

## TEN RECOMMENDATIONS

***to remove key barriers to professional drivers' training and access to profession and adapt professional drivers' minimum age***

### I. SHORT-TERM RECOMMENDATIONS

- Invite the European Commission to issue a letter to EU Member States clarifying the conditions under which **18-year-old professional truck drivers** can drive freight transport vehicles in both national and international traffic.
- Within the framework of the expected **revision of the EU Driving Licence Directive**:
  - remove distance limitations and **align minimum driver age limits for bus and coaches drivers** with those applicable to truck drivers.
  - reduce the minimum age for trained young professional road freight transport drivers to **17-year old**, on the condition that they are duly accompanied by a competent and experienced professional driver
  - adopt an EU **list of third countries, whose official driver CPCs are recognized** as meeting the EU professional driver training standards. Should an EU list is not possible to achieve, advocate the possibility for EU Member States to create such lists at national levels.
  - create a **genuine D1 driving licence** allowing drivers to drive passenger transport vehicles of **21+1 seats** (currently 16+1).
  - Allow the possibility for road transport **companies to access** available public/official databases covering information on temporary or definitive **loss/withdrawal of professional driving licences**, to be able to verify the validity of their drivers' driving licences
- Within the framework of the transposition of the EU Driver Training Directive, invite the European Commission to issue a **guidance note to EU Member States authorities**, containing recommendations on how best to implement the new provisions related to **ICT tools**, including recommendations on how to combine ICT-based methods with the need for practical training, which is paramount in the driver's profession. The guidance note should contain recommendations on the use of appropriate simulators.
- Also invite the European Commission to issue a formal letter to EU Member States, clarifying that the EU **Driver Training Directive does not prohibit the holding of initial and periodic training and of exams/tests in any EU language**, and most specifically in English.
- Further invite the European Commission to develop a dedicated **Q&A online database for public consultation** by any interested stakeholder (preferably as part of an EU-wide road transport vocational training platform/single window) containing competent and legally compliant answers to frequently asked questions.

### II. LONG-TERM RECOMMENDATIONS

- Given that funding is one of the main barriers to accessing both initial and periodic training in countries where training is not (sufficiently) state-funded, invite **representative road transport trade associations and their national trade union** social partners to jointly reflect on and identify the most appropriate ways within their respective countries of establishing **collective funding schemes** to fund, in whole or in part, all types of driver training (initial, periodic, apprenticeships, niche, excellence etc.).
- Invite the European Commission to fund a **dedicated scientific study on driver training** similar to the 2012 STARTS initiative, with a view to identifying: (a) the barriers to accessing training; (b) the future skills and needs that may need to be incorporated into the Driver Training Directive in the medium to long term; and (c) a list of available good practices in the funding of vocational training (in general and in road transport specifically).



- Also invite the European Commission to fund the establishment of a comprehensive Internet-based **European road transport vocational training information portal**, to serve as a single EU road transport training window/access point, offering a comprehensive collection of existing national regulatory provisions and best practices, training curricula (including on future training needs and skills), and funding practices and knowledge, possibly with the support and involvement of European social partners and other interested public and private road transport stakeholders.
- Within this platform, provide a voluntary **list of contact points** (relevant contact persons and information exchange points) within the individual EU Member States, containing information on the relevant road transport training service providers, examination bodies and competent authorities.
- Similarly invite the EU's road transport social partners, **IRU and ETF**, to consider:
  - Establishing a permanent public **discussion forum** to exchange good practices in road transport vocational training and skills development, including future training needs and skills.
  - Launching driver's excellence and/or training excellence **awards**.
  - Making formal **proposals to the relevant European institutions regarding driver training**, including, if appropriate, on the establishment of a European road transport vocational training strategy and fund.

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