WP7 - Harmonisation of Ecodriving in driving school curriculum and driver test

Deliverables D7.1, D7.3

National Reports of Integration Progress into Driving School Curricula and Learner’s Examination/Testing Procedures
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1 Overview WP7

The following chapters will give an overview on the achievements and activities of the WP7. The purpose is to give an impression on the development and the overall impact of EFA and CIECA activities. The achievements of the WP7 - Harmonisation of Ecodriving in driving school curriculum and driver test can be categorized into two main categories. The first category includes general achievements affecting all EU 28 member states which will be summarized in the following chapter. The second category includes results and achievements being made in countries which were directly involved in the ECOWILL project. These results will be summarized in chapter 2.

1.1 Synopsis of individual Findings (D7.3)

At the beginning of the project EFA and CIECA developed a questionnaire in order to identify the specific situation regarding Ecodriving in learner driver education and examination procedures. The questions were designed in a way which allowed a good comparison between Ecodriving elements in learner driver education and examination. The results of the questionnaires showed a quite heterogenic picture which helped to determine the procedures and also the content of WP7 activities.

Whereas from a formal point of view Ecodriving was more or less part of the theoretical education in driving schools in all 13 countries there were less countries including Ecodriving in the practical education in driving schools. Seeing these results one could state that Ecodriving is already an important part of the driving school education. Yet the picture became a little bit more realistic taking the other important components into consideration. The first was: “How is Ecodriving defined?” and “How is the education for learner drivers standardized?”

These questions aimed for an in-depth insight in national regulations and gave a good impression on the Ecodriving content (which was later on incorporated in the Golden and Silver Rules of Ecodriving) as well as in the definition of Minimum Standards (see D7.5). Overall it can be stated that there is a general understanding of Ecodriving techniques and content but the more detailed the questions are the less consistent the answers became. In the end the results helped to identify the top Ecodriving tips and techniques which have been standardized in more detail in the later WP3 activities.
A second interesting point of view in order to specify the current status of Ecodriving integration in learner driver education were the stakeholder interviews with driving instructors and examiners. These interviews allowed a look behind the scenes of formal integration and the specific challenges for Ecodriving in driving school education.

The third step was to compare the results from the questionnaires of examiners and instructors. There were some mismatches in the answers which already indicated a need for harmonisation. EFA and CIECA thought at the beginning that a detailed comparison of answers from each country would be the start to find sustainable solutions and would have been a first good step for harmonisation, but it turned out at an early stage within the expert group meetings of EFA and CIECA that the problems and solutions could be found on a different level.

The major conclusions and challenges identified:

- Ecodriving has to be mandatory part of the practical examination
- Ecodriving knowledge has to be updated and standardized
- Ecodriving knowledge has to be harmonized between instructors and examiners
- Guidance for a systematic implementation in teaching and testing were required
- Didactical methods to convey specific content to learner drivers is missing
- Ecodriving has to be put back on the priority list of political stakeholders (on a European and national level)

These findings helped to structure and refocus the activities of WP7. The overall objective became to lay the foundation for a common understanding and implementation of Ecodriving in learner driver education and testing procedures. The experts from EFA and CIECA thought that the first logic step would be the need for all countries to make Ecodriving a mandatory element in the practical test. The basis for national legislation is the Annex II of the European Directive 2006/126/EC. This directive did not include the category B defining Ecodriving as mandatory element of the practical test. In addition to that the definition of Ecodriving was not up to date and left a lot of room for misunderstanding. Even though this was not foreseen in the original description of work EFA and CIECA thought that amending this directive would be a very important starting point boosting all other activities and objectives of this work package.

In the end this approach really contributed to the success of ECOWILL. Initially seen as an important subject for the so called starter countries it became an important subject also in the expert countries allowing a new approach on stakeholders and also use the momentum of the project to achieve improvements.
1.2 CIECA and EFA Activities

1.2.1 EFA and CIECA Recommendations/ Initiative to amend EU Directive 2006/126/EC

Based on the above mentioned approach, EFA and CIECA achieved really impressive results within WP7. On 20 June 2012, on behalf of the ECOWILL consortium, CIECA sent a proposal to amend the Annex II of Directive 2006/126/EC to DGMove of the European Commission. By adding new statutory regulations in the Directive 2006/126/EC, the proposal aimed at making Ecodriving as a compulsory testing element for all driver licence categories. The recommendations to amend Annex II of the European Directive 2006/126/EC commonly developed by EFA and CIECA were successfully included in the new Commission Directive 2012/36/EU of 19 November 2012 amending Directive 2006/126/EC of the European Parliament and of the Council on driving licences (OJEU L 321 of 20.11.2012) and put into force on 21 November 2012 thus making Ecodriving a mandatory element of the practical examination of category B in all European countries. This is a success far beyond the expectations at the start of the project having real big impact on driving school education and examination even in countries not directly involved in the ECOWILL project. All starter countries which had not included Ecodriving as part of their driving school education and testing procedures have had to do since 21 November 2012.

As a next step further amendments to the European Directive are being discussed defining Ecodriving content and behaviour as described in the ECOWILL project. During a meeting of the Driving Licence Technical Experts Group (DLTEG) on February 26th 2013, CIECA presented the common recommendations of EFA and CIECA. The DLTEG is a technical expert group of the European Commission that makes recommendations to Driver Licence Committee responsible for changes in the European Directive, in which CIECA has an observer status. The ECOWILL principles included in the recommendations prepared by EFA and CIECA were well accepted. The next step is a discussion in the Driver Licence Committee on 27 June 2013 with a vote and a possible final decision at the end of 2013.

1.2.2 Blueprint and letter of support

This success significantly boosted WP7 activities. The commonly developed Blueprint of EFA and CIECA (strongly supported by DVR), is now the state-of-the-art solution how to implement changes in the European Directive and therefore highly relevant to all
stakeholders. Which on the one hand was a very good sign, on the other hand had significant consequences for the documents to be developed.

It took more efforts to develop and finalize the Blueprint than expected. Given the fact that it had to be a relevant document for starter countries and expert countries the Blueprint also had to take into consideration national specifics of all European countries. The challenge was to convince all relevant national stakeholders and organisations and to include their specific ideas and needs. This became even more important since the Blueprint and defined content are considered as highly relevant for the implementation of the amendment of Directive 2012/36/EU.

The EFA and CIECA expert group held several meetings to discuss and prepare the Blueprint. Both organisations provided their part of the Blueprint which was forged together in one consistent document.

The final document is approved by EFA and CIECA boards, and also recognized as impressive document by all member organizations. Its implementation has been discussed during several occasions. For the last time it was presented at a CIECA workshop on 19 April in Leuven which dealt with the question how to implement the Blueprint in examination procedures.

In addition to the above mentioned activities EFA and CIECA prepared letters of support for several project partners. Conceived as an accompanying letter of the Blueprint this letter meant to support national partners in approaching the relevant national stakeholders and ask them to participate in the steering group meetings of WP7.

1.2.3 Communication and dissemination activities/ Involvement of Associated Member Organisations

CIECA and EFA established an expert group to develop a blueprint for the integration of Ecodriving into curricula for learner driver education and driver testing. The expert group met in April 2011 in Munich for the first time and established a work plan with an outline of the contents and responsibilities within the WP. The work plan was presented at the 3rd ECOWILL Consortium meeting in April 2011. From that time on EFA and CIECA continuously involved and informed their member associations on the process.

Over the whole project EFA and CIECA motivated their members to actively participate in project activities. Especially EFA members and the CIECA Expert Advisory Group were successfully involved and additionally contributed to the success of ECOWILL. Both
organisations provided information on several national and international conferences giving ECOWILL a big platform to raise attention and awareness.

Even after the official end of the project EFA and CIECA will hold the project on the priority list. There will be a special focus on the Blueprint on the next EFA meeting on 10 May, 2013 in Sopron (Hungary) and the 45th CIECA General Assembly on 29 – 31 May 2013 in Pfäffikon (Switzerland). In addition to these important dates and the fact that EFA and CIECA will have ECOWILL on their agenda, CIECA will follow-up on directive amendments in Driving Licence Committee in June 2013 expecting a possible final decision on further amendments to Annex II at the end of the year.

1.2.4 Support of Stakeholder Communication and Steering Group Meetings

From the beginning of the project EFA and CIECA supported the communication of the project among their member organisations. This included wherever possible the moderation of potential conflicts between the ECOWILL project partners and EFA and CIECA members as well as informing the member organisations about objectives, roles and responsibilities.

Although other project partner countries also requested for information, EFA and CIECA provided support to steering groups mainly in 3 countries: Hungary, Lithuania and the United Kingdom.

Hungary: EFA and CIECA attended a steering group meeting on 11 April 2013. The aim of this stakeholder meeting was trying to support the implementation of Ecodriving and moderating existing conflicts.

Lithuania: EFA and CIECA provided orally and by mail extensive background information on the Blueprint and the objectives of the ECOWILL project to the key stakeholders in the country.

United Kingdom: EFA and CIECA supported by their experts commented on the results of the steering group meeting in the United Kingdom on 18 December 2012 and provided additional information related to certain aspects of the Blueprint and to the impact of the new Directive 2012/36/EU of 19 November 2012 amending Directive 2006/126/EC.

In other countries EFA and CIECA provided and activated their contacts in order to allow all project partners a good introduction for the project. EFA took great efforts to involve its member organisations in the whole process. Especially regarding the Blueprint all EFA
members contributed their expertise and opinion to a very large extend. Even though this was time consuming this led to a great acceptance of the document.
2 Country Input

National Report on WP7 activities (D7.1)

Within WP7 the major task for all partners was to establish contact to all relevant national stakeholders in learner driver education and examination. Especially countries categorized as so called “Starter Countries” (Czech Republic, Greece, Hungary, Italy, Lithuania, Poland, and Spain) had the task to conduct stakeholder meetings to identify how to implement Ecodriving into their learner driver education and testing systems and if possible set up a roadmap how this can be achieved. But not only Starter Countries took the opportunity to improve the situation of Ecodriving, also most the so called “Expert Countries” (Austria, Croatia, Finland, Germany, Netherlands and United Kingdom) took the momentum of the ECOWILL project and the awareness raised due to the dissemination activities of all partners. The summary of all activities conducted by all partners can be found in the following chapter. Please note that the minutes of the steering group meetings are not included in this Public Deliverable. They are available only in the Internal Version of this document.

2.1 Austria

1. What were the objectives for the period of WP7 activities in your country?
   - Establish a long-term co-operation with the authorities responsible for driving education in the Ministry of Transport
   - Foster Ecodriving in the curriculum for learner drivers and driving license examination
   - Update and enhance the Ecodriving content, which already was included in the Austrian curriculum for learner driver education at the beginning of the project, using ECOWILL contents (level 1).
   - Get examiners even more involved in Ecodriving
   - Include the concept of short duration trainings in the future education of Ecodriving trainers

2. Work progress:
   a. Summary of progress towards objectives regarding Ecodriving in learner driver education and examination
- AEA made a presentation on the ECOWILL project and national activities at the annual conference for driving schools owners in November 2012 in Schladming (200 participants).
- Meetings with representatives from the working group on Ecodriving from the Austrian Driving School association were arranged to present the ECOWILL project and to inform the working group about the objectives of the project. Amongst others, the representatives agreed on a co-operation regarding the production of a DVD with a film on Ecodriving. The film is well used in driving schools in order to explain the rules of Ecodriving and thus to improve the Ecodriving education of learner drivers.
- Moreover, the existing handbook regarding the 2nd phase of learner driver education which is dedicated to Ecodriving was updated using ECOWILL content. The updated version of the handbook will be produced after the end of the project in order to be presented at the annual driving school conference which is scheduled for October 2013.
- Also the president of the Austrian Driving School Association, Mr. Herbert Wiedermann, was informed about the objectives of the ECOWILL project. He finally invited AEA – in cooperation with the above mentioned working group – to provide suggestions for questions on Ecodriving for the driving license examination.
- The Austrian Federal Ministry of Agriculture and Forestry, Environment and Water Management supported the objectives of the ECOWILL project and took part in several meetings with stakeholders.
- The Austrian Federal Ministry for Transport, Innovation and Technology was informed about the objectives and the ECOWILL Blueprint was submitted to the Ministry.

b. Summary of progress towards objectives regarding driving instructor/ examiner education programs
- In a meeting with representatives from the Province of Lower Austria, AEA discussed possibilities for teaching the examiners of Lower Austria in Ecodriving. In the following a trainings concept for this special target group was developed. Finally in autumn 2012, the first 24 examiners were trained in Ecodriving during a one day seminar. Following the good experiences of the seminar, the responsible authorities have announced that they intend to train all examiners in Lower Austria in Ecodriving.
- The meetings with the working group on Ecodriving from the Austrian Driving School association were also used to discuss possibilities to further integrate ECOWILL objectives in driving instructor programs. Finally it was agreed that for all future
driving instructors, who are certified as Ecodriving trainers, the ECOWILL short duration training concept (including the ECOWILL Golden Rules of Ecodriving) will be taught.

- Possibilities how to further integrate Ecodriving for driving instructors were also discussed with representatives from the Austrian Federal Ministry for Transport. Finally AEA was invited to join the process of a working group which will update the content of the driving teacher education in autumn 2013. Concerning the examiners, cooperation was started to train 6 auditors of examiners during the project time of ECOWILL and another 54 auditors all over Austria in 2013.

c. **Details of each task**

**Which stakeholders were involved in your activities?**

- Austrian Federal Ministry of Agriculture and Forestry, Environment and Water Management
- Austrian Federal Ministry for Transport, Innovation and Technology
- Austrian Driving School Association
- Working group on Ecodriving from the Austrian Driving School Association

**What were the major obstacles/ problems you encountered?**

Ecodriving is already implemented in the Austrian driving education system being one focus of the second phase (“Perfektionsfahrt”). Some stakeholders responsible for the driving education are convinced that Ecodriving should be part of the second phase only. Thus it proved to be rather difficult to implement Ecodriving further into the first phase of driving education. AEA tried to overcome this obstacle with activities to foster the further integration of Ecodriving into driver examination, i.e. starting training programs for driving examiners and discussing the subject with representatives of the testing authorities (see above).

**Was it easy/ difficult to raise awareness for the subject of Ecodriving and changes in the current examination and testing procedures?**

At the beginning of the ECOWILL project, representatives for driving education in Austria have already been well aware on the subject of Ecodriving. It was more difficult to make the testing authorities interested in the subject, but AEA managed to organise initial training seminars for examiners which were highly rated after the seminars. Follow-up seminars are on track and it looks good that all Austrian examiners will be trained in Ecodriving over the next years.

ECOWILL in general was helpful as a number of national players recognised that Ecodriving is not only a national initiative in Austria but a theme on European level also. This opened doors and helped to find new ways of cooperation, e.g. in the field of education for examiners.

3. What are the major achievements/ results?

- A film on Ecodriving (23 minutes) was produced and distributed to all Austrian driving schools
- Ecodriving training day for 24 examiners of the province of Lower Austria (October and November 2012)
- Ecodriving training day for 6 auditors of examiners of the province of Vorarlberg (April 2013)
- Ecodriving training day for another 54 auditors of examiners in Austria (scheduled for May - September 2013)
- Short duration training concept will be included in the further education of Ecodriving trainers in Austria
- Invitation to provide questions on Ecodriving for the driving licence exam (autumn 2013)
- Invitation for input on Ecodriving for the further education of driving teachers (autumn 2013)

4. What progress do you expect in the future (beyond the end of the project)?

In autumn 2013, a working group will discuss possibilities for updating the driving instructor education in Austria. AEA was invited by the Ministry of Transport to provide input on Ecodriving for this working group.

The Ministry of Transport has already confirmed that more questions on Ecodriving will be included in the driving license test. AEA was invited by the Austrian Association of Driving Schools to make suggestions for specific questions on Ecodriving for including these in the future learner driver education.

From May 2013 till September 2013, another 54 auditors of examiners from all over Austria will take part in a one day Ecodriving training. Follow-up seminars are on track and it looks good that all examiners will be trained in Ecodriving over the next years.
2.2 Croatia

1. **What were the objectives for the period of WP7 activities in your country?**

   In Croatia we had elements of Ecodriving in our driving schools and learner driver education since 2008 so our main objectives were implementation of ECOWILL guidelines for Ecodriving in learner driver education and also including it in examinations.

2. **Work progress:**

   a. **A summary of progress towards objectives regarding Ecodriving in**

   Our main partner, Croatian Auto Club, is in charge of all education of driving instructor in Croatia and they propose all changes in the educational program of learner drivers and also in examination part. In the scope of ECOWILL project we succeeded to educate all driving examiners (we started from top with clear idea to have infrastructure for conducting examinations that contain elements of Ecodriving in accordance with the principles of ECOWILL project which are for sure going to be implemented in our educational programme and exams. Also we wanted to educate first the ones which are in charge for educating driving instructors.).

   We managed to include National Ecodriving Campaign in Second National Energy Efficiency Action Plan for Croatia in 2013. as measure for saving in transport - energy efficient transport.

   http://www.mingo.hr/userdocsimages/2.%20Nacionalni%20akcijski%20plan%20energetskie%20ucinkovitosti%20razdoblje%20kraja%202013.pdf - page 119-120

   National Ecodriving campaign has two targets - education of driving instructors in driving schools (for now in Croatia there are 1250 instructors in 383 different driving schools) and educating citizens (our target is set around 51 000 people till 2016.). Funds foreseen for this purpose is around 5 million Kuna (around 658 000 Euros). From: Environmental protection and energy efficiency Fund, Ministry of Maritime Affairs, Transport and Infrastructure, Ministry of environmental and nature protection and regional government and local municipalities.

   b. **Details of each task**

   Because we have Croatian Auto Club as a partner we had no problems finding and communicating with stakeholders. Croatian Auto Club prepared everything for implementation Ecodriving principles from ECOWILL project and we just need to get final confirmation from Ministry of the Interior Affairs. Because we got funds for National Eco
Driving Campaign we foresee that implementation of new elements in curriculum and education is not going to be a problem.


ECOWILL project was for sure a trigger of positive change and awareness of importance to educate citizens and new learner drivers’ new techniques of driving which are more efficient and safer. Croatian Auto Club also got insight that change of how we teach Ecodriving in our schools need some changes and implementation of ECOWILL standards is needed.

European Directive, Blueprint and Letter of support served us to give importance to our effort to implement ECOWILL standards in curriculum and exams. Because we are soon to become one of the EU countries Croatia is trying to be in accordance with EU regulations and Directives.

3. What are the major achievements/ results?

Mayor achievement is for sure soon to be started National Ecodriving Campaign within which we are going to educate all driving instructors. Broader recognition of Ecodriving among decision makers and general public was a result of ECOWILL project and our marketing campaign and all other activities.

4. What progress do you expect in the future (beyond the end of the project)?

We have everything prepared we just need the green light from Ministry of the Interior Affairs to implement Ecodriving in exams after we educate all driving instructors under National Ecodriving Campaign program.
2.3 Czech Republic

1. What were the objectives for the period of WP7 activities in your country?

The implementation of envisioned activities of WP7 in Czechia was hampered by the fact that the current status of education and testing of class B novice drivers is largely dysfunctional due to the unfortunate system organization introduced in the 1990s.

Primary reason for this is on the one hand the fact that the function of driving examiners (currently about 500 in the country) have been transferred from a state-governed police to civil employees of regional administrations (thus having lower respect), and on the other the new legislation minimized regulation on the side of driving instructors (which led to their excessive number with frequent insufficient professional skills). As a result, the services of driving schools gradually got under severe price competition affecting the amount of curriculum really educated and also leading in some cases to “special offers” how to get a driving licence without even an hour of theoretical/practical lesson or exam.

The Ministry of Transport of CR is aware such a situation is not acceptable and such a practice must be stopped as soon as possible and plans to change the system completely and introduce much stricter control on how exams are being conducted.

The system change, however, requires a brand new law of which preparation is basically on a start at present (May 2013). The realistic estimate is, that it will be approved by the Parliament and becomes valid no sooner than in 2015 or 2016.

SEVEn activities therefore primarily in the first place focused on persuading the key personnel at the Ministry that the new regulatory framework should also include the stipulations how to properly learn the novice drivers on Ecodriving principals. The Ministry representatives fortunately realized its importance and the initial proposal of the new law includes specifically requirements on Ecodriving education.

However, since the amended wording of the Directive 2006/126/EC as valid from 2013 onwards introduces the obligation to test the knowledge of Ecodriving during the practical part of the exam of class B novice drivers as soon as of 2014, there is necessary to take action already this year.

However, since the current system is not the one which would be able to introduce both education and testing of Ecodriving of class B novice drivers in a due form, the ultimate decision to make use of “know-how” developed within the ECOWILL project and extend it gradually towards both target groups (driving instructors and driving examiners).
The approach (to be) taken shall include the establishment of a nation-wide association of driving instructors duly educated for teaching of Ecodriving techniques in line with harmonized standards as defined within ECOWILL project.

The “founders” of the association shall be those of driving instructors which were certified within ECOWILL project and SEVEn shall provide the technical support in taking first steps (planned to be done in April and May 2013).

The association will function as (i) a common platform for information exchange between members, (ii) the contact point for public on the topic of Ecodriving and interested parties which would like to undertake an SDT, (iii) it will be responsible for organization of further TTT seminars for driving instructors, and (iv) it will also secure that Ecodriving is ultimately taught and tested in line with recommended standards (based on EFA/CIECA blueprint). Thus, ultimately fulfilling envisioned goals of WP7 completely.

2. Work progress:

a. A summary of progress towards objectives regarding Ecodriving in

   i. learner driver education and examination and

SEVEn initiated meeting on the 3rd of April 2013 with Mr Vosicky, head of road transport administration department of the Czech Ministry of Transport, and Mr Nahodil, who is the representative of CIECA on behalf of the Czech Republic, based on the official letter of support from EFA and CIECA presidents sent in the email of January 9, 2013, of Tarek Nazzal, EFA consultant for “ECOWILL”.

The result of the meeting was, that the Ministry welcomes such a proposal and definitely would integrate the Ecodriving principals education into the new system planned for 2015/2016 onwards.

Before this, however, the Ministry do not foresee to play an active role in introduction of requirements of EU on testing of novice class B drivers on Ecodriving. Instead, they are able to provide “only” the official support to any activity which would be initiated from the “market” itself.

Therefore, SEVEn based on the consecutive communication with other stakeholders decided to initiate the establishment of new association which would “take over” the activities started within ECOWILL and secure their proper implementation – preferably rather in the intensive then extensive way (i.e. not to just translate the blueprint and send it to all driving instructors and examiners but to gradually organize seminars for their adequate preparation).
ii. driving instructor/ examiner education programs

As of the beginning of 2014, at least, those driving schools who already have certified trainers (in total about 15 driving schools) will start with teaching Ecodriving principals in line with the harmonized standard. Additional 50-60 driving instructors may undertake a three-day long regular education in the ECOWILL format next year, shall the application for support from the OPVK Program for the Central Bohemia Region submitted by SEVEn is approved (to be known later this year).

Furthermore, about 100 driving examiners (i.e. 20 % of their total number) this year and similar number next year shall undergo a three-hour long education on Ecodriving led by lecturers from ISSA which participated in the initial certification course led by DVR. This institution is entitled to organize annual course for driving examiners which is compulsory and ISSA based on positive experience included the topic of Ecodriving into the basic curriculum (which includes e.g. explanation of new legal stipulations on e.g. traffic rules).

b. Details of each task

Which stakeholders were involved in your activities?

- Mr. Vosicky, Director of Transport Administration, Ministry of Transport
- Mr Nahodil, Head of the Drivers Adm. Office, Ministry of Transport
- Mr. Bezdekovsky, Member of Head of the Drivers Adm. Office, Ministry of Transport
- Mr. Budsky, Head of Road Safety Department “BESIP”, Ministry of Transport
- Mr. Dalibor Tichy, Autoskola Club CR
- Mr. Libor Haltmar, lecturer of ISSA
- Mr Jiri Cumpelik, Mr Vladimir Myslik and Mr Jan Bezděka, professional Ecodriving lecturers (the only ones currently in the country)

What were the major obstacles/ problems you encountered?

As already presented above, the biggest barrier was the current system of driving education and licensing – the Ministry does not consider as reasonable to introduce general compulsory education and testing of Ecodriving of novice class B drivers without changing the current status quo. Instead, it favours gradual implementation where quality will have the preference before the quantity.

Was it easy/ difficult to raise awareness for the subject of Ecodriving and changes in the current examination and testing procedures?

Hard to speak, all the key stakeholders understood the benefits of Ecodriving and considered as useful to teach it, however, they also thought that unless the system change is
introduced, it would have no much sense to introduce it as compulsory for all driving schools and examiners before they undergo a proper training.


The fact that as of 2014 Ecodriving testing by novice class B drivers is a must, was completely new for all persons at the Ministry. Therefore, the official letter sent to them was definitely welcome. Concrete steps, however, cannot be expected in practice unless further “push” would be asserted. The certified trainers from ECOWILL may secure such a push, shall they manage to unite and present good experience they have and engage other influential organizations like e.g. BESIP, Skoda Auto etc. And that is the reason why association of certified Ecodriving instructors is planned to be established.

3. **What are the major achievements/ results?**

The most important achievement is the decision to form a dedicated institution which will continue in the activities started within ECOWILL. About 10-20 driving instructors expressed their consent to become the members and further ones will probably join the club this and next year shall further ttt seminars manage to be organized. SEVEn for this purpose helped to prepare an application for support from the suitable support program (OPVK Program co-financed from the European ESF).

   a. **If applicable, explain the reasons for deviations and their impact on other tasks / resources / planning.**

The ultimate scenario would be that the Ministry prescribes a nation-wide action to prepare both driving instructors and examiners onto educating and testing of novice class B drivers on Ecodriving as of 2014. That will not, unfortunately, happen because of the reasons specified above. Instead, gradual introduction must be taken using the proposed association as the primary mover “forward”. Thanks to the postponed blueprint development and delivery, the meetings with key stakeholders and development of report on this WP had to take place beyond the original work plan.

4. **What progress do you expect in the future (beyond the end of the project)?**

The establishment of the association of certified Ecodriving instructors is envisioned to take place in May or June 2013, at the latest. At the beginning of May, there is planned to submit the request for registration and on the 22\text{nd} of May, the first meeting of future members of the association have been already scheduled.
2.4 Finland

After discussions with the Finnish Driving School Association (meeting on 26th of June, 2012) and the Finnish Transport Safety Agency FTSA (meeting of the Finnish ECOWILL Steering Group 10th of May, 2012, discussions by phone during 2012) it was agreed that in Finland no major activities are necessary to carry out by Motiva in WP 7 of ECOWILL.

In Finland Ecodriving is included in the curricula of driving schools as well as in driver testing. Therefore, the situation differs significantly from countries that have just started introducing Ecodriving. The main goal of Finnish driver education is a responsible driver, who acts in safe, social and ecological way in traffic. These three elements are integrated both in training and driver licence testing.

Even though Ecodriving is included both driver education and driver testing, in practice there may still be variation in implementation in some cases. Therefore some kind of harmonisation should be done in driver training and driver testing, but FTSA will have resources for this kind of development of driver testing only sometime in the future. The ECOWILL deliverable D 7.4 might then be useful as a comprehensive handbook linking development of these two parts together.

2.5 Germany

1. What were the objectives for the period of WP7 activities in your country?

The main objective within WP7 was to include standards and content as defined by the ECOWILL project into existing driving school education system in Germany. Germany has a long history in Ecodriving in Driving School education and was considered an expert country at the early stage of ECOWILL. Ecodriving is part of theoretical and practical education and examination since 1999 yet improvements seemed possible especially regarding the education of existing instructors and examiners. It was the initial idea to introduce the SD-Training concept in the mandatory further education of driving instructors added by some new insights on Ecodriving with respect to latest vehicle technology and developments. Both aspects would have added to the initial education of leaner drivers. Since the SD-Concept also included a teaching method which could have been applied in normal driving school education this would have significantly contributed to the effectiveness of Ecodriving education in learner driver education. This approach would also have been the starting ground for WP6 roll-out activities and the implementation of ECOWILL in Germany regarding
the education of already licensed drivers. Trainers educated in the further education would automatically be trainers for SD-Training for licensed drivers. For this reason WP6 and 7 issues were treated in parallel for a long time in Germany. As a side issue the Blueprint was expected to help to harmonize the understanding and application of Ecodriving between examiners and instructors following the idea of common seminars already conducted in several regions in Germany.

2. Work progress:

   a. A summary of progress towards objectives regarding Ecodriving in

      i. learner driver education and examination and

         There was no need to directly change the content of education or examination.

      ii. driving instructor/ examiner education programs

         After the first idea to include the SD-Training concept into the mandatory further education of driving instructors could not be realised due to several conflicts of interest, DVR supported by EFA tried to find a common solution with the German Driving School Association to foster an update on their Ecodriving education in mandatory further education programs. Within several meetings and after the finalization of the European Blueprint a special ECOWILL module was designed which was included into the mandatory further education in February 2013. The module is based on the insights gained during the Investigation phase of ECOWILL, tackling prejudices against Ecodriving, providing a method for education in driving schools, updating knowledge on Ecodriving techniques with a special focus on “using momentum in various situations” which is considered to be the most crucial element to be harmonized. This will lead to a more effective and harmonized education of learner drivers

   b. Details of each task

      i. Which stakeholders were involved in your activities?

         - German Driving School Associations and related institutions responsible for the education of driving instructors
         - European Driving Schools Association

      ii. What were the major obstacles/ problems you encountered?

         The major problem was that Ecodriving was already mandatory part of the learner driver education and examination procedures in Germany since 1999. Therefore German Driving instructors and the representing German Driving Schools Association were reluctant to
undergo a new education which in their view did not provide new insights on Ecodriving. This problem increased after it became clear that the Short-Duration Training could not be used as an incentive to convince them on the new module.


ECOWILL contributed to the success and progress in Germany since it put back Ecodriving on the list of priorities of important stakeholders. With this “new wind” it was possible to start discussion again and enable an atmosphere of renewal. The final breakthrough came with the European Blueprint. The extensive discussions on several Ecodriving elements showed that it was clearly necessary to harmonize and update Ecodriving knowledge. Especially regarding the techniques and right application of using momentum were put in the centre of a new module for the further education. The Blueprint is also integral part of this education. It was very well accepted and is now the new Basis for discussion and harmonization for Ecodriving in education and examination.

3. **What are the major achievements/ results?**

Since February 2013 a special ECOWILL Ecodriving module is part of the mandatory further education of driving instructors. Until 2016 all 20.000 German driving instructors will be educated according to ECOWILL standards and content educating ~800.000 learner drivers each year even after the official end of the project. Within the period of ECOWILL ~ 1250 driving instructors and ~231.500 learner drivers (based on average figures) will be educated according to new Ecodriving content provided by ECOWILL.
2.6 Greece

1. **What were the objectives for the period of WP7 activities in your country?**

The main objectives regarding WP7 was to inform stakeholders and policy makers for the goals and implemented tasks of the ECOWILL project at national level in order to integrate Ecodriving principles and content into the national driving school curricula.

2. **Work progress:**

   a. **A summary of progress towards objectives regarding Ecodriving in**

      i. learner driver education and examination and

      The principles and content of Eco-Driving included in the new European Directive for the education and examination of drivers has already been validated into national law with the Ministerial Decision 552/88/2013. The Ministerial Decision is in line with the new Directive and sets obligatory Ecodriving elements for education and examination of learner drivers.

      ii. driving instructor/ examiner education programs

      Besides the ECOWILL train-the-trainer seminars for 12 master trainers and approximately 30 roll-out trainers there were no more seminars for driving instructors. CRES in collaboration with PADI plans to recommend to the Ministry of Transport more seminars for trainers funded from national resources. Ecodriving education and information programs for examiners are tasks of the Ministry of Transport and for which there are no sufficient information yet.

   b. **Details of each task**

      i. Which stakeholders were involved in your activities?

      The key stakeholders involved in the activities were the Ministry of Transport and the Pan-Hellenic Association of Driving Instructors (PADI).

      ii. What were the major obstacles/ problems you encountered?

      As a result of the recent financial and political situation in Greece, the integration of Eco-Driving into the driving school curricula was not one of the priorities of the Ministry of Transport despite their strong interest for the promotion of Eco-Driving since 2007.

      iii. Was it easy/ difficult to raise awareness for the subject of Ecodriving and changes in the current examination and testing procedures?
As stated above, until late 2012 Ecodriving was a secondary policy priority, however the new European Directive played a crucial role in raising the awareness of stakeholders


ECOWILL contributed substantially in the progress of raising the awareness for Eco-Driving mainly with the change of the Directive and the Letter of Support. The Blueprint, as well, can be a valuable tool for setting a national Ecodriving training and examination scheme.

3. What are the major achievements/ results?

a. If applicable, explain the reasons for deviations and their impact on other tasks / resources / planning.

b. If applicable, explain the reasons for failing to achieve critical objectives / not being on schedule and explain the impact on other tasks / resources / planning.

c. If applicable, propose or describe corrective actions.

As long as Ecodriving will be an obligatory element in the curricula of driving schools and examinations in EU, there will be a strong need for funded training seminars for all instructors and examiners. This should be a fundamental recommendation for central government and stakeholders.

4. What progress do you expect in the future (beyond the end of the project)?

There is strong interest for Ecodriving seminars from trainers and drivers in Greece mainly because of high fuel costs, therefore we expect that the awareness of stakeholders will be raised more in the near future. The long term target is training seminars for all driving instructors in Greece.

2.7 Hungary

1. What were the objectives for the period of WP7 activities in your country?

The main aim of the work package in Hungary was to foster the integration of further Ecodriving elements into the learner driver education in category B based on the suggestions of the ECOWILL Blueprint. Currently there are some minimal elements in the education and examination, however, further extension is needed based on the ECOWILL suggestions and on the requirements of the relevant European Directive.
The work related to WP7 has started in early phase of the project. The interest of the different stakeholders was taken into account already while the participants of the TTT seminars have been selected. Instructors from different driving schools and driving school associations as well as examiners have been selected to become ECOWILL multipliers in order to ensure diverse group of multipliers and provide a better basis for integrating Ecodriving elements into the learner driver education and examination.

The key stakeholders related to the learner driver education and examination (National Transport Authority, Driving School Associations) have been involved in the local project activities from the beginning and Geonardo informed them on the project progress regularly.

2. Work progress:

The Blueprint developed by EFA and CIECA has been translated into Hungarian and sent to the Ministry of National Development, National Transport Authority, as well as to the driving school associations (JaSzKOE, MAISZ) and the Hungarian Auto Club for their consideration with the support letter signed by the presidents of EFA and CIECA in the beginning of 2013. A common local Steering Committee meeting has been organised with the participation of EFA (Mr Gerhard von Bressensdorf, president, Germany, Mr Tarek Nazzal, consultant, Germany) and CIECA (Mr Tamás Hima, Hungary) on 11 April 2013. The local participants consisted of representatives from the National Transport Authority (NKH), the Hungarian Driving School Association (MAISZ), the National Association of Drivers-Instructors and Driving Schools (JaSzKOE) and the Hungarian Auto Club.

The main project results and the Blueprint have been presented to the participants. During the roundtable the opportunities and options of integrating Ecodriving into the driving education and examination in category B in Hungary were discussed based on the ECOWILL Blueprint and in line with the European Directive modification last year.

Due to technical problems, high level representatives of the National Transport Authority could not take part in the whole meeting. They attended a short closed meeting with the EFA and CIECA representatives in the morning.

The Authority is open to integrate further Ecodriving elements into the learner driver education and examination in order to meet the requirements of the changes in the European Directive. They will consider the opportunities to integrate the Blueprint suggestions also into the driving instructor and examiner education programs in the future.

Thanks to the support of the International Partners (EFA, CIECA, FIA, LeasePlan) it was easier to get the first contacts with the key local partners and raise their awareness.
In addition to the requirements set by the changes in the European Directive, the excellent quality of the Blueprint as well as the support letter signed by the presidents of EFA and CIECA and the participation of the EFA and CIECA representatives on the Hungarian meeting was very helpful to enhance the cooperation with the local stakeholders.

One of the key problems was the time pressure. The local decision makers did not have enough time to develop the Hungarian roadmap for the Ecodriving integration into the Hungarian legislation within the timeframe of the project. Another problem was the different, sometimes conflicting interests of the different stakeholders that made the common event organisation challenging.

The key suggestions from the local decision makers discussed on the local Steering Committee meeting are the followings:

General suggestions:
- Use the momentum of ECOWILL to update the current materials
- Use ECOWILL as a chance to refresh the knowledge and approach the subject from a new perspective
- Safety of the learner drivers is our common interest
- Continue a common exchange of views to see what can be improved in the future and what is already good
- Instructors need to provide a good education even if some elements cannot be tested on the exam
- Examiners have to put emphasis on Ecodriving during the practical exam and provide positive feedback on good behaviour

Theoretical education of learner drivers:
- Implement a state-of-the-art blended learning system defining minimum content/ hours for theoretical education in driving schools supported by e-learning
- Update teaching material and integrate e-learning with respect of technical development
- Interconnect/ correlate theoretical education and practical education also by updating the curriculum

Practical education of learner drivers:
- Content of ECOWILL must be included and updated (if not already done)
- Instructors must be role-models for their learners

Practical examination of learner drives
- Ecodriving must be defined as pass/fail criteria for the practical examination (summary of mistakes in Ecodriving will make the learner fail the practical test. Therefore, defining a protocol/ competence based examination/ feedback is needed.)
- Practical examination and education have to be harmonized

Further education of instructors and examiners
- Common seminars of instructors and examiners are useful
- Include ECOWILL multipliers in the further education procedures
- ECOWILL TTT-Seminar Level 1 could be acknowledged as further education
- Education has to be a combination of practical and theoretical elements

3. **What progress do you expect in the future (beyond the end of the project)?**

The above suggestions together with the Minutes of the meeting have been sent to the Ministry of National Development and National Transport Authority for their consideration. They will be able to develop their road-map only after the closure of the project.
2.8 Italy

This report was included by EFA member La Nuova Guida which as involved at a very late stage of the project (April 2013) in order to achieve some sustainable results. Although not obliged by contract LnG nevertheless tried to contribute to the success of WP7 in Italy trying to approach important stakeholders and convince them on the project objectives.

1. What were the objectives for the period of WP7 activities in your country?

Since Italy is considered a starting country with no mandatory elements of Ecodriving in learner driver education and testing the major objective was to raise awareness for this subject among important stakeholders (examiners and driving instructors).

2. Work progress:

a. A summary of progress towards objectives regarding Ecodriving in
   i. learner driver education and examination and

   First experiences with students show that there is interest for this subject in driving schools and normal driver training.

   ii. driving instructor/examiner education programs

   In order to extend the training on the eco and safe driving to all our trainers conducting further Train-the-Trainer Seminars in the future. LNG will use the mandatory further education of driving instructors in Italy to implement the elements of ECOWILL. In a first step the principles of Coaching were included in the last round of seminars for all LNG instructors (this was also a result from the ECOWILL project and the WP4 Master Trainer seminars). The next round will include the training format and be more practically. LNG will also establish this to be a role model for other driving schools within the UNASCA framework and convince them to put in more efforts to include Ecodriving in their learner driver education.

b. Details of each task
   i. Which stakeholders were involved in your activities?

   Ministry of transport

   ii. What were the major obstacles/problems you encountered?

   Starting late with WP7 activities due to the special situation in Italy
iii. Was it easy/difficult to raise awareness for the subject of Ecodriving and changes in the current examination and testing procedures?

It was easy thanks to support provided by EFA and ECOWILL.


Without the project and the big support of EFA it would not have been possible to gain interest by the ministry. Therefore the support of AEA and EFA during the WP5 sessions was crucial for the progress made in the last meeting.

3. What are the major achievements/results?

A first step was made to include ministry officials in the project and give them some insights on the idea of Ecodriving. Beside this LnG will include the standards defined by ECOWILL for the education of all instructors under the umbrella of LnG and act as role model for other driving school associations and keep it high on the priority list.

4. What progress do you expect in the future (beyond the end of the project)?

La Nuova Guida will keep working with the Ministry and other institutions to reach important results for Ecodriving. According to what a comment of the ministry representative of our stakeholder meeting:” .....the need to work hardly on the environmental and safe driving in Italy, he emphasized the necessity to create a real culture of sustainable driving starting from the training of examiners and instructors.”

We will try to find a partnership to work on the training of driving school and examiners (see Ecowill and LNG Meeting report of March). It is planned to provide Short Duration training sessions for other Ministry Officials in order to convince them on Ecodriving. This will allow further changes in regulations but also in the education for examiners. LNG considers it as very important to give Ecodriving an important role during practical examinations. But unfortunately due to the difficult political and economic situation in Italy over the past years it is very complicated to implement changes. ECOWILL at least put us in a position to make important stakeholders interested and raise awareness for this subject. There are also some thoughts how examiners may be qualified by ECOWILL Master Trainers but this strongly depending on budget not yet available.
2.10 Lithuania

1. **What were the objectives for the period of WP7 activities in your country?**

The objectives of WP7 activities in Lithuania were as follows:

- Development of a harmonised, common basis of Ecodriving principles & content for theoretical and practical learners' education (in driving schools) and in parallel for drivers' theoretical and practical test by examiners.
- Integration of Ecodriving principles and content into the national driving school curricula of Lithuania.
- Synchronisation of Ecodriving principles and content of each national driver test with driving school curricula.

2. **Work progress:**

   a. **A summary of progress towards objectives regarding Ecodriving in**

      i. learner driver education and examination and

      ii. driving instructor/ examiner education programs

Regarding learner drivers' education and examination, a working group on driver preparation shall be established within the Ministry of Transport, and external experts (from "Ecodriving.LT" and COWI) will be invited to take part in its activities. Blueprint will become a core methodological document for the driving schools which will be introduced in schools in May 2013.

In order to introduce ECOWILL Ecodriving program into instructors' preparation, the program must be acknowledged according to the Lithuanian legislation. The procedure of legalization is quite simple. In Lithuania qualification rising for driving instructors is allowed only in 2 high schools - Vilnius Gediminas Technical University (VGTU) and Vilnius University of Applied Engineering Sciences (VUAES). Currently it is agreed with VUAES that the program of training for instructors shall be prepared by COWI sub-contractors of ECOWILL "Ecodriving.LT". Then the program will be sent to VGTU for the acknowledgement. VGTU will make an announcement on new learning program and it will be considered as legalized. "Ecodriving.LT" instructors are ECOWILL certified trainers and they also will be able to offer Ecodriving training for instructors and drivers.

Currently there are 139 examiners in Lithuania, and European funds are used for their training. Preliminary agreement with K.Schulte (DVR) has been reached for further
Ecodriving program and lectures for examiners. New theory questionnaire is in the process of preparation. The learning program for driving instructors will be based on the program for examiners after its preparation, so that both programs are based on the same ECOWILL principles.

b. **Details of each task**

i. **Which stakeholders were involved in your activities?**

Stakeholders from all institutional levels have been involved in WP7 activities: the Ministry of Transport of the Republic of Lithuania, State enterprise "Regitra" (examination authority), the State Road Transport Inspection under the Ministry of Transport (responsible for instructors' education) and "Ecodriving LT" (driving school).

ii. **What were the major obstacles/problems you encountered?**

Major challenge in the process of implementation of Ecodriving principles in primary driver/instructor education is to change the comprehension of Ecodriving philosophy, as many senior instructors understand it as rather primitive "economic" driving and they tend to ignore the need to raise their qualification.

iii. **Was it easy/difficult to raise awareness for the subject of Ecodriving and changes in the current examination and testing procedures?**

It was easier to work with the examination authority, as Deputy Director of the State enterprise "Regitra" takes an active part in the working groups of CIECA and therefore is well informed about all changes and new legal requirements on Ecodriving. A lot of activities in the examination level have been started well before the appearance of the Blueprint.


ECOWILL had a significant contribution to the overall progress of implementation and legalization of Ecodriving program in Lithuania. Letter of support, sent by CIECA and EFA to main stakeholders (Ministry of Transport and Ministry of Internal Affairs), has helped first national steering group meeting happen with a broad participation from all institutional levels involved. New Directive 2012/36/EU, amending Directive 2006/126/EC, was one of the reasons why Ministry of Transport showed high interest in ECOWILL activities, as it is responsible for the transposition of the Directive. Blueprint, developed as a result of ECOWILL activities, was considered as a very important methodological material for further drivers' education.
4. **What are the major achievements/results?**

   a. If applicable, explain the reasons for deviations and their impact on other tasks/resources/planning.

WP7 activities have started with some delay in Lithuania (first steering group met on 21 February 2013) because of the delay with Blueprint, which was received in January 2013, and after-election period in Lithuania (December 2012 - January 2013) when new officials were appointed to the positions related to the ECOWILL activities.

   b. If applicable, explain the reasons for failing to achieve critical objectives/not being on schedule and explain the impact on other tasks/resources/planning.

Despite the delay in start of WP7 activities, all the objectives have been met.

5. **What progress do you expect in the future (beyond the end of the project)?**

The Blueprint will be translated into Lithuanian and introduced for the driving schools as a core methodological material. Training program for the examiners will be developed with the support of DVR and then it will be adjusted for the instructor education. Program for instructors’ education will be legalized according to national legislation procedure and will come into force in new academic year (autumn 2013).

2.11 Netherlands

1. **What were the objectives for the period of WP7 activities in your country?**

The objectives were to get CBR and BOVAG to work together on integrating Ecodriving Pass/Fail criteria into the driver test.

2. **Work progress:**

   a. A summary of progress towards objectives regarding Ecodriving in

      i. learner driver education and examination and

After a difficult start with getting BOVAG and CBR on the same line, with support from EFA and CIECA (a.o. the written support letter) meetings started to discuss the best way to further integrate Ecodriving in learner driver education as it’s already part of the education in the Netherlands but needs to play a bigger part to create even more awareness amongst
especially younger drivers. In order to achieve this driving instructors and examiners need to be educated first. This is still an on-going process.

ii. driving instructor/ examiner education programs

After a difficult start with getting BOVAG and CBR on the same line, with support from EFA and CIECA (a.o. the written support letter) meetings started and are still being held to determine the best way to roll out the project to integrate Ecodriving as a pass/ fail criteria into the driver test. The blueprint is being used to adjust the driver test scheme and first presentations and pilot training have been held at CBR and BOVAG. This is still an on-going process.

b. Details of each task

i. Which stakeholders were involved in your activities?

- CBR
- BOVAG
- EFA
- CIECA
- IVDM

ii. What were the major obstacles/ problems you encountered?

Getting the CBR and BOVAG organisations together and align them in such a way that everyone was positive and willing to make their best effort to realise the objective.

iii. Was it easy/ difficult to raise awareness for the subject of Ecodriving and changes in the current examination and testing procedures?

It proved to be very difficult but with a lot of effort and fantastic support of EFA and CIECA good progress was made and is still being made.

c. How did ECOWILL contribute to the progress/ success? (Please describe impact – if any – of changes in the European Directive, Blueprint and Letter of support)?

Ecowill contributed a lot to the progress and success of the harmonisation of Ecodriving in driving school tests. The letter of support was very useful to get the important stakeholders CBR and BOVAG on the same line and the blueprint is being used to adjust the driving scheme test.
4. **What are the major achievements/results?**

   a. If applicable, explain the reasons for deviations and their impact on other tasks/resources/planning.

   A major positive deviation is being realised in the Netherlands as CBR/BOVAG are willing to educate even more driving school instructors as they initially planned for (10,000 driving instructors instead of 1000). This means that the project is getting even bigger and more time is needed for the roll out. They are willing to go even further than harmonisation! Extra budget for the realisation of this project was funded by IVDM.

5. **What progress do you expect in the future (beyond the end of the project)?**

   As the results for WP7 are so positive in the Netherlands the project will keep going on after the end of the project with the ultimate goal to formalise the integration of Ecodriving as a pass/fail criteria into the driver test.

2.12 Poland

1. **What were the objectives for the period of WP7 activities in your country?**

   An Ecodriving idea here in Poland has not much support at the moment. As a result of the II World War as well as the low standard of living, for many years of the socialist economic system in Poland, the development of the automotive industry and the related level of automotive culture was much slower than in the same period in the countries of Western Europe. In fact here is the first generation of people that now has the ability to use a car as a daily means of transport. It is only now possible to reach patterns previously unknown in our country. First of all it is possibility of the purchase of a higher class of vehicles equipped with the new technology e.g. on board computer, new type of engine etc. Also, only a rapid increase of fuel prices in recent years has caused a change in the behaviour of drivers, who are paying now more attention to the economic return than reckless driving style. Both learning environments of the drivers and the driving training centres, both amateurs and professionals do not deal in an organized manner of the Ecodriving problems. At the end of 2012 the most important task for all driving schools and for most of the driving training centres there were to gain as much as possible number of students to prepare them for the exam on a driving licence. This situation has resulted from the fact that from the 01 Jan 2013 here in Poland have changed the examination rules of a driver candidates. Big demand to pass the exam according to an old principles gave a virtually impossible rise to organize the communication and business talks regarding Ecodriving methods. Here in Poland has been
taken three times by KAPE strenuous efforts and attempts to organize the eco driving steering Group Ministry of Transport and Infrastructure and the Polish Motor Association. The third organization it was Warsaw Centre of Road Traffic. All those institutions are mostly competent bodies of legislative process, both teaching and examination of candidates for drivers.

2. Work progress:

   a. A summary of progress towards objectives regarding Ecodriving in

   i. learner driver education and examination and

   During the ECOWILL project period, i.e. in 2010 - 2013, at the Ministry of Transport were carried out legislative works related to the implementation of the Directive 2006/126/EC on the examining of learner drivers, training, examination and certification of examiners and the fees and design of documents used in these cases. In the frames of so-called public consultations KAPE has had several meetings with the leadership of the department of transport policy at Ministry of Transport in this regard. In addition, our comments and suggestions on issues related to Ecodriving methodology were prepared and sent to the Ministry. However, the effect was so small. Any remark of our comments has been not taken into account in the paragraphs of this new regulation. What is more surprising no any comments made by both driving school as well as partners working with KAPE have been not taken into account also. It is difficult to evaluate this situation, which is rather due to a lack of willingness to make changes than lack of competence as that during the talks the declarations made by the management of the Ministry was clear and positive.

   Also, cooperation with the Polish Motor Association has been unsuccessful. However, in this case, in our opinion, it had a significant impact due to the human factor concerns the competitiveness of the automotive training market.

   ii. driving instructor/ examiner education programs

The principles of Ecodriving have not yet been a subject of the compulsory education of novice drivers, while their knowledge is not required as a part of testing for any driving license category. The number of people who learned Ecodriving from the Internet and press resources is unknown. There are only few enterprises which require their staff to know and follow the Ecodriving principles when operating their company vehicles. Polish driving training curricula and driving license test criteria are void of this driving. A total number of certified instructors and examiners of approx. 40,000 are divided to driving training instructors (in driving schools – DS) and driving improvement instructors (in driving improvement centers – DIC), as well as the examiners (in Provincial Centers of Road Traffic – PCRT). The ecological motives, as well as the promise of a safer traffic by Ecodriving, are
usually not taken seriously by most of instructors and licensed drivers, despite the usually enthusiastic opinions of those who have learned and been applying these driving principles in real life. In the Internet, these opinions clash with equally heated arguments of "tyre burners", who state that Ecodriving kills the joy of driving car, that it is something for elderly persons and that if there were more eco drivers, they would completely jam up the roads with their "sluggish driving".

b. Details of each task

i. Which stakeholders were involved in your activities?

- Ministry of Transport and Infrastructure, Management of the department of transport policy
- The Polish Motor Association – Chairman and group of Management
- Warsaw Centre of Road Traffic – General director and instructors and examiners
- Owners of driving schools
- Warsaw City hall, Transport and Road dept.
- Local administration of different cities management (special program of GIS Scheme regarding public transport – one of criteria there was Ecodriving seminars and workshops. Education panel in this program.

ii. What were the major obstacles/ problems you encountered?

- Lack of interest mainly on the part of decision makers of the Ministry of Transport in case of Ecodriving subject and disregard the opinion of experts of this branch in the evaluation process in legal documents preparation and regulations,
- Not any subsidies for training lessons in the near future. After successful beginning of SDT no further continuation this good idea could be dead
- Enthusiasm of small group of people not every day involved to training of Ecodriving would not help in building strategy of education of young generation of drivers - lack of good prepared instructors, lack of education program

iii. Was it easy/ difficult to raise awareness for the subject of Ecodriving and changes in the current examination and testing procedures?

It was probably good time for very easy changes in current examination and testing procedures - the end of 2012 when the new regulations have been prepared. But lack of courage of policy makers in our Ministry of Transport have lost these chance

First of all the main contribution to the progress from ECOWILL side there was TTT and SDT organisation. Practice activity interesting educational handbooks gave a huge chance to new partners (driving schools) to cooperate with private drivers and business centres (fleets).

Wide presented this driving style at the web site should be helpful for students and their parents.

3. **What are the major achievements/ results?**

4. **What progress do you expect in the future (beyond the end of the project)?**

Direct cooperation with driving schools, sending handbooks and training materials. Cooperation with car manufacturers to provide this information directly to drivers buying new vehicles. Cooperation with insurance companies in the frames of campaign - driving safety the car it means it is Ecodriving.

### 2.13 Spain

1. **What were the objectives for the period of WP7 activities in your country?**

The objectives to be achieved in Spain within WP7 are mainly related to the contents of Task 3 as described in the DoW. This Task refers to countries which have neither been able to implement Ecodriving completely into driving school curricula, nor into written and driving tests yet.

Spain has been promoting Ecodriving among drivers for years, with the help of different grants provided by the Institute for Energy Diversification and Saving (IDAE), as well as working in parallel for the implementation of this new way of driving in driving schools, making use of the support provided by public and private entities such as the Spanish Traffic Authority (DGT) and the National Driving School Confederation (CNAE), which are key entities within the process.

Considering that Spain has been in a transition phase since the beginning of the ECOWILL project (the implementation has not been carried out yet, but the roadmap to do it is almost defined), RACC has identified specific objectives within its task, which are viable to be achieved until the end of the project, making use of the work made by other national
entities in the past. Thus, the main objectives to be achieved within the activities of this work package were the following:

- Creating a Spain-wide Steering Committee with the main stakeholders identified in WP2 that will serve as a lobby to put pressure on the respective public administration (Ministry of Public Works) for the definitive implementation of Ecodriving in driving schools.

- Achieving the unanimous and definitive implementation of Ecodriving in driving schools, adapting the contents worked out in ECOWILL as far as possible.

- Getting the support of the different Spain-wide stakeholders for the ECOWILL project to make them adopt the improvements achieved during the project once Ecodriving has been implemented into driving schools, i.e. to implement the contents marked by the ECOWILL certificate for driving school learners, licensed drivers, instructors and examiners.

- Consolidating all stakeholders, so that they continue working to the benefit of Ecodriving using the conclusions reached on a European level, once the ECOWILL project has finished.

The above mentioned objectives are quite ambitious for Spain, especially if we consider that all of these tasks have to begin 2 years after the start of the project. In the view of this situation, RACC made an early Spain-wide start of the tasks working from the first year with the relevant entities to achieve the set objectives, gaining valuable time that has now shown the respective results.

2. Work progress:

   a. A summary of progress towards objectives regarding Ecodriving in
      
      i. learner driver education and examination and

When the ECOWILL project started with the activities in Spain, the local authorities in charge of this matter were already in the process of implementing Ecodriving in driving school curricula, both as regards contents and training. The roadmap for the introduction in driving schools had already been defined to a high degree, and therefore, the work carried out during the project was mainly based on opening the way among driving school instructors to make them accept the oncoming change faster, through their respective associations.

Likewise (once finished), the blueprint and the letter of support created on the base of the ECOWILL tasks, together with European entities, were submitted in order to implement the
European contents in the contents already created in Spain. This fact, together with the change in the European Directive to include Ecodriving as a compulsory aspect to get category B driving licenses, made it possible to achieve a major advance in the implementation of Ecodriving in Spain, opening the way to be able to continue looking for synergies between the two approaches that Spain has currently on the table once the ECOWILL project is over.

ii. Driving instructor/examiner education programs

As regards driving school instructors and examiners, things are quite similar. Considering that it is compulsory to train examiners and new driving school instructors in order to implement Ecodriving in driving schools (theory and driving); the advances in this field had already been achieved with certain anticipation.

The entity in charge of regulating the curricula to get the driving school instructor and examiner certificate had already introduced this topic, and all instructors wishing to get the certificate (from 2009 onwards) had to be trained in Ecodriving.

As regards the examiners, they all depend from a single institution (Spanish Traffic Authority - DGT), so it was easy in this case, as all examiners were trained for the exams, thus achieving a standardisation of criteria in terms of Ecodriving. All examiners in Spain were trained in Ecodriving until October 2010.

In both cases, the pending task was the implementation of the processes worked on in ECOWILL into the contents. However, given the initial reluctance by the entities in charge of implementing these contents into the already existing contents, the approach was eventually changed to allow for the contents to be complementary contents with a view to implementing them in a near future. Once the ECOWILL project is over, we will continue working in this field.

b. Details of each task

i. Which stakeholders were involved in your activities?

The following stakeholders, from different institutional levels, were involved from the beginning in the ECOWILL activities:

- The Ministry of Public Works, through the Spanish Traffic Authorities (DGT). This is the only Spain-wide body in charge of driving school and instructor training curricula and it also gathers all examiners in Spain.
Institution for the Energy Diversification and Saving (IDAE), in charge of disseminating the Ecodriving techniques among licensed drivers (category B and heavy) through subventions since 2004. This institution participated in previous projects dealing with Ecodriving, such as TEATRISE and ECODRIVEN.

National Confederation of Driving Schools (CNAE). This is the largest association of driving schools in Spain, and RACC is a member of it. Thanks to the participation of this entity, all communications we wanted to disseminate were able to reach all driving school instructors, and we received answers and opinions about the progress made by the ECOWILL project.

Michelin took part as a private entity, acting as an external pressure tool committed to the environment. The company provided the talks and the drivers' points of view with a high social value.

ii. What were the major obstacles/problems you encountered?

Despite having all the contents for the driving schools and also already trained examiners, the DGT did not make the step of implementing them definitively in the process to obtain the driving license at driving schools. The main reason to adopt this position was the current economic situation in Europe, and especially in Spain. The implementation from a legislative perspective was easy, as there was no need to change any law by means of a decree, but the national directive had to be changed (by order of the Ministry of Public Works through the DGT). Thanks to the work done on a European level by the ECOWILL project, the pressure by the national Steering Committee and different communications between CIECA and DGT, this issue was solved before the end of the project (January 2013).

Another issue to be considered was the training of already certified driving school instructors, which had not received any Ecodriving training (recycling). So the question was raised as to who would be responsible for this training on a first level. Both RACC and CNAE committed themselves to train their driving school instructors in Ecodriving, provided that the ECOWILL certification would be recognised by IDAE and DGT as quality content. This was an obstacle at the beginning of the discussions, but as they got more and more knowledge about the topic, it was eventually them who demanded that it had to be like that.

iii. Was it easy/difficult to raise awareness for the subject of Ecodriving and changes in the current examination and testing procedures?

As already mentioned, the institutions in charge of making the change in the assessment and examination processes were involved in the ECOWILL tasks since the start of the activities, even before the planning proposed by ECOWILL. Considering this situation, it was quite easy
to let them know the way and the guidelines on Ecodriving that were being followed by Europe in this sense.


ECOWILL made a major contribution to the achievement of the targets proposed during the ECOWILL project. In the first instance, EFA participated actively to include CNAE in the Steering Committee. Without their help it would have been very difficult to get their support (given the history between RACC and CNAE). Likewise, the changes made to the European Directive (2012/36/EU), amending Directive 2006/126/EC, managed to give the final boost to the negotiations of the Steering Committee for the implementation of Ecodriving in the process to obtain a driving license (category B). Eventually, after the change in the European Directive, the Letter of Support and the Blueprint increased the interest of the participating entities in ECOWILL and its activities. Thanks to all of this, we can say that the Stakeholders are going to carry out future activities (outside ECOWILL) on a Spain-wide level, considering the contents as a reference to be reached in a medium to long term.

3. What are the major achievements/ results?

The results achieved thanks to the activities carried out by RACC within this work package, were quite satisfying as they covered all the targets established at the beginning of the project. There were significant achievements for Ecodriving in driving schools during the ECOWILL action period, as well as encouraging results (thanks to the commitments undertaken within the Steering Committee) for the training of driving school instructors and examiners (recycling), after the end of the project.

The largest achievement within the work package has been the definitive implementation of Ecodriving contents in driving school curricula to get the driving license.

After a couple of years of work and pressure by the Steering Committee on the entities in charge of the implementation, it was finally achieved that as of 21 January 2013 it is not only compulsory to pass the written test, but also the driving test with a high content of Ecodriving (questions and driving). Thanks to its implementation, from now on, not applying Ecodriving techniques during the driving test will be considered by the examiner as a serious fault and reason enough to fail the exam if applied incorrectly.

Likewise we achieved a successful Spain-wide support for ECOWILL by the entities representing driving school instructors (CNAE) and examiners (DGT), so that after a time of stabilization (after the implementation of Ecodriving in driving schools), the contents
promoted by ECOWILL shall be included in the training in driving schools (instructor training) and in the assessment of driving tests (examiners).

Thanks to the work carried out in parallel work packages (WP4 and WP5), it was possible to create an infrastructure of instructors (6 from CNAE and 35 from RACC) and examiners (6 from DGT, which is the only entity in charge of carrying out driving tests Spain-wide) that will make it possible to disseminate these contents among the rest of instructors and examiners once the project is over. Likewise, the infrastructure has served as a base to carry out the tasks of WP6 as regards distributing the SD trainings on a national level to more than 500 drivers with category B driving license.

4. What progress do you expect in the future (beyond the end of the project)?

The work carried out during the time of the ECOWILL project has managed to create a strong Spain-wide Steering Committee with the main Stakeholders in terms of Ecodriving. Thus, we expect great things to come from this Ecodriving lobby in Spain.

In the first instance, we expect the Steering Committee to continue with the tasks in order to implement the ECOWILL contents in the training of new driving school instructors (license to act as an instructor) and examiners (exams for civil servants), as well as in the recycling training of all those instructors and examiners who are currently working as such legally, i.e. to achieve that these contents are regulated by the public administration in charge of this task.

We also expect to reach a clear agreement so that the theory contents and the driving classes at driving schools adopt the contents promoted by ECOWILL in a satisfying and homogeneous way; the coaching issue being the most relevant for all those agents involved in driving school training.

Making use of the fact that the work carried out in this work package involved and counted on the participation of driving school associations (RACC and CNAE) we achieved the commitment of both institutions to carry out the courses promoted by ECOWILL (Train the Trainer) with their members.

In a first phase, RACC will train all of its instructors in the coming years (more than 250 instructors Spain-wide) following the ECOWILL method, and will start to create business by means of the SD Trainings (between 300 and 500 per year). As regards the CNAE, they are expected to train the instructors from their driving schools bit by bit (around 8000 instructors who could be trained), thus allowing for a Spain-wide standardization of the contents imparted in driving schools.
Finally, we expect DGT, the only institution in charge of the driving tests to obtain the driving license through their examiners, to use their already trained and ECOWILL certified examiners for the training/recycling of the rest of the examiners.

2.14 United Kingdom

1. What were the objectives for the period of WP7 activities in your country?

Since 2008 the UK driving test has officially included an assessment of candidates’ ability to drive efficiency. However ECOWILL’s work on WP2 revealed that it is almost universally acknowledged that little attention is actually paid by examiners or instructors to a candidate’s ability to ecodrive.

EST’s main objective in WP7 within WP7 was therefore to see Ecodriving assume a greater priority and importance in UK driving tests, ideally by becoming pass/fail criteria. Since trainers undoubtedly ‘teach for the test’ this would ensure learner drivers receive more Ecodriving training.

2. Work progress

Summary

In the UK EST focussed its efforts on increasing the role of Ecodriving in learner driver education and examination rather than on driving instructor /examiner education programs. EST was successful in stimulating debate and consideration of the subject at high levels within the Department for Transport and the Driving Standards Agency (DSA), although at present there are still no concrete plans to change the status quo.

Detail

The Energy Saving Trust, DSA and the UK’s Department for Transport (DfT) had already met and discussed Ecodriving in the context of the UK driving text on two occasions before ECOWILL started. EST was therefore already fairly clear on both the DSA and DfT’s positions on the subject: DfT is interested in the possibility of a greater prominence for Ecodriving but generally defers to the DSA on such matters; the DSA does not think it was necessary or desirable for Ecodriving to have a greater prominence in the UK learner driver curriculum or driving test.
In light of the above, and because DSA and EST are both funded by DfT, it would not have been appropriate to form a steering group in the UK: Instead EST’s work on WP7 involved bilateral and trilateral meetings with the other two organisations.

Paul Helbing, the then Deputy Chief Driving Examiner at the DSA, attended the ECOWILL WP4 workshop in July 2011 and seemed receptive to ECOWiLL’s model of short-duration training and to the project in general. Unfortunately Mr Helbing left the DSA a few months after this workshop.

EST started WP7 discussions with DfT in late summer 2012, seeking to convey the idea that it was time to reopen discussions with DSA about Ecodriving and the UK driving test. This led eventually to a productive meeting between the three organisations at the DSA’s head office on 18th December 2012. The meeting was attended by three DSA staff and it quickly became apparent that the three DSA employees held different views: The Senior Education Advisor did not want to see Ecodriving take a greater prominence, but the Sustainable Development manager did if possible, and the Assistant Chief Driving Examiner was non-committal. The main objections from the Senior Education Advisor were a belief that any Ecodriving faults would always already be picked up as safety faults, and a belief that it was impossible to assess Ecodriving objectively. In the weeks following the meeting EST worked with CIECA and DVR to address these concerns, in particular by creating and consulting on scenarios in which it was clear that driving inefficiency does not necessarily always compromise safety. ECOWILL made considerable progress in getting this argument accepted within the DSA.

Overall ECOWILL WP7 stimulated a lot of high level conversation and consideration about Ecodriving within DSA. Ultimately DSA concluded that the UK already complies with European legislation, including the forthcoming amendment, and the DSA does not intend to do more than this at the moment. It was suggested that the cost of making any amendments to UK legislation was one reason there was no appetite for changes at present.

3. What are the major achievements/ results?

ECOWILL’s most significant achievement was to re-open a meaningful and high-level conversation about Ecodriving between EST, DfT and the DSA. The DSA has tacitly acknowledged that some of its initial justifications for not giving Ecodriving greater prominence do not in fact stand up to scrutiny.

The DSA’s attendance at the CIECA Ecodriving workshop on April 17th was almost certainly as a result of ECOWILL activity to encourage the DSA to engage with Ecodriving. Furthermore the DfT explicitly asked DSA to report its findings and assessments from this meeting.
Ultimately the DSA has decided not to amend UK legislation at the present time, but it appears to have to have adopted a position that is more welcoming of Ecodriving and more open to discussing the subject.

This constructive discussion of Ecodriving between EST, DfT and DSA would not have happened without the ECOWILL project. EST had previously had a difficult relationship with DSA who appeared reluctant to accept EST’s involvement in driver training, but ECOWILL provided an excellent forum to move towards a more constructive dialogue.

4. **What progress do you expect in the future (beyond the end of the project)?**

EST expects to maintain a more open and positive dialogue with the DSA about Ecodriving and the UK driving test. ECOWILL encouraged DSA to make some significant changes to the UK driving test and it is not surprising that there are not yet any concrete plans to enact such changes. However, as one of the staff at the DSA said, these things are often a question of timing as much as anything else and it appears likely that the topic will be revisited. Specifically, the DSA has talked about the possibility of the 4th Directive in two or three years’ time will increasing the prominence of Ecodriving, and has said that it would aim to comply in advance with any such legislation.