

### Measure 3: Training of professional drivers

#### **First page:**

<p><i>Policy package:</i> <b>ID:</b> Road Safety, quality and environment</p>
<p><i>Measure 3:</i> Training of professional drivers: keep the road transport profession attractive by promoting the necessary skills</p>
<p><i>What is the problem being addressed ?</i> The Directive on the initial qualifications and periodic training of drivers of certain road vehicles for the carriage of goods or passengers entered into force on 10.09.2003 (Directive 2003/59/EC OJL226 of 10.09.2003). With this directive an important step has been taken in achieving EU-wide compulsory training for lorry drivers in the Member States. Compulsory training has hitherto been a legal requirement only in France and the Netherlands, and the directive will consequently have a far-reaching impact in the other Member States. Some of these countries already had in-house training schemes, although training was only initiated by firms who assigned a high priority to safety. Furthermore, lorry drivers from outside the EU wishing to be employed within the EU will also be required to undergo training. In an amendment, European Parliament was demanding that EU lorry drivers should be trained in preventing crime as well as illegal immigration. Organised crime is affecting the European transport industry more and more and drivers can make a valuable contribution to combating it. This issue is therefore to be included in the training programmes.</p>
<p><i>Measure's costs and/or benefits:</i> There are no direct administrative costs for the implementation of this measure. Training costs of road transport operators will obviously increase, and it may be expected that the average level of training expenses in the Member States where training was still not a legal requirements will approximate the level currently achieved in France and Netherlands.</p>
<p><i>Legislative implementation at the EU level:</i> A directive entered into force on 10.09.2003 (Directive 2003/59/EC OJL226 of 10.09.2003).</p>
<p><i>What are the objectives ?</i> Currently, EU legislation provides for compulsory vocational training in limited cases. For example, for professional drivers under 21 years old wanting to drive goods vehicles over 7,5 tonnes. In the case of transporting passengers, a certificate of professional competence is compulsory, unless a driver has at least one year's experience in goods transport on vehicles weighing more than 3,5 tonnes, or has experience with vehicles carrying more than 17 persons. These requirements were laid down in a Directive dating back to 1976, which is now out of date. Nowadays, in a competitive and deregulated road commercial transport market, SMEs are struggling for survival and working conditions for drivers remain a serious problem, because they have direct economic and safety implications. The new directive will therefore seek to make the working conditions and skills of professional drivers subject to uniform rules. It aims to improve road safety, increase professional competence of drivers and reduce environmental pollution.</p>
<p><i>Interactions with other WP measures:</i> There are interactions with road safety measures, in so far as more professional drivers will take a safer driving behaviour on the European roads.</p>

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*Output indicators:*

The output of this measure can be documented through indicators which reflect the actual situation in all Member States for the driving training programmes, such as:

- Number and total expenditure for drivers training programmes
- Number of trained drivers and their share on total number of drivers

*Outcome indicators: intermediate impacts on transport markets:*

The measure will have an influence on road transport operator costs.

*Outcome indicators: final impacts on transport users and non users*

The measure should contribute to improve driving behaviour, and by this way to reduce transport emissions. Indeed, research has shown discrepancies between “on road” fuel consumption and emission rates (i.e. real driving circumstances) and test emission values as a result of poor driving behaviour. For instance, the British company Blagden Packaging Ltd reduced its fuel consumption by 18% as a result of a combination of measures including a fuel performance-related bonus and encouraging drivers to use gears properly, switch off the engine when the vehicle is stationary and avoid heavy acceleration. These performance gains probably also had knock-on effects in reducing accident rates, vehicle wear and tear, and repair and insurance costs (European Commission, 2000, Good practice in freight transport – A sourcebook).