



# Driver training and testing - What is happening in Europe?

CIECA presentation at the AAMVA congress |

Charlotte, 21 August 2012



The International Commission  
for Driver Testing

# Themes

1. CIECA introduction
2. General trends in driver training and testing in Europe
3. The European Directives (EU Law)
4. The European Road Safety Action Programme
5. CIECA strategy

# An international platform organisation



- 56 members in 36 countries – Mostly in the EU
- Core members design and deliver theoretical and practical driving tests
- Some also regulate driver training, driver Certificate for Professional Competence
- Managed by a Board elected by a General Assembly
- Secretariat and offices in Brussels, Belgium
- Financed by annual membership fee
- AAMVA and CIECA are mutual Associated Members
- United Nations Consultative Status

General Assembly



Bureau Permanent

Expert Advisory Group (EAG)




Secretariat

Theory Test Advisory Group (TAG)

Ad Hoc Working Groups



# CIECA – Working methods

- Data collection and analysis.
  - Workshops, seminars, congresses, driving test audits.
  - Permanent expert groups; topical ad hoc groups.
  - Peer-to-peer learning and exchange of good practice information.
  - Cooperation with other experts.
- 
- To develop technical and scientific knowledge about driver education and assessment.
  - To develop shared solutions to the safe use of motor vehicles
  - To share a common understanding among our member organizations

# CIECA – Close to EU developments



- Provide support for CIECA members to comply with EU directives concerning driver testing.
- Involvement in European research projects

# The European Union



- Combined population: 490 million
- 7% of world population
- 27 Member states
- Member States voluntarily hand over national sovereignty in many areas to carry out common policies and governance
- Driver testing regulated
- Driver training not yet regulated

# General trends training and testing

## **Understanding that a driving test alone is not enough to support safe driving of novice drivers:**

- Lengthening the learning process
- Deepening the learning process



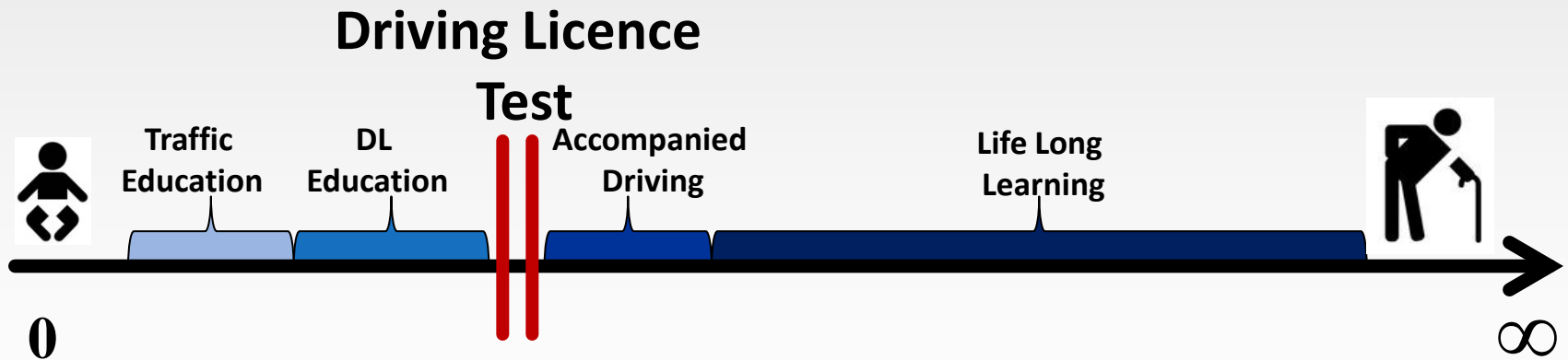
# Lengthening the learning process

- Earlier minimum age for learning to drive: Sweden (16), Norway (16), but test still from 18 onwards
- Introduction of post test probationary periods for novice drivers now introduced in 13/25 EU member states: stricter measures in case of violation of traffic regulations, heavier demerit points system, speed limitations or lower maximum alcohol limits
- (Obligatory) 2nd phase training in place in Finland, Luxembourg, Estonia, Austria, and Switzerland:
  - Group discussion
  - On-road feedback drives
  - Track training
  - .....Spread over first few months of solo driving

# Deepening the learning process

- Creating a ‘whole driver education package’: Training + testing + curriculum objectives = whole driver education package (Nordic countries)
- Obligatory modules in initial training: Sweden, Norway (“what cannot be tested should be trained”)
- Norway: new driver training curriculum / more training for instructors and examiners
- Driver training in steps: Norway, Netherlands, Denmark
- More structured accompanied driving: obligatory induction seminar for parents in Sweden, target mileage...
- Higher levels of driver behaviour in 2nd phase training

# Career of a driver (in Europe...)



## EU legislation:

- Driving Licence Directives
- Professional Drivers Directive
- Safety management of roads and tunnels
- Roadworthiness inspections, etc

## Non-legislative actions:

- Data collection and dissemination: CARE, ERSO
- Co-funding of projects and studies
- Exchange of best practices, EU Road Safety Charter

# EU Directives

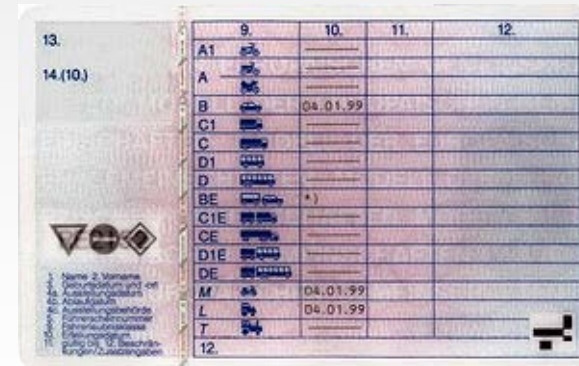
2nd Driving Licence Directive (91/439/EEC) (since 1996, updated in 2003) set minimum requirements for the driving test and the licence

- Considerable differences remained between one country to another with regard to the test
- Annexes regulate:
  - 1) Codes on the driving licence (e.g. restrictions)
  - 2) the content of the driving test
  - 3) Physical and medical fitness to drive

# EU Directives (2)

3rd Driving Licence Directive (2006/126/EC) (from January 2013 onwards):

- Single European Driving Licence
- Driving licence (administrative) validity limited to 10 years
- Requirements for driving examiners (inc. ongoing training)
- Graduated access to 2-wheelers



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# EU Directives (3)

## Professional Driver Training Directive (2003/59/EC) (trucks and buses):

- Initial qualification and periodic training of drivers for the carriage of goods or passengers
- A step to enhance the comparability and mutual recognition of the qualification of professional drivers in Europe was set
  - Member States have much room for interpretation.
  - Question remains whether Directive will have an impact on drivers' actual abilities ⇔ Regulation?

Note: A Directive is binding as to the result to be achieved by each Member State but it leaves the choice of forms and methods to the national authorities. A Regulation is general and directly applicable in all Member States and it is binding in its entirety

# 3<sup>rd</sup> Road Safety Action Programme

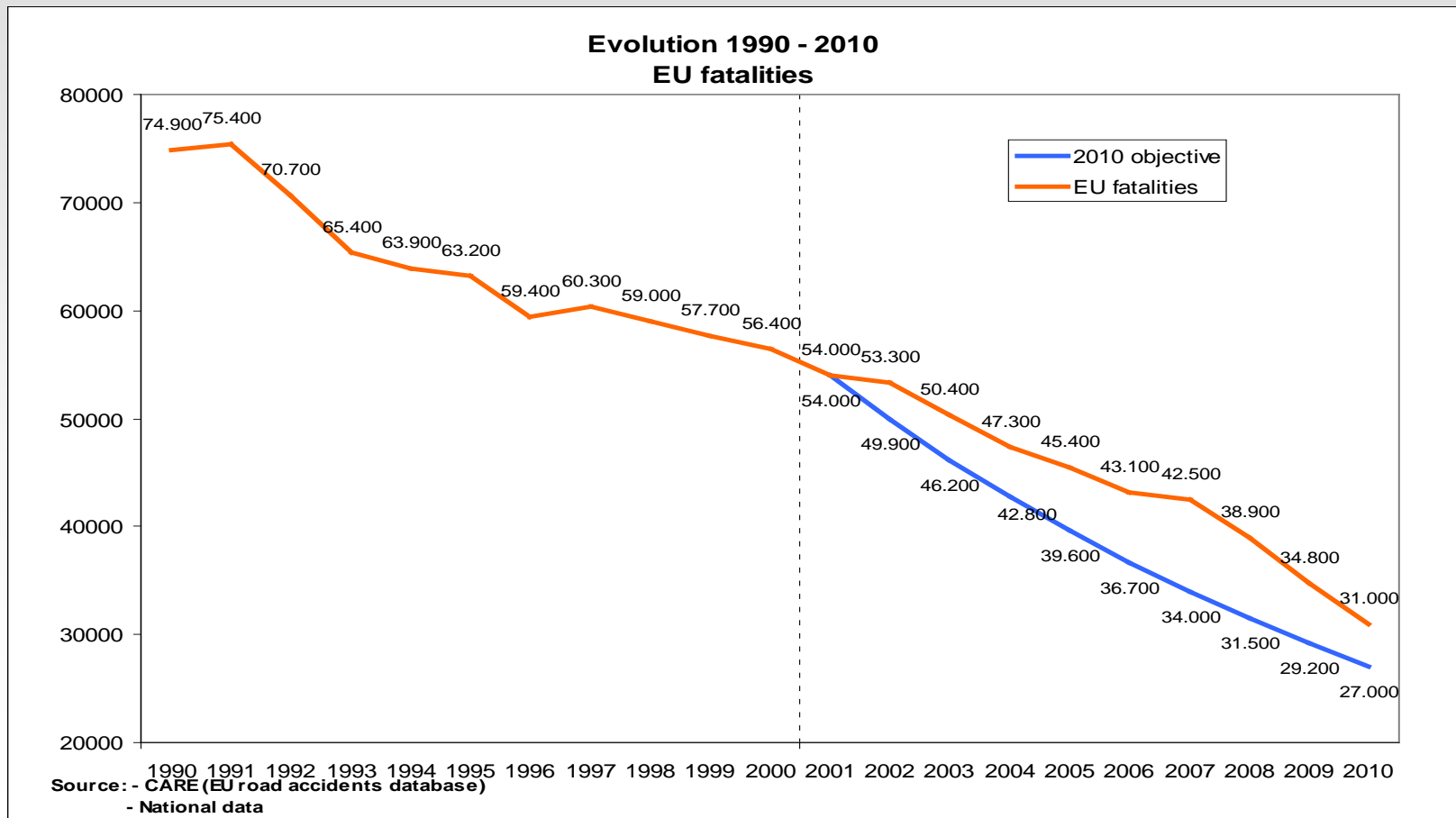


Ex-post assessment of the 3rd Road Safety Action Programme (2001-2010)

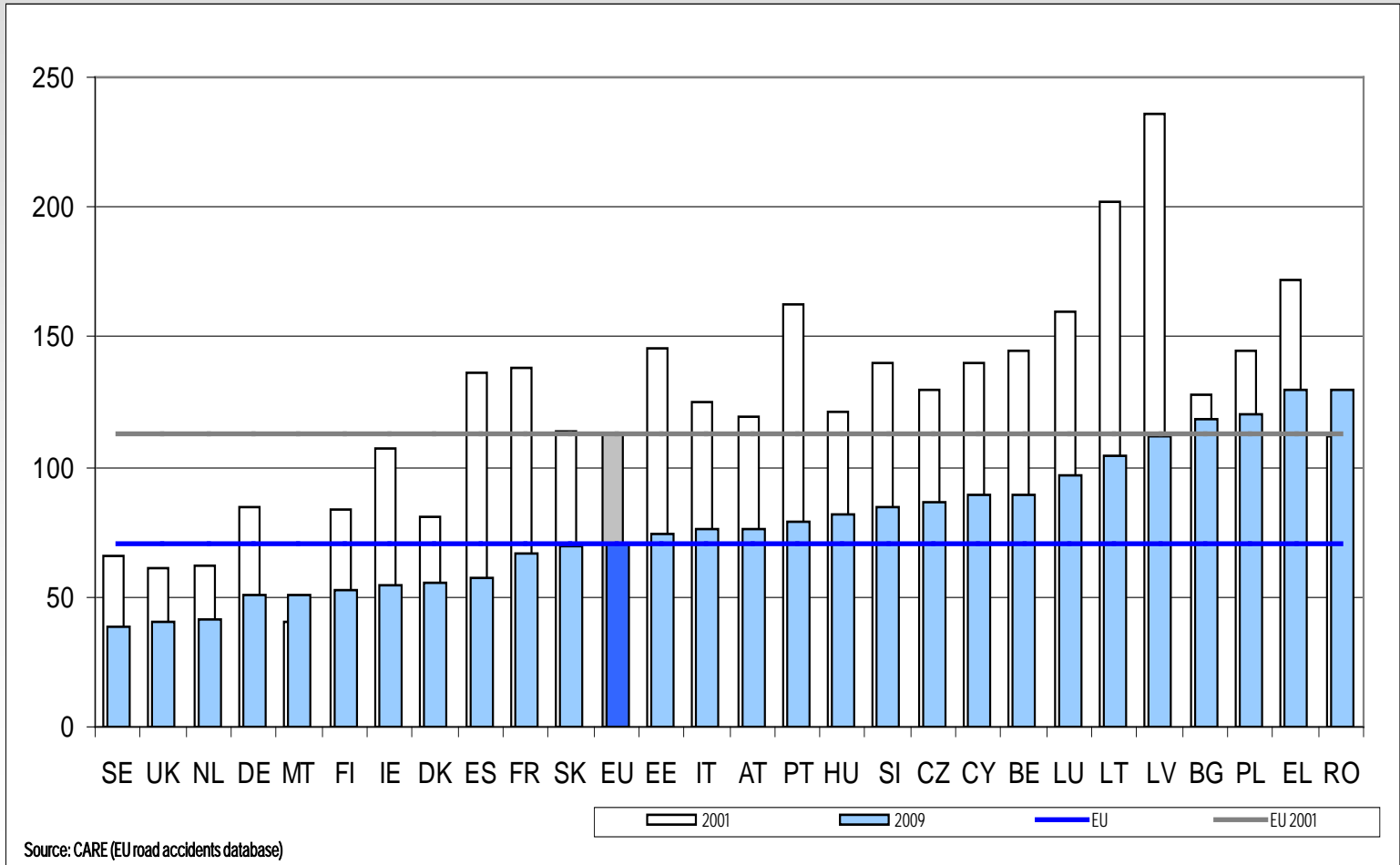
- An ambitious goal: 50% reduction of the number of road fatalities by 2010
- 62 concrete measures concerning vehicle/infrastructure safety and human behaviour



# Fatalities – evolution 1990-2010



# Evolution 2001-2009 per Member State



(number of deaths per million population)

# Road safety policy orientations 2011- 2020

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## 3 Principles:

- A common European road safety area
- An integrated approach with other policies (health, environment, employment, etc.)
- Shared responsibility (EU, national, local...)

## A common and measurable target:

- to continue with the current 50% reduction target
- building upon national road safety strategies
- and a regular monitoring of progress made



# Road safety policy orientations 2011- 2020

The International Commission  
for Driver Testing

1. Improve education and training of road users
2. Increase enforcement of road rules
3. Safer road infrastructure
4. Safer vehicles
5. Promote the use of modern technology to increase safety
6. Improve emergency and post-injury services
7. Protect vulnerable road users

# CIECA - close to EU developments



So far

- CIECA helped inform and deliver various EU Directives
- Significant involvement in EU research projects since 2000
- Contribute to preparatory work for EU Road Safety Policy Orientations 2011-2020 (Consultation Paper, Report, two preparation workshops)
- EU Commission call for CIECA input in designing measures to support the Commission's latest Road Safety Policy Orientation COM(2010)389.

# CIECA - close to EU developments



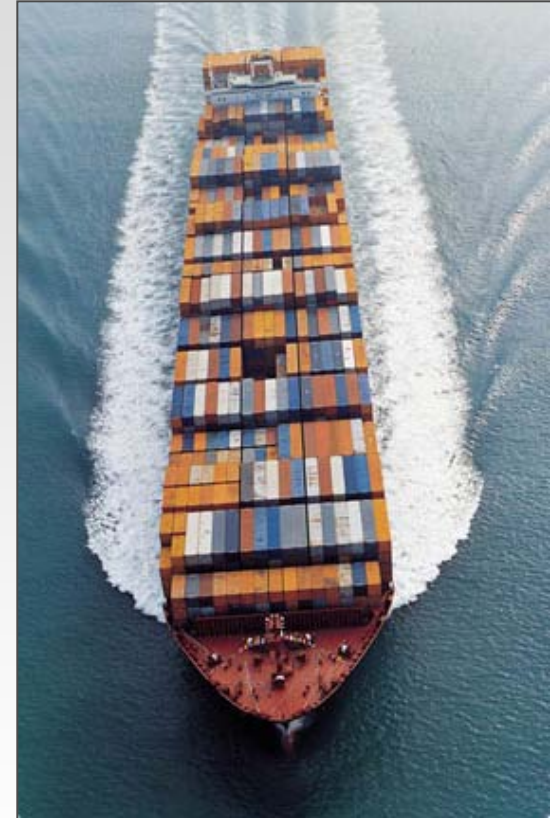
Strategy was designed

- that is consistent with the next EU Road Safety Action Plan 2012-2020.
- so CIECA becomes a forward-thinking organisation especially in the fields of driver/rider education as well as assessment

# CIECA – Strategy: New directions

General Assembly in May 2011 in Malta approved a foundation for new Strategy

- CIECA statutes adjusted to accommodate this broader role and allow a wider range of memberships
- a new Theory Test Advisory Group established.
- other groups – psychological, medical, trainers - envisaged
- ambition to be a forward-thinking organisation in the fields of driver/rider education as well as assessment
- CIECA wants to develop successful partnerships with academic associations, driver instructor associations, industry, ...etc.



# CIECA – Strategy: New directions

- Five goals up to 2020
  - Goal 1: Programming
  - Goal 2: Membership development
  - Goal 3: Exchange and dissemination of information
  - Goal 4: Sustainability and organisational change
  - Goal 5: Partnerships



## CIECA's Relationship with AAMVA

- Membership within our respective organizations
- Mutual respect and understanding, allowing our two Organizations to work towards common goals
- Open communication



**American Association of  
Motor Vehicle Administrators**



# On our work programme (1) – Some issues

- Review experiences of independent driving findings
- Review experiences of eco driving findings
- Attention towards vulnerable road users during training and testing
- Support further developments in theory testing
  - Common standards on what is tested (GDE matrix / other competence frameworks)
  - Common standards to guide theory test item and format design issues
  - Evaluation of the evidence of results (e.g. Hazard Perception Testing)

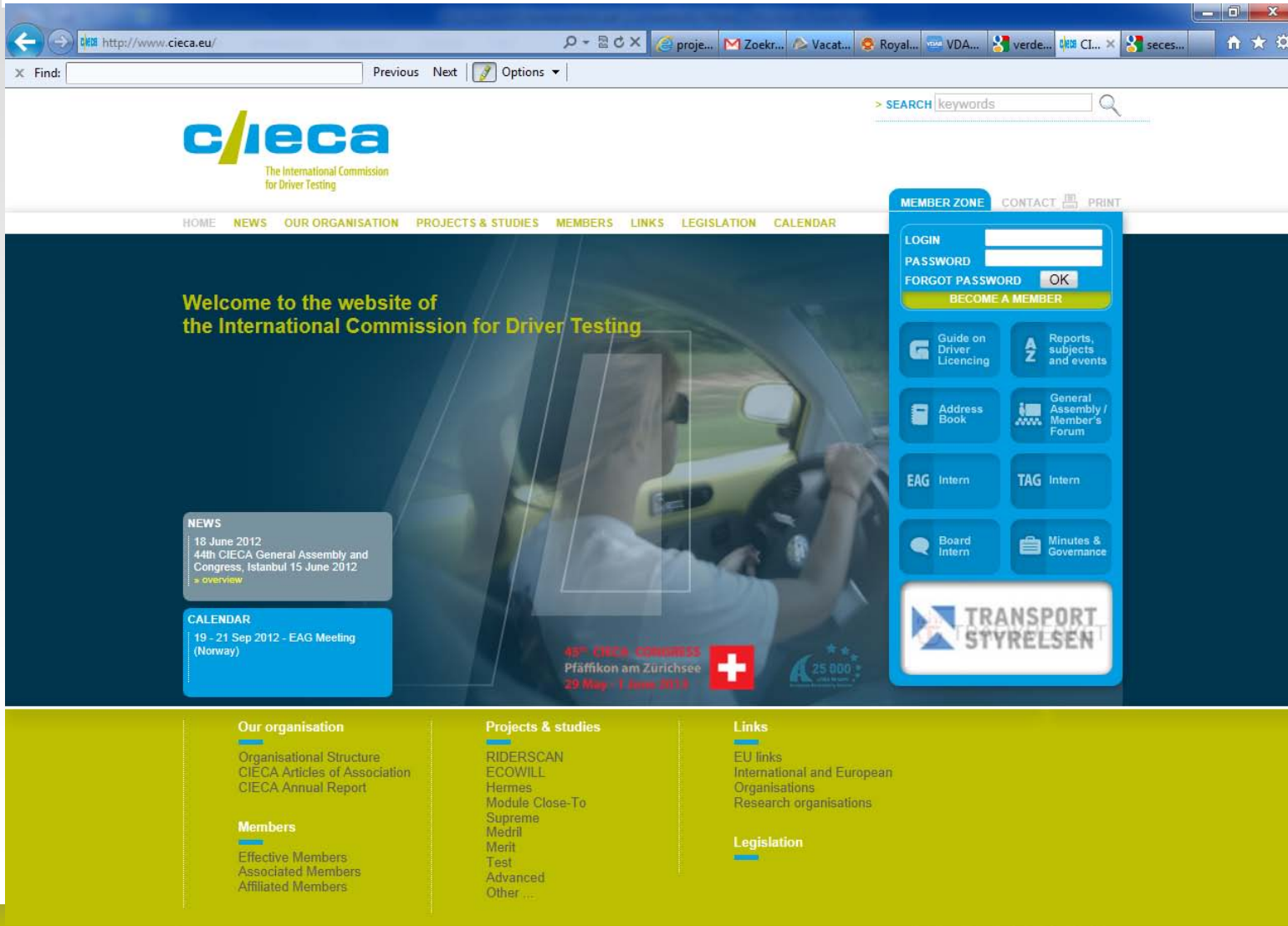
# On our work programme (2)

- Driving licencing process
  - Ageing and safety from a driver licensing and assessment perspective
  - Graduated access for new car drivers - Experience within North American systems
  - Diagnostics and re-education assessment for young driving offenders

# Common problems – shared solutions

- Driver behaviour, a hard topic in road safety.
- The challenge of learning from each other – different topics, different jurisdictions

# Please visit us at [www.cieca.eu](http://www.cieca.eu)



The screenshot shows a web browser window displaying the CIECA website. The browser's address bar shows the URL <http://www.cieca.eu/>. The website header features the CIECA logo and a search bar. A navigation menu includes links for HOME, NEWS, OUR ORGANISATION, PROJECTS & STUDIES, MEMBERS, LINKS, LEGISLATION, and CALENDAR. The main content area has a large image of a driver in a car with the text "Welcome to the website of the International Commission for Driver Testing". A sidebar on the right contains a "MEMBER ZONE" with a login form and various resource links. A bottom section provides detailed navigation for "Our organisation", "Members", "Projects & studies", "Links", and "Legislation".

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TRANSPORT STYRELSEN

NEWS  
18 June 2012  
44th CIECA General Assembly and Congress, Istanbul 15 June 2012  
[» overview](#)

CALENDAR  
19 - 21 Sep 2012 - EAG Meeting (Norway)

45<sup>th</sup> CIECA CONGRESS  
Pfäffikon am Zürichsee  
29 May - 1 June 2013

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# Questions ?

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