



Implementation Scenarios Quality Standards Professional Driver Training Spain

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Standard 1: Embedding directive 2003/59/EC into national VET systems

The implementation of directive 2003/59/EC is interconnected with and embedded into the national vocational education and training systems of the participating countries.

The Royal Decree 1032/2007 is the legal instrument that transposes the EU Directive about initial and periodic training of the drivers into Spanish national legislation. This legislative instrument regulates all topics included in the directive, as follows:

The Directive was transposed through the RD 1032/2007 about initial and periodic training of the drivers

- Initial training intended to obtain the Professional Aptitude Certification (in Spanish Certificado de Aptitud profesional).
- Periodic training intended to update and improve the knowledge of the drivers, especially in the subjects of road safety, and reduction of fuel consumption.
- Training centres, requirements to offer training.
- Standardisation for training activities; about the structure of training contents and how to receive the theoretical trainings, as well as the practical content.
- Exams, characteristics and regulations.
- Mandatory training modules for Initial training.

As the regional governments have some competences in transports, the implementation of the directive imply the participation of these bodies in the development of this regulation.

The implementation of the Directive is being useful for the professional qualifications (Cualificación Profesional de conductor de transporte de mercancía, y Cualificación Profesional de conductor de transporte de viajeros, 450 hours each), as well for the elaboration of a draft of a Youth Professional Driver Certificates (for person 17-21 years old). Shortly, the Directive's implementation has supposed the creation of a structured training system for the drivers, even though it is not completely integrated in the general Spanish professional training system.

From 2007 several new professional profiles and specific curricula have been developed, as:

Professional profiles:

In 2012 the Ministry of Education launched a new

- Road Freight Transport (Haulage) Driver
- Professional driving of vehicles (less than 3,5 Tm) and vans

Specific curricula

- Road Freight Transport (Haulage) Driving – Technician

Regarding the last one, the obtaining of the technician certificate guarantee the basic knowledge to obtain the Professional Aptitude Certification, according to the Royal Decree 1032/2007.

Standard 2: Entry requirements

Professional driving is perceived as an occupation that requires certain life abilities and affinities before entering into initial training for professional drivers and therefore before entering into the profession as such. It is therefore considered as an occupation that cannot be performed by anybody.

The training itinerary considered essential for acquiring the necessary knowledge, skills and abilities for being a professional and competitive transport truck driver in Spain is the following:

- A) First Block
 - Obtaining C1 and C driving licences
 - Truck driver professional course
- B) Second Block
 - Obtaining C1+E and C+E driving licences
 - Truck and trailer driver professional course
- C) Third Block
 - Obtaining the ADR Certification for the carriage of dangerous goods by road.

This training itinerary can be followed in two different ways. Once the training of the first block has been done it is possible to choose between:

1. Following the training corresponding to the second block and then continuing with the third block;
2. Directly following the training corresponding to the third block.

A) First Block

Obtaining C1 and C Licenses

The final aim of this training is that the trainee achieves the theoretical-practical training needed for obtaining C1 and C driving licenses by passing the test established by the Spanish General Direction of Traffic Flow.

In order to obtain these driving licenses trainees must fulfil the following requirements:

- a) Hold a B driving license;
- b) Be 18 years old for obtaining C1 license;
- c) Be 21 years old for obtaining C license; or, be 18 years old and hold the Certificate of professional

competence.

Truck Driver Professional Course

This course aims at providing a complementary training to the obtaining of C1 and C licenses and allows the driver to acquire the necessary competences for developing its work in optimum conditions.

More specifically, this training enables the driver to: drive the vehicle, load/unload and handling the goods, make the basic preventative maintenance of the vehicle, repair basic failures, control the vehicle in difficult situations, etc..

In order to attend this course, drivers should hold a C license.

B) Second Block

Obtaining C1+E and C+E Licenses

This course aims at training C1 and C drivers in driving vehicles with a trailer heavier than 750 kg of MAM in order to obtain C1+E and C+E licenses.

Trainees must fulfill the following requirements:

- A) Hold a C1 and C license respectively;
- B) Be 18 years old for obtaining C1+E license;
- C) Be 21 years old for obtaining C+E license; or, be 18 years old and hold the Certificate of professional competence.

Truck and Trailer Driver Professional Course

This training aims at providing the theoretical and practical knowledge that allows truck and trailer drivers to exercise their profession with a high competitive level as well as to drive the vehicle, load/unload and handling the goods, making the basic preventative maintenance, repairing the basic failures and controlling the vehicle in any situation.

In order to follow this training, trainees must hold C1+E or C+E licenses.

C) Third Block

Obtaining the ADR Certification for the carriage of dangerous goods by road

The ADR Certification allows drivers to transport dangerous goods by road, respecting the legislation in force.

This training aims at applying the legislation on dangerous goods transport in force, raising awareness among drivers on the risks this type of transport represents in case of accident.

Trainees must fulfil the following requirements:

- A) Hold a certificate from primary school or similar education level;
- B) Hold a B driving license with at least 1 year of seniority.

Standard 3: Training design and choice of methods within initial qualification and periodic training

Choice of training design and methods within professional driver training reflect all kind of learning outcomes related to the training, the specific needs of the target group and the needs of heterogeneous groups. They incorporate a high level of practical relevance and reflect the state of the art of training possibilities for professional drivers.

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The CAP certifies that the driver has attended the courses and approved the exams (option 1: mandatory course and exam)

The CAP can be obtained through both ordinary and accelerated modalities (either 280 or 140 hours plus the exam):

CAP course	Accelerated modality	Ordinary modality
Rational driving	65 h.	130 h.
Security	55 h.	110 h.
Rules	20 h.	40 h.
<i>Total hours</i>	140 h.	280 h.
Hours of practical individual driving	10h.	20 h.
Of which through simulator	4h.	8 h.

- If the driver already owns the initial ordinary training, then the duration of the new initial training will be of 70 hours, 5 of which of individual driving.

If the driver already owns the initial accelerated training, then the duration of the new initial training will be of 35 hours, 2.5 of which of individual driving.

Standard 4: Requirements on trainers

Training for professional drivers is implemented by well qualified and accredited trainers that possess the necessary professional abilities in terms of expert knowledge, skills and competences within the subject they teach and the necessary pedagogical knowledge, skills and competences in order to implement high quality training for professional drivers.

The regulation does a specific mention to the exact profiles of the trainers (it is possible for one person to correspond to more than one profile), but the training centres certified to provide training for initial and periodic training for drivers has to have the following education staff:

- One training director with previous experience as teacher or director for at least 3 years in a training centre related to transport sector, driving school, national agency of employment or vocational training.
- One trainer specialised in road training.
- One trainer specialised in rational driving, based in safety and environmental laws.
- One trainer specialised in logistics and road transport.

- One trainer specialised in dangerous cargoes.
- One trainer specialised in fire extinction teams and means.
- One trainer specialised in first aid.

In addition, the trainer has to have a previous experience as teacher for at least 3 years in one (or more) of the following training centre:

- Centre for drivers' driving
- Centre for training on Good dangerous transportation;
- Associated centre of National Employment Institute
- Centre of Vocational Training
- Driving school
- Training department of the following institutions: company, association or trade union.

Standard 5: Assessment & validation in initial qualification and periodic training

Assessment & validation of initial qualification and periodic training are oriented on learning outcomes, and allow the assessment of learning outcomes achieved within initial training / qualification or elsewhere.

CAP courses can be organized only by centres authorized by the official organ of the competent Autonomous Community. The taught courses have to be in line with the homologation requisites imposed by the same Autonomous Community. Moreover, the Spanish legislation obliges the centres to dispose of a given group of trainers specialized in the following CAP's aspects:

- ▣ Road training
- ▣ Rational driving
- ▣ Logistic and road transport
- ▣ Dangerous goods
- ▣ Fire prevention
- ▣ First aid

It must be noticed that no specific training system for teachers has been created.

Within six month since the end of the course, CAP candidates have to approve an exam organized by the Autonomous Community. The exam is made of 100 test questions with 4 possible answers. 50 points is the minimum requirement to approve the exam. Once the candidate has approved the exam, he/she will receive a certificate and a card of professional qualification.

All costs related to the courses and the exams are entirely funded by the trainee. The average cost is around 300-400 €. Nevertheless, it is foreseen that, once the driver formation will be integrated within the general Spanish training system, funding from the Fundación Tripartita will be available.

Standard 6: Recognition of non-/informal learning

In- and non-formal learning is equally accepted and recognised as form of learning within initial and continuous/ periodic training for professional drivers that lead to the same certificates/ proofs as those acquired within formal learning environments.

According to the general regulation about the recognition of professional competences acquired through the professional experience and other non-formal training activities (training pathways/activities that don't answer to a specific official professional accreditation). The formal process of accreditation is managed by the Regional Governments, under the supervision of the Spanish education and employment Ministries and the assessment of the National Institute of Qualifications (INCUAL).

This process is closely related to the "Modular catalogue of Vocational Training", that allows combining formal and non-formal or/and informal training learning process to obtain a professional certificate. So, you can acquire the different competence units that define a professional profile.

Regional governments periodically publish several call intended to recognize these competences obtained through the experience and/or no formal training activities. These public calls will define the competences that could be accredited and the procedure to implement the certification.

The process is based in three main aspects: guidance, evaluation and accreditation.

Guidance: The first step (and not mandatory) of the process. The candidate will be guided about how to formalise the process to prove his/her competences.

Evaluation: The second step (the first mandatory one), the counsellor will evaluate the competences of the candidate. If the evaluation is positive, the process continues to the accreditation, if the evaluation is negative, the candidate will receive a relation of associated training that he/she had to develop to prove these competences.

Accreditation: The authority will issue the specific certification for each competence proved in the process.

Even if the process exists, till now it's not possible to certify any qualification acquired by non-formal or informal learning, because any regional government have not approved any regulation to certificate competences related to the professional qualification for drivers.

Standard 7: Adapting content and training approaches to changing skills needs

Vocational education and training for professional drivers is responsive to changing skill needs and can be adapted without losing relevance, transparency and comparability of the driver CPC in Europe.

As we commented in the first section, from the transposition of de Directive, the training for drivers has changed to more professionalised training pathways and the definition of professional qualifications of drivers.

Thus, new training activities and methodologies are used to train professional drivers in different ways, as:

- Use face to face and practical training;
- Use e-learning tools;
- Ect.

This ensures the continuous updating of the drivers' skills.

Standard 8: Quality assurance (in periodic and initial training)

Quality assurance systems and measures are put in place for the implementation of professional driver training in the framework of directive 2003/59/EC. Quality assurance is primarily based on pedagogical considerations in order to ensure a high pedagogical quality within professional driver training.

The quality system related to the training providers is ensured by the quality criteria approved by the administration. An approved center may lose the ability to take courses if the responsible public authority suspends or cancels its authorization. The authorization given to a site may be revoked or suspended by the national competent organism when longer meets any of the conditions under which the authorization was based. Failure of communications required the Administration regarding the courses or Inspectorate report noting that breaches any feature model approved course or lack of pupils over 25% can be assumed from the suspension of the authorization to the revocation of the permission to provide training.

List of references:

- Royal Decree 2032/2077, 20th of July, about the initial and continuous training of on the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers
- Royal Decree 1224/2009, 17th of July, about the recognition of the professional competences acquired through the labour experience
- Royal Decree 1539/2011, 31st of October, that establishes seven professional certificates corresponding to the family Transport and vehicle maintenance, and included in the National Catalogue of Professional Certificates
- Royal Decree 555/2012 23th of march, establishing the certificate of Technical on road transport vehicle driving and its associated training

For further information on the project please consult:

www.project-profdrv.eu

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