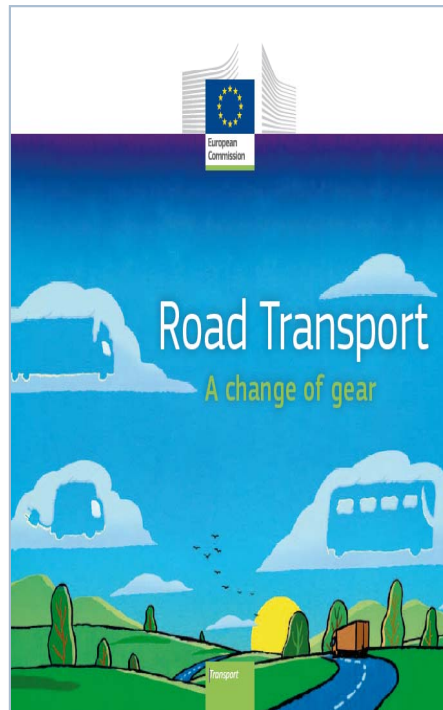


“Road Transport Professional Qualification for a sustainable development of the European economies, free movement and EU integration”

Mostar, 24 Mars 2014

Patrick Philipp, IRU Academy

Road Transport



Road transport is part of the lifeblood of the European economy and single market. It delivers goods across Europe fast, efficiently, flexibly and cheaply.

Road transport is a vital economic sector in its own right, employing about 5 million people across the EU and generating close to 2% of its GDP.

Road transport is a tool for reviving growth through the enhancement of competitiveness and the creation of jobs.



Siim Kallas

Vice-President of the European Commission

EU Objectives and Policy

The EU 2011 White Paper on transport defines them:

- ensure mobility on ever more congested road networks,
- significantly further reduce road fatalities,
- lower CO₂ and other emissions of pollutants from road transport to preserve the environment and lessen the impact of climate change on future generations,
- decrease fossil fuel use to improve the Europe's fuel security.

Policies are Reaping Benefits

New record low in road deaths

Fatalities among pedestrians and two-wheel drivers decline more slowly than car passengers / Disparities between high and lower income countries

Paris/Leipzig, 23 May 2013

2012 will mark a record year for road deaths in OECD-IRTAD countries.

However, road safety performance has improved considerably: Among OECD countries, the road safety performance of the best is 9-fold.

The disparity reflects the different road safety policies and emerging economic conditions. Road safety measures, according to the International

The bulk of reductions in road deaths has come from passive safety features of cars over the last decade.

Results have been less positive for vulnerable road users: In IRTAD countries, pedestrian and motorcycle riders by only 1.5-fold.

The safety of vulnerable road users remains a challenge in lower income countries. Also, the challenge of improving safety for pedestrians remains.

Another core challenge is to reduce the number of road injuries often result in lifelong disabilities and emotional costs.

The impact of serious road accidents on the data recording injury and property damage provide sound road injury data.

An internationally accepted proposal made by an IRTAD Commission, which is expected to be adopted by 2020. The challenge for IRU is to ensure that the data is reliable and comparable.

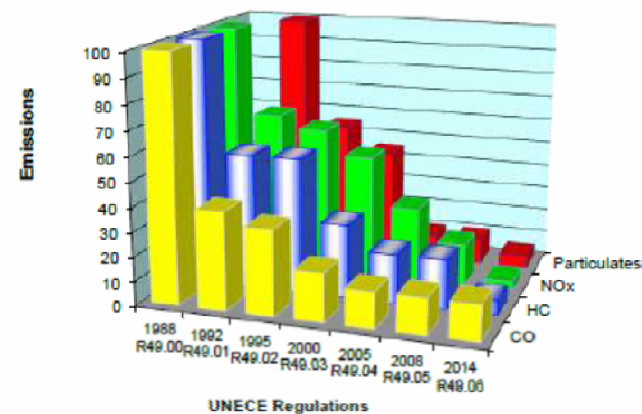
Download the report: [www.irtad.org](#)



Road Safety Annual Report 2013



EMISSION LIMITS FOR HEAVY DUTY VEHICLES



Challenges Remain



- Road Transport accounts for nearly 75% of all delivered goods in the EU
- Transport of passengers and goods by road will remain 100% dependent on the services of skilled and motivated drivers



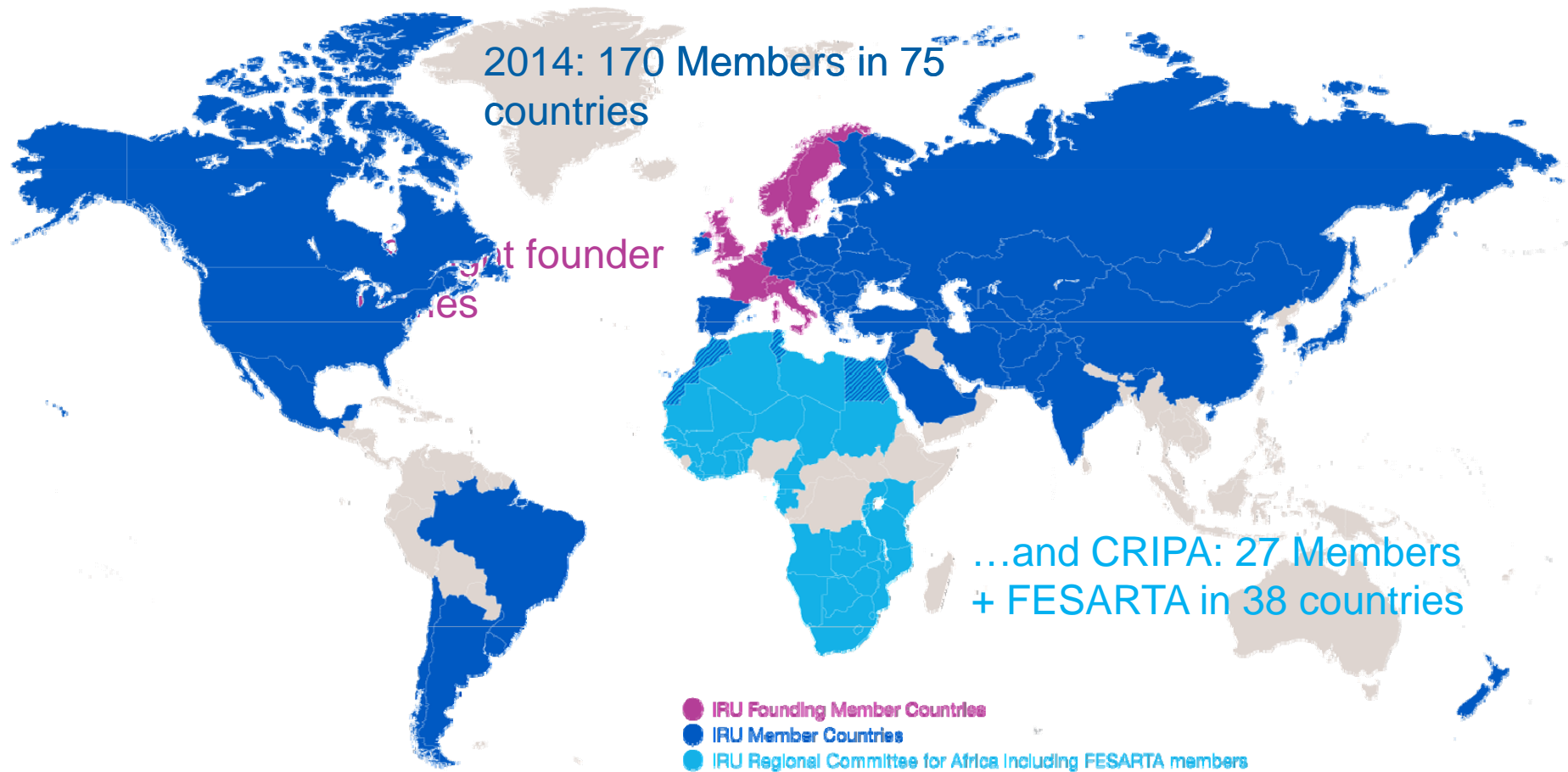
State of Play

- Need to respond to the EU transport and energy policy
- Road freight transport:
 - 24% increase from 2000 to 2008
 - Concern of CO₂ emissions
 - Road Safety a key focus
 - Need a level playing field
- Safer, greener, smarter:
 - Change driver behaviour
 - More energy efficient – technological changes
 - Innovative road safety technologies (ITS)

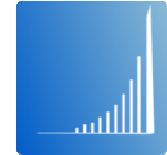




Evolution of IRU Membership



1948 – IRU founded in Geneva



1973 – IRU Permanent Delegation to the European Union in Brussels

1998 – IRU Permanent Delegation to Eurasia in Moscow



2005 – IRU Permanent Delegation to the Middle East and Region in Istanbul

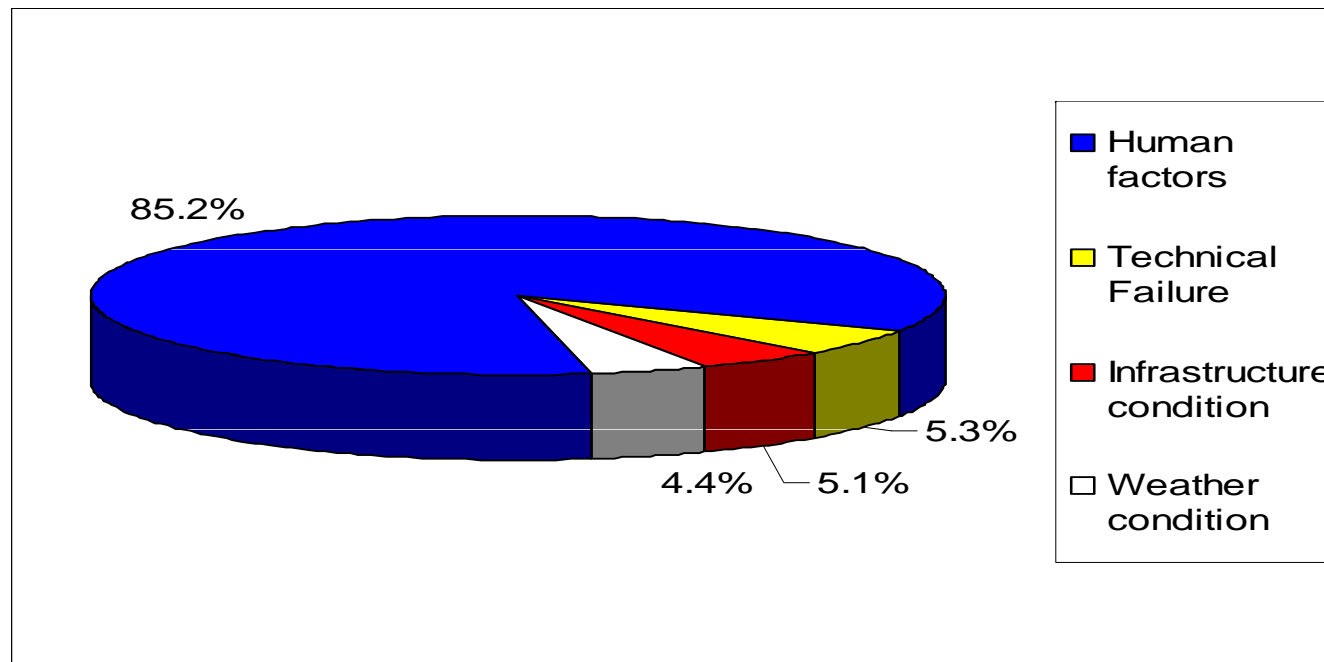
2012 – IRU Secretariat for Africa in Geneva



2013 – IRU Permanent Delegation to the United Nations in New-York

Focus on Priorities – Road Safety – Main Cause: The Human Factor

Investigation of 624 accidents showed the main cause of the accident is the human error



However, from the 85.2% linked to human error, 75% were caused by other road users!

Accident Analysis ETAC – A Scientific Study

Results confirmed by other studies



Large Truck Crash Causation Study

Analytical User's Manual



www.nhtsa.dot.gov
nhtsa
people saving people

NCSA

June 2006

US Department of Transportation



EUROPEAN ACCIDENT RESEARCH AND SAFETY REPORT 2013



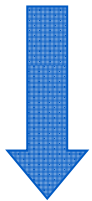
Damages to:



The Population



The Economy



The Environment



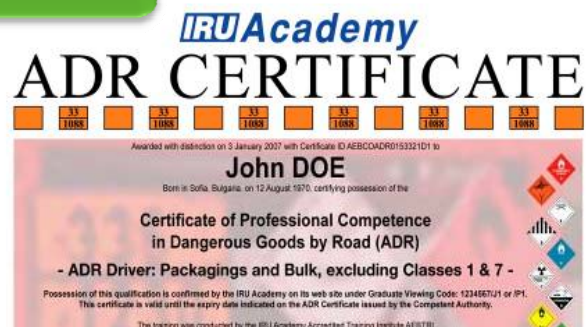


IRU Academy Objectives



IRU Academy Programmes

Competence



Compliance



Safety



Recognition

Mr Martin MARIFF
Secretary General
International Road Transport Union (IRU)
Switzerland

Mr Vladimir MUSTER
State Secretary
Ministry of Transport and Communications
Croatia

Performance

Dr Testar Academic
General Manager
Testnet Institute
South Africa

International Recognition

IRU Academy Advisory Committee



UNECE

United Nations
Economic
Commission for
Europe



IRU

Professional Qualification





To address the above mentioned challenges, the EU implemented Directive 2003/59/EC:

- CPC Driver compulsory for professional drivers throughout Europe
- Initial Qualification and Periodic Training (35 hours training every five years)

Focus on:

- Advanced Training in Rational Driving based on Safety Regulations
- Application of Regulations
- Health, Road and Environmental Safety, Services and Logistics

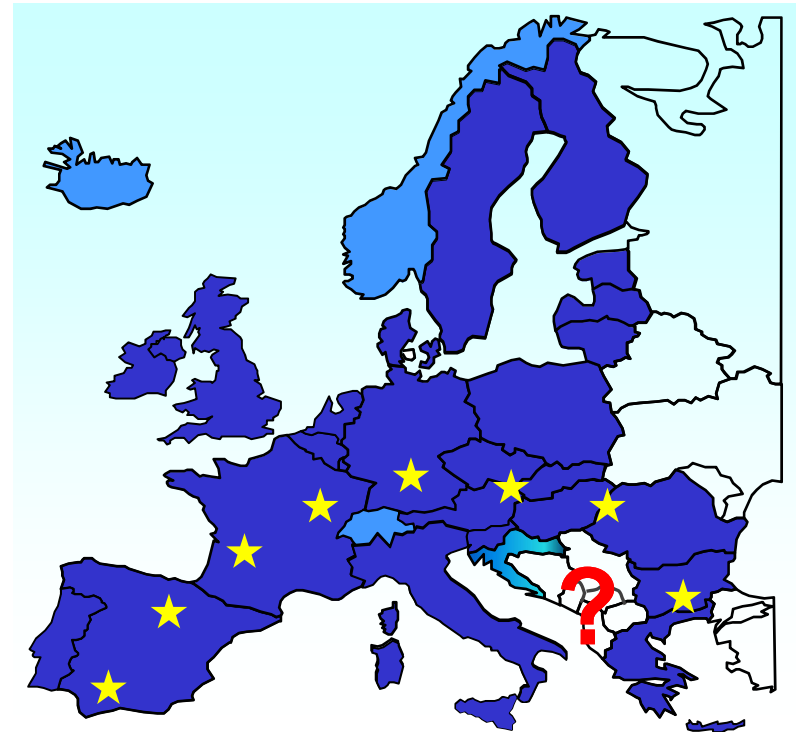
CPC Driver Qualification

Implementation:

- EU Directive 2003/59/EC
implemented on national level
- Fully compatible with EU Directive
2003/59/EC
- South East Europe ?

Lack of harmonisation on:

- Training curricula
- Requirements on CPC Driver
Instructors



Directive 59/2003/EC under review

✓ Public consultation till October 2013

✓ Results:

http://ec.europa.eu/transport/road_safety/pdf/consultations/cpc_main_conclusions.pdf

The screenshot shows a webpage from the European Commission's Mobility and Transport section, specifically the Road Safety area. The page is titled "Stakeholder conference on the Review of Directive 2003/59/EC". It provides details about a conference held on 6 March 2014, from 10:00 to 17:00, at the Albert Borschette Conference Centre in Brussels. The page also includes a brief description of the conference's purpose: to report on the findings of the public consultation and to discuss policy options for the review of the Directive. The website features a navigation menu on the left with links to Home, Users, Topics, Going abroad, For the specialist (English only), Take part, and Useful links. The top of the page includes a header with the European Commission logo and the text "MOBILITY AND TRANSPORT Road Safety". The bottom of the page has a footer with the IRU logo and the text "© International Road Transport Union (IRU) 2014".

Legal notice | Cookies | Contact | Search | English (en)

European Commission

MOBILITY AND TRANSPORT
Road Safety

European Commission > Transport > Road Safety > Events archive

Home
Users
Topics
Going abroad
For the specialist (English only)
Take part
Useful links

Events

Share

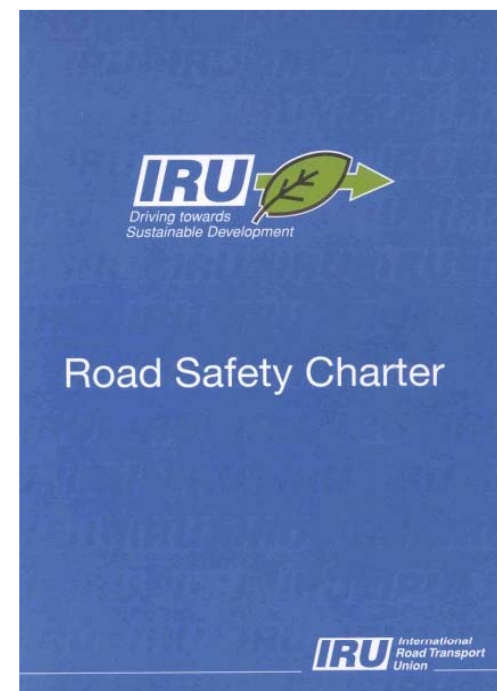
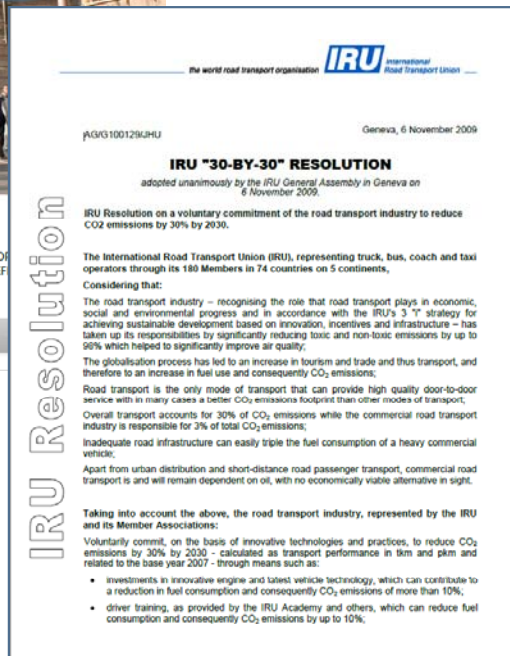
Stakeholder conference on the Review of Directive 2003/59/EC

- **6 March 2014, 10:00-17:00**
- **Brussels, Centre Borschette, Rue Froissart 36, room 0A**
- **Registration deadline 3 March 2014**

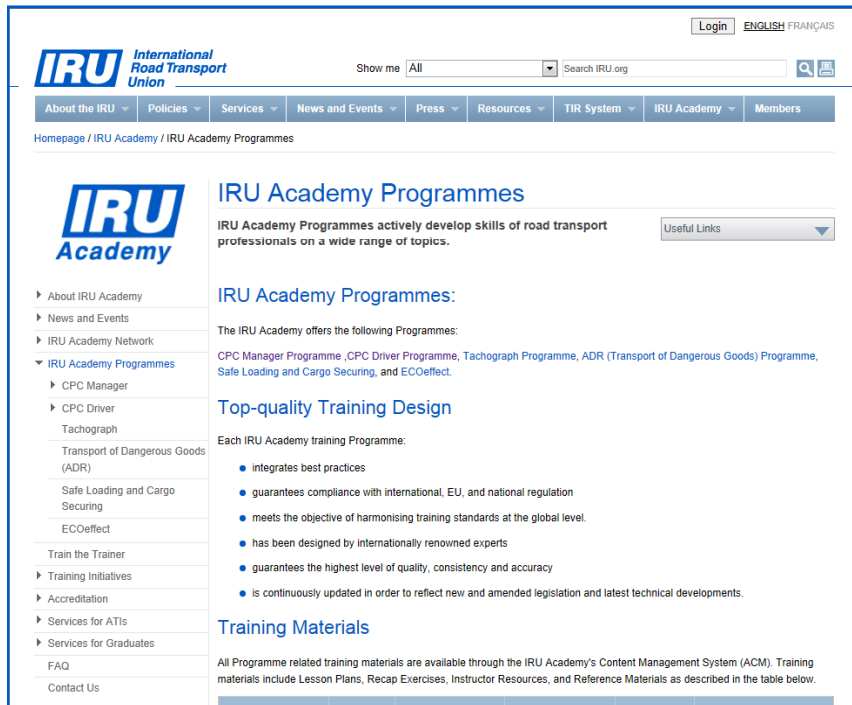
Following the public consultation held from July to October 2013 the European Commission organises a Stakeholder conference on the Review of Directive 2003/59/EC on the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers on **6 March 2014, from 10:00 until 17:00**, in the **Albert Borschette Conference Centre** (36, rue Froissart, 1040 Brussels), room 0A.

The main objectives of the conference, which is open to all interested stakeholders, are to report on the findings of the public consultation and to validate its results, to present the results of the ex-post evaluation of the Directive and to discuss policy options for the review of the Directive.

Focus on Priorities



21 Professional Training Programmes



IRU Academy Programmes

IRU Academy Programmes actively develop skills of road transport professionals on a wide range of topics.

IRU Academy Programmes:

The IRU Academy offers the following Programmes:

- CPC Manager Programme, CPC Driver Programme, Tachograph Programme, ADR (Transport of Dangerous Goods) Programme, Safe Loading and Cargo Securing, and ECOeffect.

Top-quality Training Design

Each IRU Academy training Programme:

- integrates best practices
- guarantees compliance with international, EU, and national regulation
- meets the objective of harmonising training standards at the global level.
- has been designed by internationally renowned experts
- guarantees the highest level of quality, consistency and accuracy
- is continuously updated in order to reflect new and amended legislation and latest technical developments.

Training Materials

All Programme related training materials are available through the IRU Academy's Content Management System (ACM). Training materials include Lesson Plans, Recap Exercises, Instructor Resources, and Reference Materials as described in the table below.

17 Drivers' Checklists



Under Construction: Crash Prevention Programme

Focus on Priorities – Eco-Driving ?



An ECO driving module combining technology and the latest training techniques that will improve efficiency and safety for the commercial sector;

Train-the-Trainer & Driver training that have been specifically designed for the road transport sector and contribute to:

- ✓ important financial savings in fuel and fleet costs,
- ✓ significant reduction of CO₂ emissions and improve fuel-efficiency,
- ✓ indirect impact on the reduction of the road risks, accidents and casualties.

IRU Academy Interactive Programme on Safe Loading and Cargo Securing



Industry reference guidelines

Interactive simulation environment

Calculator: Specific and practical advices



IRU Academy

Safe Loading and Cargo Securing

Loop lashing

Data	
Weight of cargo (t)	8
Angle α of lashing device relative to loading platform (deg)	65
LC value of lashing device (daN)	400
Friction between goods and loading platform (μ)	0.7

↓

Results	
Number of lashing pairs required to prevent sliding	2

Instructions
Enter the data in the highlighted fields. The resulting number of pairs of lashings required is indicated in the "Results" table.
Note: The results take into account the stability parameters entered in the "stab" sheet, and the blocking and mode of transport data entered in the "basic" sheet.

Friction coefficients
Sawn wood or standard pallet - fabric base laminate/plywood 0.45

Latest International Reference Standard

EN 12195-1:2010

Crash Prevention Programme



1-day classroom-based programme on crash prevention, compatible with EC periodical training format



- ✓ **Highly visual**
combines simulation playbacks, on-board camera footage, and various videos
- ✓ **Highly practical**
Evocative real-life crash cases illustrate the theory
- ✓ **Highly engaging**
Focus on group discussions and crash case analysis
- ✓ **Story-based**
The course is introduced by the story of a fatal crash, told by the truck driver
- ✓ Includes next generation **truck simulator** software license

South East Europe

Facts:

- EU – Main trade partner (>70%)
- Road transport industry represents >10% of GDP
- Political priorities – join the EU

Challenges:

- Continued access to the EU market
- Multilateral permits / licences (ECMT)
- Recognition of professional qualification
- Align legislation with EU



SEE – CPC Driver Qualification

Legislation mainly aligned with EU Directive 2003/59/EC



Implementing regulations

- brought (BiH, MK)



- under implementation (HR)



- left for consideration later on (RS, MNE)



SEE – State of Play

EU Heritage – Lack of harmonisation:

- Training standards
- Instructors
- Examination



Consequences:

- Refusal of recognition
- Further restrictions in access to the profession
- Limited access to the markets



SEE – Solution

Harmonisation of:

- Training standards
- Instructor requirements
- Examination

Challenges:

- Regional cooperation
- Mutual recognition
- Political support



These are objectives of the ***IRU Academy SEE Initiative.***
Join in and ensure political support!

Education, vocational training and lifelong learning play a vital role in both economic and social context.

- **Safety**
- **Behavioral performance change**
- **Process improvements**
- **Increased customer satisfaction**
- **Staff retention**
- **Profitability**



