Drivers of certain road vehicles for the carriage of goods or passengers: initial qualification and periodic training; driving licences

2017/0015(COD) - 13/03/2018 - Text adopted by Parliament, 1st reading/single reading

The European Parliament adopted by 604 to 80 with 7 abstentions, a legislative resolution on the proposal for a directive of the European Parliament and of the Council amending Directive 2003/59/EC on the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers and Directive 2006/126/EC on driving licences

Parliament's position adopted in first reading following the ordinary legislative procedure amended the Commission proposal as follows:

The amended text states that in view of the binding target of a domestic reduction in economy-wide greenhouse gas emissions of at least 40 % by 2030 compared to 1990 endorsed by the European Council and the Paris Agreement long-term goals, **a comprehensive approach is needed in the transport sector for the promotion of emission reductions and energy efficiency.**

Clarification of exemptions: Members stated the Directive should not apply to drivers of vehicles:

- assigned to **ambulance emergency services;**
- **for which a driving licence of category D or D1 is required** and which are driven without passengers by maintenance personnel to or from a maintenance centre situated in the vicinity of the nearest maintenance base which is used by the transport operator, provided that driving the vehicle does not constitute the driver's principal activity;
- used, or hired without a driver, by **agricultural, horticultural, forestry, farming or fishery undertakings** for carrying goods as part of their own entrepreneurial activity, except if driving is part of the driver's principal activity or the driving exceeds a distance set in national law from the base of the undertaking which owns, hires or leases the vehicle.

Furthermore, the Directive shall not apply to any person wishing to obtain a driving licence or a CP), when that person is undergoing additional driving training during work-based learning, where that person is accompanied by another person certified by a CPC, or a driving instructor.

Lastly, the Directive shall not apply where all the following conditions are met:

- drivers of vehicles operate in rural areas to supply the driver's own business;
- drivers do not offer transport services; and
- Member States consider that the **transport is occasional** and does not have an impact on road safety.

Periodic training: periodic training shall place specific emphasis on **road safety, health and safety at work, and the reduction of the environmental impact** of driving.

Drivers should, among other things, be prepared to optimise fuel consumption and anticipate, assess and adapt to traffic risks, including:

- how to prepare and plan a journey **during abnormal weather conditions**;

- adapt to the risks of traffic, including dangerous behaviour in traffic or distracted driving (through the use of electronic devices, eating, drinking, etc.);
- recognise and adapt to dangerous situations and to be able to cope with stress deriving therefrom.

Training shall be organised by an approved training centre, It shall consist of classroom teaching, practical training and, if available, training by means of information and communication technology (ICT) tools or on top-of-the-range simulators.

The training subjects shall take into account developments in the relevant legislation and technology, and shall, as far as possible, take into account the specific training needs of the driver.

Union code: for the purposes of the Directive, the issuing Member State shall indicate the **Union code, '95'** provided for in Annex I to Directive 2006/126 /EC in the remarks section of the attestation if the driver concerned has fulfilled the qualification requirements and training requirements provided for in this Directive.

Driver attestations that do not bear the Union code, '95', and that were issued within 2 years of the entry into force of this amending Directive with a view to certifying compliance with training requirements under the Directive shall be accepted as a proof of qualification until their date of expiry.

Facilitating the use of alternatively fuelled vehicles: Member States may allow, in their territory, holders of a category B driving licence to drive certain types of alternatively fuelled vehicles **of which the maximum authorised mass is greater than 3 500 kg but does not exceed 4 250 kg.** That possibility to exceed 3 500 kg should be conditional upon the additional mass allowed being exclusively due to the excess of mass resulting from the alternative propulsion systems and should be subject to limitations and conditions intended to avoid negative effects on road safety.

Enforcement network: Member States shall exchange information on CPCs issued or withdrawn. For this purpose Member States shall, in cooperation with the Commission, develop an electronic network or work on an extension of an existing network.

The information contained in the CPCs, as well as information concerning the administrative procedures relating to CPCs, may be included in the network. Personal data will be processed in accordance with Regulation (EU) 2016/679 of the European Parliament and of the Council on data protection. Access to the network is secure.