

## CPC DRIVER PERIODIC TRAIN THE TRAINER (TOT TO FCO) PROJECT SCOPE

### BACKGROUND

The Directive 59/2003 EC has been implemented for Category C drivers on September 2009. Besides holding a driving licence all heavy goods vehicle drivers have the obligation to undergo thorough initial qualification and undertake a 5-day periodic training (FCO) every five years in order to maintain their employability throughout their career. Periodic Training is equated with lifelong learning for truck drivers, allowing them to acquire new skills to cope with a quick moving industry resulting from rapid technological changes. Periodic Training fits into the Common transport policy as it aims to raise driver awareness on the need for a safer, smarter, more fuel-efficient driving respectful of the environment.

The EU Leonardo TOT to FCO (TOT to FCO, i.e. Training of Trainers to Periodic Training) project is being developed and implemented in Spain and Poland by taking the input of the existing Periodic Training experience that has prevailed in France as from 1996. The Transfer of Innovation (TOI) project consists in transferring training knowledge and skills intended to instructors who provide periodic training to category C drivers. The content of the programme is arranged in three modules and accommodates the partners' national requirements. The Technical, Pedagogy and Methodology training transfer is facilitated by the use of a distance learning platform accessible by all partners in order to facilitate exchange and the sharing of best practice. TOT to FCO was first experimented in Paris in October 2010 with Spanish and Polish instructors. The newly trained instructors will in turn train either instructors or drivers. The project is aimed at and accessible to any training institute active in road transport professional training and willing to develop its periodic training capacity in compliance with quality training criteria set out by the IRU Academy through an accreditation process.

### WHY THE PROJECT IS NEEDED

The project aims at qualifying instructors and professional drivers.

Due to the implementation of periodic training from September 2009 and the requirements that all drivers need to undertake mandatory periodic training, we are anticipating a lack of qualified instructors across Europe able to deliver high level professional training in compliance with the EU directive. The lack of instructors may generate a shortage of drivers not being able to undertake their training by 2016 and therefore not being able to drive.

The transport industry is currently affected by a driver shortage due to a lack of attractiveness of the profession and by an ageing workforce (20% of drivers are over 55). The project contributes to enhance the image of the driver as a multi-skilled and high value achiever in an industry where career development and training is key. Drivers are now expected to be increasingly involved in the implementation of a Common Transport Policy committed to



achieve sustainable development based on innovation, road and environmental safety, fuel-efficiency, energy savings. The road transport industry has pledged to reduce CO<sub>2</sub> emissions by 30% by 2030. Ongoing training and career development are therefore going to play an increasingly important role in the long-term retention of truck drivers.

Lack of harmonisation in road transport training delivery is another issue that was addressed by the EU Leonardo TOT to FCO project. Current training provision for road transport instructors is highly variable between countries in Europe. Furthermore professional driver training is becoming increasingly demanding and there is a need for well-trained professionals. The aim is to provide to any interested parties in the EU-27 a standardised programme to develop instructor technical knowledge and teaching skills and ensure use of best practices. It has always been an objective of the consortium to make harmonised instructor qualification available to all EU-27 in order to ultimately ensure quality training which will impact industry professionalism and safety on the road.

All of these legislative, social, technological, economic and driving changes are being collected, consolidated and updated through a single training programme.

Active promotion aims to reach a large community of stakeholders within the EU and beyond including instructors, drivers, training institutes, public and private companies, social partners, trade organisations, EU Commission officials, policy makers.

---

## THE OBJECTIVE OF THE PROJECT

---

The aim is to lead to EU recognition of TOT to FCO facilitating mobility and transparency of instructor qualifications. The implementation of the driver training directive 2003/59/EC has enhanced the lack of harmonisation in road transport training delivery across Europe in terms of pedagogical methods, training material, course content, evaluation of learning outcomes, training and learning objectives. Current training provision for road transport instructors is highly variable across Europe. There is a need for a common competence framework and professional profile. This issue was confirmed during past mobilities undertaken in Spain and Poland within the 2009 Leonardo mobility project. It is now being addressed under this transfer of innovation project. Training centres interested in doing TOT to FCO programme will have to comply with some qualitative criteria to guarantee high professionalism in road transport training capability. A “TOT to FCO” instructor certificate will be delivered by the IRU Academy to instructors who will have successfully completed the TOT to FCO programme. The objective of TOT to FCO is unprecedented as it is about establishing a pan EU qualitative level for instructors involved in training professional drivers to periodic training of Category C Drivers.

Nowadays there is no such capacity building existing within the EU whilst there are many requirements and new legislative updates that compel the driver to perform according to stringent standards and abide by rapidly evolving regulations. As mentioned earlier the European legal framework for road transport comes across as a complex set of social, driving, technological rules and regulations:

- Working time directive in force from 23 March 2005



- Social legislation in force from 1 May 2006
- Digital tachograph compulsory from 11 May 2006
- Driving and rest times rules in force from 11 April 2007
- Driver training directive 2003/59/EC in force from 10 September 2009 for truck drivers

---

## PROGRAMME CONTENT

---

By upholding an active promotion of TOT to FCO the project seeks to facilitate access to a mainstream training programme covering all areas of the road transport industry - social, legislative, economic, technical, environmental aspects. The profession of both driver and instructors is evolving. There is an increasing need for qualifications in the road transport sector. Securing drivers' employability does not simply mean a constant updating of skills; it also involves gaining new skills resulting from rapid technological, social, economic and legislative developments. The programme aims to guarantee a high level of professionalism in training drivers through a pan European recognition of instructors. Besides a technical and methodological module, TOT to FCO contains a pedagogical module. This module provides instructors with relevant tools, methods and skills enabling them to perform the programme successfully and interactively. Strong pedagogical techniques and competences are therefore necessary to teach TOT to FCO efficiently in order to ensure its impact on the target groups.



Instructors will be using a virtual platform, pictured above, to ensure efficient delivery of up to date knowledge through the course content, material and collaborative spaces. By promoting transparency of instructor and driver qualifications we are speaking with a unified voice about road transport training delivery. This is unprecedented in the road freight transport industry.