

The International Perspective

The Education of Instructors, Driver Training and Driver Testing in Europe

Driver Training, Testing and Licensing: What is happening in Europe?

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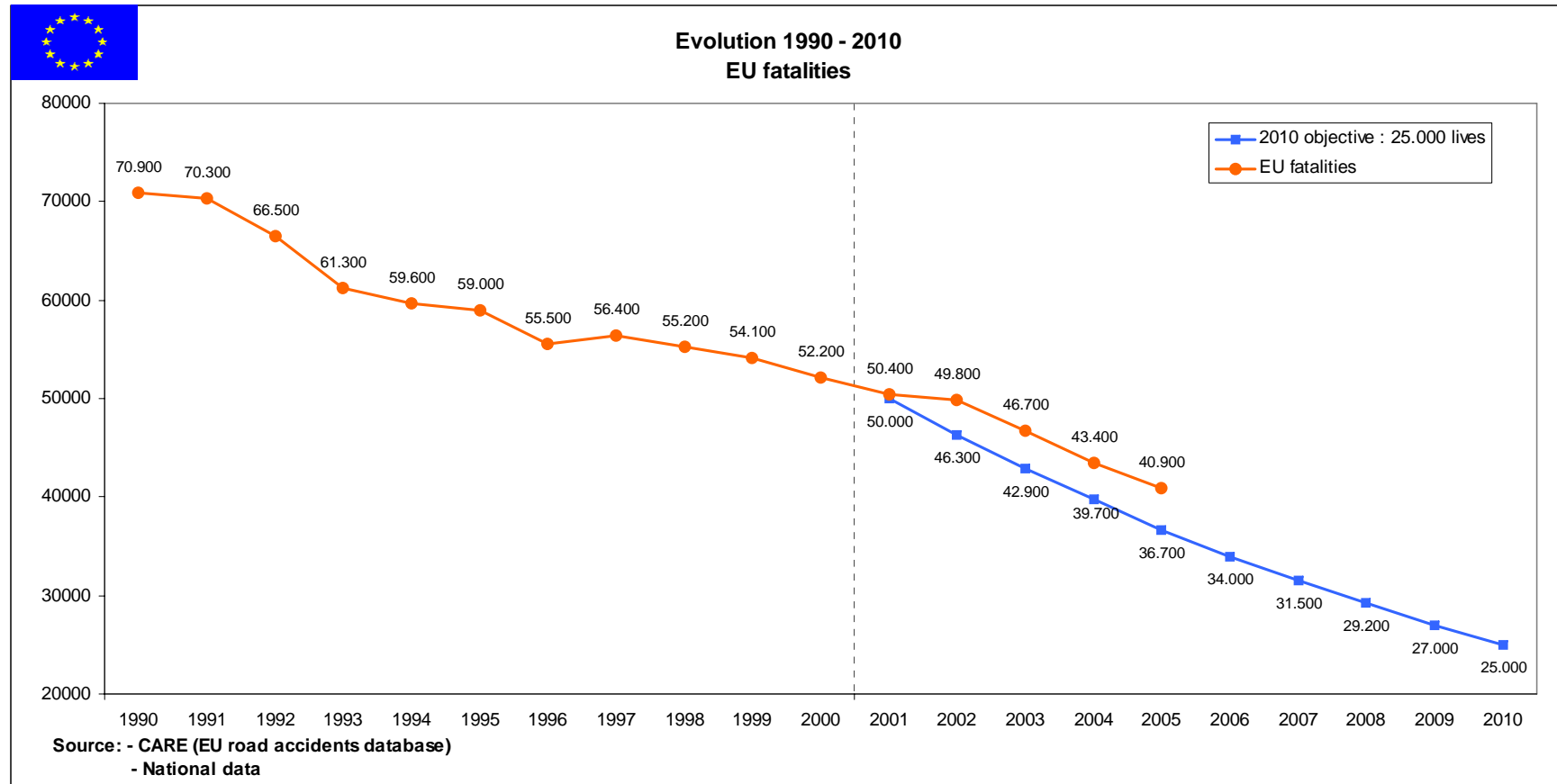
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NPRA, Lillehammer October 25

Themes

1. The road safety situation in Europe
2. General trends in driver education & licensing in Europe
3. EU-financed research projects
4. The role of European Directives (EU Law)
5. Problem areas
6. A look across the Atlantic: Graduated Driver Licensing (GDL)
7. Conclusion

1. Road fatalities in Europe (1990-2005)

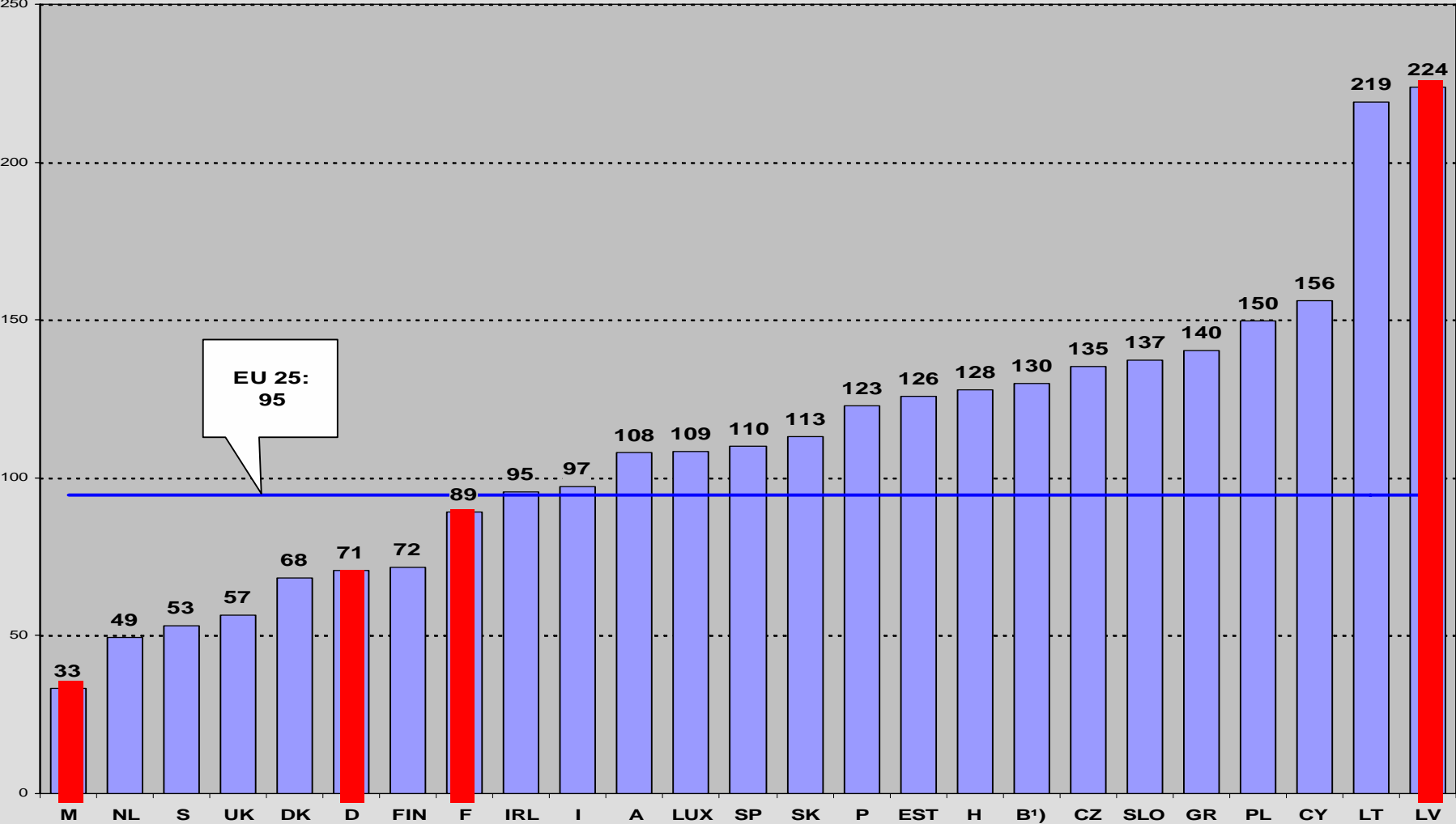


1990

2001

2010

Road fatalities per country (2004) (killed per 1 Mio Inhabitants)

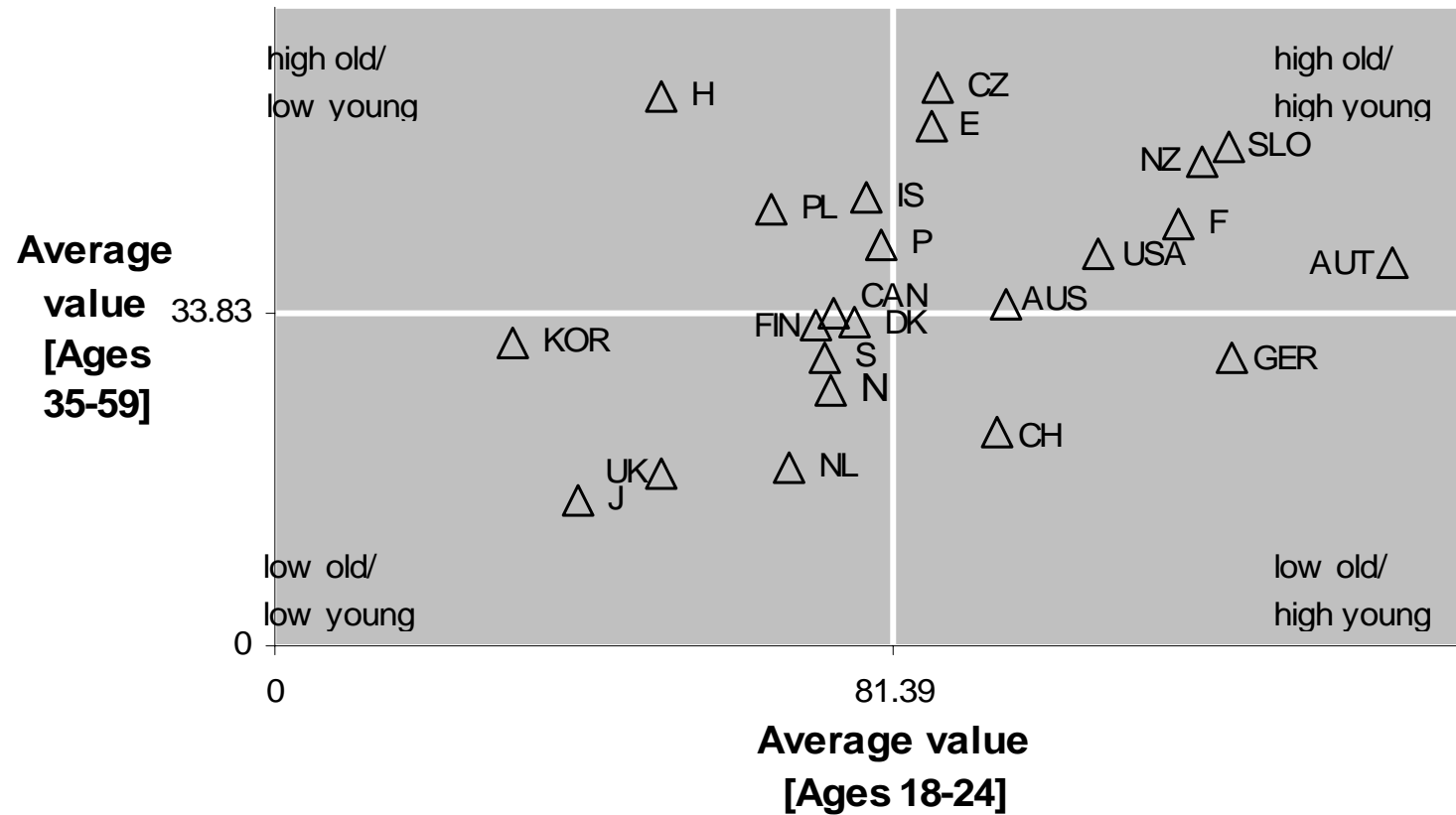


¹⁾ Data 2002.

Source: CARE / Statistik Austria



Relative Risk graph (from OECD 2006)



2. General trends across Europe

Realisation that a driving test alone is not enough to support safe driving of novice drivers

Lengthening the ‘learning process’:

- Earlier minimum age for learning to drive
- Introduction of probationary periods for novice drivers
- 2nd phase training

Deepening the ‘learning process’:

- Creating a ‘whole driver education package’
- Obligatory training modules (going beyond the test)
- Driver training in steps
- More ‘structured’ accompanied driving

Lengthening the learning process

1. Earlier minimum age for learning to drive: Sweden (16), Norway (16), but test still from 18 onwards
2. Post-test probationary periods 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 BAC
3. (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

1. Training + testing + curriculum objectives = whole driver education package (Nordic countries)
2. Obligatory modules in initial training: Sweden, Norway (“what cannot be tested should be trained”)
3. Norway: new driver training curriculum / more training for instructors and examiners
4. Structured accompanied driving: obligatory induction seminar for parents in Sweden, target mileage, minimum training timeframe (GDL)
5. Higher levels of driver behaviour in 2nd phase training

The case of Norway

- Norway is a star 'performer' in European terms
- But the performance has only just begun...
- And the road is long 😊

Laboratory rats in an experiment? (!)



....or a ski jumper in mid-flight?



3. EU Research Projects

1. **GADGET (1999)**: general driver behaviour
2. **DAN (2000)**: post-licensing measures for novice drivers
3. **BASIC (2005)**: new models in initial driver training
4. **Advanced (2002)**: post-licence driver training
5. **NovEV (2004)**: evaluation of '2nd phase' programmes
6. **TEST (2005)**: analysis of the category B driving test
7. **MERIT (2005)**: requirements for driving instructors

etc

Research recommendations

Sources: OECD (2006, forthcoming), **EU BASIC project** (2005), Engström et al (literature review 2003)

- A combination of professional driver instruction and accompanied driving at pre-licence stage
- Structured formal learning: achieving automisation of vehicle control (operational level) before moving on to driving in traffic (tactical level)
- Measures to encourage as much mileage (i.e. experience) as possible, in safe circumstances, in the pre-licensing phase
- ‘Structured’ accompanied driving

Research recommendations II

Sources: OECD (2006, forthcoming), **EU BASIC project** (2005), Engström et al (literature review 2003)

- Focusing not only on vehicle control and driving in traffic, but also on the higher levels of the GDE matrix, and associated risks
- Measures promoting the self-evaluation and independent decision-making of the learner driver
- A close relationship between (clear) training goals, driver training and the test.
- Progressive or 'graduated' access to the driving licence, including post-licence restrictions for novice drivers (probationary period), additional training measures, etc

4. EU Directives

1. **2nd driving licence directive** (since 1996, updated since 2003) sets minimum requirements for the driving test and the licence
 - Considerable differences remain 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 II

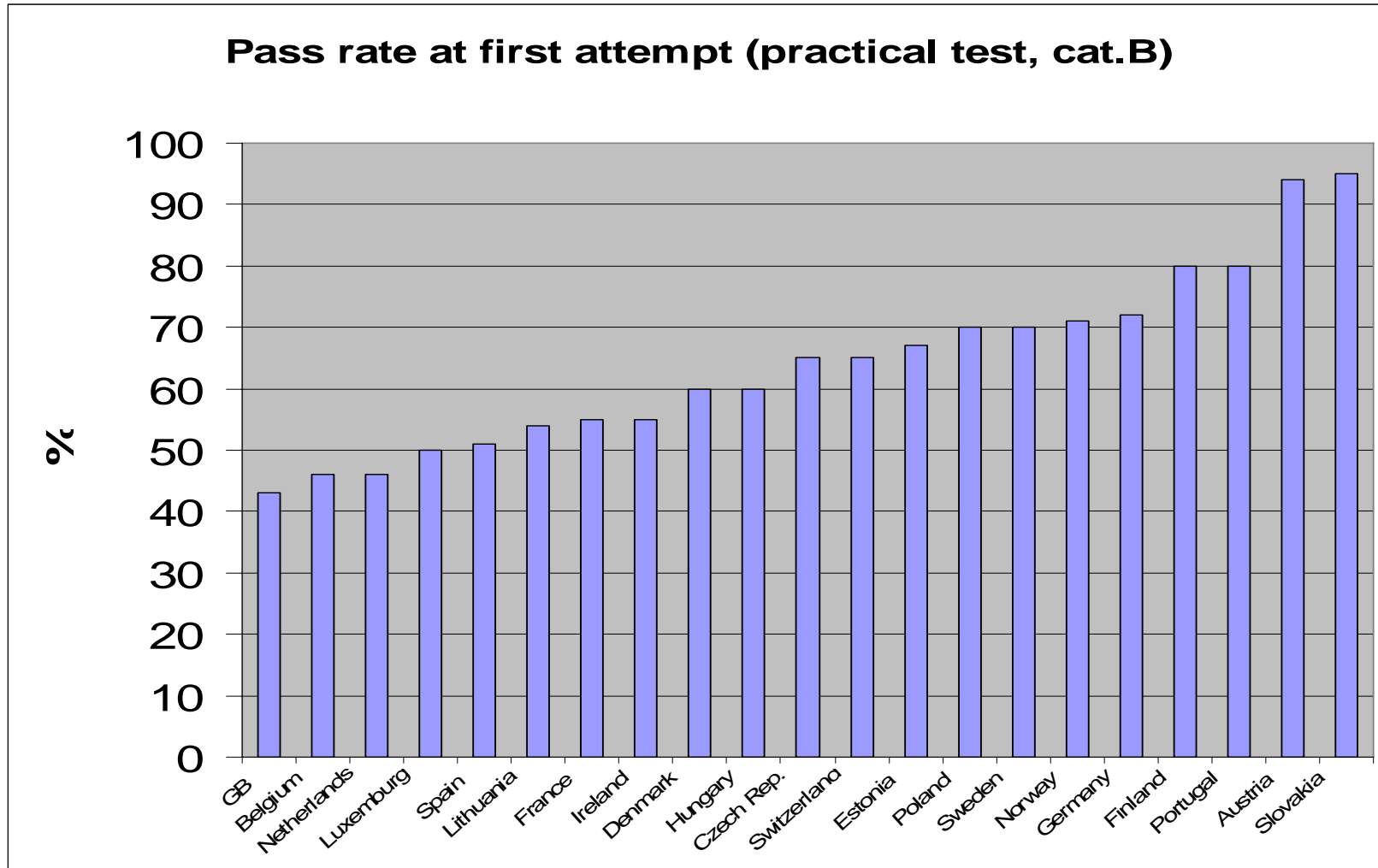
2. ***3rd driving licence directive*** (from 2012):
 - Requirements for driving examiners (inc. ongoing training)
 - Single European Driving Licence
 - Driving licence validity limited to 10 years (but not for another 26 years!)
 - Graduated access to 2-wheelers

4. ***Professional driver training directive (2003/59)***

5. Considerable variation in licensing across Europe

- Pass rates in the driving test vary greatly
- Driving instructor training/testing ranges from ZERO (Ireland) to 2 years (Norway)
- Accompanied driving (parents..) is allowed in some countries, not others (at least 6 EU countries)
- ‘Driving licence tourism’ is a problem

Pass rates across Europe (Bönninger 2004)



* Figures for Denmark, Norway and Switzerland are for 'all attempts'

6. Graduated Licensing Systems

- USA, Canada, Australia, New Zealand...(since mid-90s)
- Licensing age varies from 15 to 18
- Very positive results when properly designed/implemented

3 stages in the licensing process (test in between 1 and 2):

1. *Learner stage*: pass a vision & knowledge test, then 6-12 months minimum training timeframe (accompanied driving)
2. *Intermediate stage*: post-test solo driving period of 18 months with passenger and night-time restrictions
3. *Full licence*

7. Conclusions

- Research results are being taken up in a number of countries
- **Norway** is the best example of this so far
- The active countries are, of course, largely those with the better road safety records
- Road fatalities are increasing in many Eastern European countries
- Effectiveness of training on higher levels of driver behaviour (à la Norway) as yet unknown = we are counting on you 😊
- USA, Australia, etc prefer graduated licensing system. Europe seems to prefer 'graduated driver education system'.
- Considerable variation in testing and training across Europe: some variation is good; most is not.