

# ProfDRV project newsletter



Issue 1 – January 2012

Professional driving - more than just driving!:

Qualification requirements and vocational training for professional drivers in Europe

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## Welcome by the ProfDRV project coordinator DEKRA Akademie GmbH (DE)

**D**EKRA Akademie GmbH has given one of its highest priorities to the vocational education and training of professional truck drivers and is among the training providers that have the longest and most comprehensive experience in training professional drivers worldwide. We have been able to design and run training courses for more than 50,000 drivers with highly qualified personnel over the years. The high quality of these trainings is one of our main areas of focus.



Over the years we have taken part in a variety of projects dealing with the European Qualifications Framework (EQF) and developed a certain expertise in this area as well. It is no surprise, therefore, that we are also getting engaged into a project such as ProfDRV that deals with professional driver qualification at a European level in light of the directive 2003/59/EC and especially in relation to professional drivers qualification to the EQF as a common European instrument.

We are convinced that the qualification of professional drivers is not only a crucial contribution to increasing road safety for all EU citizens in future, but also to improve the public perception of this profession Europe-wide in order to address the shortage of professional drivers. That's why we initiated ProfDRV.

Dr. Peter Littig, Manager Education policy and strategy,  
DEKRA Akademie GmbH (DE)

## The ProfDRV project – what is it about?

**T**here are about 4,7 million professional drivers in Europe and already since 1976 vocational education of professional drivers is of European interest. During the last decades the requirements on professional drivers changed fundamentally. Reasons for these changes include new technical standards, changing legal regulations, market requirements and work environments, an extended range of professional drivers tasks and the internationalisation of the transport market. Such developments strongly contrast the vocational training situation within professional driving. The majority of drivers have so far worked exclusively based on their driving licence entitlement and without special vocational training for professional drivers. Some sources even talk about a missing learning culture within this occupational field. This together with the occupations negative image and the difficult work conditions leads already today to an alarming shortage of qualified professional drivers while increasingly professional driver jobs remain empty.

That's why the ProfDRV project explores initial and continuous training for professional drivers within and beyond the framework of EC directive 2003/59 that regulates professional driver training from a European level. The major focuses of the ProfDRV project are the correspondence of professional driver training to labour market requirements and the increase of





the occupational attractiveness for young people as well as career changers with vocational education and training means. We are developing possible solutions for professional drivers' initial and continuous vocational education and training within the ProfDRV project. For this purpose we further explore among others:

- EC directive 2003/59 on professional driver qualification: its implementation in the project countries and possible improvements,
- professional drivers' tasks the abilities needed in order to perform them competently the European Qualifications Framework and how it can be used in order to improve professional drivers occupational career opportunities.



Professional driver training in the Netherlands - a country with a long tradition in training professional drivers occupational skills.

## Does directive 2003/59/EC contribute to overcoming the shortage of professional drivers?: ProfDRV asked stakeholders

ProfDRV project partners met with employers, professional drivers, representatives of transport and education related institutions, vocational education and training providers and labour unions in order to find out about their perspective on professional driver qualification in Europe.

One of the aspects addressed was their perception on the driver shortage and directive 2003/59/ECs role in this context. Opinions have been very controversial.

A number of interview partners raised concerns that the mandatory driver CPC is just an additional burden for the sector and will, in the long run, prevent even more people from entering into this profession. But others saw the chance that exists behind such a mandatory initial vocational training scheme; something that was not in place before the directives implementation in most of the partner countries. The chance they referred to is the opportunity to ensure a sufficient qualification standard of drivers through comprehensive initial and continuous/ periodic training because experts

and employers often state not the quality, not quantity of professional drivers could be improved. Statistical data from different European countries supports this appraisal.

Some of the reports from the ProfDRV partner countries nevertheless highlight potential problems with this opportunity. The interviews raise - at least for some countries - the doubt that the directive's overall and national implementation approaches do not sufficiently meet the

labour markets qualification needs on professional drivers, and do therefore not adequately prepare drivers for the job's requirements. This doubt is primarily based on large differences in the quality of training and assessment technique between countries. A possible solution for this situation is the European Qualifications Frameworks learning outcomes approach, which represents the ProfDRV projects major area for consideration.

However, project results so far also clearly show that vocational education and training will not solve the driver shortage issue. Further aspects such as the difficult work conditions with a lack of family-friendly working time (particularly for long-distance driving), long hours of inactivity and the poor perception of truck accidents shown in the media play a crucial role.

Further information is available in the country case studies on the directives implementation at [www.project-profdrv.eu](http://www.project-profdrv.eu).



Driver qualification in Europe - is it really comparable across borders?



## What does EQF mean and what has it to do with professional drivers' qualification?

The European Qualifications Framework is a common European reference framework which links countries' qualifications systems together, acting as a translation device to make qualifications more readable and understandable across different countries and systems in Europe. It has two principal aims: to promote workers' mobility between countries (among others in order to overcome skill shortage within Europe) and to facilitate citizens' lifelong learning.

But the way in which people are trained or learn within different national education and training systems or differ-





„Learning outcomes – a possibility to make professional driver qualification comparable across borders?!“

ent institutional contexts are so diverse that they are not comparable. A situation that we are also facing with regard to the driver CPCs' implementation approaches in Europe are the differences (based on the input oriented European directive, duration of learning and content to be trained) to the approach, and are hardly comparable from country to country.

The EQF proposes a shift to learning outcomes to overcome this difficulty and to make comparison between qualifications possible based on the learning outcomes they stand for. In the EQF a learning outcome is defined as a statement of what a learner knows, understands and is able to do on completion of a learning process. The EQF therefore emphasises the results of learning rather than focusing on inputs such as the length of study.

This is where ProfDRV comes in. We are currently developing a learning outcomes-based profile for professional drivers and EQF compatible educational standards that intend to make professional driver qualification in Europe indeed comparable. Further information follows in the next newsletter issue. Additional information on the EQF and its mode of action is available at [www.eqf-support.eu](http://www.eqf-support.eu).

## When in Rome, do as the Romans do: driver CPC in different European countries

**D**river CPC implementation differs from country to country. Therefore we introduce different national approaches in this newsletter section starting with the Dutch approach.

The overall infrastructure was set up at the time that compulsory training for road transport drivers was introduced in 1975. At that time the Netherlands experienced industrial relations problems due to conflicts between the trade unions and employers' organisations. The only point they agreed on concerned an improvement in driver quality and driver skills. As a result of this legislation, any truck drivers

operating a truck with a permissible total laden weight of over 7.7 tonnes must hold a CPC, a certificate of professional competence. Several associations were created for this purpose, among others VTL.

When directive 2003/59/EC has been introduced a taskforce was put in place and developed a number of basic assumptions to the ministry on the implementation of initial and periodic training in the Netherlands. Today there are two options in order to obtain the driver CPC in the Netherlands:

(Option 1) Training courses run by commercial driving schools. Every driving school is free to set up a program, but the examination is governed by CBR, the independent state examination body. CBR has developed an examination outline. The CPC exams are included in the examination for driving licence C and the driving licence D. Drivers completed this scheme are not considered fully qualified skilled drivers, they just obtained their driving licenses, which include CPC.

(Option 2) Apprenticeship scheme for qualified professional driver. This program is based on twelve defined work processes and competences and not on learning goals only. Part of this training scheme are the before mentioned exams for the C driving licence.

In order to continue practising the profession, drivers are required to participate in mandatory five-yearly training courses, with a total duration of 35 hours. The subjects of these training courses contain an actualisation of the knowledge of the drivers, emphasising traffic safety and rational fuel consumption. In the taskforce it was decided for a so-called 'preference menu' system. The CCV, labour market parties and the Ministry are publishing a framework on an annual basis, containing a varied assortment of approved courses. This will result in a very flexible system that complies with the diverse training needs of the sector and can anticipate on recent developments, while complying with the specific conditions of the directive. Over 200 training courses are approved by the Dutch competent authority, ranging from ecodriving (7 hours), to ADR training and to safety advisor dangerous goods (28hours).

## “We are the ProfDRV consortium!”

**T**he ProfDRV project is implemented by 11 partners from Austria, Germany, Hungary, Italy, the Netherlands, Spain, the UK and Canada. In addition 5 associated partners from Germany, France, Finland, Italy and Sweden support our work. This section introduces two of our project partners:



Since 2007 DEKRA Akademie Kft. (HU) is training and educating people in Hungary. At present, a wide range of services are offered country-wide at seven accredited locations. 27 employees and around 250 regular freelanc-





## How to take part in the project

Throughout the course of the ProfDRV project different opportunities to participate are available for professional drivers, trainers, employers, representatives of social partners and governmental institutions. Such opportunities take the form of interview rounds and questionnaire surveys, as well as national and European workshops spread throughout the whole project period.

Two of these participation opportunities already took place: stakeholders have been interviewed on the current situation of professional driver qualification in the summer of 2011 and drivers, trainers and employers participated in a survey on professional drivers' tasks in October 2011. Further interview and consultation rounds are planned for the coming months, national workshops on the projects results are implemented between April and November 2012 and a final European symposium will take place in November 2012.

Please check the project website [www.project-profdrv.eu](http://www.project-profdrv.eu) or follow us on Facebook or LinkedIn for current or upcoming participation opportunities.

## Next newsletter issues

You can expect five further issues of our ProfDRV project newsletter during the projects funding period until March 2013. The next is planned for April 2012. In order to receive the newsletter, please send an e-mail to [EU-project.akademie@dekra.com](mailto:EU-project.akademie@dekra.com).

ers (trainers) provided services to a wide range of clients, which are represented by private persons, sent from the industries or the state. Our core training business is in the field of transport logistics, agriculture and forestry, the construction industries such as machine operators, electro technique and electronics as well as safety techniques. For further information please contact [peter.klingler@dekra.com](mailto:peter.klingler@dekra.com).



The Canadian Trucking Human Resources Council (CTHRC) is an organization dedicated to addressing human resource issues in the Canadian trucking industry. It conducts research and disseminates the information which helps the trucking industry to understand its labour market issues, and then provides the resources to help identify, attract, train and retain the employees who are critical to the industry's success. CTHRC works with industry organizations, employers, educators and labour who are collectively committed to improving the professionalism and sustainability of the industry. Together, they develop and deliver the products and programs that are dedicated to meeting these important goals. For further information please contact [info@cthrc.com](mailto:info@cthrc.com).



The CTHRC strongly contributes with its campaigns and activities to the improvement of the driver image and qualified driver shortage in Canada.



We are the ProfDRV consortium! ProfDRV project group at project meeting in Dordrecht (NL).



### Imprint:

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