common goal: safer roads for all.

3RD CIECA ANNUAL AWARD FOR THE MOST ACTIVE MEMBER IN 2024



Maria, in the centre, accompanied by the Austrian delegation present in the 2025 CIECA Congress in Porto: (from left to right Stefan Ebner (WKO), Armin Kaltenecker (KFV), Wolfgang Schubert (Federal Ministry Innovation, Mobility and Infrastructure of Austria) and Joachim Steininger (WKO)).

At the General Assembly held in Porto on 28 May 2025, CIECA proudly presented the Award for the Most Active Member 2024 to Ms Maria Scheibmayr of the Austrian Road Safety Board (KFV). Nominated by the CIECA Permanent Bureau, this distinction recognises exceptional engagement, consistent contribution, and a strong commitment to CIECA's mission of advancing driver testing, promoting road safety, and strengthening professional collaboration across borders.

Maria, well known to many members, also previously under her former name, Maria Fleischer, has been an invaluable contributor within the CIECA Education Topical Group (ETG). Her leadership and expertise were central to the development of the CIECA Guidelines for ADAS Driver Education, a milestone document supporting harmonised and future-oriented approaches to driver training across Member organisations. Beyond her written contributions, she has been an active and visible presence in webinars, CIECA Congresses, and numerous collaborative initiatives.

3RD CIECA ANNUAL AWARD FOR THE BEST ROAD SAFETY INITIATIVE

The award for Best Road Safety Initiative was presented to the Road Safety Department of the French Ministry of the Interior for its project "Theoretical Driving Tests in Sign Language in France." This initiative marks a significant advancement in accessibility and equality within driver education. By translating both the general theory test (categories B, C, and D) and the motorcycle theory test (category A) into French Sign Language, the project directly supports approximately 4,000 deaf or hard-of-hearing candidates each year.

Previously, candidates depended on interpreters during their examinations. The integration of sign language videos directly into the testing platform now ensures clearer comprehension, greater fairness, and increased independence. This approach represents a substantial improvement in accessibility and reflects a broader commitment to inclusive mobility.

The project, scheduled for completion by mid-2025, is supported by the Road Safety Department (Délégation à la sécurité routière). Its implementation constitutes meaningful progress toward a more equitable and accessible driver testing system, ensuring that all candidates can undertake the theoretical examination under conditions that respect their specific needs.

Ms Catherine Bachelier, Deputy Director of Road Education and Driving License in the Ministry of Interior in France since 2022 presented the details of this impactful initiative during the 2025 Members Forum in Porto.



4TH CIECA ANNUAL AWARD FOR THE MOST ACTIVE MEMBER IN 2025



The CIECA Award for the Most Active Member 2025 was presented during the FTD Workshop that took place on 20 February 2026 in Dublin, as the recipient would be unable to attend the 2026 CIECA Congress in Dresden.

The 2025 distinction was awarded to Dr Mark Tant, Deputy Chairman of the Fit-to-Drive (FTD) Group and senior expert at the Vias institute, Belgium. Dr Tant has been a long-standing and influential contributor to the Fit-to-Drive Group, supporting its evolution into a Permanent Advisory Group and shaping several key CIECA publications, including reports on Disabled Driver Assessment (2021), Medical Fitness to Drive (2020), and General Procedures. His representation of CIECA in discussions with the European Commission and his contributions to preparatory work for the Fourth Driving Licence Directive underline his impact at European level. In addition, his continued review of Fit-to-Drive papers has helped enhance the quality of the CIECA Congress programme year after year.

ASSESSING THE IMPACT OF DISPLAY SIZE ON HAZARD PERCEPTION PERFORMANCE

As driver testing increasingly moves into digital environments, ensuring fairness and consistency has become a pressing concern. A recent CIECA webinar, led by Dr. Victoria Kroll, explored a critical question: Does the size of a candidate's screen influence hazard perception (HP) test performance?

The Importance of Hazard Perception

Hazard perception is a cornerstone of road safety. In the UK, every new driver must pass an HP test before obtaining a full license. This video-based assessment measures how quickly drivers identify developing hazards—situations requiring a change in speed or direction to avoid a collision. Faster responses earn higher scores, and decades of research confirm that HP performance strongly correlates with crash risk. Since its introduction, the HP test has reduced non-low-speed collisions by 11.3%, saving the UK economy nearly £90 million annually.

Why Screen Size Matters

Traditionally, HP tests are conducted in standardized DVSA centers using 22–24-inch monitors with fixed resolution. However, remote testing is gaining traction worldwide, offering benefits such as



accessibility and cost savings. Queensland, Australia, already allows learners to complete HP tests on personal devices. Yet this flexibility raises equity concerns: could candidates using smaller screens be disadvantaged?

Dr. Kroll's study addressed this question through an online HP test completed by over 1,000 participants using phones, tablets, laptops, and desktops. The findings were clear: larger displays improve HP scores, with a significant step-change between laptops and desktop monitors. Regression analysis confirmed that display size, alongside age and click frequency, predicted performance. Older drivers



scored lower, while those who clicked more frequently achieved higher scores. Importantly, the effect of screen size was most pronounced in clips featuring subtle or distant hazard cues—details that are easier to spot on larger screens.

Fairness and Policy Implications

Fairness perceptions added another layer of complexity. While display size did not directly influence perceived fairness, mobile users felt the test was less representative of their skills compared to laptop users. This suggests that even if performance differences are modest, acceptability issues could undermine confidence in remote testing.

The implications are significant. Downsizing DVSA monitors or

allowing unrestricted device use could lower pass rates and compromise equity. To mitigate these risks, Dr. Kroll recommends setting minimum device standards, implementing on-screen scaling checks, and adapting clip design to reduce reliance on fine visual details. Policymakers may also consider device-normalized scoring or restricting remote tests to laptops and desktops.

Conclusion

As CIECA members look toward the future of driver assessment, this research underscores a vital principle: technological innovation must go hand in hand with fairness. Screen size matters—not just for performance, but for trust in the system.

More exhaustive information can be found in the Webinar Report.

KEY TAKEAWAYS

- Screen size has a measurable impact on hazard perception (HP) test performance, with larger displays enabling significantly better hazard detection, especially for subtle or distant cues. Because of this, allowing candidates to use small personal devices (e.g., mobile phones) in remote HP testing can disadvantage some users, raising fairness, equity, and acceptability concerns.
- The research indicates that to maintain test validity and public confidence, organisations should consider minimum device standards, scaling checks, adapted clip design, or device-restricted testing policies.

Victoria Kroll is the CEO and co-founder of Esitu Solutions, a Nottingham Trent University spinout specialising in hazard perception assessment and training. With a PhD in Cognitive Psychology, she has led research-driven projects and commercial collaborations with major organisations including DVSA, National Highways, NHS Wales, Siemens, and the Kier Group.



THE USE OF SIMULATORS FOR DRIVER TRAINING

The CIECA Education Topical Group brought together European experts in driver training, driver testing, road-safety policy, human-factors research, and simulator development to examine the evolving role of driving simulators within driver education. The workshop combined expert presentations, hands-on demonstrations, and structured discussions to explore how simulation can enhance training quality and contribute to safer, more efficient mobility systems across Europe.

The role and added value of driving simulators

A central outcome of the workshop is the shared view that driving simulators constitute a powerful pedagogical complement to on-road instruction. Their greatest value lies in providing safe exposure to situations that are hazardous, rare, or impractical to encounter during real-world lessons. Participants noted that this controlled environment significantly supports the development of hazard perception, risk anticipation, decision-making under pressure, and familiarity with Advanced Driver Assistance Systems (ADAS) and other emerging vehicle technologies.

Rather than attempting to replicate real driving with perfect fidelity, simulation extends what can be taught, offering experiences that would otherwise remain inaccessible to learners.

Research insights and practical demonstrations

Research institutions presented evidence showing that modern simulators enable objective performance measurement, scenario replay, and data-driven feedback—capabilities that deepen understanding of key human-factor challenges such as distraction, reaction time, takeover transitions in automated vehicles, and environmental perception.

Practical demonstrations showcased exercises that engaged participants both cognitively and emotionally. These included urban hazard-perception scenarios, alcohol-impairment simulations, and structured reaction-time drills. The exercises illustrated how simulation supports both the analytical and experiential dimensions of learning.



Consensus on strengths and considerations for implementation

Group discussions revealed a broad consensus on the strengths of simulation in driver training. Participants highlighted its capacity to prepare learners for unpredictable situations, expose them to diverse environments and weather conditions, and offer the repetition needed to build confidence and mastery. The ability to deliver standardised training experiences across regions was also seen as a significant advantage.

Limitations—such as imperfect realism, occasional “gaming,” or the need for strong pedagogical framing—were acknowledged. However, these were viewed as practical considerations rather than barriers. Suggestions for further improvement included refining distraction scenarios, enhancing control sensitivity, expanding scenario libraries, and ensuring closer alignment between simulator development and evolving training curricula.

Contributions to wider policy objectives

Beyond pedagogy, participants discussed how simulation can directly support broader European policy goals. These include contributing to Vision Zero ambitions, promoting eco-driving practices, improving training accessibility, reducing costs for driving schools, and facilitating the harmonisation of training standards across Europe. The new EU Driving Licence Directive—which explicitly permits simulator use in training and testing—was recognised as an important lever that will support wider adoption and integration.

Conclusion

The workshop concluded with a clear and optimistic outlook: simulation is not intended to replicate real-world driving perfectly, but to extend and enrich the pedagogical landscape. Its greatest value lies in enabling targeted cognitive and perceptual training that prepares learners to become safer, more aware, and more adaptable drivers. As simulator technologies evolve and regulatory frameworks increasingly integrate them, their role in European driver education is expected to grow substantially.

KEY TAKEAWAYS

- Driving simulators are now recognised as essential complementary tools within driver education.
- They enable safe, structured, and repeatable training for high-risk scenarios, support the development of critical perceptual and cognitive skills, and align strongly with Europe’s emerging regulatory and road-safety priorities.
- Their role will continue to expand as technology and policy frameworks evolve.





THE CIECA GUIDELINES FOR THE CONDUCTION OF PRACTICAL TESTS IN VEHICLES EQUIPPED WITH ADAS

CIECA hosted a webinar to present the updated guidelines developed by the Expert Advisory Group (EAG) for assessing Advanced Driver Assistance Systems (ADAS) during practical driving tests. The revision reflects rapid technological evolution, new legislative requirements, and emerging human-factors insights that influence safe assisted driving. Tino Friedel, the representative of TÜV | DEKRA arge tp 21 GmbH was in charge of presenting the new document.

Why the guidelines were updated

Since the first version in 2020, ADAS functions have advanced significantly, and the EU Driving Licence Directive now explicitly requires examiners to evaluate appropriate ADAS use. The updated document ensures that assessment practices remain consistent with modern vehicle capabilities and maintain relevance across different European jurisdictions. The revised document includes:

- A general framework explaining system classification, behavioural effects, and assessment principles.
- System-specific sheets detailing function purpose, expected candidate behaviour, and examiner guidance.



Tino Friedel has been working at TÜV | DEKRA arge tp 21 since 2009. As head of department for the practical driving license test, he is primarily responsible for the further development of the practical driving test. He studied psychology at the Technical University of Dresden and specialised in traffic psychology. He is a member of the EAG since 2023.



Human-factors insights

A central theme of the webinar was the growing need to understand how automation affects drivers. As systems take over portions of the driving task, drivers shift from active control to supervisory roles. This can reduce attention levels, foster over-trust, and erode manual skills. The guidelines therefore emphasise system limitations, vigilance, and safe handover/takeover behaviour—especially in situations where automation reaches its limits.

What examiners assess

The assessment principles remain aligned with manual-driving standards: the candidate is always responsible for safe operation, even when using assistance systems. Examiners may require or restrict system use, ensuring

candidates demonstrate proper activation, monitoring, and timely override. The guidelines provide a clear structure for recognising system status and evaluating driver behaviour consistently.

Structure of the updated guidelines assess

The revised document includes:

- A general framework explaining system classification, behavioural effects, and assessment principles.
- Systemspecific sheets detailing function purpose, expected candidate behaviour, and examiner guidance.

Several countries indicated plans to adopt the guidelines soon, supporting harmonised implementation across Europe.

KEY TAKEAWAYS

- The updated CIECA ADAS guidelines ensure that practical driving tests keep pace with rapid technological and legislative developments.
- Human-factors research plays a central role, highlighting the risks of over-trust, reduced vigilance, and challenges in handover/takeover
- Assessment remains aligned with manual-driving standards: candidates must use ADAS safely, responsibly, and with full understanding of limitations.
- The two-part guideline structure supports both clarity and consistent application across Europe.
- Member organisations plan to adopt the guidelines, strengthening harmonisation and future-readiness

DEVELOPMENTS IN MEDICAL FITNESS TO DRIVE IN AUSTRALIA

This CIECA webinar presented the latest developments in Australia’s system for assessing medical fitness to drive. Led by Michael Nieuwesteeg from Austroads, the session explored how the Assessing Fitness to Drive (AFTD) standards—first introduced in 2003 and updated most recently in 2022—support safe licensing decisions for drivers with health conditions that may impact driving performance.



Michael Nieuwesteeg is responsible for the Road Safety program at Austroads, where he supports road and transport departments from Australia and New Zealand with research, guidance and tools to help them carry out their road safety responsibilities more effectively. Michael has a background in data and statistics and has broad experience working within government departments, delivering and evaluating road safety strategies and programs.



A case highlighting systemic gaps

The webinar opened with a real case involving a cyclist killed by a driver with severe visual impairment. Despite repeated medical reviews following a stroke, the driver was eventually granted an unrestricted licence.

This example illustrated how inconsistencies in applying medical standards can result in tragic consequences, underscoring the need for stronger, more reliable assessment processes.

The AFTD standards and their governance

The AFTD standards provide evidence-based guidance for health professionals assessing conditions such as diabetes, epilepsy, sleep disorders and vision impairments.

The National Transport Commission (NTC) leads the development and review of the standards, while Austroads publishes and supports their implementation across Australia and New Zealand. With thousands of monthly downloads, the standards are widely used and recognised internationally.

Challenges in applying the standards

Although the standards themselves are robust, the webinar highlighted challenges in their practical application. Many health professionals struggle with interpretation, leading to inconsistent

assessments and uncertainty for drivers and licensing authorities. These inconsistencies create frustration, complicate decision-making and can undermine public trust in the system.

Austroads’ six-domain implementation strategy

To address these gaps, Austroads has developed a structured implementation strategy. It focuses on improving communication, offering clear jurisdiction-specific resources, developing online tools and helplines, and strengthening education for medical practitioners and licensing officers.

Collaboration plays a central role, with advisory groups and communities of practice helping to share knowledge and promote consistent interpretations.

Continuous improvement and future directions

Australia is moving from periodic updates to a continuous-improvement model that integrates feedback throughout the lifecycle of the standards.

Upcoming initiatives include CPD-accredited training modules for doctors, new guidance for occupational therapists and the exploration of centralised expert panels for complex cases. Issues such as medicinal cannabis use, bioptics and neurodevelopmental conditions will feature prominently in future reviews.



KEY TAKEAWAYS

- Australia’s AFTD standards are well-established and internationally recognised, guiding licensing decisions for drivers with medical conditions.
- The biggest challenges lie in consistent implementation, not in the standards themselves.
- Austroads’ six-domain strategy strengthens guidance, education and collaboration to improve uniformity across jurisdictions.
- A shift to continuous improvement ensures rapid responses to emerging issues such as medicinal cannabis, bioptics and complex neurological conditions.
- Investment from national and state bodies supports long-term sustainability and safety-focused reforms.

THE IMPACT OF THE NEW EU DRIVING LICENCE DIRECTIVE ON CIECA MEMBERS

CIECA hosted a webinar on 11 December 2025 to explain the implications of the newly adopted EU Driving Licence Directive. Presented by Marjo Immonen of the Finnish Transport and Communications Agency (TRAFICOM), the session outlined the Directive’s major reforms, and expected impact on licensing authorities, examiners, and wider mobility policy.

The directive builds on EU priorities relating to digitalisation, sustainability, and administrative resilience. Pressures arising from environmental policy, the shift toward secure digital credentials, and lessons learned from crisis situations—such as the pandemic and the war in Ukraine—shaped many of the new provisions. The reform aligns closely with the EU’s Vision Zero commitment to eliminate road deaths by 2050

Mobile Driving Licence and Data Protection

A central feature of the is the Mobile Driving Licence (MDL), which becomes the default licence form while physical cards remain available. Strict data-minimisation rules govern MDL verification: data may not be stored unless required by law, and routine age-verification checks cannot retain personal information. QR-based verification ensures secure, EU-wide interoperability. Both MDL and physical cards will be handled consistently in RESPER.

Updated validity periods and administrative rules

Validity periods are now harmonised to 15 years for Group 1 and five years for higher categories, improving cross-border consistency. Limited exemptions apply for licences linked to national ID cards or specific residency statuses. The directive

also clarifies renewal rules for drivers with complex residency arrangements.

Health provisions and alcohol interlocks

For Group 1, Member States may adopt health self-declarations in place of routine medical certificates, with medical reports required only when a condition is disclosed. To strengthen preventive measures, individuals undergoing treatment for alcohol dependency may be licensed with a preventive alcohol interlock—introduced before any driving offence has occurred.

New driving rights and categories

The directive expands B-licence privileges to include alternative-fuel vehicles up to 4,250 kg, subject to minimum experience. An optional B1 category allows younger drivers to operate light, low-speed vehicles intended as a safer alternative to micro-cars or agricultural machines.

Marjo Immonen is Chief Adviser at the Finnish Transport and Communications Agency (Traficom) and a member of the EU Driving Licence Committee. A specialist in road safety and driver licensing, she contributes to EU regulatory development and serves as a CIECA representative and expert within the Theory Advisory Group. Marjo Immonen is a highly experienced road-safety and driver-licensing specialist with over a decade of expertise in regulatory development, international cooperation, and evidence-based reform.



Additional national upgrades remain possible through targeted training modules.

Accompanied driving and novice-driver measures

A mandatory EU-wide accompanied driving scheme at age 17 will improve early driving experience under supervision. A minimum two-year probationary period for novice drivers introduces stricter consequences for high-risk behaviours, with Member States able to use corrective training rather than only punitive measures.

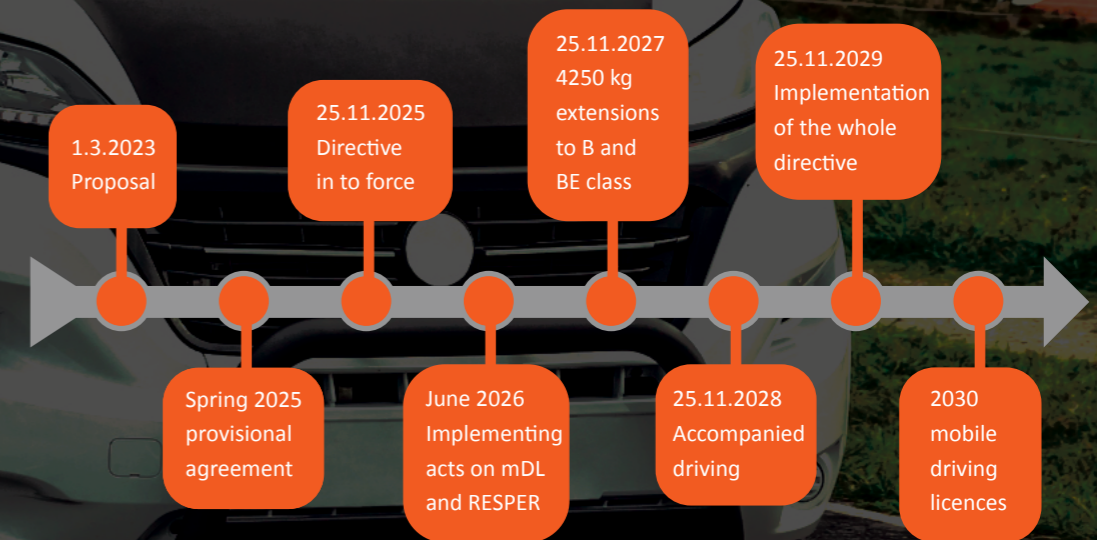
Modernised theory and practical tests

Theory tests will now include content on distraction, vulnerable road users, ADAS,

electric-vehicle operation, environmental impacts and first aid. Practical tests place greater emphasis on hazard anticipation, independent driving, safe interaction with cyclists and blind-spot awareness. Simulators may be used for hazard-perception elements. Examiner training will evolve to emphasise communication skills and impartiality.

EU-Wide disqualifications via RESPER

Serious offences—such as drink-driving, excessive speeding or causing injury—will trigger EU-wide consequences. Member States must notify issuing authorities promptly, and only the issuing state may impose an EU-wide disqualification. All reinstatement conditions must be mutually visible through RESPER.

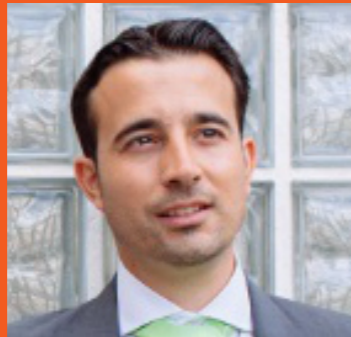




TOWARDS A EUROPEAN MOBILE DRIVING LICENCE: DGT'S DIGITAL TRANSFORMATION JOURNEY

CIECA hosted the webinar “Towards a European Mobile Driving Licence: DGT’s Journey”, presented by Adolfo Sánchez Barbudo Herrera from Spain’s Dirección General de Tráfico (DGT). The session explored Spain’s transition toward digital driving-licence services and how this national evolution aligns with emerging European legislation on digital identity and mobile licences.

Adolfo Sánchez-Barbudo Herrera is a Project Manager of IT Systems at the Dirección General de Tráfico (DGT) in Spain. Adolfo has been deeply involved in the digital transformation of Spain’s traffic and mobility services, and his expertise places him at the forefront of one of the most relevant discussions in European digital public administration: the evolution of the digital driving licence.



Digital transformation in Spain

DGT, the national authority for traffic management, driver licensing and road-safety governance, has been modernising mobility services through digitalisation. A cornerstone of this transformation was the launch of the MyDGT mobile application in 2020, originally conceived to provide a digital version of the driving licence.

The app has since expanded into a comprehensive mobility platform, allowing citizens to access driver- and vehicle-related services without visiting a DGT office. The digital driving licence includes a QR code enabling real-time validation by Spanish law-enforcement authorities, although interoperability remains limited to Spain.

Key features of MyDGT

MyDGT offers a broad set of functionalities that make it one of the most advanced national digital-licensing solutions in Europe. Users can access a fully valid digital driving licence; view licence points, vehicle categories and vehicle technical data; manage administrative procedures; pay fines; request duplicates; identify drivers; access vehicle reports; consult exam results; and locate DGT offices, inspection stations, and driver-assessment centres.



The European framework: eIDAS and the Driving Licence Directive

Spain’s national model is now evolving to align with two major EU initiatives:

The European Digital Identity Wallet (EUDI Wallet)

The updated eIDAS Regulation (2024) introduces a secure, interoperable digital wallet that every Member State must deploy by November 2026. This wallet will enable citizens to store and present verified digital credentials—including the EU Mobile Driving Licence (MDL) in any EU country.

The 4th Driving Licence Directive (2025)

The new directive establishes the legal foundation for an EU-wide MDL. It requires that MDLs be issued free of charge, retrievable electronically, and recognised across all Member States. Once implementing acts are adopted (expected late 2026), a 54-month deployment period will begin, guiding Member States towards full adoption.

Spain’s contributions to MDL development

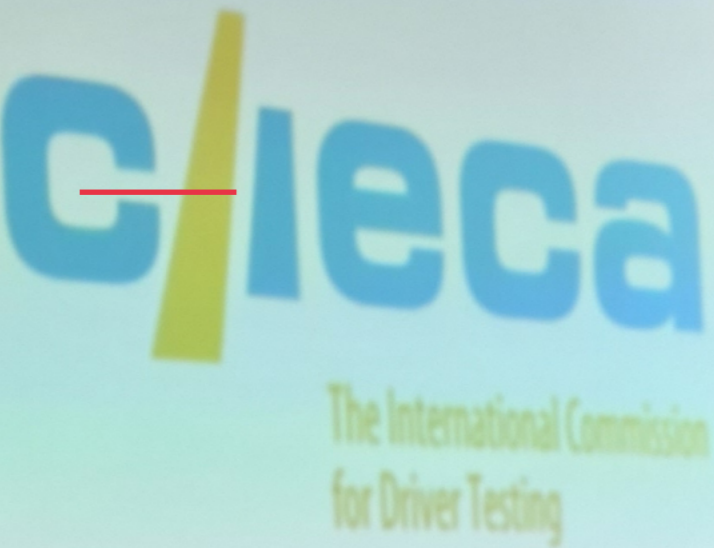
Spain has been active in shaping future European MDL standards. Through the POTENTIAL consortium, DGT has tested prototypes showing how an MDL can be securely issued, stored in a digital wallet, and verified by remote services—such as car-rental companies—using QR-initiated cryptographically protected exchanges.

Next steps for Spain

To transition from the national MyDGT model to full EU interoperability, DGT must implement wallet-agnostic MDL issuance, adopt data-protection-compliant revocation mechanisms, and ensure alignment with EU trust frameworks. Spain expects to deliver full MDL functionality by 2029, with EU-wide recognition anticipated by 2030, contributing to a unified European digital-identity ecosystem.

KEY TAKEAWAYS

- Spain’s MyDGT app has evolved from a national digital licence to a comprehensive mobility platform.
- The EU is driving a shift toward interoperable digital identity through the EUDI Wallet and the EU Mobile Driving Licence (MDL).
- Spain is already piloting MDL technologies through the POTENTIAL consortium.
- The 4th Driving Licence Directive mandates free, electronically retrievable MDLs with full EU recognition.
- Spain aims for complete MDL implementation by 2029–2030, supporting broader EU digital-identity integration.



NEW DEVELOPMENTS IN MEDICAL FITNESS TO DRIVE

On 20 February 2026, the CIECA Fit-to-Drive Permanent Advisory Group convened its third workshop, entitled “New Developments in Medical Fitness to Drive.” The workshop explored the evolving interplay between health, substance use, prescribed medications, and fitness to drive, with a particular focus on how clinical conditions, treatment pathways and behavioural factors influence safe mobility.

The theme of the workshop was selected directly by CIECA members through a survey conducted in autumn 2025, ensuring that the programme addressed priority areas identified by the community and reflected real-world operational challenges across Member States.

Participation and hosting

Hosted by the Road Safety Authority (RSA) and Trinity College Dublin, the event brought together 47 participants from 19 countries. Of these, 25 attended in person—representing a notable increase compared to previous workshops—while 22 joined online, enabling both meaningful in-person exchange and wider accessibility.

Programme structure

The workshop was opened and closed by Mr. Pat Delaney, CIECA President, and chaired by Prof. Desmond O’Neill. The programme consisted of two thematic sessions, each featuring expert presentations addressing key domains within Medical Fitness to Drive.

In the first session, Prof. O’Neill provided a conceptual framework on therapeutic medications and fitness to drive, emphasising risk tolerance and evidence-based decision-making. This was followed by Dr Thomas Wagner (DEKRA), who presented an analysis of the impact of cannabis legalisation on road safety in Germany.

The second session featured contributions from Mr. Kay Schulte (DVR), who discussed psychological programmes associated with alcohol ignition interlocks, and Dr Helena Selander (VTI), who presented registry-based evidence on neurological conditions and their relationship to traffic accident involvement.



Conclusion

The workshop underscored the importance of integrating medical, behavioural, and regulatory perspectives when addressing fitness to drive in an increasingly complex mobility landscape. Across all contributions, a consistent message emerged: effective approaches require interdisciplinary collaboration, evidence-based assessment, and a holistic understanding of the individual driver. By combining clinical expertise with behavioural insights and robust policy frameworks, Member States can strengthen road safety while promoting fair and inclusive mobility for all.

KEY TAKEAWAYS

- Strong link identified between DUI offences and underdiagnosed Alcohol Use Disorder (AUD).
- A small group of high-risk offenders accounts for a disproportionate share of alcohol-related crashes.
- Ignition interlocks show clear benefits when integrated into structured rehabilitation programmes.
- Effectiveness increases when interlocks are combined with medical assessment, behavioural interventions, and continuous monitoring.
- Multidisciplinary frameworks enhance both road safety and long-term health outcomes.
- The workshop highlighted the need for an interdisciplinary Medical Fitness to Drive approach, uniting clinical expertise, behavioural science, policy, and regulation to support safe, inclusive mobility.

Dr Anuraj Varshney is an internationally recognised Allied Health Consultant Practitioner in Medical Fitness to Drive with over 30 years’ experience. He leads South East DriveAbility and holds a national role within Driving Mobility. A former board chair and university lead, he contributes widely to national standards, assessment models, and international FTD policy.





DRIVING SIMULATORS IN RESEARCH AND EDUCATION: LESSONS LEARNED FROM TRAFIKKLAB

This webinar, delivered by Dr. Giuseppe Marinelli of Nord University's TRAFIKKLAB, offered an in-depth look at how driving simulators are increasingly used in scientific research, professional training, and mobility innovation. The session combined theoretical insights, empirical findings, and operational guidance from one of Europe's most active simulation laboratories.

Simulation as a research and educational tool

Dr. Marinelli opened with an overview of TRAFIKKLAB's mission: to understand the impact of new technologies on traffic safety, driver training, and instructor education. Simulators at the lab—THOR (SIMEASY) and ODIN (AS500)—serve dual roles in research as it allows for controlled

Giuseppe Marinelli, Associate Professor in Technology and Mobility and head of TRAFIKKLAB at Nord University's Road Traffic Division, holds an MSc and PhD in Civil Engineering from Politecnico di Torino. His research focuses on emerging transport technologies, including ADAS, ITS, autonomous and electric mobility, and the behavioural effects they have on drivers. He integrates this expertise into Norway's two-year university programme for future driving instructors, strengthening their understanding of human factors and technological change.



experimentation, behavioural measurement, and scenario reproducibility, and in education as learners can be exposed to rare or risky situations, skill development, and professional education for examiners and instructors. Advanced tools such as VR headsets, AR devices, eye-tracking glasses, motion sensors, and dashcams support fine-grained behavioural analysis.

Key studies

Dr. Marinelli presented several key studies. Comparative Safety Analysis of Takeover Control Mechanisms showed that using pedals, a takeover button or steering leads to different safety outcomes when drivers regain control from automated vehicles. Influence of Traffic Flow and Ramp Design on Takeover Performance compared drivers in Norway and Italy, on the Use of an In-Car Touchscreen revealing how infrastructure and driving context shape takeover timing and quality. How Short Training influences Driving Performance demonstrated that even brief touchscreen familiarisation changes gaze behaviour, reaction times and cognitive load, highlighting the demands of digital interfaces.

Future research will examine motorcyclists' visual behaviour and e-scooter risk perception, alongside major international projects such as ROADSTARSPAK, focused on road-safety education in Pakistan, and REMBRACE, addressing remote operation of automated mobility systems.

Practical guidance for organisations adopting simulators

A central portion of the webinar focused on lessons learned from implementing simulators in both research and training environments.

- Organisations must define the purpose of the simulator clearly, as educational use prioritises driving skills and rare scenarios, while research requires flexible software and precise measurement tools.
- Budget and available space determine the appropriate simulator type, which can range from simple desktop models to full-scale dome systems with higher complexity and maintenance demands.
- Choosing between static and motion platforms depends on needs; motion increases realism but also simulator sickness, while static platforms are often sufficient and easier to manage.
- The room environment must be dark, quiet, distraction-free, and physically isolated to support immersion and natural driving behaviour.
- Software flexibility is essential, as closed systems restrict long-term use; research contexts benefit from scenario-editing tools and interoperability with platforms like Unity, Unreal, or OpenStreetMap.

Pedagogical design is critical: simulators require structured, supervised use, as unstructured sessions risk being perceived as games rather than serious training tools.

Conclusion

The webinar confirmed that driving simulators are becoming essential tools for both research and training, offering controlled, evidence-based insights into driver behaviour. When purposefully designed and implemented, they can significantly support safer and more effective mobility systems.



KEY TAKEAWAYS

- Driving simulators enable safe testing of high-risk scenarios and support both research and training.
- Advanced tools such as eye-tracking and VR offer detailed insight into driver behaviour and attention.
- Successful simulator use requires clear goals, proper resources, and well-designed software and pedagogy.
- Static simulators often meet needs without the complexity of motion platforms.
- Room setup and user experience greatly influence immersion and realism.
- Simulation research supports evidence-based policy, infrastructure planning, and training design.
- International projects show simulation's growing global role in transport safety and education.

ADVANCING HAZARD PERCEPTION IN DRIVER TESTING AND TRAINING IN THE LIGHT OF THE NEW EU DIRECTIVE

In March 2026, CIECA's Theory Advisory Group (TAG) held a two-day workshop in Ljubljana dedicated to advancing understanding and practice in hazard perception in driver testing and training. The event brought together experts from driver licensing authorities, research organisations and policy bodies, and was organised in the context of the 4th EU Driving Licence Directive (Directive (EU) 2025/2205), which introduces explicit requirements related to hazard perception within driver competence frameworks.

The workshop provided a structured forum to examine how hazard perception is currently understood, assessed and supported across different national systems. It combined research-based expert input, national and regional case examples, interactive group discussions and a concluding policy-focused panel. This format allowed participants to move progressively from conceptual clarification to practical design considerations and, finally, to implementation challenges under the revised Directive.

Hazard perception as a competence

A central theme throughout the workshop was the clarification of what hazard perception encompasses. Discussions highlighted that hazard perception is a higher-order cognitive competence, involving the identification of relevant cues, interpretation of their significance, anticipation of how situations may develop and timely, appropriate responses. Participants agreed that hazard perception cannot be reduced to reaction speed alone and that overly narrow implementations risk measuring reactions rather than true anticipatory skills.

Assessment design and methodological diversity

Considerable attention was given to assessment design. Presentations and discussions showed that existing approaches vary widely, including real-time interactive video testing, post-hoc video questions, CGI-based scenarios, real-world footage, simulator-supported applications and informal assessment within practical tests. No single method emerged as universally superior. Instead, effectiveness was consistently linked to the quality of scenario design, the presence of meaningful precursors, transparent scoring logic and alignment with the intended assessment purpose.

Linking assessment and training

Another recurring focus was the relationship between assessment and training. Hazard perception was widely viewed not only as an assessment target but as a trainable skill that develops through exposure, explanation and reflection. Participants stressed that testing practices shape learning priorities and that assessing hazard perception without adequate training support risks undermining fairness and acceptance. This led to dedicated discussion of how education and assessment can be aligned while remaining distinct functions.

Adapting to driver categories and contexts

The workshop further demonstrated that hazard perception is not uniform across driver categories. Differences in vehicle characteristics, driver viewpoint, vulnerability and operational context were shown to fundamentally affect how hazards are perceived and managed, particularly for motorcyclists and heavy vehicle drivers. These findings supported category-sensitive approaches that combine shared core principles with adapted content or criteria where appropriate.

Implications for Directive implementation

Finally, policy discussions confirmed that Directive (EU) 2025/2205 establishes a clear obligation for Member States to address hazard perception by November 2029, while deliberately allowing flexibility in implementation. The workshop underlined that successful implementation will depend on clarity of purpose, proportional design and coherent integration within national systems, rather than on prescriptive harmonisation.

KEY TAKEAWAYS

- Hazard perception is a higher-order cognitive competence focused on anticipation, not merely reaction.
- Valid assessment depends on meaningful precursors, clear objectives and defensible scoring models.
- No single testing method fits all systems; alignment between purpose, method and context is essential.
- Assessment and training are closely linked and should be developed in a complementary manner.
- Hazard perception must be adapted to different driver categories and vehicle contexts.
- The Directive provides flexibility, placing responsibility on Member States to implement credible, proportionate solutions.



THE 4TH DRIVING LICENCE DIRECTIVE IN PRACTICE: COMMON CHALLENGES AND NATIONAL APPROACHES

In 2026, CIECA's European Advisory Group (EAG) convened a two-day workshop in Tallinn entitled *The 4th Driving Licence Directive in Practice: Common Challenges and National Approaches*. The workshop brought together representatives from driver examination authorities, transport administrations and ministries to explore the practical implications of Directive (EU) 2025/2205 and to exchange views on its implementation across Europe.

A practice-oriented approach to implementation

The workshop was explicitly focused on practice rather than legal interpretation. While the revised Directive establishes a common European framework, it leaves Member States significant discretion in how requirements are implemented. Against this background, the event provided a structured forum for discussing system impacts, unresolved questions and national readiness, rather than promoting a single model or solution.

Workshop structure and key themes

The programme combined a reference presentation on what is retained, changed and new in the 4th Directive with plenary discussions and working-group sessions on six key topics: examiner training and quality assurance, removal of code 78, protection of vulnerable road users, accompanied driving schemes, probationary period schemes and changes to category B vehicle weight limits.

Continuity and evolving expectations

A central message across discussions was continuity. In several areas, the Directive reinforces existing obligations rather than introducing fundamentally new concepts. This was particularly evident for examiner competence and quality assurance, where most participants reported that current systems

already align broadly with Directive requirements. However, the workshop also highlighted areas where expectations are becoming more explicit, notably the emphasis on examiner independence, communication skills and attention to vulnerable road users.

Areas of uncertainty and technical challenges

Other topics revealed greater uncertainty. The removal of code 78 generated detailed technical discussion, reflecting the growing prevalence of automatic-transmission vehicles across Europe and the safety implications of transition to manual transmission. Participants broadly agreed on the need for transitional safeguards but identified open questions regarding training versus testing, the use of simulators and the impact on driving school fleets.

Similarly, discussions on changes to category B vehicle weight limits, particularly concerning alternatively powered vehicles, motorhomes and emergency vehicles, revealed limited clarity at national level. Many participants reported being at an early stage of analysis, with questions remaining about policy intent, safety implications and examiner responsibilities. While these discussions did not resolve uncertainties, they raised awareness and highlighted the need for further coordination within national administrations.



Four EAG members present in the event (from left to right): Philippe Usson, EAG Deputy Chair (Ministry of Interior, France), and moderator of the event, Peter de Haan (CBR, the Netherlands), Robertas Litvaitis (Regitra, Lithuania) and Axel Resch Johnsen (Norwegian Public Roads Administration). Missing from the photo: Paulo Figueiredo, representative from ANIECA in the EAG, who was also present in the event.

Novice driver measures and policy considerations

Measures addressing novice drivers, accompanied driving and probationary period schemes, were widely seen as valuable in principle. Participants emphasised the role of experience, exposure and graduated responsibility in improving safety outcomes. At the same time, the discussions acknowledged potential unintended effects, such as delayed driving during probationary periods, and the importance of aligning educational objectives with enforcement measures.

Overall, the workshop confirmed that the 4th Driving Licence Directive provides direction rather than prescription. Participants welcomed the flexibility afforded to Member States, while recognising that this same flexibility places responsibility on national authorities to plan carefully, sequence implementation and ensure coherence with existing systems.

KEY TAKEAWAYS

- The 4th Driving Licence Directive reinforces many existing practices while making expectations clearer in specific areas.
- Effective implementation depends on experience-based approaches, proportional measures and system flexibility.
- Removal of code 78 and changes to category B weight limits remain areas of significant uncertainty for Member States.
- Protection of vulnerable road users is already embedded in practice but will require clearer definitions and assessment coherence.
- Accompanied driving and probationary periods are widely valued, but their design must avoid unintended consequences.
- Continued dialogue and exchange are essential to translating the Directive into workable national solutions.

MEDICAL ISSUES AND ADVANCES IN THE 4TH DIRECTIVE ON DRIVING LICENCE

In May 2026, CIECA's Fit to Drive (FTD) Permanent Advisory Group convened a high-level webinar to examine the medical provisions of the 4th EU Driving Licence Directive and explore how recent scientific advances can be translated into effective, fair and future proof implementation across Europe. The discussion highlighted a shared ambition: strengthening road safety while safeguarding access to mobility as a cornerstone of health, independence and social participation.

The evolving EU framework on medical fitness to drive

Adopted in November 2025, the 4th Directive represents the most significant evolution of EU policy on medical fitness to drive in over a decade. It introduces enhanced screening at application and renewal, greater emphasis on education and awareness, and a renewed focus on alcohol use disorders and emerging safety technologies. Speakers underlined that Europe remains globally ahead in this domain yet stressed that regulation alone is insufficient without coherent systems of delivery.

From universal screening to targeted approaches

A central theme was the strong evidence against routine, universal medical certification for all drivers. Instead, the webinar showcased the advantages of structured self-declaration supported by targeted medical certification when relevant conditions are identified. This approach aligns with modern public health screening principles, reduces unnecessary administrative and healthcare burdens, and actively engages drivers in shared responsibility for road safety. Critically, education of both healthcare professionals and the public was identified as the linchpin for ensuring that medically relevant changes between licence renewals are appropriately reported and managed.

Education as the missing link

Education emerged repeatedly as "the missing link". Participants highlighted wide variation across Member States in professional training, referral pathways and assessment practices. The FTD Group advocated for a shared European framework for medical fitness to drive: not to impose uniform decisions, but to ensure transparent reasoning, comparable thresholds of evidence, and fair access to specialist assessment. Such a framework would promote consistency while allowing flexibility for national health systems, geography and workforce realities.

Rethinking alcohol use disorders and interventions

The webinar also addressed alcohol use disorders, one of the Directive's most sensitive areas. Presentations challenged outdated assumptions that equate fitness to drive exclusively with abstinence, pointing instead to contemporary evidence demonstrating a continuum of alcohol use disorders and the effectiveness of controlled drinking strategies for many drivers. The Directive's explicit reference to alcohol ignition interlocks was welcomed as a major opportunity, provided these technologies are embedded within integrated screening, treatment and rehabilitation programmes rather than applied in isolation.



Learning from national experience

Examples from countries with longer experience, such as Finland and Germany, illustrated how interlocks can support behaviour change, reduce relapse, and even encourage voluntary continued use beyond mandatory periods. Speakers emphasised that affordability, rehabilitation pathways and stakeholder coordination are essential if such measures are to gain public trust and deliver lasting safety benefits.

Conclusion: towards a balanced European model

Overall, the webinar reaffirmed CIECA's strategic role as a platform for knowledge exchange, consensus building and evidence-based leadership. The implementation of the 4th Directive offers a unique opportunity to move from fragmented national practices towards a more equitable European model—one that balances safety, mobility and human dignity.

KEY TAKEAWAYS

- The 4th EU Driving Licence Directive marks a major shift towards education- and evidence-based approaches to medical fitness to drive.
- Routine, universal medical screening is neither effective nor proportionate; structured self-declaration with targeted follow-up is strongly supported by evidence.
- Education of healthcare professionals, driving professionals and the public is essential for real-world effectiveness.
- A shared European framework can reduce unjustified variation while respecting national contexts.
- Alcohol use disorders should be addressed through integrated screening, rehabilitation and technology, not punitive or purely abstinence-based models.
- Alcohol ignition interlocks are most effective when embedded in holistic, multidisciplinary programmes.
- Safe mobility should be treated as a public health and social inclusion issue, not solely a licensing obligation.

PRESENTERS:

<i>Prof. Desmond O'Neill</i> FTD Chair RSA/NOTM, Ireland	<i>Dr Anuraj Varshney</i> FTD Member Driving Mobility, UK	<i>Dr Thomas Wagner</i> FTD Member DEKRA, Germany	<i>Mr Kay Schulte</i> FTD Member DVR, Germany
Chair of the CIECA Fit to Drive Permanent Advisory Group and Director of the Irish National Office for Traffic Medicine.	Member of the CIECA Fit to Drive Permanent Advisory Group, Consultant Practitioner and Head of Service at South East DriveAbility (NHS)	Member of the CIECA Fit to Drive Permanent Advisory Group, Head of DEKRA Driver Assessment Centres in Germany, and specialised traffic psychologist.	Member of the CIECA Fit to Drive Permanent Advisory Group and General Coordinator for Prevention of Work-Related Road Accidents and Novice Drivers at the German Road Safety Council.

CIECA AT THE EREG-EUCARIS ANNUAL MEETINGS AND CONFERENCE 2025

From 19 to 22 May 2025, CIECA had the honour of taking part in the joint Annual Meetings and Conference of Ereg, the Association of European Vehicle and Driver Registration Authorities, and EUCARIS, the European Car and Driving Licence Information System.

Hosted in Split, Croatia, the event gathered a diverse community of experts and decision-makers from across Europe, including specialists in vehicle and driving licence registration, testing authorities, IT system development, transport safety organisations, and mobility policy.

This four-day gathering served as a dynamic forum for presentations, discussions, and cross-border knowledge exchange. Participants explored emerging challenges and innovative solutions in vehicle and driver data management, while strengthening partnerships essential for effective international cooperation.

The programme highlighted new technological developments, regulatory



EReg

Susana Paulino, CIECA Vice-President, delivering her presentation during the event.

updates, and collaborative initiatives that support safer and more efficient mobility systems.

CIECA's contribution to the event was represented by Susana Paulino, CIECA Vice-President and Head of Training and Certification at the Instituto da Mobilidade e dos Transportes (Portugal). Her presentation underscored shared priorities across the networks, particularly the role of international collaboration in advancing road safety and supporting evidence-based approaches to driver testing and training.

CIECA's involvement in the EReg-EUCARIS Annual Meetings reinforces the organisation's commitment to active engagement with international partners.

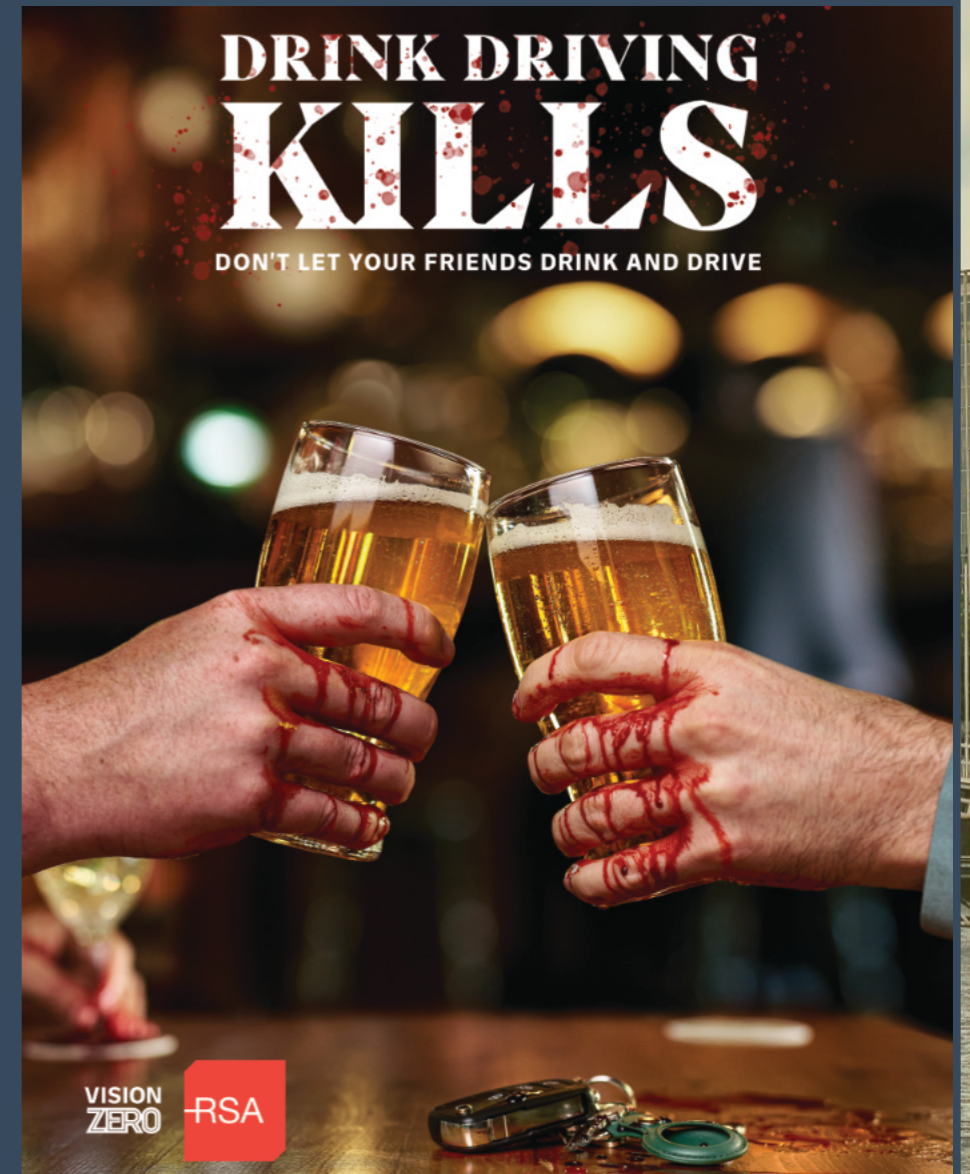
As a global voice in the field of driver testing, education, and road safety, CIECA continues to work closely with key networks to promote coordinated action, exchange best practices, and contribute to a safer mobility landscape for all.

THE FTD PARTICIPATES IN THE 2025 RSA ANNUAL INTERNATIONAL ROAD SAFETY CONFERENCE

On 11 June 2025, the Road Safety Authority (RSA) hosted its Annual International Road Safety Conference in Dublin, bringing together leading national and international experts to address the persistent challenge of driving under the influence of alcohol and drugs. Mark Tant, Manager of the CARA Department at the VIAS Institute and Deputy Chair of the CIECA Fit to Drive (FTD) expert group, attended on behalf of CIECA, reinforcing the organisation's active role in European road safety developments.

A central highlight of the event was the contribution of Professor Desmond O'Neill, Director of the National Office for Traffic Medicine (Trinity College Dublin) and Chair of the CIECA FTD, who served as one of the day's principal speakers. Although not attending in CIECA capacity, he outlined Ireland's ongoing work to develop an integrated alcohol ignition interlock programme supported by rehabilitation courses for high-risk offenders, emphasising its potential to significantly reduce recidivism and save lives.

The conference examined evolving trends in impaired driving, enforcement strategies, behavioural interventions, and technological innovations, including international progress in offender-based alcohol interlock monitoring programmes.



Raising awareness of the consequences of driving under the influence of drink. This image belongs to a powerful anti-drink driving campaign developed by RSA which appeals directly to the public to protect their friends, and other road users, by ensuring their friends do not drink-drive.

THE CIECA WEBSITE AND THE GUIDE ON DRIVER LICENCING

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



The Guide on Driver Licensing <https://www.cieca.eu/category-surveys> is an online catalogue accessible only to members. It is an information tool containing approximately 50,000 records covering all aspects of driver testing. The data in the database is provided by effective members and is regularly updated by them. Effective members can also create questionnaires directly on the website.

Members can consult and download reports based on the data across major areas of interest, including driving licences, theory tests, practical tests, test centres, examiners, and legislation.

The Secretariat assists CIECA members in collecting driver training and testing information, which is then disseminated to members and other stakeholders with a legitimate interest. The number of queries submitted by members has steadily increased over recent years.

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

The information-gathering process has been streamlined through the use of digital questionnaires via the Guide on Driver Licensing, replacing the previously used document-based method. In addition, a follow-up system enables administrators to monitor the status of each questionnaire in real time and maintain an overview of responses.

In 2025–2026, the following queries were processed, covering a wide range of topics in the field of driver training and testing:

Digital solutions for theoretical driver training (March 2025)
<https://www.cieca.eu/survey/290/responses>

Handling item enemies in the theory test (March 2025)
<https://www.cieca.eu/survey/291/responses>

Examiner employment conditions (April 2025)
<https://www.cieca.eu/survey/17/responses>

The use of technology in bus driver training (April 2025)
<https://www.cieca.eu/survey/295/responses> (April 2025)

Third-country licence exchange - Taiwan licence recognition
<https://www.cieca.eu/survey/167/responses> (April 2025)

Licence issuance conditions - criminal record requirement (April 2025)
<https://www.cieca.eu/survey/5/responses>

Medical fitness to drive guidelines (April 2025)
<https://www.cieca.eu/survey/297/responses>

Graduated licencing - general information (May 2025)
<https://www.cieca.eu/survey/300/responses>

Graduated licencing - automatic progression to a full driving licence (May 2025)
<https://www.cieca.eu/survey/301/responses>

Duration of training for category B drivers (May 2025)
<https://www.cieca.eu/survey/260/responses>

Road safety campaign evidence & evaluation (May 2025)
<https://www.cieca.eu/survey/298/responses>

Road safety initiatives (May 2025)
<https://www.cieca.eu/survey/158/responses>

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Alcohol dependence or abuse (June 2025)
<https://www.cieca.eu/node/351>

Learning to drive (July 2025)
<https://www.cieca.eu/node/1151>

Practical test pass rates (July 2025)
<https://www.cieca.eu/survey/95/responses>

Theory test pass rates (July 2025)
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<https://www.cieca.eu/survey/305/responses>

Organisation, accreditation, and procedure of the practical test (October 2025)
<https://www.cieca.eu/survey/306/responses>

Hazard perception in the theory test for the categories A and B (October 2025)
<https://www.cieca.eu/survey/96/responses>

Questions in the category B theory test (October 2025)
<https://www.cieca.eu/survey/111/responses>

Use of media in the category B theory test (October 2025)
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<https://www.cieca.eu/survey/66/responses>

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<https://www.cieca.eu/survey/307/responses>

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<https://www.cieca.eu/survey/308/responses>

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<https://www.cieca.eu/survey/309/responses>

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<https://www.cieca.eu/survey/1/responses>

Number of theory tests (January 2026)
<https://www.cieca.eu/survey/83/responses>

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<https://www.cieca.eu/survey/93/responses>

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<https://www.cieca.eu/survey/310/responses>

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