

Driver and Vehicle Licensing

- Measures for Road Safety and Accident Prevention

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Traffic Safety Strategies

A holistic approach including

- A systematic overview of what is influencing risk levels and safety
- Common traffic safety philosophy
- Basic principals guiding the choice of actions and how they should interact

Examples

- **“*Vision Zero*”**, stating zero tolerance against severe human injuries and death in traffic (*Swedish traffic safety philosophy since 1997*)
- Common responsibility for all parties to approach that remote goal
- Actions to prevention death and severe injuries should be based on knowledge about how much violence a human body can take

Swedish Traffic Safety Strategies

Swedish traffic safety actions are focused on

- Safe Roads
- Safe Vehicles
- Safe Road Users (*in general*)
- Safe Drivers of motor vehicles

Safe vehicles and safe drivers are the issues today. International (*and especially European*) regulations are in both cases guiding the certification of drivers and vehicles in Sweden

Vehicle Licensing in Sweden

All vehicles must carry number plates and a certificate of registration, presenting imperative technical details and limits.

Initial approval:

- Whole vehicle approval and CoC (Certificate of Conformity)
- Without CoC a registration inspection is needed, as well as for re-classification or after vital changes of the vehicle

Periodic vehicle inspections (personal cars):

- After 3 years, 5 years and then every year

On the road inspections:

- Done by police force inspectors, anytime and anywhere

The permission to use the vehicle is also depending on that vehicle taxes and insurances are paid and that any checks are passed

Vehicle Information in Sweden

- All data for registered vehicles are recorded in the National Vehicle Register, kept by the Swedish Transport Agency.
 - The Police have direct access to all vehicle information recorded in the National Vehicle Register, by computer connection from their cars
 - Anyone can ask for information from the register for a specified vehicle (*by phone or by internet*)
 - New models of cars are (*voluntarily*) crash tested by Euro NCAP (**E**uropean **N**ew **C**ar **A**ssessment **P**rogramme) to provide vehicle safety information to consumers and stimulate the vehicle industry to enhance vehicle safety.
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Driver Licensing in Sweden

The Swedish system is fully based on **The Second European Drivers Licensing Directive** (COUNCIL DIRECTIVE of 29 July 1991 on driving licences (91 /439/EEC)), valid until 19th January 2013 (*with minimum demands*) and is containing:

- Assessment of fitness to drive (medical or personal)
- A national curriculum for driver education
- A few compulsory courses
- Voluntary education (*by driving schools or “privately”*)
- A final driving licence examination, divided in two tests (*a knowledge test and a practical driving test*)
- New licences on probation for two years

Driver Licence Categories (Directive 91/439 EEC)

A Motorcycles (A1, A restricted, A), age 16 or 18

B Cars (*personal cars*), <3.5 T gross weight and < 8 passengers, age 18

BE Cars with heavy trailers, >750 kg gross weight or totally 3.5 T

C Lorries (for goods) > 3.5 T gross weight, max 80 km/h (or big cars >3.5 T gross weight) + **CPC** for commercial transports (to come in Sept 2009), age 18, (B-licence before)

CE Lorries with heavy trailers >750 kg gross weight

D Buses >8 passengers or >3.5 T gross weight, max 90 km/h + **CPC** for commercial transports (to come in Sept 2008), age 21, (B-licence before)

DE Buses with heavy trailers >750 kg gross weight

Goals for Driver Education

	Knowledge and skill	Risk increasing aspects	Self-assessment
Goals for life, skills for living	Lifestyle, age, group norms, motives, self-control, values	Sensation seeking Group norms Complying to peer pressure	Risky tendencies Own preconditions Impulse control
Goals and context of driving	Modal choice Choice of time Trip goals Social pressure	Alcohol, fatigue Purpose of driving Rush hours Competing	Planning skills Typical goals Typical risky motives
Traffic situations	Traffic rules Observation Driving path Communication	Disobeying rules Information overload Unsuitable speed	Awareness of personal strengths and weaknesses
Vehicle manouvring	Control of direction, position Tyre grip Physical laws	Unsuitable speed Insufficient automatism Difficult conditions	Calibration and awareness of car-control skill

Figure 1. The GDE-framework (Hatakka, Keskinen, Glad, Gregersen, Hernetkoski, 2002).

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Driver Education in Sweden

- Driver education is regulated by a national curriculum for each category of vehicle
- The national curriculum is based on the GDE matrix
- Driving schools must be approved by the Swedish Transport Agency (*with certified teachers etc.*)
- A private supervisor must be approved for their student
- There are three compulsory courses (one “Introduction course” and two “Risk awareness courses”)
- Free choice of private or professional education
- On road training allowed from age 16 (personal cars)
- A learners permit is needed to start on road training
- ~~The supervisor is legally responsible when practice~~

Driver Examination in Sweden

- Both knowledge tests and driving tests are fully based on the national curriculum and are final exams
- A knowledge test (*fully computerized*) contains 65 valid items + 5 items for trial (*for cars*). To pass 52 items correct are needed
- A driving test (digital protocol) lasts for approximately 45 minutes (*at least 25 minutes driving time*)
- Competency based overall assessment of driving capacity for pass/fail decisions
- Authority to drive as soon as results are recorded in the National Driver Licence Register

Driver Licence Information in Sweden

- All data for drivers (*drivers licence and CPC*) are recorded in the National Driver Licence Register, kept by the Swedish Transport Agency.
- The Police have direct access to all Licence information recorded in the National Driver Licence Register, by computer connection from their cars
- Anyone can ask for information from the register for a specified person
- Revocations of licences for medical reasons or for traffic offences are (from 1 January 2010) done by Swedish Transport Agency
- Revocation during probation period or for more than one year means a complete new driver examination

Thank You for your attention!

More information about the licensing and testing procedures in Sweden is available on the Swedish Transport Agency's website

www.transportstyrelsen.se

(also in English and some other languages)

Or you can

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