

## Improves rules on training for professional drivers

### Proposal for amending Directive 2003/59/EC on the initial qualification and periodic training of professional drivers

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## CPC Revision Initiative

### Main shortcomings of the current Directive

- ***Training content*** only partially relevant for drivers' needs
- Difficulties linked to the ***mutual recognition*** of training completed in another MS
- Difficulties and Legal uncertainties in the ***interpretation of the exemptions***
- ***Inconsistencies*** with other EU legislation

## CPC Revision Initiative

### 'Minimum intervention' approach

- *Target the problems detected in the current legislative framework*
- *Form: amendment of Directive 2003/59/EC, but also relevant provisions of Directive 2006/126/EC on driving licences*
- *No significant impacts on national budgets and administration beyond the regulatory costs are expected*

## CPC Revision Initiative

### 'Minimum intervention' approach

#### ***General policy objectives of the initiative:***

- *Contributing to road safety*
- *Facilitating free movement of professional drivers*

#### ***Specific objectives:***

- *Ensuring that the training content better targets recent technological developments, road safety and fuel efficiency*
- *Ensuring smooth administrative practices for mutual recognition*
- *Improving legal clarity of the Directive and coherence with other EU legislation*

## CPC Revision Initiative

### PROPOSED AMENDMENTS

## Article 2 - Exemptions

- **2(b)** vehicles cannot be used for other purposes
- **2(d)** clarifies that vehicles used for the non-commercial transport of humanitarian aid are exempted
- **2(e)** vehicles can be used for driving lessons but also driving examination
- **2(f)** non-commercial transport does not have to be for the 'personal use'
- **2(g)** applies if driver is carrying machinery to be used in the course of his or her work
- **2(h)** entrepreneurs within agricultural, horticultural, farming or fishery undertakings ....

## CPC Revision Initiative

### PROPOSED AMENDMENTS

#### Article 7 – Periodic training

- *all holders of a CPC have to comply with the provisions on periodic training since 10 September 2016*
- *ensures that the periodic training includes at least one subject on road safety and that the same subjects are not repeated within the same training*
- *provides that the training is relevant for the work carried out by the specific driver and that it is up to date and relevant*

## CPC Revision Initiative

### PROPOSED AMENDMENTS

#### Article 10 - Union Code

- Ensure all holders of a CPC are issued either code 95 in their driving licence or driver qualification card
- Driver attestation mutually recognised
- Updated references

# CPC Revision Initiative

## PROPOSED AMENDMENTS

### Annex 1 – Minimum qualifications and training requirements

#### *Section 1*

- **better reflect current state of technology; focus on fuel efficient driving**
- **reinforce safe driving**
- **reference to automatic transmission systems**
- **include dangerous goods, animal transport and disability awareness**

#### *Section 2*

- **allow use of ICT tools in training; allow to combine CPC training with other forms of training required under EU legislation**



## CPC Revision Initiative

### PROPOSED AMENDMENTS

## Article 4 of Driving Licence Directive

- *Different minimum age requirements in CPC Directive and Driving Licence Directive*
- *Article 4 Driving Licence Directive stipulates minimum age requirements are "without prejudice to the provisions CPC Directive with divergent interpretations in MS*
- *Clearly stipulating the lower minimum age requirements for professional drivers in Directive 2003/59/EC as an exemption from the general rules in Directive 2006/126/EC*

## CPC Revision Initiative

MINIMUM AGE REQUIREMENTS						
Category		Driving Licence Directive	CPC Directive			
			Valid across EU		Valid in MS (if lower)	
			Ordinary initial qualification Art 6.1	Accelerated initial qualification Art. 6.2	Ordinary initial qualification Art 6.1	Accelerated initial qualification Art. 6.2
Goods	C1	18	18	18		
	C1E					
	C	21	18	21		
	CE					
Passengers	D1	21	21	21	18	
	D1E					
	D	24	21	23	20	
	DE			21 Regular service less than 50 km		