Basic information

2001/0033(COD) COD - Ordinary legislative procedure (ex-codecision procedure) Regulation	Procedure completed
Road transport: training of professional drivers for the carriage of goods or passengers Repealed by 2021/0018(COD) Amended by 2017/0015(COD) **Subject** 3.20.05 Road transport: passengers and freight 3.20.06 Transport regulations, road safety, roadworthiness tests, driving licence 3.20.10 Transport undertakings, transport industry employees	

Key players

European Parliament

Committee responsible	Rapporteur	Appointed
RETT Regional Policy, Transport and Tourism	GROSCH Mathieu (PPE-DE)	20/03/2001

Former committee responsible	Former rapporteur	Appointed
RETT Regional Policy, Transport and Tourism	GROSCH Mathieu (PPE-DE)	20/03/2001

Former committee for opinion	Former rapporteur for opinion	Appointed
EMPL Employment and Social Affairs	The committee decided not to give an opinion.	

Council of the European Union

Council configuration	Meetings	Date
Transport, Telecommunications and Energy	2472	2002-12-05
Transport, Telecommunications and Energy	2364	2001-06-27
Transport, Telecommunications and Energy	2374	2001-10-15
Environment	2517	2003-06-13

European Commission

Commission DG	Commissioner
Energy and Transport	

Key events

Date	Event	Reference	Summary
02/02/2001	Legislative proposal published	COM(2001)0056	Summary
12/02/2001	Committee referral announced in Parliament, 1st reading		
27/06/2001	Debate in Council		
15/10/2001	Debate in Council		
21/11/2001	Vote in committee, 1st reading		Summary
21/11/2001	Committee report tabled for plenary, 1st reading	A5-0430/2001	
17/01/2002	Decision by Parliament, 1st reading	T5-0012/2002	Summary
01/10/2002	Modified legislative proposal published	COM(2002)0541	Summary
05/12/2002	Council position published	08938/1/2002	Summary
19/12/2002	Committee referral announced in Parliament, 2nd reading		
19/03/2003	Vote in committee, 2nd reading		Summary
19/03/2003	Committee recommendation tabled for plenary, 2nd reading	A5-0083/2003	
07/04/2003	Debate in Parliament		
08/04/2003	Decision by Parliament, 2nd reading	T5-0144/2003	Summary
13/06/2003	Act approved by Council, 2nd reading		
15/07/2003	Final act signed		
15/07/2003	End of procedure in Parliament		
10/09/2003	Final act published in Official Journal		

Technical information

Procedure reference	2001/0033(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation
Legislative instrument	Regulation
Amendments and repeals	Repealed by 2021/0018(COD) Amended by 2017/0015(COD)
Legal basis	EC Treaty (after Amsterdam) EC 071
Stage reached in procedure	Procedure completed
Committee dossier	RETT/5/15802

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Committee report tabled for plenary, 1st reading/single reading		A5-0430/2001	21/11/2001	

Text adopted by Parliament, 1st reading/single reading		T5-0012/2002 OJ C 271 07.11.2002, p. 0065-0381 E	17/01/2002	Summary
Committee recommendation tabled for plenary, 2nd reading		A5-0083/2003	19/03/2003	
Text adopted by Parliament, 2nd reading		T5-0144/2003 OJ C 064 12.03.2004, p. 0025-0013 E	08/04/2003	Summary

Council of the EU

Document type	Reference	Date	Summary
Council position	08938/1/2002 OJ C 032 11.02.2003, p. 0009 E	05/12/2002	Summary
Council statement on its position	11820/1/2002	05/12/2002	

European Commission

Document type	Reference	Date	Summary
Legislative proposal	COM(2001)0056 OJ C 154 29.05.2001, p. 0258 E	02/02/2001	Summary
Modified legislative proposal	COM(2002)0541 OJ C 020 28.01.2003, p. 0263 E	01/10/2002	Summary
Commission communication on Council's position	SEC(2002)1202	12/12/2002	Summary
Commission opinion on Parliament's position at 2nd reading	COM(2003)0296	05/06/2003	Summary
Follow-up document	COM(2012)0385	12/07/2012	Summary

Other institutions and bodies

Institution/body	Document type	Reference	Date	Summary
EESC	Economic and Social Committee: opinion, report	CES0935/2001 OJ C 260 17.09.2001, p. 0090	11/07/2001	

Additional information

Source	Document	Date
European Commission	EUR-Lex	

Final act

Directive 2003/0059
OJ L 226 10.09.2003, p. 0004-0017 Summary

Road transport: training of professional drivers for the carriage of goods or passengers

2001/0033(COD) - 12/12/2002 - Commission communication on Council's position

The Commission states that common position accepted the same Parliamentary amendments as the Commission's amended proposal. The Commission approves the common position.

Road transport: training of professional drivers for the carriage of goods or passengers

2001/0033(COD) - 08/04/2003 - Text adopted by Parliament, 2nd reading

The European Parliament adopted a resolution based on the report by Matthieu GROSCH (EPP-ED, Belgium) and amended the common position as follows: - harmonised criteria for the approval of training centres should include a well-established high level of professionalism; - the prevention of criminality is added as an objective to the prevention of trafficking in illegal immigrants. Compulsory periodic training may be provided, in part, on top-of-the-range stimulators.

Road transport: training of professional drivers for the carriage of goods or passengers

2001/0033(COD) - 01/10/2002 - Modified legislative proposal

The Commission has made three types of amendments which are justified for the reasons set out below. First, a number of new provisions were accepted without amendment after the first reading by the European Parliament. These are intended to improve the technical definitions or to bring balance to or clarify the text and to go into further detail regarding certain points of the proposal. Second, the Commission accepted some amendments in substance, and made editorial amendments, in particular to make the text more consistent with other parts of the proposal or to define certain conditions, restrictions or exceptions more clearly. Third, the Commission adopted some parts of the amendments from the first reading if it considered them to be compatible with the aim of the proposal and if these parts provided added value, although this was not the case with all the amendments. As regards the amendments accepted, these refer to - adding drivers from third countries; - removing the limit of travel within a 50 km radius; - recasting Article 3 in the light of an amendment. It is useful to specify that a driver who has undergone vocational training may already drive a vehicle without having obtained a certificate of professional competence. However, the exemption must be limited in terms of area (territory of the Member State concerned) and time (training over a minimum of six months and a maximum of three years); - basic training : the amended proposal states that basic training may be designed as an integral part of vocational training which directly enables a driving licence to be obtained. In addition, it states that professional drivers for the carriage of passengers by road may work from the age of 21 on a vehicle in categories D and DE used, on a route which does not exceed 50 kilometres, for regular services for the carriage of passengers, provided they have undergone minimum basic training; - test of knowledge : the proposal specifies that the common part for the minimum basic training shall be subject to a final examination of professional competence. After successfully completing this examination, those wishing to become professional drivers shall undergo specific training in a company or an approved training centre. On completion of the two parts of the training, the common part and the specific training, a minimum basic training document shall be issued to the driver; - continuous training : the proposal states that the duration of the continuous training shall be thirty-five hours every five years. The programme shall be laid down in such manner that a single session shall be a minimum of seven hours; - the place of training and validity of training documents, the text states that drivers from a third country who work for an undertaking established in one or more Member States and are not normally resident in the Community shall undergo the training required in the Member State in which the undertaking employing them is established; - report : the amended proposal stipulates that eight years following the entry into force of this Directive, the Commission shall a report containing an initial evaluation of the implementation of this Directive, in particular as regards the equivalence of the various basic qualification schemes. The report shall be accompanied by appropriate proposals, ifnecessary. As regards the amendments made to the Annex: - Section 1 (Training programme) of the Annex to the Commission proposal has been recast. The structure proposed by the European Parliament is clearer: a clear distinction has been made between the carriage of goods and the carriage of passengers and objectives have been set for each point in this section. - Section 4 : the introduction of an independent body responsible for examinations is justified and is a useful addition which is in line with the Commission's proposal. - Section 5 : the amendment introduces slightly greater flexibility as regards the previous experience of instructors. It has been found that the requirement of five years' experience as a professional driver would have made it difficult to recruit instructors.

Road transport: training of professional drivers for the carriage of goods or passengers

2001/0033(COD) - 15/07/2003 - Final act

PURPOSE : to improve road safety by introducing an initial qualification and period training of professional drivers in the EU. LEGISLATIVE ACT : Directive 2003/59/EC of the European Parliament and of the Council on the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers, amending Council Regulation 3820/85/EEC and Council Directive 91/439/EEC and repealing Council Directive

76/914/EEC. CONTENT : the Council adopted this Directive on the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers. The amendments agreed by the Council and the European Parliament introduce the monitoring of the level of qualification achieved in the overall assessment of the Directive and also the instruction of drivers in the prevention of crime as this is becoming a serious pan-European problem. The text is aimed at establishing a Community framework on a compulsory training for both young people interested in becoming professional drivers and drivers who are already working. This legal text encompasses the existing vocational training under Regulation 3820 /85/EEC and provides answers to the specific problems of recruitment, quality and competition. EU professional drivers will now be required to have followed professional training. The Directive on the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers entered into force on 10 September 2003. This important milestone in the harmonisation of social aspects in road transport policy should lead to enhanced safety on European roads. Almost no EU drivers have followed professional competence training so far. Only very few drivers were obliged by EU legislation to follow any training and in most of the Member States only 5 to 10% of professional drivers underwent such training, which was based upon requirements specified in a Directive that dates back to 1976. The vast majority of professional drivers therefore work solely on the basis of their driving licence. The demands on professional drivers today obviously call for solid basic and periodic training. Whereas the legislation on driver licensing concentrates on basic driving skills, this Directive has a much broader perspective and aims at: - improving road safety in general, as well as safety during stops; - reducing environmental damage, with a special focus on reduction of fuel consumption; - giving knowledge of how to act in an emergency situation ; - ensuring ability to load a vehicle, with due regard for safety rules and proper vehicle use; - ensuring ability to guarantee passenger comfort and safety ; - giving knowledge of the social environment and the rules governing it; - preventing trafficking in illegal immigrants and criminality; - ensuring ability to prevent physical risks; - ensuring ability to assess emergency situations. These skills and knowledge will be kept up to date throughperiodic training. This will allow drivers to keep up with ever changing regulations and benefit from the state of the art in training throughout their whole career. For both young people interested in becoming professional drivers and drivers who are already working, the introduction of harmonised compulsory training for all will underline that the opening up of the transport market and growth in competition go hand in hand with the harmonisation of social matters and conditions of employment. At the same time, the introduction of compulsory training should help recruit new professional drivers by changing the image of the profession. Member States can choose to introduce initial qualification in two ways: - theory and practical exams with a total length of 6 hours; - fixed length of training (280 hours) concluded by a knowledge test. Besides these two options, Member States may also introduce vocational training courses with a length of minimum 6 months to a maximum of 3 years. Such a training scheme allows future drivers to alternate theory and practical training with training on the job in a company. Finally, Member States can introduce accelerated initial qualification for candidate drivers who are older or who are choosing to drive vehicles of smaller weights and dimensions (140 hours). In addition to the initial qualification, the proposal for a Directive establishes the principle of periodic training. It is essential for professional drivers to be able to refresh their knowledge and learn what is new. At the same time, it is necessary to re-evaluate their practical knowledge, in particular as regards the driving of vehicles, e.g. to help rationalise fuel consumption and stress the importance of road safety and the part which professional drivers play in this. A person who has completed the initial qualification for the carriage of goods should not have to repeat the common parts of that qualification if the person later wishes to comply with the Directive's requirements for the carriage of passengers or vice versa. In order to ensure mutual recognition of the initial qualification and of the periodic training, Member States have the choice to put a Community code on the driving licence or to issue a driver qualification card. The Directive lays down criteria for the approval of training bodies. The Member States will have to approve and control them ENTRY INTO FORCE : 10/09/2003. IMPLEMENTATION : 10/09/2006.

Road transport: training of professional drivers for the carriage of goods or passengers

2001/0033(COD) - 05/06/2003 - Commission opinion on Parliament's position at 2nd reading

The European Commission accepts all four of the amendments proposed by the European Parliament at the second reading.

Road transport: training of professional drivers for the carriage of goods or passengers

2001/0033(COD) - 02/02/2001 - Legislative proposal

PURPOSE : to present a proposal for a Directive on the training of professional drivers for the carriage of goods or passengers by road. CONTENT : strictly speaking, there is no obligation to undergo vocational training for the carriage of goods or passengers by road. This is confirmed by the fact that in most of the Member States today only a very small number of professional drivers (5-10%) undergo such training. Only France and the Netherlands have made basic vocational training compulsory. The vast majority of professional drivers therefore work solely on the basis of their driving licence. The demand on professional drivers today obviously call for solid basic and continuous training. Such training will help to improve road safety, safety during stops as well as the standard of service, and will help people taking up the occupation and boost employment. For both young people interested in becoming professional drivers and drivers who are already working, the introduction of harmonised compulsory training for all will underline the fact that the opening up of the transport market and growth in competition go hand in hand with the harmonisation of social matters and conditions of employment. This proposal for a Directive therefore develops a Community framework which encompasses the existing vocational training under Regulation 3820/85/EEC and provides answers to the specific problems of recruitment, quaility and competition. Lastly, the Member States are totally at liberty to decide how they wish to make the arrangements for the vocational training, in accordance with the requirements, so as to avoid any temporary distortions in training capacity.

Road transport: training of professional drivers for the carriage of goods or passengers

2001/0033(COD) - 05/12/2002 - Council position

The Council has introduced, in comparison with the Commission's initial proposal, a number of substantial new elements in its common position: As to scope, the draft Directive applies to all drivers engaged in road transport within the Community using vehicles for which a driving licence of certain categories is required. Nationals of a Member State as well as nationals of third countries who are employed or used by an undertaking established in a Member State fall within the scope of the Directive. Driving is subject to a compulsory initial qualification and compulsory periodic training. The common position provides for a dual system as regards the initial qualification. The Member State may choose whether the achievement of this initial qualification involves both the attendance of mandatory courses and the successful completion of the test or the successful completion of the test only. Furthermore, under certain conditions, Member States may also provide for a system of accelerated initial qualification. In such cases, the driver may follow an "accelerated mandatory initial training course" implying a shorter duration of courses but their compulsory attendance. A first session of the periodic training should be completed within five years following either the date of issue of the certificate concerning the initial training or the time limit set for certain drivers to claim their acquired rights. Following this first periodic training, the driver should undergo periodic training every five years. Grandfather rights provide that drivers who hold the relevant driving licence issued no later than two or three years-depending on the type of driving licence- after the final date for the transposition of this draft directive into national law, are exempted from the requirement to obtain an initial qualification. On the issue of training certificates, the Council proposes as an alternative to the marking on the driving licence, the certification may be marked on a new "driver training and qualification card." Thus time limits for training do not have to comply with the periodic renewal of the driving licence. Further changes introduced by the common position include terminology and definitions, the addition of exemptions from the scope of application for vehicles used in states of emergency or assigned to rescue missions and for vehicles used during driving lessons, the required minimum ages for drivers, dates of transposition and entry into force as well as corresponding dates of repeal of directive 76/914/EEC and the relevant articles of Regulation 85/3820/EEC. On the question of age, the common position states that for driving a bus or coach with an accelerated initial qualification, the minimum age is 23. A Member State can reduce the minimum age for drivers with an initial qualification from 21 to 20 for driving such vehicles on their territory and even to 18 for driving such vehicles without passengers. The minimum age is 21 with accelerated initial qualification for driving mini buses or buses on regular services where the route does not exceed 50 km. The age can be reduced to 18 subject to an initial qualification but only on the territory of the Member State making use of this option. With regards to Parliament's amendments at first reading, a largemajority is very similar to the Council's common position. Whilst a different approach was taken on some basic aspects (such as the dual system for the initial training), the Council feels that the aim of the amendments was achieved. The German delegation entered a note in the Council minutes, explaining its abstention from the vote on the grounds that: -it has not been possible to dispel general doubts concerning its compatibility with Article 150 of the EC Treaty, and -doubts also persist as to whether the Directive in its present form will have any positive economic effects, and in particular whether the burden which the Directive will impose on business, the citizen and the administration will be proportionate to the benefits the directive is expected to provide. The Council made the following statement: "The Council shall ensure, that as far as possible, the terminology used for the exemptions specified in Article 2of this directive coincides with that to be used for the same exemptions under the future Regulation on the harmonisation of certain social provisions in the road transport sector."

Road transport: training of professional drivers for the carriage of goods or passengers

2001/0033(COD) - 17/01/2002 - Text adopted by Parliament, 1st reading/single reading

The European Parliament adopted the resolution by Mr Mathieu J.H. GROSCH (EPP-ED, B). (Please refer to the decisions of the committee responsible 21/11/01).

Road transport: training of professional drivers for the carriage of goods or passengers

2001/0033(COD) - 12/07/2012 - Follow-up document

In accordance with Directive 2003/59/EC on the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers, the Commission presents a report making an initial evaluation of the implementation of the Directive, in particular with regard to the equivalence of the various initial qualification systems provided for in Article 3 and their efficiency.

This report is based on answers provided by Member States and by Norway to a questionnaire distributed to the national authorities in February 2011.

To recall, the Directive establishes the mandatory initial qualification and periodic training for professional drivers who are nationals of Member States or who are working for an undertaking based in the EU. They aim to ensure that professional drivers have the necessary qualifications to drive vehicles. The initial qualification and periodic training are attested by a certificate issued to drivers, called the Certificate of Professional Competence

Most of the Member States gave complete answers to the questions addressed. However, some did not possess all the necessary data to provide all the information.

Main findings: according to the findings of the evaluation, there are several differences among Member States in the application of Directive 2003/59 /EC:

(1) the Directive allows Member States to choose whether the **initial qualification** takes the form of a course and test or just involves tests. The periodic training can also vary in structure, since it must be taken as a single course in some Member States while in others the 35 hours can be spread over different years;

(2) **training programmes and teaching methods** are not standardised: the content of the courses differs between Member States as does the way in which training is provided, e.g. in some Member States the use of computer-based modules is allowed alongside traditional teaching. Furthermore, the requirements for trainers and the premises where courses are given differ from one Member State to another;

(3) the number of drivers per class, the fleet of vehicles, and the availability of a top-of-the range simulator depend on the testing centre. Nevertheless, the equivalence of the qualification systems and the efficiency in ensuring the required qualification is guaranteed by the national training systems, which have to meet the requirements in Annex 1 regarding the minimum subjects to be taught and the structure of tests. The monitoring of the training centres by the national authorities also makes an important contribution to ensuring that the training is aligned with the objectives of the Directive.

Main aspects to be improved and recommendations: building upon the findings concerning the application of the Directive, a few specific issues may need to be improved.

***- Exemptions*:** the Directive excludes several categories of drivers from its scope The implementation of the exemption under Article 2 (g) has led, for some categories of drivers (e.g. crane drivers, mechanics driving vehicles that transport broken-down agricultural machinery, etc.), to divergent interpretations: the drivers concerned apply to be exempted but the public administrations still want to include them within the scope of the Directive.

The fact that several Member States apply different exemptions may cause problems for intra-EU cross-border traffic. Although the Commission has so far no knowledge of any such cases, it is in general advisable for professional drivers and undertakings to be aware of the differences between Member States concerning the application of Article 2 of the Directive. It may therefore be necessary for the Commission to issue some **guidelines**, over the medium term, in order to clarify the scope of the exemptions under Article 2.

- Periodic training: Member States have chosen different criteria to establish their national timetables for the periodic training of drivers holding acquired rights. These can be based for instance on the date on which the driving licence was issued, on the driver's birthday, on the driving licence expiry date, on the age of the driver, or on the driving licence number.

The report states that the **exchange of national timetables** should help overcome any difficulty that enforcement authorities may face when checking drivers from abroad. This can be done within the Committee established under the Directive.

Given that the Directive does not cover this issue, it is essential to maintain close cooperation between Member States, in particular within the Professional Drivers Training Committee.

Against this background, a **list of existing national contact points** has been established by the Commission in order to facilitate cooperation between Member States.

Lastly, the report considers that it would appear useful in future to closely involve **social partners** and consult them on a regular basis.