



New measures in the driving test in CIECA member countries

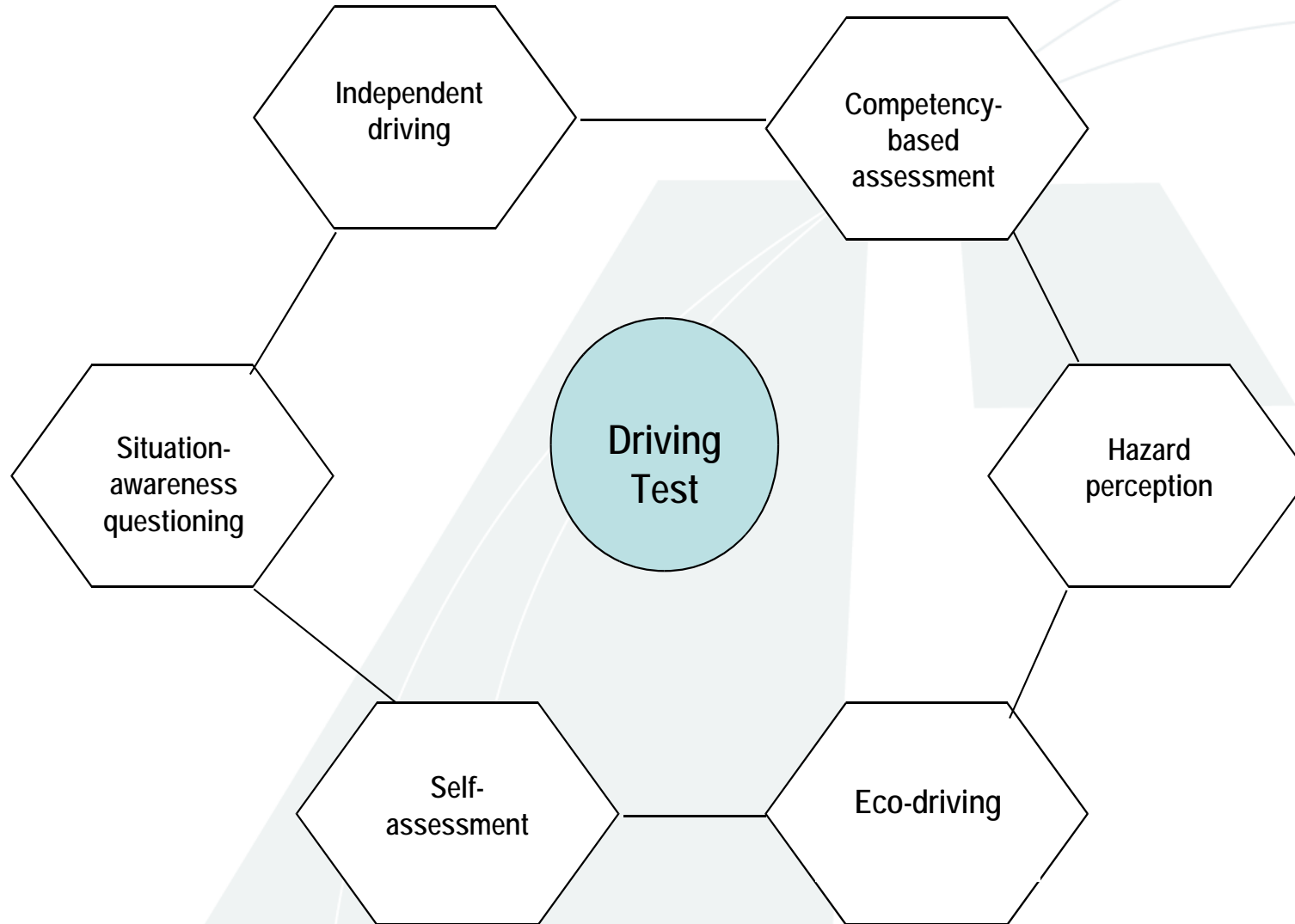
Via Azul Workshop
21 November 2009 - Lisbon

CIECA
The international commission for driver testing

A. Measures for novice drivers

- **Driver training**
 - = more on-road practice (Sweden)
 - = obligatory group discussions on risky situations for novice drivers (Norway, Austria, Switzerland)
- **Driver testing**
 - = **influencing and guiding the training process**
- **Driver licensing**
 - = zero alcohol tolerance
 - = improvement courses for novice offenders
 - = restrictions on night-time driving / carrying passengers of same age group

B. New measures in driver testing



1. “Eco-driving” (in the practical test)

- Countries:
 - Netherlands, Sweden, Finland, Germany, GB and Switzerland
 - Germany, Netherlands & Switzerland: eco-driving is a clear pass/fail criterion
- Goal:
 - Reduction in emissions
 - Cost-savings (less fuel consumption)
 - Improving anticipation (planning and looking ahead)
- Description:
 - Quickly changing up through the gears
 - Not changing down through the gears
 - Driving in the highest possible gear where appropriate
 - Turning off engine at long stops
 - Improved anticipation and planning (fewer stops)

1. Eco-driving: assessment in test (NL)

<i>Driving away</i>	<ul style="list-style-type: none"> • Changing quickly into 2nd gear when moving off
<i>Driving straight and around bends</i>	<ul style="list-style-type: none"> • Quickly changing up through the gears • Staying in a high gear around bends • Using built-up energy when having to stop on a straight road (coasting) • Use of cruise control, if present and appropriate
<i>Intersections</i>	<ul style="list-style-type: none"> • Possibility of not stopping when having priority and if no traffic coming • Rolling up to the junction, taking into account traffic from the rear • Not changing down through the gears on deceleration (and engaging the clutch at the latest possible moment)
<i>Entering and exiting traffic</i>	<ul style="list-style-type: none"> • Skipping some gears (e.g. 2 or 3 to 5). • Explosion of speed (motorway) • Exiting: release gas pedal at early stage (looking behind at same time for safety reasons)
<i>Overtaking and lane changing</i>	<ul style="list-style-type: none"> • Overtaking – skipping gears (extra explosion of speed)
<i>Behaviour next to specific traffic features, e.g. bus stops</i>	<ul style="list-style-type: none"> • Turning off the engine, e.g. at railroad crossings. Driving on roundabouts – in higher gear. • Driving past public transport in higher gear for noise reduction purposes...
<i>Special manoeuvres</i>	<ul style="list-style-type: none"> • Avoiding excessive revs (noise and emission pollution). • Waiting so long for appropriate moment may require turning off engine.

1. Eco-driving: video example



1. Eco-driving: summary

- Eco-driving assessment in the practical test to:
 - Reduce pollution
 - Save costs
 - Improve anticipation
 - Influence the focus of driver training (= more environmentally aware)

2. “Independent driving”

- Countries:
 - Netherlands, Norway, Sweden, Germany (not obligatory), (introduction in GB in October 2010)
- Goals:
 - To reduce the dependence of the young driver on the instructions of the instructor (= encourage independent decision-making)
 - To assess the candidate in the test without constant instructions (= support) of the examiner (e.g. when to check mirrors, when to indicate, change position, slow down, etc)
- Description:
 - *Driving to or from a specific destination* (e.g. railway station) without further instructions from the examiner
 - *Following a series of instructions* (delivered in one go), as if receiving directions from a passer-by
 - Using a navigation system for directions

2. Independent driving: video example



2. Independent driving: summary

- Independent driving in the practical driving test to:
 - Make the test more realistic: the candidate has to 'multi-task' (finding his way is an additional skill which must be performed in addition to the core driving skills of positioning, speed and communication)
 - Influence the focus of driver training (= more independence, less reliance on instructor, especially towards the end of training)

3. “Situation-awareness questioning” (in the practical test)

- **Countries:**
 - Netherlands, Sweden
- **Goals:**
 - Making the learner / candidate think more about (and verbalise) their actions (increasing awareness and reducing ‘automatic pilot’)
 - Giving the examiner insight into the candidate’s decision-making process
- **Description:**
 - At the roadside (=stationary vehicle), the examiner asks the candidate to describe and explain the manoeuvre / action which he / she has just carried out. (The examiner gives prior notice that this will happen).

3. Situation-awareness questioning: video example



3. Situation-awareness questioning: summary

- The examiner asks questions to assess the situation-awareness of the candidate, to:
 - Assess what the candidate is thinking / seeing before and during a specific manoeuvre (not just an assessment of actual behaviour)
 - Make the candidate think about – and understand more – the mental process when driving
 - Influence the focus of driver training (= encourage the driving instructor to ask similar questions, to raise the awareness of the learner)

4. “Self-assessment” (in the practical test)

- Countries:
 - Finland, Netherlands
- Goals:
 - To make the learner / candidate more aware of their strengths and weaknesses (and their development over time)
- Description:
 - Before the practical test, the candidate must assess, on paper, his / her strengths and weaknesses according to *safety margins, hazard perception, consideration of vulnerable road users, etc.*
 - This self-assessment is compared to the examiner’s assessment of the candidate at the end of the test (and discussed)

4. Self-assessment (FIN)

Oman ajotaidon arviointi ennen ajokoetta <i>Bedömning av din körskicklighet före körprovet</i> Self-assesment before the test	Oppilas Eley Applicant heikko . . . kiitettävä svag utmärkt pöör.....exellent					Tutvo Examensmott. Examiner heikko . . . kiitettävä svag utmärkt pöör.....exellent				
1 Ajoneuvon käsittely <i>Hantering av fordonet</i> Control of the vehicle / Maneuvering	1	2	3	4	5	1	2	3	4	5
2 Liikennetilanteiden hallinta <i>Behärskande av trafiksituationer</i> Control of the traffic situation										
3 Kevyen liikenteen huomiointi <i>Uppmärksammande av lätt trafik</i> Showing consideration to cyclist and pedestrians										
4 Sujuvuus/suunnitelmällisuus <i>Smidighet/planmässighet</i> Flow / advance planning										
5 Riskien tunnistaminen/välttäminen <i>Igenkännandel/undvikande av risker</i> Recognising / avoiding risks										
6 Sosiaaliset taidot <i>Samspel</i> Social skills										
7 Taloudellinen ajaminen <i>Ekonomisk körning</i> Economical driving										
8 Arvioiden yhteneväisyys <i>Överensstämmelse mellan bedömningarna</i> Consistency of assessments										

4. Self-assessment: summary

- Self-assessment in the practical test in order to:
 - make the candidate think about their strengths and weaknesses
 - Structured approach to learning from experience
 - Influence the training process (systematic self-assessment, and monitoring progress, during training)

5. “Hazard perception” testing in GB (on PC)

- **Countries**
 - GB and Netherlands (forthcoming)
- **Goals**
 - More objective assessment than the practical test to test hazard perception (evidence that strong hazard perception = less accidents)
- **Description**
 - The candidate must identify hazards in a series of video clips, by clicking on the mouse. In each clip there is at least one ‘developing hazard’, and one of the clips will feature two developing hazards. 5 points maximum per clip, depending on how early the hazard is seen.

5. Hazard perception testing: real video footage (GB)



5. Hazard perception testing: digital animation (NL)

3. Green light for driver (= you)

1. Bus is coming



2. Man running for bus

5. Hazard perception testing: summary

- Hazard perception testing, to:
 - Encourage more on-road practice before solo driving
 - Influence the training process (= more systematic training of competences linked to good hazard perception)

6. Competency-based assessment

- **Countries:**
 - Germany and France (forthcoming), Netherlands and Sweden
- **Goals:**
 - To identify/assess competences that novice drivers need in order to be safe drivers
 - Moving towards a more realistic/holistic assessment
- **Description**
 - Assessment based on looking for positive evidence of competence throughout the test rather than counting single faults – a more holistic approach
 - Will require a “different examiner”
 - CIECA Congress Budapest, 3 – 4 June 2010 on assessment

C. EU requirements for driving examiners

- **Annex IV of the 3rd Driving Licence Directive (2006/126/EC)**
 - Minimum requirements for the training, testing and ongoing training of driving examiners
 - To be introduced by January 2013
 - See also CIECA Driving Examiner Standards Project
- This should lead to improvements in terms of the reliability of the test.

Summary

- The driving test is being used as a tool to influence driver training with regard to the following 'super-skills':
 - Eco-driving
 - Independent driving
 - Situation-awareness
 - Self-assessment
 - Hazard perception
- General movement in CIECA member countries towards holistic assessment of competencies for safe driving
- Could these measures be added to your driving test?

Thank you for your attention.



Annex - GDE Matrix

		Essential elements of driver training		
		Knowledge and skills	Risk-increasing factors	Self-evaluation
Hierarchical levels of driver behaviour	4. Personal characteristics, ambitions and competencies	<ul style="list-style-type: none"> lifestyle peer group norms personal values and norms etc. 	<ul style="list-style-type: none"> sensation-seeking adapting to social pressure 	<ul style="list-style-type: none"> impulse control risky tendencies personal risky characteristics
	3. Trip-related context and considerations	<ul style="list-style-type: none"> choice of route estimated driving time estimating urgency of the trip 	<ul style="list-style-type: none"> physiological condition of driver social context and company in vehicle 	<ul style="list-style-type: none"> personal skills with regard to planning typically risky motives when driving
	2. Mastery of traffic situations	<ul style="list-style-type: none"> application of traffic rules observation and use of signals anticipation of events 	<ul style="list-style-type: none"> vulnerable road users breaking traffic rules / unpredictable behaviour information overload difficult (road) conditions 	<ul style="list-style-type: none"> strengths and weaknesses regarding driving skills in traffic personal driving style
	1. Basic vehicle control	<ul style="list-style-type: none"> control of direction and position of car technical aspects of vehicle 	<ul style="list-style-type: none"> improper use of seatbelt, headrest, sitting position under-pressure tyres 	<ul style="list-style-type: none"> strengths and weaknesses of basic vehicle control