



Plenary sitting

A8-0321/2017

20.10.2017

*****I**
REPORT

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 (COM(2017)0047 – C8-0025/2017 – 2017/0015(COD))

Committee on Transport and Tourism

Rapporteur: Peter Lundgren

Symbols for procedures

- * Consultation procedure
- *** Consent procedure
- ***I Ordinary legislative procedure (first reading)
- ***II Ordinary legislative procedure (second reading)
- ***III Ordinary legislative procedure (third reading)

(The type of procedure depends on the legal basis proposed by the draft act.)

Amendments to a draft act

Amendments by Parliament set out in two columns

Deletions are indicated in ***bold italics*** in the left-hand column. Replacements are indicated in ***bold italics*** in both columns. New text is indicated in ***bold italics*** in the right-hand column.

The first and second lines of the header of each amendment identify the relevant part of the draft act under consideration. If an amendment pertains to an existing act that the draft act is seeking to amend, the amendment heading includes a third line identifying the existing act and a fourth line identifying the provision in that act that Parliament wishes to amend.

Amendments by Parliament in the form of a consolidated text

New text is highlighted in ***bold italics***. Deletions are indicated using either the ▬ symbol or ~~strikeout~~. Replacements are indicated by highlighting the new text in ***bold italics*** and by deleting or striking out the text that has been replaced.

By way of exception, purely technical changes made by the drafting departments in preparing the final text are not highlighted.

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DRAFT EUROPEAN PARLIAMENT 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

(COM(2017)0047 – C8-0025/2017 – 2017/0015(COD))

(Ordinary legislative procedure: first reading)

The European Parliament,

- having regard to the Commission proposal to Parliament and the Council (COM(2017)0047),
 - having regard to Article 294(2) and Article 91 of the Treaty on the Functioning of the European Union, pursuant to which the Commission submitted the proposal to Parliament (C8-0025/2017),
 - having regard to Article 294(3) of the Treaty on the Functioning of the European Union,
 - having regard to the opinion of the European Economic and Social Committee of 31 May 2017¹,
 - after consulting the Committee of the Regions,
 - having regard to Rule 59 of its Rules of Procedure,
 - having regard to the report of the Committee on Transport and Tourism (A8-0321/2017),
1. Adopts its position at first reading hereinafter set out;
 2. Calls on the Commission to refer the matter to Parliament again if it replaces, substantially amends or intends to substantially amend its proposal;
 3. Instructs its President to forward its position to the Council, the Commission and the national parliaments.

¹ OJ C 288, 31.8.2017, p. 115.

Amendment 1

Proposal for a directive

Recital -1 (new)

Text proposed by the Commission

Amendment

(-1) In its White Paper of 28 March 2011, the Commission upheld the need to make progress, through research and through the introduction of technological advances already available, towards a competitive form of low-emission mobility enabling, by harmonising the policies of Member States, progress to be made towards a genuine single market for the transport sector.

Amendment 2

Proposal for a directive

Recital 2 a (new)

Text proposed by the Commission

Amendment

(2a) The goal for the reduction of greenhouse gas emissions from the transport sector has been set at 20 % below the 2008 level, to be reached by 2030. In order to achieve that goal, drivers need to be properly trained to drive in the most efficient manner. This should be achieved through sustainable mobility encouraged by promoting vehicles equipped with engines that run on alternative fuels, as well as more sustainable means of transport, such as, high capacity vehicles in road or inter-modal transport.

Amendment 3

Proposal for a directive

Recital 5 a (new)

Text proposed by the Commission

Amendment

(5a) In order to ensure that Member States have a similar interpretation when

applying the exemptions from the scope of this Directive, the Commission should clarify the meaning of "principal activity" for the purposes of this Directive .

Amendment 4

Proposal for a directive Recital 6

Text proposed by the Commission

(6) Taking into account developments in training and education, and in order to enhance the contribution of Directive 2003/59/EC to road safety and the relevance of training for drivers, subjects relating to road safety, such as hazard perception, the protection of vulnerable road users, and fuel-efficient driving should be strengthened in the training courses.

Amendment

(6) Taking into account developments in training and education, and in order to enhance the contribution of Directive 2003/59/EC to road safety and the relevance of training for drivers, subjects relating to road safety, such as hazard perception, the protection of vulnerable road users, ***and in particular of pedestrians, cyclists and persons with limited mobility***, and fuel-efficient driving should be strengthened in the training courses. ***Those courses should also cover new road transport technologies such as connected-vehicle driving.***

Amendment 5

Proposal for a directive Recital 6 a (new)

Text proposed by the Commission

Amendment

(6a) Intelligent transport systems offer opportunities for meeting the goals for cutting accident rates, reducing emissions and developing a competitive European transport sector, and it is therefore vital that drivers be trained to take advantage of their potential.

Amendment 6

Proposal for a directive Recital 6 b (new)

(6b) In order to reduce greenhouse gas emissions and encourage the use of new technologies and new types of alternative powertrains, the calculation of the weight of the alternative powertrain should be separated from the total calculation of the mass of the vehicle.

Amendment 7

Proposal for a directive

Recital 7

Text proposed by the Commission

(7) Member States should be provided with a clear option to improve **and** modernise training practices with the use of ICT tools, such as e-learning and blended learning, for part of the training, while ensuring the quality of the training.

Amendment

(7) Member States should be provided with a clear option to improve, modernise **and harmonise** training practices with the use of ICT tools, such as e-learning and blended learning, for part of the training, while ensuring the **highest** quality, **as well as the proper execution and the effectiveness** of the training, **and excluding the disciplines concerned with sensitive subjects such as the driving of vehicles intended for the transport of dangerous goods, heavy goods or animals and driving in unfavourable weather conditions.**

Amendment 8

Proposal for a directive

Recital 8

Text proposed by the Commission

(8) To ensure consistency between the different forms of training required under Union law, Member States should be provided with the possibility to combine different types of relevant training, such as training on the transport of dangerous goods, on disability awareness or on animal transport, with the training provided for in Directive 2003/59/EC.

Amendment

(8) To ensure consistency between the different forms of training required under Union law, Member States should be provided with the possibility to combine different types of relevant training, such as training on the transport of dangerous goods, on disability awareness or on animal transport, with the training provided for in Directive 2003/59/EC, **as well as**

training on heavy goods transport and transport during unfavourable weather conditions.

Amendment 9

Proposal for a directive

Recital 9

Text proposed by the Commission

(9) To prevent differing practices between Member States from impeding mutual recognition and restricting the right of drivers to undergo the periodic training in the Member State where they work, Member State authorities should be required to issue the *relevant document* that will ensure mutual recognition for every driver who fulfils the requirements of Directive 2003/59/EC.

Amendment

(9) To prevent differing practices between Member States from impeding mutual recognition and restricting the right of drivers to undergo the periodic training in the Member State where they work, Member State authorities should be required to issue the *driver qualification card, in the form prescribed by the standard models*, that will ensure mutual recognition for every driver who fulfils the requirements of Directive 2003/59/EC.

Amendment 10

Proposal for a directive

Recital 9 a (new)

Text proposed by the Commission

Amendment

(9a) In order to avoid the risk of different interpretations of the concept of non-commercial passengers or goods transport, it should be interpreted according to the unitary definition provided by the case-law of the Court of Justice of the European Union.

Amendment 11

Proposal for a directive

Recital 10 a (new)

Text proposed by the Commission

Amendment

(10a) Taking into account the White Paper's 60% GHG emission reduction target and the goal to halve the use of

'conventionally fuelled' cars in urban transport by 2030 and phase them out in cities by 2050, Member States should be given the option, in Directive 2006/126/EC and in accordance with the principle of subsidiarity laid down in Article 5 of the Treaty on European Union, to authorise the driving on their territory of alternative fuelled vehicles up to a mass of 4250 kg with a driving license B, provided that the excess of a mass of the vehicle is due exclusively to the mass of its alternative fuel system and that the use of these vehicles contributes to reducing greenhouse-gas emissions and improving air quality. Moreover, Member States should ensure that the drivers of such vehicles are required to follow an additional training course in order to include positive effects on road safety and to encourage eco-driving.

Amendment 12

Proposal for a directive Recital 11 a (new)

Text proposed by the Commission

Amendment

(11a) The Commission has noted that around 33 % of all journeys made by heavy goods vehicles in the Union occur across borders between Member States. Haulage contractors need to know therefore the sources where they can obtain information on the different laws affecting them in the performance of their profession and this should be taken into account when devising training courses for the relevant certificate of professional competence.

Amendment 13

Proposal for a directive Recital 11 b (new)

Text proposed by the Commission

Amendment

(11b) In view of failings in making known the different laws in force governing Union transport activities, a common database should be developed containing transport rules and regulations in their most up-to-date form, with translations thereof in at least some of the languages most commonly used in the Union, in order to remove some of the barriers hindering the introduction of an efficient and competitive single European transport market.

Amendment 14

Proposal for a directive

Article 1 – paragraph 1 – point 2 – point a

Directive 2003/59/EC

Article 2 – point b

Text proposed by the Commission

(b) vehicles used by, or under the control of, the armed forces, civil defence, the fire service *and* forces responsible for maintaining public order when the carriage is undertaken as a consequence of the tasks assigned to those services;;

Amendment

(b) vehicles used by, or under the control of, the armed forces, civil defence, the fire service, forces responsible for maintaining public order, *and emergency ambulance services*, when the carriage is undertaken as a consequence of the tasks assigned to those services;

Amendment 15

Proposal for a directive

Article 1 – paragraph 1 – point 2 – point a a (new)

Directive 2003/59/CE

Article 2 – point c

Present text

(c) vehicles undergoing road tests for technical development, repair *or* maintenance purposes, or of new or rebuilt vehicles which have not yet been put into service;

Amendment

aa) point c is replaced by the following:

(c) vehicles undergoing road tests for technical development, repair *and* maintenance purposes, or of new or rebuilt vehicles which have not yet been put into service, *or of vehicles without passengers driven back to, out of, or back to and out of their depot by maintenance personnel;*”

Amendment 16

Proposal for a directive

Article 1 – paragraph 1 – point 2 – point b

Directive 2003/59/EC

Article 2 – point e – subparagraph 1 a (new)

Text proposed by the Commission

Amendment

In addition, this Directive does not apply to any person wishing to obtain a driving licence or a CPC, in accordance with Article 6 and Article 8(1), when that person is undergoing additional driving training during work-based learning, provided that that person is accompanied by another person certified by a CPC, or a driving instructor, for the category of vehicle used for the purpose;

Amendment 17

Proposal for a directive

Article 1 – paragraph 1 – point 2 – point b a (new)

Directive 2003/59/EC

Article 2 – point g a (new)

Text proposed by the Commission

Amendment

(ba) the following point (ga) is added:

(ga) vehicles operating within a radius of less than a 100 km of their base, provided that driving the vehicle is not the driver's principal activity.

Amendment 18

Proposal for a directive

Article 1 – paragraph 1 – point 2 – point c

Directive 2003/59/EC

Article 2 – point h

Text proposed by the Commission

Amendment

(h) vehicles used, or hired without a driver, by agricultural, horticultural, forestry, farming or fishery undertakings for carrying goods as part of their own

(h) vehicles used, or hired without a driver, by agricultural, horticultural, forestry, farming or fishery undertakings for carrying goods *or necessary items* as

entrepreneurial activity, provided that driving the vehicle is not the driver's principal activity.;

part of their own entrepreneurial activity provided that driving the vehicle is not the driver's principal activity;

Amendment 19

Proposal for a directive

Article 1 – paragraph 1 – point 3 – point a

Directive 2003/59/EC

Article 7 – paragraph 1

Text proposed by the Commission

Periodic training shall consist of training to enable holders of a CPC to update the knowledge which is essential for their work, with specific emphasis on road safety and the rationalisation of fuel consumption.

Amendment

Periodic training shall consist of training to enable holders of a CPC to update the knowledge which is essential for their work, with specific emphasis, ***during at least one day's training, on road safety and health and safety at work***, and the rationalisation of fuel consumption, ***for example through eco-driving***.

Amendment 20

Proposal for a directive

Article 1 – paragraph 1 – point 3 – point a a (new)

Directive 2003/59/EC

Article 7 – paragraph 2

Present text

This training shall be organised by an approved training centre, in keeping with section 5 of Annex I. If a driver moves to another undertaking, the periodic training already undergone must be taken into account.

Amendment

(aa) the second paragraph is replaced by the following:

This training shall be organised by an approved training centre, in keeping with section 5 of Annex I. ***A significant part of the training shall take the form of conventional classroom teaching, a second part shall consist of practical driving training on a training site and a third part may be provided on top-of-the-range simulators.*** If a driver moves to another undertaking, the periodic training already undergone must be taken into account.

Amendment 21

Proposal for a directive

Article 1 – paragraph 1 – point 3 – point b (new)

Directive 2003/59/EC

Article 7 – paragraph 3

Text proposed by the Commission

Periodic training shall be designed to expand on, and to revise, some of the subjects referred in section 1 of Annex I. It shall always include at least one road safety related subject and shall cover a variety of subjects. The training subjects shall take into account ***training needs specific to the transport operations carried out by the driver and developments in the relevant legislation and technology;***

Amendment

Periodic training shall be designed to expand on, and to revise, some of the subjects referred in section 1 of Annex I. It shall always include at least one road safety related subject and shall cover a variety of subjects. The training subjects shall take into account ***developments in the relevant legislation and technology. They shall also, as far as possible, take into account the specific training needs of the driver;***

Amendment 22

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 2003/59/EC

Article 10 – paragraph 1 – subparagraph 1

Text proposed by the Commission

On the basis of the CPC referred to in Article 6 and the CPC referred to in Article 8(1), Member States' competent authorities shall mark, taking into account the provisions of Article 5(2) and (3) and Article 8, the harmonised European Union code 95 provided for in Annex I to Directive 2006/126/EC alongside the corresponding categories of licence:

- ***either*** on the driving licence,
- or on the driver qualification card drawn up in accordance with the model shown in Annex II.

Amendment

On the basis of the CPC referred to in Article 6 and the CPC referred to in Article 8(1), Member States' competent authorities shall mark, taking into account the provisions of Article 5(2) and (3) and Article 8, the harmonised European Union code 95 provided for in Annex I to Directive 2006/126/EC alongside the corresponding categories of licence

- on the driving licence,
- or, ***if marking the code on the driving licence is impossible***, on the driver qualification card drawn up in accordance with the model shown in Annex II.

Amendment 23

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 2003/59/EC

Article 10 – paragraph 1 – subparagraph 3

Text proposed by the Commission

The driver qualification card issued by a Member State shall be mutually recognised. When the card is issued, the competent authorities shall check the validity of the driving licence ***number of which is mentioned on the card.***

Amendment

The driver qualification card issued by a Member State shall be mutually recognised. When the card is issued, the competent authorities shall check the validity of the driving licence ***for the category of the vehicle concerned.***

Amendment 24

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 2003/59/EC

Article 10 – paragraph 2 – point a

Text proposed by the Commission

2. (a) A driver referred to in point (b) of Article 1 who drives vehicles used for the carriage of goods by road shall prove that he or she has the qualification and training provided for in this Directive by means of the driver attestation provided for in Regulation (EU) No 1072/2009 of the European Parliament and of the Council(*). ***That driver attestation shall be mutually recognised*** for the purposes of this Directive, ***even if the relevant Union code was not marked upon it.***

Amendment

2. A driver referred to in point (b) of Article 1 who drives vehicles used for the carriage of goods by road shall ***also have the right to*** prove that he or she has the qualification and training provided for in this Directive by means of the driver attestation provided for in Regulation (EU) No 1072/2009 of the European Parliament and of the Council(*), ***provided that it bears the Union code 95.*** For the purposes of this Directive, ***the issuing Member State shall indicate Union code 95 in the remarks section of the attestation if the driver concerned has fulfilled the training qualification and training requirements provided for in this Directive.***

Amendment 25

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 2003/59/EC
Article 10 – paragraph 2 – point b

Text proposed by the Commission

Amendment

(b) *A driver referred to in point (b) of Article 1 who drives vehicles used for the carriage of passengers by road shall prove that he or she has the qualification and training provided for in this Directive by means of one of the following:*

deleted

- *the Union code marked on the Union model driving licence, where he or she is the holder of such a licence,*
- *the driver qualification card provided for in Annex II, marked with the relevant Union code,*
- *a national certificate whose validity on their territory is mutually recognised by the Member States.*

Amendment 26

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 2003/59/EC

Article 10 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a. *Driver attestations which do not bear Union code 95 and that were issued before [OJ: insert the date mentioned in Article 3(1)] in accordance with Article 5 of Regulation (EC) No 1072/2009, and in particular paragraph 7 thereof, with a view to certifying compliance with training requirements under this Directive, shall be accepted as a proof of qualification until their date of expiry.*

Amendment 27

Proposal for a directive

Article 1 – paragraph 1 – point 5 a (new)

Text proposed by the Commission

Amendment

(5a) The following Article is added:

"Article 10a

Register and control

The Member States shall, by [OJ insert the date 12 months after the entry into force of this Directive], create and connect to a common Union network of national databases for the sharing of information on issued CPC and on persons who previously held a fake certificate or have been involved in the production or distribution of such certificates.

That network of national cooperating databases shall be designed in such way as to give the competent authorities the right, at a road side control or during an investigation, to check, in real-time, the validity of a CPC and to obtain information about a person's CPC qualification or prior involvement in the production or distribution of forged certificates. This network may also be used by the national issuing authorities during the processing of applications for a CPC-certificate."

Amendment 28

Proposal for a directive

Article 2 – paragraph 1 – point 1 – point b a (new)

Directive 2006/126/EC

Article 4 – paragraph 4 – point h

Present text

Amendment

“(h) Category D1:

motor vehicles designed and constructed for the carriage of no more than **16** passengers in addition to the driver and

(ba) point (h) is amended as follows:

“(h) Category D1:

motor vehicles designed and constructed for the carriage of no more than **22** passengers in addition to the driver and

with a maximum length not exceeding 8 m; motor vehicles in this category may be combined with a trailer having a maximum authorised mass not exceeding 750 kg;”

with a maximum length not exceeding 8 m, including those combined with a trailer having a maximum authorised mass not exceeding 750 kg;”

Amendment 29

Proposal for a directive

Article 2 – paragraph 1 – point 1 a (new)

Directive 2006/126/EC

Article 6 – paragraph 4 – point b a (new)

Text proposed by the Commission

Amendment

(1a) in Article 6, paragraph 4 the following point is added:

“(ba) alternatively fuelled vehicles referred to in Article 2 of Council Directive 96/53 (EC) of 25 July 1996 laying down, for certain road vehicles circulating within the Community, the maximum authorised dimensions in national and international traffic and maximum authorised weights in international traffic” up to a mass of 4250 kg, provided that the excess of the mass of the vehicle to over 3500 kg is due exclusively to the mass of its alternative fuel system and that the use of these vehicles contributes to reducing greenhouse-gas emissions and improving air quality; moreover, Member States shall ensure that the drivers of such vehicles are required to follow an additional training course in order to include positive effects on road safety and encourage eco-driving”.

Amendment 30

Proposal for a directive

Article 3 – paragraph 1 – subparagraph 1

Text proposed by the Commission

Amendment

Member States shall bring into force the laws, regulations and administrative

Member States shall bring into force the laws, regulations and administrative

provisions necessary to comply with this Directive by [OP: please insert the DATE calculated **18** months following the entry into force] at the latest. They shall forthwith communicate to the Commission the text of those provisions.

provisions necessary to comply with this Directive by [OP: please insert the date calculated **24** months following the date of its entry into force] at the latest. They shall forthwith communicate to the Commission the text of those provisions.

Amendment 31

Proposal for a directive

Annex I – paragraph 1 – point 1 – point a – point b a (new)

Directive 2003/59/EC

Annex I – Section 1 – point 1.2 a (new)

Text proposed by the Commission

Amendment

(ba) the following point is added:

1.2a. Objective: to know how to act during extreme weather conditions

to have a knowledge and understanding of how to prepare and plan a journey during abnormal weather conditions, such as extremely high or low temperatures, ice-covered roads, snowfall and heavy rain; to be familiar with the use of safety equipment, such as snow chains and to understand when a journey has to be postponed or cancelled, due to extreme weather.

Amendment 32

Proposal for a directive

Annex I – paragraph 1 – point 1 – point a – point c

Directive 2003/59/CE

Annex 1 – Section 1 – point 1.3 – paragraph 2

Text proposed by the Commission

Amendment

optimisation of fuel consumption by applying know-how as regards points 1.1 and 1.2, importance of anticipating traffic flow, appropriate distance and use of the **vehicles** momentum, steady speed, smooth driving style and appropriate tyre pressure.;

optimisation of fuel consumption by applying know-how as regards points 1.1 and 1.2, importance of anticipating traffic flow, appropriate distance and use of the **vehicle's** momentum, steady speed, smooth driving style and appropriate tyre pressure, **and familiarity with intelligent transport systems that make efficiency in driving and better route planning possible.**;

Amendment 33

Proposal for a directive

Annex I – paragraph 1 – point 1 – point a – point d

Directive 2003/59/EC

Annex 1 – section 1.3 a – subparagraph 1 – point a (new)

Text proposed by the Commission

Amendment

(a) to be aware of and able to recognise dangerous situations on the road; ability to deal effectively with stress and dangerous driving.

Amendment 34

Proposal for a directive

Annex I – paragraph 1 – point 1 – point a – point d

Directive 2003/59/EC

Annex 1 – section 1.3 a – subparagraph 2 – point a a (new)

Text proposed by the Commission

Amendment

(aa) identify possible hazardous situations such as distracted driving caused by, for example, the use of smartphones and other electronic devices, as well as of in-vehicle technology.

Amendment 35

Proposal for a directive

Annex I – paragraph 1 – point 1 – point a – point d a (new)

Directive 2003/59/EC

Annex 1 – Section 1.3 b (new)

Text proposed by the Commission

Amendment

(da) the following point 1.3 b is added:

(1.3b) Objective: to adapt the professional training of professional drivers to their profile:

practical training of professional drivers should highlight the thematic areas related to transport, road safety and occupational health and safety, the

improvement of digital knowledge and skills, and the teaching of ecological driving methods. The content of the training must correspond to the individual training needs of drivers for their work profile.

Amendment 36

Proposal for a directive

Annex I – paragraph 1 – point 1 – point a – point g a (new)

Directive 2003/59/EC

Annex I – Section 1 – point 2.2

Present text

“2.2. Objective: to know the regulations governing the carriage of goods:
transport operating licences, obligations under standard contracts for the carriage of goods, drafting of documents which form the transport contract, international transport permits, obligations under the Convention on the Contract for the International Carriage of Goods by Road, drafting of the international consignment note, crossing borders, freight forwarders, special documents accompanying goods.”

Amendment

(ga) point 2.2 is replaced by the following:

“2.2. Objective: to know the regulations governing the carriage of goods:
transport operating licences, **documents to be carried in the vehicle, bans on using certain roads, road-use fees**, obligations under standard contracts for the carriage of goods, drafting of documents which form the transport contract, international transport permits, obligations under the Convention on the Contract for the International Carriage of Goods by Road, drafting of the international consignment note, crossing borders, freight forwarders, special documents accompanying goods.”

Amendment 37

Proposal for a directive

Annex I – paragraph 1 – point 1 – point a – point g b (new)

Directive 2003/59/EC

Annex I – Section 1 – point 2.2 – subparagraph 1 a (new)(new)

Text proposed by the Commission

Amendment

(gb) in point 2.2 the following subparagraph is inserted:

Union Directives and Regulations governing road haulage and passenger transport, and knowledge of information

sources where the road safety legislation and social legislation of the various Member States can be found;

Amendment 38

Proposal for a directive

Annex 1 – paragraph 1 – point 1 – point b – point a

Directive 2003/59/EC

Annex I – section 2 – point 2.1 – paragraph 4

Text proposed by the Commission

Member States may allow the training partly to be done by means of information and communication technology tools, such as e-learning, while ensuring the **proper quality of the training, and** may count specific training required under other Union legislation as part of the training. This includes, but is not restricted to, training required under Directive 2008/68/EC of the European Parliament and of the Council(*) for driving of dangerous goods, training on disability awareness under Regulation (EU) 181/2011 of the European Parliament and of the Council(**) and training on animal transport under Council Regulation (EC) 1/2005(***)).

Amendment

Member States may allow the training **also** partly to be done - ***under the supervision and overall responsibility of the approved training centre*** - by means of information and communication technology tools, such as e-learning, while ensuring that the ***highest quality and proper execution and the effectiveness*** of the training ***is maintained and by selecting the subjects where information and communication technology tools can most effectively be deployed. In particular Member States shall require reliable user identification and appropriate means of control.*** Member States may count specific training required under other Union legislation as part of the training. This includes, but is not restricted to, training required under Directive 2008/68/EC of the European Parliament and of the Council(*) for driving of dangerous goods, training on disability awareness under Regulation (EU) 181/2011 of the European Parliament and of the Council(**) and training on animal transport under Council Regulation (EC) 1/2005(***)).

Amendment 39

Proposal for a directive

Article 1 – paragraph 1 – point 1 – point c

Directive 2003/59/EC

Annex I – Section 4 – paragraph 1

Compulsory periodic training courses must be organised by an approved training centre. Their duration must be of 35 hours every five years, given in periods of at least seven hours. *Such periodic training may be provided, in part, on top-of-the-range simulators and by use of information and communication technology tools such as e-learning, while ensuring the quality of the training.* At least one of *the seven hour* periods shall cover a road safety related subject. The content of the training shall take into account *training needs specific to the transport operations carried out by the driver and relevant legal and technological developments. The seven hour periods shall cover different subjects.*

Compulsory periodic training courses must be organised by an approved training centre. Their duration must be of 35 hours every five years, given in periods of at least seven hours *which may be split over no fewer than two consecutive days but no more than three days. A significant part of the training shall take the form of conventional classroom teaching, a second part must consist of practical driving training on a training site and a third part may also be provided by the approved training centre on top-of-the-range simulators and by use of information and communication technology tools such as e-learning. When e-learning is used, the approved training centre shall ensure that the proper quality of the training is maintained and by selecting the subjects where information and communication technology tools can most effectively be deployed. In particular, Member States shall require reliable user identification and appropriate means of control. The maximum duration of the e-learning training shall not exceed 10 hours.*

At least one of the *training course* periods shall cover a road safety related subject. The content of the training shall take into account *relevant legal and technological developments, and should, as far as possible, take into account specific training needs of the driver. A range of different subjects should be covered over the 35 hours, including repeat training where it is shown that the driver needs specific remedial training.*

Amendment 40

Proposal for a directive

Annex I – paragraph 1 – point 1 – point c

Directive 2003/59/EC

Annex I – Section 4 – paragraph 2

Text proposed by the Commission

Completed specific training as required under other Union legislation **may count** as one of the seven hour periods. This includes, but is not restricted to, training required **under Directive 2008/68/EC for driving of dangerous goods**, training on animal transport under Regulation (EC) 1/2005, and for the carriage of passengers training on disability awareness under Regulation (EU) 181/2011.;

Amendment

Member States may consider counting completed specific training as required under other Union legislation as one of the seven hour periods. This includes, but is not restricted to, training required on animal transport under Regulation (EC) 1/2005 and for the carriage of passengers training on disability awareness under Regulation (EU) 181/2011 ; **Completed specific training as required under Directive 2008/68/EC for driving of dangerous goods may count as two of the seven hour periods.**

EXPLANATORY STATEMENT

The road transport has been, is, and will remain, at least in the nearest foreseeable future, of crucial importance to the European economies regardless whether it is about transporting goods or passengers. Modern developments such as the outsourcing of productions abroad or continuous shift towards digital economy, including online shopping, means the transport companies have to move ever more cargo across Europe and ever more often than before while at the same time trying to stay competitive by cutting the costs of their operations. These cuts are unfortunately often done at the expense of drivers' training and skills development or their social conditions which, in turn, has often led to more accidents involving trucks on the European roads.

The efficiency and safety of the road transport business rely heavily both on the quality of vehicles used and on the skills of the drivers employed by the transportation companies. For this reason the qualification and periodic training of drivers, and the ability to verify those skills and enforce the legislation that regulates them across the EU are so important and must be regularly updated to match the fast moving changes influencing the industry.

The rapporteur welcomes and supports the Commission proposal and proposes a few changes which, in his view, add further value to the revised directives by improving safety and level playing field across the EU. These changes include, among others, allowing for more flexibility in choosing and conducting the training or tailoring the requirements depending on drivers' specific needs. A few exemptions have also been proposed, namely the one allowing the in-house "on the job" training of drivers by their certified colleagues, the one allowing small agricultural, horticultural, forestry, farming or fishery undertakings to carry their own goods under certain special conditions or the one allowing the use of alternatively powered vehicles such as electric vans.

Last but not least, the rapporteur proposes special requirements which would prepare the drivers to drive safely in extreme weather conditions and introduces the idea of a common EU-wide register in order to help the authorities in enforcing the law contained in those directives and in fighting illegal trade in fake licences.

PROCEDURE – COMMITTEE RESPONSIBLE

Title	Initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers and driving licences
References	COM(2017)0047 – C8-0025/2017 – 2017/0015(COD)
Date submitted to Parliament	1.2.2017
Committee responsible Date announced in plenary	TRAN 1.3.2017
Committees asked for opinions Date announced in plenary	EMPL 1.3.2017
Not delivering opinions Date of decision	EMPL 9.3.2017
Rapporteurs Date appointed	Peter Lundgren 3.4.2017
Date adopted	12.10.2017
Result of final vote	+: 47 –: 0 0: 0
Members present for the final vote	Daniela Aiuto, Lucy Anderson, Marie-Christine Arnautu, Inés Ayala Sender, Georges Bach, Deirdre Clune, Luis de Grandes Pascual, Andor Deli, Isabella De Monte, Ismail Ertug, Jacqueline Foster, Dieter-Lebrecht Koch, Merja Kyllönen, Miltiadis Kyrkos, Bogusław Liberadzki, Peter Lundgren, Cláudia Monteiro de Aguiar, Renaud Muselier, Jens Nilsson, Markus Pieper, Tomasz Piotr Poręba, Gabriele Preuß, Christine Revault d’Allonnes Bonnefoy, Dominique Riquet, Massimiliano Salini, David-Maria Sassoli, Claudia Țapardel, Keith Taylor, Pavel Telička, István Ujhelyi, Wim van de Camp, Elissavet Vozemberg-Vrionidi, Janusz Zemke, Roberts Zīle, Kosma Złotowski, Elżbieta Katarzyna Łukacijewska
Substitutes present for the final vote	Jakop Dalunde, Bas Eickhout, André Elissen, Michael Gahler, Kateřina Konečná, Jozo Radoš, Evžen Tošenovský, Matthijs van Miltenburg, Henna Virkkunen
Substitutes under Rule 200(2) present for the final vote	Herbert Dorfmann, Jaromír Kohlíček
Date tabled	23.10.2017

FINAL VOTE BY ROLL CALL IN COMMITTEE RESPONSIBLE

47	+
ALDE	Jozo Radoš, Dominique Riquet, Pavel Telička, Matthijs van Miltenburg
ECR	Jacqueline Foster, Tomasz Piotr Poręba, Evžen Tošenovský, Roberts Ziļe, Kosma Złotowski
EFDD	Daniela Aiuto, Peter Lundgren
ENF	Marie-Christine Arnautu, André Elissen
GUE/NGL	Jaromír Kohlíček, Kateřina Konečná, Merja Kyllönen
PPE	Georges Bach, Deirdre Clune, Andor Deli, Herbert Dorfmann, Michael Gahler, Dieter-Lebrecht Koch, Elżbieta Katarzyna Łukacijewska, Cláudia Monteiro de Aguiar, Renaud Muselier, Markus Pieper, Massimiliano Salini, Henna Virkkunen, Elissavet Vozemberg-Vrionidi, Luis de Grandes Pascual, Wim van de Camp
S&D	Lucy Anderson, Inés Ayala Sender, Isabella De Monte, Ismail Ertug, Miltiadis Kyrkos, Bogusław Liberadzki, Jens Nilsson, Gabriele Preuß, Christine Revault d'Allonnes Bonnefoy, David-Maria Sassoli, Claudia Țapardel, István Ujhelyi, Janusz Zemke
Verts/ALE	Jakop Dalunde, Bas Eickhout, Keith Taylor

0	-

0	0

Key to symbols:

+ : in favour

- : against

0 : abstention