



SICUREZZA STRADALE

obiettivo zero  vittime

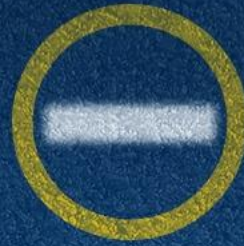
con il patrocinio di



Conoscenze e competenze:

**Aspettando la nuova direttiva europea
sulle patenti di guida**

Manuel Picardi, Ph.D
EFA – General Secretary



Europäische Fahrlehrer-Assoziation e.V.
Fédération Européenne Des Auto-Écoles
European Driving Schools Association
Driver Training For Life



24 National Driving Schools Associations

12 Associate Members

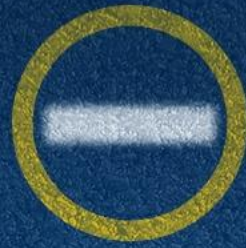
7 Road Safety Partners

**Standardization of Education and Examination of
Future Drivers**

**Standardization of Education and Examination of
Driving Instructors**

Minimum Standards for Driving Schools





Valutazione della direttiva 2006/126 CE

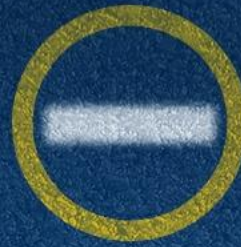
DG Move ha condotto 3 workshop coinvolgendo i diversi soggetti coinvolti nella sicurezza stradale:

22 Marzo 2022: Workshop # 1 on training, testing and vehicles' categories

21 Aprile 2022: Workshop # 2 on issuance and mutual recognition of licences

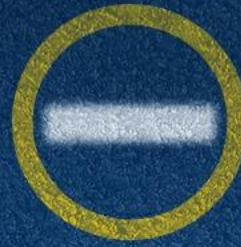
19 Maggio 2022: Workshop # 3 on driving disqualifications and medical fitness

Previsione pubblicazione della direttiva: Febbraio 2023



EFA propone nuovi modelli formativi per i neopatentati

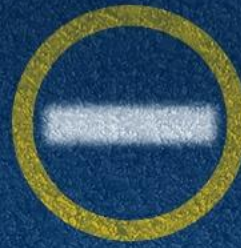
EUROPEAN CLASS "B" LICENCE		
	TO BE DONE AT THE DRIVING SCHOOL	TO BE DONE AT THE DRIVING SCHOOL
	<i>(Certified / Not tested)</i>	<i>(To be tested by administrations)</i>
THEORY	Causes and consequences of traffic crashes*	Rules and regulations
	Risk/hazard perception	Traffic signals
	Norms and conduct: legal and personal responsibility*	Driver's documentation and insurance
	Vulnerable groups of road users	Risk/hazard perception test
	Risk factors: speeding, alcohol & drugs, and distractions*	Main risk factors
	Passive and active safety: ABS, seatbelt, helmet, child restraint systems, etc.	Ecological and economic driving: Vehicle and environment
	Post Collision care	Car maintenance and basic vehicle technology



EFA propone nuovi modelli formativi per i neopatentati

Gli argomenti che riguardano la sicurezza stradale devono obbligatoriamente essere svolti nelle autoscuole, che dovranno certificare la presenza ed l'apprendimento.

		EUROPEAN CLASS "B" LICENCE	
		TO BE DONE AT THE DRIVING SCHOOL	TO BE DONE AT THE DRIVING SCHOOL
		<i>(Certified / Not tested)</i>	<i>(To be tested by administrations)</i>
PRACTICAL	Basic maneuvers in closed circuits		Parking and vehicle maneuvering (stopped and moving)
	Urban areas and e-mobility		Urban roads
	Rural/regional roads		Rural/regional roads
	Highways/motorways		Highways/motorways
	Adverse weather conditions		Safe use of ADAS
	Night driving		Mechanical components and vehicle safety
	Ecological and economic driving		
Safe use of ADAS			



EFA propone nuovi modelli formativi per i neopatentati

Uso delle nuove tecnologie (ADAS) & Eco-guida

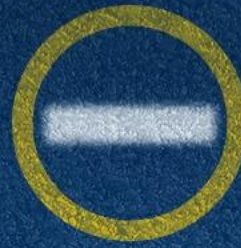
- **Aggiornare i contenuti** della parte teorica e pratica, inserendo un **sistema più flessibile** e facilmente aggiornabile, da svolgersi obbligatoriamente nelle autoscuole (da tenere in considerazione la velocità del progresso e la mancanza di esaminatori)

- **Sistemi di navigazione durante l'esame di guida**



- **Eco-guida**



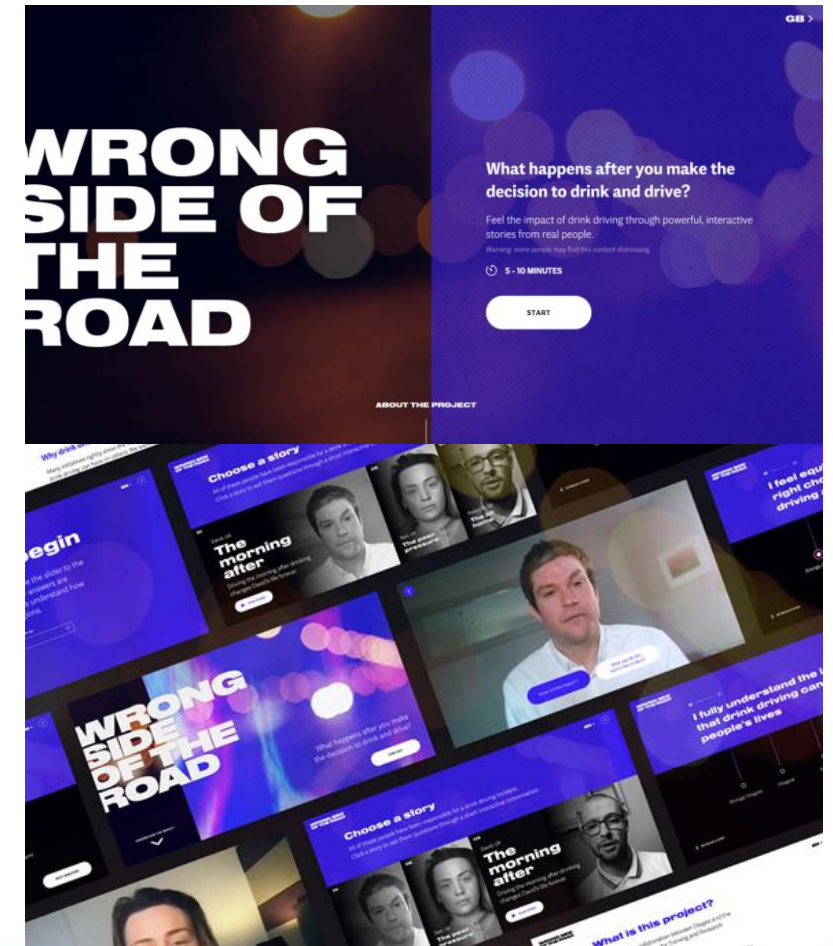


WRONG SIDE OF THE ROAD

Diageo, in collaborazione con l'Istituto delle Nazioni Unite per la formazione e la ricerca (UNITAR), ha voluto creare un'esperienza di apprendimento che comunicasse gli effetti della guida in stato di ebbrezza.

L'obiettivo dell'iniziativa è **ridurre** il numero di persone che credono che la guida in **stato di ebbrezza sia socialmente accettabile** e che considererebbero la guida alterata, informando anche gli utenti dei pericoli della guida in stato di ebbrezza e dell'impatto che l'alcol ha sul corpo.

<https://drinkdriving.drinkiq.com/>





WRONG SIDE OF THE ROAD

Attualmente sono stati coinvolti i paesi dell'area mediterranea.

Gli insegnanti delle autoscuole italiane e spagnole sono stati formati sui contenuti e sulle modalità di erogazione della formazione specifica.

Migliaia di giovani studenti europei sono già stati informati dei rischi binomio alcol e guida.

<https://drinkdriving.drinkiq.com/>

Únete para #ImpulsarElCambio

Sé parte de la experiencia: ayúdanos a promover el consumo positivo de alcohol, siendo agentes de cambio y alentando a otros a beber mejor.

Comparte este **entrenamiento**

EN CONTRAVÍA

DIAGEO

SCAN ME

En Contravía:

Es un entrenamiento en línea de Diageo, diseñado para educar a los usuarios (+18) a través del poder de historias convincentes y auténticas.

La experiencia de aprox. 12 minutos de duración, presenta 3 testimonios de la vida real de conductores que han estado bajo los

WRONG SIDE OF THE ROAD

Choose a story

01 David - New York, USA
The Rush to Work
Rushing to work after a night of drinking has unforeseen consequences for David
PLAY STORY

02 Jesse - California, USA
The Lapse in Judgement

03 Thomas - California, USA
The Short Ride Home



LEARN TO DRIVE. LEARN CPR.

<https://youtu.be/VG9n3T3FX00>

10 YEARS
**EUROPEAN
CARDIAC ARREST
AWARENESS WEEK**

14 JUNE 2012 – 14 JUNE 2022

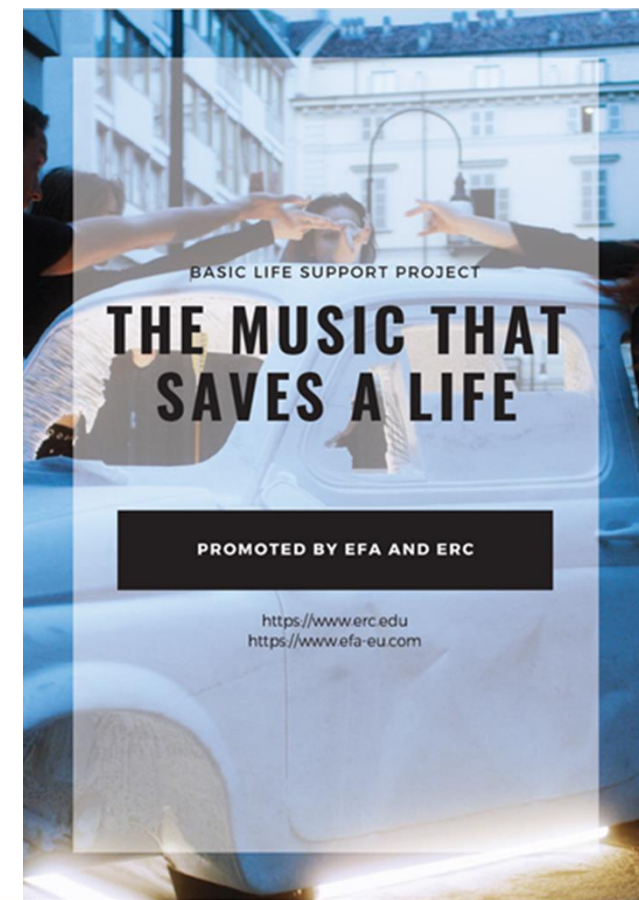
**CELEBRATE WITH US 10 YEARS
OF EUROPEAN RESTART A HEART**

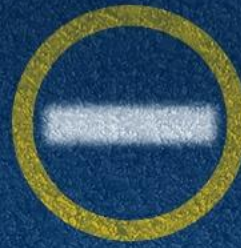
Post on Facebook, Twitter and Instagram
memories of the last 10 years of European
Restart a Heart using the hashtag **#ECAAWA**

#ECAAWA



EUROPEAN
RESUSCITATION
COUNCIL





LEARN TO DRIVE. LEARN CPR.

<https://youtu.be/VG9n3T3FX00>

EFA insieme ad ERC ha ideato il progetto **Basic Life Support (BLS)** con l'obiettivo di **formare gli istruttori di guida europei** per organizzare corsi BLS nelle autoscuole, affinché si possa **raggiungere il più grande numero possibile di giovani**

Il video del progetto è stato pubblicato sui social media in inglese e poi tradotto in francese, spagnolo e italiano.

Il video EFA ha vinto l'edizione speciale del Road Safety Global Film Festival alle Nazioni Unite a Ginevra!



1



Driving licensing in Europe: a new model for a new decade



UNIVERSITAT ID VALENCIA INTRINS University Research Institute on Traffic and Road Safety

2



Driving licensing in Europe: Training and Testing



UNIVERSITAT ID VALENCIA INTRINS University Research Institute on Traffic and Road Safety

3



The "EFA Matrix": a new horizon for driving training & testing in Europe



UNIVERSITAT ID VALENCIA INTRINS University Research Institute on Traffic and Road Safety

Country	Year	Age	Category	Medical	Practical	Theoretical
Poland	15	16	18	24	18	Medical
Egypt	18	18	18	24+2	18	Medical
Germany	15	16	18	18-17 (A,C)	18	Visual of Category
Spain	16	16	18	24 (D)	18-17 (A,C)	Two-step
Hungary	16	15	18	24 (2 years)	18	Medical
Ireland	15	17	18	24 (21)	17 (16,1)	Medical
Iceland	16	16	18	24 (20)	17 (16,1)	Medical examination (only if permitted)
Italy	16	16	18	24 (20)	18	Medical examination and certificate
Belgium	14	16	18	24 (20)	18	Certificate. Limited by an authorized centre, health official. Questions from the driving instructor.
Netherlands	14	16	20	21 (2 years)	18-17 (A,C)	Medical examination and certificate
Norway	15	16	18	24 (22)	16 (1,1) - 18	Medical examination and certificate
Ireland	14	16	18	24 (2 years)	18	Medical certificate
Portugal	14	16	18	24 (20)	18	Medical examination (only if permitted)
Belgium	16	16	18	24 (2 years)	18	Medical examination and certificate
Sweden	15	16	18	24 (20)	18-17 (A,C)	Medical examination (optional healthcare system)
Spain	15	16	18	24+2	18	Certificate. Limited by an authorized centre, health official. Medical examination (only if permitted)
United Kingdom	15	17	19	24 (2 years)	17 (16,1) - 18	Practical exam check-up during the driving test.

- Figures in brackets in category A indicate the minimum age at which, after two years of having an A2 license, the category can be accessed.
- (2 years) indicates that category A can be accessed after two years of A2 license, regardless of the age at which this occurs.
- A2+2 indicates that category A can only be accessed if the applicant has previously obtained an A2 license for two years.
- (16,1) - 18: Hold driver's license that becomes definitive at the age of 16.
- (A,C) - License that conditions accompanied driving.
- (1,1) - Provisional license enabling the driver to carry out practices, and then take the exam to obtain the definitive driving license.

Index

1. PREFACE..... 9

2. INTRODUCTION..... 9

3. SUMMARY TABLES FOR THE 24 EUROPEAN COUNTRIES..... 10

ALBANIA..... 10

AUSTRIA..... 11

BELGIUM..... 12

CZECH REPUBLIC..... 13

DENMARK..... 14

ESTONIA..... 15

FINLAND..... 17

FRANCE..... 18

GERMANY..... 19

GREECE..... 21

HUNGARY..... 22

ICELAND..... 23

IRELAND..... 24

ITALY..... 25

MOLDOVA..... 27

NETHERLANDS..... 28

NORWAY..... 29

POLAND..... 30

PORTUGAL..... 31

ROMANIA..... 32

SLOVAKIA..... 33

SPAIN..... 34

SWEDEN..... 35

UNITED KINGDOM..... 36

4. DRIVING LICENCE AND EXAM BY PRIVATE BODY'S A GOOD PRACTICE IN EUROPE..... 37

Main idea..... 37

General Information (Private Organizations)..... 37

Theory Exam Information..... 42

Practical Exam Information..... 42

5. COMPARATIVE SUMMARY SHEETS: TRAINING AND TESTING ACROSS 22 EUROPEAN COUNTRIES..... 46

Mandatory Theoretical Training..... 49

Driving Licensing in Europe: Training and Testing

NETHERLANDS

Summary Table of the Netherlands

Theoretical training: It is not mandatory to follow theoretical training in driving schools, (although it is advisable, according to the Administration itself). There are many resources available to future drivers, and even companies offering such training through online resources.

Practical training: There is no obligation to attend practical lessons. Although 95% of annual practical training these lessons must be completed either at the driving school or under the supervision of an approved instructor. Prerequisites for obtaining the Class B Driving License can begin from the age of 16,5 years. If the theoretical exam is passed at 18 years of age, the minimum test age is 17,5 years or older.

Other (additional) training: There are special driving schools, called RS, which apply a modular model of practical training. It consists of four modules. With 2 official test. This is not a mandatory training, more a way to train.

Theory test: The length of the theoretical exam is 30 minutes and it consists of three parts: a risk recognition part, composed of 25 questions; 12 questions about traffic knowledge and 24 questions about traffic signals. All together 60 questions (25 + 12 and 24).

Practical test: The practical test lasts 35 minutes, 85 of which consists of driving

Driving Licensing in Europe: Training and Testing

PORTUGAL

Summary Table of Portugal

Theoretical training: It is mandatory to receive it in a driving school. There is a highly structured syllabus of theoretical training: 7 hours of road safety; 16 hours of driving theory; 4 hours of specific training (only for Class A); and 5 hours of theoretical-practical modules.

Practical training: Also mandatory in a driving school. For Class B Driving License, a minimum of 83 hours of practice is established, where at least 500 km, including two hours of night driving must be traveled. In driving school vehicles, recording are used to monitor practical sessions.

Other (additional) training: No additional training is defined outside the established program.

Theory test: The theory exam for Class B License is composed of 30 questions on the core (mandatory) subjects studied at the driving school. The exam lasts 40 minutes and 27 questions must be correctly answered to pass (90% of accuracy is needed). The exam is telematic, using a touch screen displaying each question and three corresponding answer options. For other categories: Category A: 30 questions on common topics and 20 on specific issues. Category C and D: 20 questions (each) on specific issues.

Practical test: In the beginning of the test the examiner asks 3 questions concerning daily care and maintenance of the vehicle. During 40 minutes, the candidate needs to demonstrate his/her to be prepared to drive in different road environments, to avoid traffic situations and also to perform some manoeuvres.

Accompanied driving: Not documented for contemplation.

Psychophysical conditions: Health affective and visual acuity test. From 30 years on, a medical certificate is mandatory.

Procedures / interesting facts: 25% of practices are allowed to be done in simulators. Each simulator hour counts as 15 km of real driving.

Driving Licensing in Europe: Training and Testing

SPAIN

Summary Table of Spain

Theoretical training: It is not mandatory to undergo a theoretical training course at the driving school; the applicant for a driving license can individually prepare the exam. However, most drivers still go to driving schools.

Practical training: A future driver can only take the exam through a driving school. There is a minimum number of required training hours, nor an official training program in relation to the type of practical training that should be carried out.

Other (additional) training: There is no mandatory additional training.

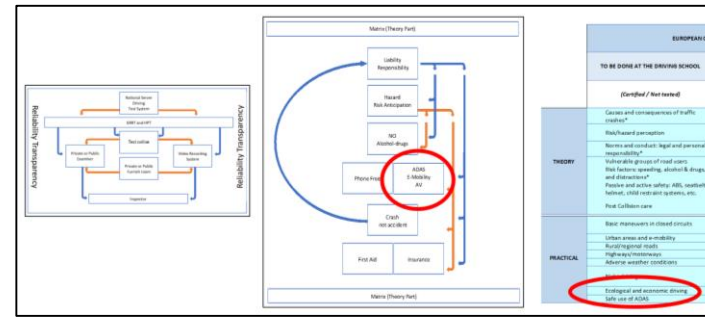
Theory test: The number of questions included in the theoretical exams varies depending on the license type. For Class B Driving License, there are 30 multiple choice questions (both several answer alternatives), of which only 3 can be false (90% of accuracy is needed). The questions deal with issues related to traffic regulations, signaling, road works, and factors affecting driving, etc.

Practical test: In the case of Class B Driving License, the test is carried out on public roads, and at least two of the following manoeuvres have to be accurately performed: straight and curve reversing; urban parking and exiting (in line, oblique or perpendicular conditions); and precision driving.

Accompanied driving: There is not an accompanied driving modality.

Psychophysical conditions: The psychophysical examination is mandatory in order to obtain a driving license (and also for its subsequent renewal) and must be carried out through an approved/registered centre.

Procedures / interesting facts: Only in the case of Class A Driving License, there is a mandatory theoretical and practical training at the driving school, lasting 9 hours.





I nostri video sono
disponibili su
www.efa-eu.com





GRAZIE

PER L'ATTENZIONE

SICUREZZA
STRADALE


obiettivo zero  vittime

con il patrocinio



Ordine degli Ingegneri
della Provincia
di Roma

I CONSIGLIO NAZIONALE
DEGLI INGEGNERI

Manuel Picardi, Ph.D

EFA – General Secretary

manuel.picardi@efa-eu.com