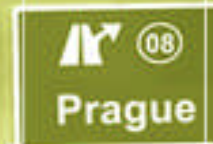


# *Fit to Drive*

3rd International Traffic Expert Congress  
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Welcome

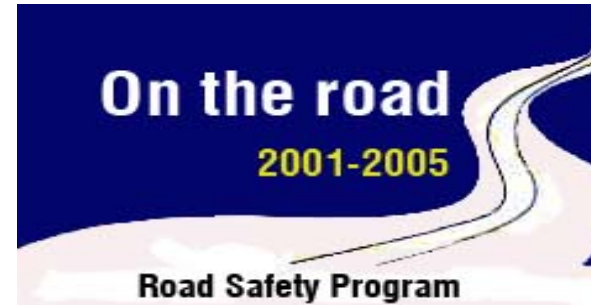
## Driver Training in Greece

John Lalos, Panhellenic Association of  
Professional Drivers Instructors (Greece)





- On the road 2001-2005



## ROAD SAFETY PROGRAM

Goal must be the reduction of deaths caused by road accidents

At 20% until 2005

And 40% until 2015

With base year 2000

## On the road

- ▶ There were positive results from the enforcement of road safety program
- ▶ All over Greece from 2001 until 2005 there was a total reduction of mortal accidents, which comes up to 15%
- ▶ Greece continues to present one of the worst standards of deaths as far as the number of vehicles being on road among European Union is concerned

The reduction of road accidents with serious health damages can be achieved, if the following factors are tested:

- Road environment
- Road user (Pedestrian and Driver)
- Vehicle
- Policing
- After accident handling.

Every improvement achieved in each of the previous factors leads to the desired result of road accident reduction.

Following a road accident's reduction program, all efforts should be given first of all to the citizen's alertness and to the promotion of traffic consciousness, which begins from the basic training and testing of future drivers.

## Drivers' training system in Greece

### General factors:

- ▶ Training can be started from the age of 18 and more for categories B and A1
  
- ▶ Training can be started from the age of 21 and more for categories A, B+E, C, C+E, D, D+E



The trainee needs licence from the specific traffic departments in order to begin the training

In order to get training licence for categories B or A1:

- An eyes' capacity test by a doctor who cooperates with Transportation Ministry
- A GP test by a doctor who cooperates with Transportation Ministry

In order to get trainging licence for categories B+E, C, C+E, D, D+E he ought to show to the doctors above full medical GP tests.

## Theoretical Training

- Obligatory theoretical training has been instituted voted in Greece since 1999, only in “Theoretical training centers of future drivers” are concerned, which belong to driving trainers approved by Transportation Ministry
- Theoretical syllabus for all categories is published by Transportation Ministry, but in greek language only
- There are minimum hours of theoretical training for each vehicle category

## Theoretical Training

Minimum number of theoretical lessons for each category is:

- ▶ For category B                   ⇒       20 sections of 45 minutes each,  
and one full hour in computeration test
  
- ▶ For category A:
  - If there isn't a B licence   ⇒       30 sections of 45 minutes each,  
and one full hour in computeration test
  
  - If there is a B licence       ⇒       10 sections of 45 minutes each
  
- ▶ For categories C or D       ⇒       10 sections of 45 minutes each  
and one full hour in computeration test

## Theoretical Examination

- Repetition of examination in case of failure within 7 days
- Computerized system with touch screens:
  - ▶ For category B: 30 multiple choice questions *(with a minimum of 29 correct answers)*
  - ▶ For category A: 10 multiple choice questions *(with a minimum of 9 correct answers)*
  - ▶ For categories C and D: 10 multiple choice questions *(with a minimum of 9 correct answers)*
- Examination time: 35 minutes
- Possibility of testing in four different languages
- Possibility of oral phonetical examination for people with special needs

## Practical Training

- Obligatory practical training has been instituted voted in Greece since 1999, only in a drivers' school with an approved by the Transportation Ministry driving trainer
- In a special training car with double pedals
- Minimum training hours of practical training:
  - ▶ For category B                   ⇒ 20 sections of 45 minutes
  - ▶ For category A                   ⇒ 10 sections of 45 minutes
  - ▶ For categories C and D       ⇒ 10 sections of 45 minutes

## Practical Training

During the practical training of future drivers, the trainer is obliged-further than his training in practical examination tests – to care for his effective training according to the instructions of **Road Code** and to the safe driving rules. What is more he is obliged to teach the knowledge needed as far as the technical part of the vehicle and its conservation are concerned, having himself the total responsibility for the tranee's effective training and the safe driving from the future driver, which is easily proven by the participation of the trainee in the practical examination

## Practical examination

- Practical examination in the drivers' school's vehicle with the presentation of the trainer
- Practical examination by two examiners sent by the Transportation Ministry in city areas with limited traffic
- Reexamination after 7 days, in case of failure
- Reexamination possibility by a new examiners' group if the trainer believes that he is underestimated

## Practical examination

Practical examination includes:

The trials and the tests of knowledge and capacity of the future driver

They can be classified in the groups below:

- **GROUP A:** Vehicle preparation, stop protection, special manoeuvres tests
- **GROUP B:** Driving (serious mistakes)
- **GROUP C:** Driving (simple mistakes)



## Practical examination

- ▶ It is considered as "successful" if the trainee has succeeded in all tests
- ▶ If he fails in one of the group B tests, the practical examination stops immediately and the trainee fails
- ▶ What is more, the trainee fails if he has more than 4 mistakes in group C
- ▶ The total examination time in driving is 25 minutes at least for category B and 45 minutes for the rest of the categories

## The weakness of the theoretical training and examination

- Very few hours of training in categories C and D
- Theoretical training syllabus only in greek language
- Lack of trainees' interest as far as the theoretical lessons are concerned
- Extremely small mistake possibility in theoretical examination
- Small data base in multiple choice questions which leads to the consequence of easy learning by heart



## The weakness of the practical training and examination

- Training managed by the examination
- Candidates with high manoeuvres capacity (Parallel park by the side of the road, Reverse around a corner to the left or right, Turn in the road ) and low capacity in general driving
- Candidates who want to take the minimum practical lessons demanded by the law
- Inadequate time of practical examination in driving

## What should change

- Examination pulls the training
- If the examination is strict and objective, the trainee will be forced to be correctly trained
- The outrageous number of drivers' trainers in Greece and the uncontrolled production of new trainers with low capacity effects the road safety and the quality of driving services, first of all
- The training in order someone to become a drivers' trainer and an examiner, too, should immediately pass to a higher learning status

*Thank you for your attention*