



Annex **04**
(WP 02 - Del 06)

VET schemes for professional drivers



Project title:

Professional driving – more than just driving!

Project number:

510074-2010-LLP-DE-LEONARDO-LMP

Grant agreement:

2010-3458

Sub-programme or KA:

Leonardo da Vinci/ DoI



VET schemes for professional drivers in Europe

Deliverable: No 06 Version: 2.0

WP: 2 Last update: 30/01/2012

Prepared by: Claudia Ball, DEKRA (DE)
Hans Konings and John van Rijn, VTL (NL)

With contributions from: Tanja Bacher & Simone Kunz, 3s research laboratory (AT)
Peter Klingler, DEKRA Albasafe Akademie Kft. (HU)
Claudia Ball, Tanja Buchsdrücker, Benedikt Schimmelpfennig & Malte Stamer, DEKRA Akademie GmbH (DE)
James Tillyer, FTA (UK)
Caterina Boschi, TkFormazione (IT)
Pablo Vidal, ASIMAG (ES)



Short summary:

This report presents the landscape of vocational education and training opportunities for professional drivers in the countries represented in the project and summarizes its scope of application as well as its acceptance and appraisal by stakeholders in the branch. Thereby, initial and continuous vocational education and training schemes are equally considered.

Furthermore the paper dives deeper into the national implementation approaches of directive 2003/59/EC being the training schemes with the major impact on professional drivers' vocational qualification in Europe since it came into effect. It describes these implementation approaches, highlights commonalities and differences and puts them into relation with the national vocational education and training systems and, if applicable, parallel VET schemes for professional drivers in the researched countries.

Finally the paper displays already existing or emerging interfaces between professional driver qualification in the investigated countries and the European Qualifications Frameworks.

Scope of this paper

This paper intends to provide an overview about vocational education and training opportunities for professional truck drivers with a major emphasis on the ProfDRV partner countries: Austria, Germany, Italy, Spain, the Netherlands, UK, Hungary and Canada. Major emphasis is given to publicly recognised IVET schemes in the framework of the public national VET systems such as the skilled worker certificate for professional drivers in Germany and Austria and to I/CVET schemes that refer to the implementation of directive 2003/59/EC. Further I/CVET opportunities such as additional CVET opportunities will only be touched slightly and where it seems appropriate with regard to the ProfDRV projects overall aim.

Major attention will be paid to the different implementation approaches of directive 2003/59/EC on initial and periodic qualification for professional drivers and their characteristics in the European project partner countries and beyond this geographical scope as far as possible.

(1) Vocational education and training opportunities for professional drivers

Before the introduction of directive 2003/59/EC professional driver qualification schemes rather had a subordinate role in most of the European countries in terms of availability and impact and generally the access of driver to learning opportunities. There are only few exceptions such as France and the Netherlands where formal professional driver IVET has been well established, comprehensively implemented and legally required as an integral part of the occupation professional driver already before. Generally the overall situation has been characterised by very limited availability and access to training and the percentage of drivers attending training ranged far below the overall percentage in Europe (Houtman, van den Bossche, Hesselink, van den Berg, R. & van den Heuvel, 2004).

The following tables provide some overview information on how the situation looks like at the moment in different European countries with regard to initial vocational education and training (IVET) and continuous/ periodic vocational education and training (CVET) for professional drivers:

Austria

Vocational education and training

IVET *3-year-apprenticeship training for cargo / passenger transportation since 1987:*

Requirements for apprenticeships in professional driving are defined as: physical endurance; technical understanding; eye-hand coordination; insensitivity of the skin; spatial imagination; mathematical and computational skills; organizational talent; interpersonal competences; logical and analytical thinking; good responsiveness; retentiveness; working independently and psychic endurance. After the three-year apprenticeship, the apprentice participates in the class C (or D) driving license and takes the final apprenticeship examination to become a skilled worker. This examination is recognized as initial qualification (theoretical as well as practical) for the Certificate of Professional Competence (CPC).

Skilled-worker certificate in a near occupation:

If a person has already completed an apprenticeship as construction technician,

Directive 2003/59/EC

Initial qualification as requested by directive 2003/59

Since Austria has chosen the test-only option for CPC, there are no training programmes to complete initial qualification (Directive/2003/59) apart from self-training (all nine federal governments publish the pool of multiple-choice-questions online on the respective websites). The WIFI Austria (Austrian Institute for Economic Research) in addition offers free information events on the initial qualification. Participants receive information about the content of the theoretical part of the test, the exam procedure as well as the exam questions.

motor-vehicle electrician, motor-vehicle technician, agricultural-engines technician or forwarding merchant, and also has the C driving licence, then the person is allowed to participate in the final apprenticeship examination to become a professional driver. They also have to complete a simplified additional test.

- CVET** In Austria the continuous training for professional drivers before directive 2003/59 covered training as crane-operators, ADR-courses, cargo security courses and courses on the use of (digital) tachometers.
- With directive 2003/59 a total of 35 hours of periodic training have to be completed by drivers every 5 years. 28 hours are assigned to specific topics: improvement in rational driving (7 hours); optimisation of fuel consumption (7 hours); ensuring cargo safety (5 hours); knowledge of social law conditions (4 hours); knowledge of the rules of the road for freight transportation (1 hour); health, transport and environmental safety, service and logistics (3 hours) and knowledge of the business environment (1 hour). The remaining seven hours can be done in special training courses for C licence. An approved training body must conduct the periodic training.

Germany

Vocational education and training

- IVET** *Apprenticeship training 3 years* leading to a skilled worker qualification "Berufskraftfahrer" (truck and bus) (following the dual system approach - school+work placement - and integrated into the German public VET system as an recognised public VET scheme, see certificate supplement:
http://www.bibb.de/redaktion/ze/en/berufskraftfahrer_e.pdf) - includes driver CPC

Occupational re-training leading to the same skilled worker certificate as above (truck and bus) (18-24 months, full time school + traineeship in a company) - includes driver CPC

- CVET** In addition to those covered by periodic training in the framework of the
- In the framework of 2003/59/EC there are 5 moduls with small deviations dependent on

Directive 2003/59/EC

Driver CPC training based on the Berufskraftfahrerqualifikationsgesetz (2003/59/EC) NOT leading to a skilled worker qualification/certificate and NOT integrated into German VET system - 140h + test (test only is also possible, but not necessarily to be considered as a VET option)

Berufskraftfahrer-qualifikationsgesetz (directive 2003/59) courses are offered on topics such as (NOT recognised as periodic training within Berufskraftfahrer-qualifikationsgesetz/ 2003/59/EC):

- ADR-training
- crane-training
- driving perfection training

the provider possible as periodic training available that each need to be attended (all 5 attended by a driver have to cover the content described in the annex to the directive):

- load security (with possible variation for tank drivers)
- eco driving
- application of regulations
- safe driving
- driver and image

Italy

Vocational education and training

IVET None in place

Directive 2003/59/EC

Initial ordinary qualification (260 h theory+20 h practice); Initial accelerated qualification (130 h theory+10 h practice). Every training consists of a common part and a specialized part (for truck or bus drivers).

The final test of the initial training takes place in the premises of the "Motorizzazione civile" (local government office that issues driving licenses and registers vehicles). It consists of 2 questionnaires (respectively on a common and a specialized part). Waiting for the elaboration of the questionnaires by the Transport Department, the test is an oral examination. The examiners are 2 officers of the Transport Department. The CPC is issued by the competent local "Motorizzazione civile".

The option "Test only" is not possible

CVET Private brief courses on demand (driving schools are sometimes asked by employers to provide training on specific themes – mainly security, law etc. Time spent: 4-5 hours). The request of training is generally quite low. It springs from the fear of fine or after some fines; it is rarely based just on employers' care or on truck drivers' needs – especially if drivers are not young even if experienced (i.e. highway code – rules, sanctions, overload, speed limits -, how to use the new digital

a) General programme (21h) [a.1. to know the controls of the vehicle and behaviour of the driver (7h); a.2. to know behaviour rules and responsibility of the driver (7h); a.3. to know professional risks. Psycho-physical conditions of the driver (7h)];

b) Special programme (14h) for truck drivers [b.1) load and unloading of good; tasks of the driver (7h); b.2) regulations of carriage of goods (7h)]; c) Special programme (14h) for bus drivers [c.1) duties of drivers as regards

tachograph, transport national regulation etc.). This kind of training is welcome if practical oriented and if trainers are well qualified (teachers but also members of the traffic police). Sometimes more companies, with the same training needs, agree on providing together the same course on the same themes, gathering their employees (i.e. 2 companies generally involve about 20-30 participants). This kind of training is held in classrooms, training material is provided (code, regulations, training manual), no use of pc/multimedia tools. At the end of the Course an attendance certificate is issued. Some times the Course is not "officially" organized: it results as an internal "meeting" among employees.

company and passengers (7h); c.2) regulation of carriage of passengers (7h)]

he periodic training has to be done "from 6 months before"/ "to 2 years after" the CPC expiring date. 2 years after the CPC expiring date, the driver must instead not only attend the training course but also pass the exam.

Hungary

Vocational education and training

IVET There is a *public IVET scheme* in place in Hungary (up to 600 hours out of which 70% are theory and 30% practice). This system is administrated by the ministry of education. This qualification is part of the Hungarian VET system and therefore also of the Hungarian Qualifications Framework. However, this scheme is practically not in use.

CVET n.a.

Directive 2003/59/EC

The initial qualification can be obtained through test only.

The directives implementation is administrated by the ministry of transport (see also below – further remarks).

Training providers who want to train professional drivers in initial qualification and periodic training need to get an accreditation of the National Transport Authority, who is at the same time doing the test at the end of the initial qualification and (!) periodic training.

The periodic training can only be obtained through a test at the end of 35 hours training.

Further remarks:

Before the introduction of directive 2003/59/EC there has been another scheme setup by the National Transport Authority, linked to the Ministry of Economy and Transport. This scheme was in favour of the industry and the drivers because it was far shorter than the VET scheme (see above). It already existed for decades before the EU directive came up, with a kind of initial qualification and with a periodic training.

It is based on a very specific sub-structure, a division of professional drivers into the following categories:

1. *Drivers, who were only active on national level, within the borders of Hungary,*

2. Drivers, who were active on national and international level, abroad,

3. Drivers, who did transport for company purposes only.

Drivers belonging to category 1 had to do once an initial qualification (5 days training, 8 hours/day, final written and oral exams) and could afterwards work without any additional trainings. Drivers belonging to category 2 had to do an initial qualification (5 days training, 8 hours/day, final written and oral exams) which's curriculum to a certain extent varied from the one Cat 1. had to do (e.g. international paperwork, traffic rules and signs). Having successfully passed the final written and oral tests, the international drivers had the right to work for a maximum of 5 years. At the end of this period, they had to participate in a periodic training session, which was practically the same like the initial qualification. Drivers belonging to category 3 did not even have to do an initial qualification. The relevant driving license was enough to let them to work for a company.

As already mentioned, the whole system, all curricula and examination regulations were setup and controlled by the National Transport Authority (Nemzeti Közlekedési Hatóság, NKH), which was under the auspice of the Ministry of Transport. It was as well this state authority which carried out examinations and accredited private education providers for giving training in this field. Only companies accredited by NKH were able to train truck drivers.

The coexistence of these two systems is a result of a rivalry of influences and competences, principally between the Ministries of Transport and Education. It is as well the reason, that the system in use of NKH is not integrated into the VET.

Due to the already existing system and its inherent substructure of drivers into categories with varying starting situations, the implementation of the new system will be introduced step by step with various deadlines:

- truck drivers who finished their initial qualification before the deadline of 09.09.2009 and only had a license for working in Hungary have to do a first periodic training latest before 09.09.2014;
- truck drivers who finished their initial qualification before the deadline of 09.09.2009 and were active on national and international level only have to keep their rhythm of 35 hours periodic trainings within 5 years, meaning their individual deadline;
- truck drivers who only did transport for company purposes only (works traffic) and did not have any initial qualification yet, have to do a first periodic training latest before 09.09.2012.
- Professionals who until now only drove small trucks and/or transporters (2.8-3.5 t) had to do an initial qualification as well. Due to the EU-Directive, there is in the future no need for them anymore for any kind of additional qualification or training besides the driver's license and the regular medical test which is regularly requested in Hungary.

The Netherlands

Vocational education and training

IVET *Apprenticeship scheme for qualified professional driver.*

This program is based on the twelve work processes and competences and not on learning goals only. Part of this training scheme are the exams for the C driving

Directive 2003/59/EC

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

license (see cell on the right).

exams are included in the examination for driving license C and the driving license D. Drivers completed this scheme are not considered fully qualified skilled drivers, they just obtained their driving licenses, which include CPC.

CVET Over 200 training course are approved by the Dutch competent authority, ranging from ecodriving (7 hours) to safety advisor dangerous goods (28hours).

Spain

Vocational education and training

Directive 2003/59/EC

IVET There is a professional profile on professional truck driving defined in the national catalogue of qualifications: *Conducción de vehículos pesados de transporte de mercancías por carretera (TMV455_2)*. However, it seems that there are no actual courses offered with regard to this qualification at this point in time.

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.

CVET Unknown

Module 1: Advanced training about rational driving based on security rules (8 hours)

Module 2: Application of the regulation (5 hours)

Module 3: Health, driving and environmental safety , logistic (22 hours)

United Kingdom

Vocational education and training

Directive 2003/59/EC

IVET The qualification systems offers a number of certificates for professional drivers integrated into the qualifications frameworks in the UK, such as

- City & Guilds Level 2 Award In Knowledge for a Professional Bus or Coach Driver (QCF) (600/2995/X)

The initial training (test only!) takes place at official DSA (Driving Standards Agency) test centres, approved for the delivery of truck and bus training. The initial training is made up of 4 modules; part 1 is a theory test which is divided in two - a multiple choice test and a hazard perception test. Part 2 is a CBT-based

- City & Guilds NPTC Level 2 Award in the Long Distance Transport of Animals by Road - Driver (QCF) (600/0307/8) module which is made up of seven case studies, each with between 6 and 8 questions. Part 3 is a practical test of driving ability. This lasts 90 minutes and tests the driver on manoeuvring and observation standards. Finally part 4 is a test that lasts for 30 minutes; it covers loading / unloading, vehicle security, walk around checks, emergency situations and assessing risk.

CVET As of today (5th January 2012) there are a total of 983 JAUPT-approved training centres for driver cpc, with a total of 2465 approved courses being delivered in accordance with the topics covered in the Directive 2003/59.

The previous tables show that there are in the meantime in all countries I/CVET opportunities for professional drivers available. However, they strongly differ with regard to their practical relevance. While the schemes put in place in order to implement directive 2003/59/EC have to be attended by any commercial truck driver and are therefore implemented comprehensively, the mostly non-compulsory "VET-schemes" are rather rarely used and receive low acceptance from the industry in most countries. Although they are e.g. in Germany rated as clearly meeting the industries needs in terms of well qualified drivers, while the driver CPC as implemented in the framework of directive 2003/59/EC is not recognised as sufficient to prepare drivers for their jobs in several countries surveyed in the framework of the ProfDRV project.

Based on the interviews implemented in the different ProfDRV countries and from the overall results of the conducted survey it can nevertheless be assumed that the different IVET opportunities lead to a very heterogeneous landscape of qualifications and levels of abilities reached with them. Since so far only a minority of existing IVET opportunities for professional drivers is expressed in terms of learning outcomes, it is nevertheless not possible to compare them based on the learning outcomes they lead to.

The stakeholders' point of views vary strongly with regard to the different I/CVET opportunities ability to "meet labour market needs" and "increase road safety":

While a number of stakeholders claim that it is still too early to measure the impact of the driver CPC with regard to road safety, some refer already today to an increase of road safety while others deny that there is or will be any effect in future through the introduction of the driver CPC on road safety because other aspect play a far more prominent role in this regard.

The introduction of the driver CPC is perceived similarly with regard to meeting labour market needs. A number of interview partners raised that the mandatory driver CPC is just an additional burden for the sector and will on the long run prevent even more people to enter into this profession. But others saw the chance behind such a mandatory initial vocational training scheme 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 level of drivers through comprehensive initial and continuous/ periodic training because experts and employers often state not a quantitative but

qualitative lack of professional drivers. Statistical data from different European countries supports this appraisal. Some of the reports from the ProfDRV partner countries nevertheless contain a downer on this opportunity. The interviews raise - at least for some countries - the doubt that the directives overall and national implementation approaches do not sufficiently meet the labour markets qualification needs on professional drivers and do therefore not adequately prepare for the jobs requirements. This doubt is primarily based on very big differences within quality of training and assessment between the different countries that do not lead to comparable levels of qualification, but suffer from partially enormous shortfalls. These differences between countries can be led back to the character of a directive that leaves a lot of space for interpretation, but also to the application of an input oriented approach that has been applied within directive 2003/59/EC and leads to non-comparable implementation results (see also chapter 3 of this report for further explanation).

With regard to the IVET schemes integrated into the national VET systems/ qualifications frameworks, especially the German and the Dutch IVET schemes are rated by stakeholders as clearly meeting the labour market needs. There is no further information available about the schemes in Spain, Hungary and the UK. But at least for Hungary the results suggest the conclusion that there is labour market orientation missing with regard to the vocational education and training scheme for professional drivers.

With regard to CVET (primarily referring to periodic training in the framework of directive 2003/59) the survey results indicate the conclusion that especially such approaches that enable companies (and drivers) to choose from a variety of possible topics are the ones most appreciated by the industry because companies can choose from the different topics based on their individual needs. This does of course include a risk of overestimating companies' needs, while not considering drivers needs and interests. However, those national stakeholders confronted with a fixed programme as it is e.g. the case in Germany or Italy appear to be rather unsatisfied with the CVET/ periodic training situation and only topics such as economical driving or load security are widely considered as corresponding to the industries needs while topics such as first aid or maintenance and technical basic are considered as missing.

(2) Implementation approaches of directive 2003/59/EC in the project countries

The tables in chapter 1 already show that the ProfDRV partner countries have different ways of coping with embedding the implementation of directive 2003/59/EC into their VET systems dependent on different factors:

- In Austria and Germany a parallel scheme to obtain the driver CPC was opened to the already existing skilled worker qualification, but those passing the apprenticeship scheme are also entitled to receive the driver CPC.
- In the UK, Spain¹ and Italy the CPC opens new training schemes that are not linked to existing VET paths, if applicable.
- Hungary replaced an existing mandatory initial training for professional drivers with the driver CPC proposed by directive 2003/59/EC and keeps in addition a second VET scheme that has no reference to the driver CPC.

¹ With regard to Spain it is currently discussed to link the driver CPC (CAP) with the profile on professional driving in the national qualification catalogue.

- The Netherlands integrated the driver CPC into their already previously existing VET scheme for professional drivers.

Just as the embedding of the driver CPC into the national systems also the implementation approaches with regard to directive 2003/59/EC vary strongly. The table below offers a brief overview about the approaches chosen by the different countries:

Country	Initial qualification		Periodic training
	Training & test	Test only	Fixed program
Italy	yes	no	yes
UK	no	yes	no
Germany	Yes	yes	yes
Spain	yes	not	yes
Austria	No	yes	yes
The Netherlands	no	yes	no
Hungary	no	yes	no

The country report in annex 1, the EuroTra matrix on the implementation of periodic training and the case studies available on the ProfDRV website contain further information on the directives implementation in the different ProfDRV partner countries.

The following summarising conclusions can be drawn from these findings with regard to the implementation of directive 2003/59/EC:

- Number of professionals following the VET scheme compared to the total number of professional who have followed training is relatively low. Example; in Sweden they have a total of 140.000 drivers and only 2.000 have followed the VET scheme.
- The impact of the Directive 2003/59 on VET is dependent on the previous situation. In countries where training for drivers already existed [Netherlands, Sweden] the impact was nihil. In the other countries, the changes in VET were visible, but not substantial.
- The options mentioned in the Directive 2003/59, test only or training and test were spread equally in EU (see also table above).
- The role of social partners at implementing the Directive depends on the role they normally have in training issues. In UK social partners consider the implementation as a task of the companies, but they considered the development as their responsibility.
- The Directive turns out to be not integrated all over Europe into the national qualification frameworks. In Sweden, for example, it is integrated in upper secondary school, in the Netherlands as well. In Germany and Hungary, however, no integration took place.
- The impact for career path for professional driver is nihil. Even if qualifications are embedded in the national qualification framework, the possibilities to obtain a higher qualification, for example dispatcher, are limited.
- There is no *European* standardized procedure in VET for using simulators, neither in initial training nor in periodic training.
- Mandatory modules in periodic training: see EuroTra matrix.
- Specifications for special terrain: see EuroTra matrix.
- Only in the Netherlands specific requirements are set up for e-learning in periodic training.

- It turned out to be too early to list best practices, but the method of debriefing, peer group reflection can be mentioned.
- ADR training can be part of the periodic training in a minority of the EU countries.
- The costs of periodic training are covered by participant, company or both sides.
- CPC for professional drivers is registered by driver's card or code 95 on driving license.
- The requirements for the instructors in this area are not standardized all over Europe.
- In line with the directive the training centre has to be recognized by the competent authority; for example a quality certificate is needed in Italy.
- All over Europe it is not clear yet how to cope with trainees / professional drivers who have followed a part of their periodic in a country, not being their home country.
- For the distribution of the periodic training over the five years we refer to the annexed EuroTra matrix.
- The majority of participating countries consider the periodic training of 35 hours as working time; Austria and Hungary don't.

(3) Professional driver qualification and the European Qualifications Framework

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 ways how people are trained or learn within the different national education and training systems or even in different institutional contexts are so diverse that they are not comparable. A situation that we are also facing with regard to the driver CPC implementation approaches in Europe (as argued in chapter (1) of this report). Those are based on the input oriented European directive (duration of learning, content to be trained) and are hardly comparable from country to country as the research conducted within ProfDRV shows.

Application of a learning outcomes based approach

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 length of study. Unfortunately only a very minor number of VET opportunities for professional drivers already apply the learning outcomes approach as it is e.g. the case for the driver qualifications linked to the national qualifications frameworks in the UK, the Netherlands and Spain. But none of the other qualification schemes for professional drivers follow the EQFs learning outcomes approach, yet. This especially applies to the approaches that exclusively implement directive 2003/59/EC that does not contain a learning outcome orientation, but only an input oriented framework. The missing learning outcomes orientation makes it unfortunately not possible to draw back to the learning outcomes in order to make the different VET opportunities comparable across borders.

Referencing professional driver qualifications to Qualifications Frameworks levels

The referencing of qualifications to qualifications framework levels is another integral part of the EQF. However, with regard to professional driver qualification only a minority of the different IVET opportunities have been references to the EQF via a National Qualifications Framework so far. This is primarily because only the minority of approaches is also integrated into a national qualification system/framework. However, some IVET schemes for professional drivers were already referenced to an NQF or the status of discussion already allows an indication:

- The Spanish profile "*Conducción de vehículos pesados de transporte de mercancías por carretera*" is placed on level 2 of the Spanish NQF. (This is considered to equal EQF-level 4.)
- The German apprenticeship scheme "*BerufskraftfahrerIn*" will most likely be placed on level 4 of the German NQF. (Equivalence to the EQF not yet known, but most likely also level 4.)
- The investigated qualifications in the UK are all placed on NQF levels that have been referenced to the EQF levels 3 and 4.
- Referencing of the Dutch apprenticeship scheme is currently under way and discussion tends to level 2 or 3 of the NLQF, this equals also EQF level 2 or 3.

Since the training schemes that exclusively refer to directive 2003/59/EC are in most cases not linked to/ integrated into the national VET systems, they do also not have a reference to an NQF and the EQF. Only one source in the UK considers the integration of the driver CPC into the national VET system and proposes level 2 of the English Qualifications Framework (Skills for Logistics, 2009). This equals level 3 of the EQF.

List of references:

- CEDEFOP, Glossary Quality in Education and Training, September 2011
- EC Directorate-General Education and Culture, EUROBAROMETER - Attitudes towards vocational education and training, September 2011
- Houtman, I.L.D.; van den Bossche, E., Hesselink, J.K.; van den Berg, R. & van den Heuvel, F. (2004). *EU road freight transport sector: Work and employment conditions*. Dublin: European Foundation for the Improvement of Living and Working Conditions
- Skills for Logistics(2009). *Employer Forum: Driver CPC consultation*. available at: www.skillsforlogistics.org, 15/03/2011

Annexes:

- Partner reports on implementation of directive 2003/59/EC
- EuroTra matrix on periodic training according to Directive 2003/59 (see www.eurotra.org)

For further information on the project please consult:

www.project-profdrv.eu

For further information on the paper please contact:

claudia.ball@dekra.com (chapter 1 and 3),
hkonings@vtl.nl or jvrijn@vtl.nl (chapter 2 and annexes)

Annex:

Partner reports on implementation of directive 2003/59/EC

01	Organisation	3s research lab
02	Name	Sigrid Nindl, Tanja Bacher
03	Country	Austria
04	Date	1/31/2011
05	How many professional truck and bus drivers are employed in your country?	In the year 2009 there were about 69.496 employed professional drivers in the commercial cargo transportation ("Güterbeförderungsgewerbe") in Austria.
06	How many participants for VET are registered for professional driver per year?	In the year 2009 a total of 863 persons have received the C (incl. C1) driving license. In the same year 713 people have received the C+E (incl. C1+E) driving licence in Austria.[1] After a 3-year experience in professional driving (C or D-licence) and wi
07	How professional drivers have followed alternative training for CPC?	No numbers available so far.
08	How many participants for VET are registered for transport professions in general per year?	In the year 2009 a total of 863 persons have received the C (incl. C1) driving license. In the same year 713 people have received the C+E (incl. C1+E) driving licence in Austria.[1] After a 3-year experience in professional driving (C or D-licence) and wi
09	What influence has 2003/59/EC on the overall situation and on previously existing VET schemes for professional drivers?	The biggest change in Austria is that now every professional driver who got his driving licence C/C1 (license for road freight transport) after the 9th of September 2009 must participate in the initial and periodic training. Drivers who got their licences before the 10th of September 2009 don't have to do the initial training, but they have to do the periodic training within 5 years (until 2014). Professional drivers who got their driving license D (license for passenger transport) after the 9th of September 2008 must participate in the initial and periodic training. Drivers with license D who got their licences before the 10th of September 2008 don't have to do the initial training, but they have to do the periodic training within 5 years. Before, training for professional drivers was not very systematic in Austria: Class C licences holders had to renew their license every 5 years; the requirement to get the extension was to provide a medical certificate. Previously there were also VET-training programmes and opportunities for professional drivers in Austria (e.g. ADR-courses or cargo security), but the decision to do so, was dependent on the truck driver or the company employing the driver – the training was not obligatory. In Austria we also have a 3-year apprenticeship to become a professional truck or bus driver; through the implementation of the directive 2003/59/EC the apprenticeship has been enhanced. The final apprenticeship examination is recognized as the initial qualification in accordance with the directive.
10	Which options were chosen in your country?	test only
11	What role do VET key players such as social partners play in the directives implementation?	The "Fachausschuss Berufskraftfahrer" is an institution of the "Arbeiterkammer" (Association of Workers) and "Österreichischer Gewerkschaftsbund" (Austrian Trade Union) which consults drivers in questions of employment, training or salaries. The "Fachausschuss" is an approved training centre for CPC Qualification since 2008. Other VET key players like the WIFI ("Weiterbildungsinstitut der Wirtschaftskammer"/further education institute of the chamber of commerce), the Bfi ("Berufsförderungsinstitut"/Vocational training institute), the "ÖAMTC" (Austrian Automotive Club) as well as officially approved driving schools are authorized to offer courses in CPC-Qualification. Each of the nine Austrian provinces can approve its own training bodies.
12	Please describe how the directive is integrated into the overall national qualification system.	With the „Bundesgesetzblatt BGBl II Nr. 139/2008" (Federal Law Gazette) the directive 2003/59/EG was legally anchored in the Austrian law. The BGBl regulates the CPC-qualification (initial and periodic training) in Austria, although the implementation of the directive is case of the regional governments of the nine provinces in Austria. Insofar the directive is integrated in the national qualification system.
13	If your country has/establishes a national qualifications framework, how is the qualification integrated/referenced or will be integrated/referenced?	The NQF in Austria is still in development.
14	Life long learning: to which further VET opportunities that can lead to occupational advancement have those	It is also possible to get a certificate approving competences in the commercial cargo transportation ("Befähigungsnachweis Güterbeförderungsgewerbe") through an exam. With this certificate it is possible to obtain a business license for the commercial cargo transportation.

	passing initial qualification (and periodic training) access?	
15	Is the use of simulators during periodic training allowed?	No
16	Is the use of simulators during initial qualification allowed?	no
17	Are there any obligatory modules for periodic training? If yes, which?	Yes: __Improvement in rational driving __Optimisation of fuel consumption __Ensure cargo safety __Knowledge of social law conditions __Knowledge of the rules of the road freight transportation __Health, transport and environmental safety, service and logistics __Knowledge of the economic environment
18	Is driving a vehicle obligatory? If yes, how many hours?	Yes: In the initial qualification the candidate must complete a 90 minutes practice test (driving a vehicle). For the periodic training there are no regulations. The periodic training can be completed only theoretical or practical or in a combination of theoretical and practical units.
19	Are there any specifications of "special terrain"? If yes, which?	Yes: __Improvement in rational driving __Optimisation of fuel consumption __Ensure cargo safety __Knowledge of social law conditions __Knowledge of the rules of the road freight transportation __Health, transport and environmental safety, service and logistics __Knowledge of the economic environment
20	Are there any specific requirements for e-learning? If yes, which?	No
21	Please point out elements of initial qualification in your country that can be considered best practice.	Although Austria has the Test-only version, a preparatory course is recommended, because of the extensive contents, which have to be learned for the exam. There are 4 different options to do the initial qualification: 1. 3-year apprenticeship. After 3 years apprenticeship the apprentice makes his driving license and takes part in the final apprenticeship examination. This examination is recognized as initial qualification (theoretical as well as practical part). 2. C-Driving-Licences in combination with a preparatory course for the initial qualification in a driving school. 3. C-Driving-License before, but then the driving licence can't be used commercially until the driver has passed the initial qualification. 4. If someone has completed an apprenticeship as construction technician, motor vehicle electrician, motor vehicle technician, agricultural engines technician or forwarding merchant it is possible to do the final apprenticeship examination to become a professional driver. The candidate therefore does not have to do the theoretical test, but a 45 minutes practical test to get the initial qualification. Point 1 and 4 can be considered as best practice in Austria ("Fachausschuss Berufskraftfahrer"). The initial training must be conducted by officially-approved training bodies ; each of the nine Austrian provinces can approve its own training bodies.
22	Please point out elements of periodic training in your country that can be considered best practice.	Within 5 years (= period within the professional driving license has to be renewed) every driver has to do a total of 35 hours of periodic training. 28 hours of the total 35 hours are prescribed to a topic: Improvement in rational driving (7 hours), Optimisation of fuel consumption (7 hours), Ensure cargo safety (5 hours), Knowledge of social law conditions (4 hours), Knowledge of the rules of the road freight transportation (1 hour), Health, transport and environmental safety, service and logistics (3 hours), Knowledge of the economic environment (1 hour). The remaining 7 hours can be done in special training courses for licence C. The periodic training must be conducted by an approved training body ; there is no test necessary to complete a module. If a driver wants to do the periodic training for both, licence C and D, he has to do a total of 42 hours of periodic training – 28 hours to a prescribed topic, 7 hours in special training courses for licence C and 7 hours in special training courses for licence D.
23	Is ADR-training (part of) periodic training?	No
24	Is there a fixed scheme for practical and theoretical courses during periodic training set by the competent authority?	No
25	Who bears the costs of periodic training?	combination
26	Specify the costs involved in periodic training.	It depends on the training provider. In Austria only officially-approved training bodies can offer the periodic training. Every approved training body can set its own fees. The "Fachausschuss Berufskraftfahrer" charges for a one-day training course (7 hours) 65 Euro including lecture notes. A five day training (35 hours) costs 260 Euro per

	participant including lecture notes. The "ÖAMTC" (Austrian Automotive Club) charges for a one-day training course (7 hours) between 50 and 210 Euro, depending on the module attended. The ARBÖ (Austrian Automotive Association) charges between 109 and 234 Euros, dependent on the module.	
27	Who bears the cost of the initial qualification?	combination
28	How is the CPC registered?	Code 95 on driving license
29	What are the requirements for the instructor for periodic training?	Minimum requirements for a training instructor: minimum age of 24 years, at least 5 years of holding a C-license, no penalty (§99, Abs. 1 + 2 StVO/Austrian Road Traffic Act). The trainer needs to have comprehensive knowledge in automotive physics and technology, driving practice as well as rhetorical and presentational skills. Following persons are allowed to work as an instructor for initial and periodic training: Lecturers who teach in the context of apprenticeships, driving instructors and persons who have sufficient educational and professional knowledge.
30	What are the requirements for the training center for periodic training?	To obtain the authorization as a training centre a request has to be made in the respective federal government. The following documents must be presented: a training program, information about instructors, information about teaching materials, the estimated class size and the description of a quality assurance system.
31	How is acceptance of (partial) periodic training already carried out in another member state arranged?	We don't understand this question.
32	Are there any provisions for the distribution of training days over the 5-year period?	No. The 35 hours can be distributed individually over the 5-year period. The training units can be divided into units of at least 7 hours.
33	Mechanisms regulating the inflow of periodic training?	other
34	Please describe how quality assurance is implemented.	Every training provider has its own measures of quality assurance, see above.
35	Does the compulsory periodic training of 35 hours count as working time?	No
36	Please tick the boxes of the work processes of the professional drivers that are covered by VET in your country.	Professional traffic participation , Execute daily checks, Execute small repairs, Plan and calculate driving and resting times, Assess condition and quantity of the cargo, Loading and unloading the cargo, Take action in case of incidents / accidents
37	What is the average duration of the VET program for professional driver?	There is the 3-year apprenticeship. For other VET programs duration depends on the training providers and the attended courses.
38	How are VET programs developed? Who is involved? Who are the key players?	There is the above mentioned BGBL II Nr. 139/2008 that regulates the initial and periodic training within CPC. There are officially-approved training providers, see above. The local governments of the nine provinces are responsible for the implementation of the directive.
39	VET programs: What is the role of the government, social partners, schools?	See above.

01	Organisation	ASIMAG
02	Name	Amaia San Cristobal
03	Country	Spain
04	Date	1/31/2011
05	How many professional truck and bus drivers are employed in your country?	597.200 (data from 2009)
06	How many participants for VET are registered for professional driver per year?	1705
07	How professional drivers have followed alternative training for CPC?	8926
08	How many participants for VET are registered for transport professions in general per year?	1705
09	What influence has 2003/59/EC on the overall situation and on previously existing VET schemes for professional drivers?	The directive established a new mandatory training for certain professional drives. So, according to this directive the mandatory training for professional drivers is different to that established for obtaining the driving licenses regulated through the Directive EC 91/439 about the driving license, which was transposed into Spanish law in the Drivers General regulation (Royal Decree 772/1997). Thus, in one hand the new training established a initial training that have to be obtained independently of the driving license; and, in other hand regulates a continuous training intended to updated the professional drivers' knowledge. Besides, the training subjects are directly related to the professional activity of these drivers.
10	Which options were chosen in your country?	training and test [280h], training and test [140h]
11	What role do VET key players such as social partners play in the directives implementation?	The social partners (companies, employers' association, trade unions and public administration) had a core role in the transposition of the directive, because all them take part in the elaboration of the Royal Decree 772/1997. In other hand, the Royal degree promote the participation of these collectives in the future of training, promoting the creation of the Foundation for Training on Transport Sector" intended to contribute to the development of the training in the transport sector.
12	Please describe how the directive is integrated into the overall national qualification system.	In 2010, the Royal Order 1225/2010 established five professional qualifications in the framework of professional family "Transport and Vehicle maintenance". Three of these professional qualifications are the following - Freight Transport Truck Driving - Bus driving - Professional driving of vehicles, cars and vans This regulation intended to regulate in the National Qualification Framework the contents of the Directive 2003/59.
13	If your country has/establishes a national qualifications framework, how is the qualification integrated/referenced or will be integrated/referenced?	
14	Life long learning: to which further VET opportunities that can lead to occupational advancement have those passing initial qualification (and periodic training) access?	
15	Is the use of simulators during periodic training allowed?	Yes
16	Is the use of simulators during initial qualification allowed?	yes
17	Are there any obligatory modules for periodic training? If yes, which?	Yes: 1. Advanced training in rational driving based on safety regulations 1.1. Objective: to know the characteristics of the transmission system in order to make the best possible use of it: curves relating to torque, power, and specific consumption of an engine, area of optimum use of revolution counter, gearbox-ratio cover diagrams. 1.2.

		<p>Objective: to know the technical characteristics and operation of the safety controls in order to control the vehicle, minimise wear and tear and prevent disfunctioning: specific features of hydraulic vacuum servobrake circuit, limits to the use of brakes and retarder, combined use of brakes and retarder, making better use of speed and gear ratio, making use of vehicle inertia, using ways of slowing down and braking on downhill stretches, action in the event of failure. 2. Application of regulations 2.1.</p> <p>Objective: to know the social environment of road transport and the rules governing it: maximum working periods specific to the transport industry; principles, application and consequences of Regulations (EEC) No 3820/85 and (EEC) No 3821/85; penalties for failure to use, improper use of and tampering with the tachograph; knowledge of the social environment of road transport: rights and duties of drivers as regards initial qualification and periodic training. 3. Health, road and environmental safety, service, logistics 3.1. Objective: to make drivers aware of the risks of the road and of accidents at work: types of accidents at work in the transport sector, road accident statistics, involvement of lorries/coaches, human, material and financial consequences. 3.2.</p> <p>Objective: ability to prevent criminality and trafficking in illegal immigrants: general information, implications for drivers, preventive measures, check list, legislation on transport operator liability. 3.3. Objective: ability to prevent physical risks: ergonomic principles; movements and postures which pose a risk, physical fitness, handling exercises, personal protection.</p>
18	Is driving a vehicle obligatory? If yes, how many hours?	Yes: 20
19	Are there any specifications of "special terrain"? If yes, which?	<p>Yes: 1. Advanced training in rational driving based on safety regulations 1.1. Objective: to know the characteristics of the transmission system in order to make the best possible use of it: curves relating to torque, power, and specific consumption of an engine, area of optimum use of revolution counter, gearbox-ratio cover diagrams. 1.2. Objective: to know the technical characteristics and operation of the safety controls in order to control the vehicle, minimise wear and tear and prevent disfunctioning: specific features of hydraulic vacuum servobrake circuit, limits to the use of brakes and retarder, combined use of brakes and retarder, making better use of speed and gear ratio, making use of vehicle inertia, using ways of slowing down and braking on downhill stretches, action in the event of failure. 2. Application of regulations 2.1.</p> <p>Objective: to know the social environment of road transport and the rules governing it: maximum working periods specific to the transport industry; principles, application and consequences of Regulations (EEC) No 3820/85 and (EEC) No 3821/85; penalties for failure to use, improper use of and tampering with the tachograph; knowledge of the social environment of road transport: rights and duties of drivers as regards initial qualification and periodic training. 3. Health, road and environmental safety, service, logistics 3.1. Objective: to make drivers aware of the risks of the road and of accidents at work: types of accidents at work in the transport sector, road accident statistics, involvement of lorries/coaches, human, material and financial consequences. 3.2.</p> <p>Objective: ability to prevent criminality and trafficking in illegal immigrants: general information, implications for drivers, preventive measures, check list, legislation on transport operator liability. 3.3. Objective: ability to prevent physical risks: ergonomic principles; movements and postures which pose a risk, physical fitness, handling exercises, personal protection.</p>
20	Are there any specific requirements for e-learning? If yes, which?	No
21	Please point out elements of initial qualification in your country that can be considered best practice.	
22	Please point out elements of periodic training in your country that can be considered best practice.	
23	Is ADR-training (part of) periodic training?	No
24	Is there a fixed scheme for practical and theoretical courses during periodic training set by the competent authority?	Yes
25	Who bears the costs of periodic training?	combination

26	Specify the costs involved in periodic training.	
27	Who bears the cost of the initial qualification?	combination
28	How is the CPC registered?	driver qualification card
29	What are the requirements for the instructor for periodic training?	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.
30	What are the requirements for the training center for periodic training?	The applicant training centre should fulfil some the following requirements: 1. Be a natural or legal person; 2. Have electronic signature recognised by a certification services provider; 3. Fulfil the fiscal obligations established by the legislation in force; 4. Have the minimum staff necessary for the functioning of the training centre; There is a specific mention to the exact profiles of the trainers (it is possible for one person to correspond to more than one profile): - 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. 5. Fulfil the labour and social obligations established by the legislation in force; 6. Have the adequate premises for the provision of, at least, the theoretical courses; 7. Have the necessary vehicles for the realisation of the practical lessons (at least one vehicle of the category corresponding to the course); 8. Have the adequate learning materials (films, slides, boards, beamer, dummy for first aid lessons, analogic and digital tachographs, models of the necessary documentation, model of the bill of landing, compilation of road transport and traffic legislation). 9. Qualification and training program to be taught, indicating the execution plan and the learning methodologies; 10. Fulfilment of other requirements established by other legislations (dangerous cargoes drivers, driving courses, etc...)
31	How is acceptance of (partial) periodic training already carried out in another member state arranged?	Yes. The drivers could accredit their qualification through any document allowed in the Directive 200/59/EC.
32	Are there any provisions for the distribution of training days over the 5-year period?	NO
33	Mechanisms regulating the inflow of periodic training?	other
34	Please describe how quality assurance is implemented.	
35	Does the compulsory periodic training of 35 hours count as working time?	Yes
36	Please tick the boxes of the work processes of the professional drivers that are covered by VET in your country.	Manoeuvre the lorry/truck, Execute daily checks, Execute small repairs, Couple and uncouple vehicle combinations, Plan and calculate driving and resting times, Assess condition and quantity of the cargo, Loading and unloading the cargo, Dividing and securing the cargo, Take care of documentation
37	What is the average duration of the VET program for professional driver?	20 hours
38	How are VET programs developed? Who is involved? Who are the key players?	We have to specify if we are talking about Initial Vocational Training or Continuous Vocational training. The Spanish system of training for employment established two types VET (only for continuous training) programmes. The Offer training and Demand training. The offer training is designed and offered according to the general trends of the labour market, that is a general offer (both transversal and sectorial) for all sectors

	of activity. And the Demand training is a defined according to the real needs of the workers.
39 VET programs: What is the role of the government, social partners, schools?	See the above.

01	Organisation	DEKRA Akademie GmbH
02	Name	Benedikt Schimmelpfennig
03	Country	Germany
04	Date	1/31/2011
05	How many professional truck and bus drivers are employed in your country?	773059
06	How many participants for VET are registered for professional driver per year?	
07	How professional drivers have followed alternative training for CPC?	??
08	How many participants for VET are registered for transport professions in general per year?	
09	What influence has 2003/59/EC on the overall situation and on previously existing VET schemes for professional drivers?	It lowers the entrance requirements and increases the access possibilities for the job. Especially for people of a certain age.
10	Which options were chosen in your country?	training and test [140h], test only, both options
11	What role do VET key players such as social partners play in the directives implementation?	None
12	Please describe how the directive is integrated into the overall national qualification system.	It is implemented by law as a supplementary way of qualification for the job and in addition to the existing rules of the national qualification system. It is further assumed that the existing VET schemes qualify similarly under perspective of the directive.
13	If your country has/establishes a national qualifications framework, how is the qualification integrated/referenced or will be integrated/referenced?	Germany has no NQF established yet. We are currently working to define national qualifications levels in terms of learning outcomes. A working group has just published a proposal in November 2010.
14	Life long learning: to which further VET opportunities that can lead to occupational advancement have those passing initial qualification (and periodic training) access?	Those passing initial qualification have a direct access to further VET opportunities. Others need a practical work experience of 4,5 years as a truck driver to become a professional driver passing a shortend but supervised VET. After that the access to further VET opportunities.
15	Is the use of simulators during periodic training allowed?	Yes
16	Is the use of simulators during initial qualification allowed?	yes
17	Are there any obligatory modules for periodic training? If yes, which?	No
18	Is driving a vehicle obligatory? If yes, how many hours?	Yes: 10h training a test 140h
19	Are there any specifications of "special terrain"? If yes, which?	No
20	Are there any specific requirements for e-	No

	learning? If yes, which?	
21	Please point out elements of initial qualification in your country that can be considered best practice.	The german system of VET (dual training system) is a Public-Private-Partnership that offers the partners many different benefits. For example practical work experience and attainment of social standing and income for the individual, basic integration of the participants in existing working environments (competent workforce for the future) and economic benefit (low personnel recruitment costs) for the company, as well as uniform national qualifications standards, social dialogue and lower training costs for the government.
22	Please point out elements of periodic training in your country that can be considered best practice.	Advanced training thought as retraining into occupations or other professions (this is ruled by training regulations). Advanced training thought as adaptive further training or advancement further training (realized by companys)
23	Is ADR-training (part of) periodic training?	Yes
24	Is there a fixed scheme for practical and theoretical courses during periodic training set by the competent authority?	Yes
25	Who bears the costs of periodic training?	combination
26	Specify the costs involved in periodic training.	This is depending on the kind periodic training. The price of ADR or periodic training for professional drivers it is between 100 - 200 Euro. In the most cases pays the participant for the training. Sometimes the company and the participant share the costs. Most of the time it is possible that the government sponsors a part or the hole training.
27	Who bears the cost of the initial qualification?	combination
28	How is the CPC registered?	Code 95 on driving license
29	What are the requirements for the instructor for periodic training?	a customary regulatory approval
30	What are the requirements for the training center for periodic training?	a customary regulatory approval
31	How is acceptance of (partial) periodic training already carried out in another member state arranged?	The directive is totally implemented in federal law. Therefor the realization of artikle 3 and 9 2003/59/EC takes place.
32	Are there any provisions for the distribution of training days over the 5-year period?	-
33	Mechanisms regulating the inflow of periodic training?	other
34	Please describe how quality assurance is implemented.	Every training center for periodic trainings needs a customary regulatory approval. Therefor each training center has to apply for registration. Therer are official requirements that can be controlled at irregular intervals.
35	Does the compulsory periodic training of 35 hours count as working time?	Yes
36	Please tick the boxes of the work processes of the professional drivers that are covered by VET in your country.	Execute travel preparation, Manoeuvre the lorry/truck, Professional traffic participation , Execute daily checks, Execute small repairs, Couple and uncouple vehicle combinations, Plan and calculate driving and resting times, Assess condition and quantity of the cargo, Loading and unloading the cargo, Dividing and securing the cargo, Take care of documentation, Take action in case of incidents / accidents
37	What is the average duration of the VET program for professional driver?	3 Years
38	How are VET programs developed? Who is involved? Who are the key	government, states experts, both social partners, central organisations, federal/states coordinating committee

players?	
39 VET programs: What is the role of the government, social partners, schools?	The government creates the rules and guidelines (in cooperation with the other partners). The schools, social partners and chambers teach and manage quality assurance in cooperation.

01	Organisation	DEKRA Albasafe Akademie Kft.
02	Name	Dietmar Metzger
03	Country	Hungary
04	Date	1/29/2011
05	How many professional truck and bus drivers are employed in your country?	100000
06	How many participants for VET are registered for professional driver per year?	0
07	How professional drivers have followed alternative training for CPC?	By attending preparatory classes for CPC exam.
08	How many participants for VET are registered for transport professions in general per year?	0
09	What influence has 2003/59/EC on the overall situation and on previously existing VET schemes for professional drivers?	Overall situation: more drivers have to go for CPC and are faced with higher exam costs. Previous situation: no influence on old VET system.
10	Which options were chosen in your country?	test only
11	What role do VET key players such as social partners play in the directives implementation?	No role.
12	Please describe how the directive is integrated into the overall national qualification system.	The directive is not integrated into the national qualification system.
13	If your country has/establishes a national qualifications framework, how is the qualification integrated/referenced or will be integrated/referenced?	A national qualification framework is existing, but the new professional drivers qualification has nothing to do with it, has to be seen isolated and at present there is of no intention known that this status will change.
14	Life long learning: to which further VET opportunities that can lead to occupational advancement have those passing initial qualification (and periodic training) access?	No any access known.
15	Is the use of simulators during periodic training allowed?	Yes
16	Is the use of simulators during initial qualification allowed?	yes
17	Are there any obligatory modules for periodic training? If yes, which?	Yes: Division in three modules: 1. Safety, mainly in the sense of safe load, 2. laws and regulations, 3. healthcare, safety concerning handling of trucks/buses on the road and environmental safety, service, basics in logistics.
18	Is driving a vehicle obligatory? If yes, how many hours?	No
19	Are there any specifications of "special terrain"? If yes, which?	Yes: Division in three modules: 1. Safety, mainly in the sense of safe load, 2. laws and regulations, 3. healthcare, safety concerning handling of trucks/buses on the road and environmental safety, service, basics in logistics.
20	Are there any specific requirements for e-	No

	learning? If yes, which?	
21	Please point out elements of initial qualification in your country that can be considered best practice.	No, unfortunately not.
22	Please point out elements of periodic training in your country that can be considered best practice.	No, unfortunately not.
23	Is ADR-training (part of) periodic training?	No
24	Is there a fixed scheme for practical and theoretical courses during periodic training set by the competent authority?	No
25	Who bears the costs of periodic training?	participant
26	Specify the costs involved in periodic training.	Periodic training itself: 300 EUR in average, exam costs: 33 EUR, administration costs: 30 EUR.
27	Who bears the cost of the initial qualification?	participant
28	How is the CPC registered?	driver qualification card
29	What are the requirements for the instructor for periodic training?	For the subjects: „Sensible driving according to security rules” „Applying the regulations in practice” „Medical, road traffic and environmental security, car service, logistics” „Consultation” - Good presentation skills - „C” , or „C” AND „D” category driving licence according to the level of the training - at least five years of topic relevant working experience - one of the following university or college qualifications • a degree qualification as mechanical engineer, car engineer, traffic engineer or plant engineer in the specified branches from any university or college • a degree qualification as teacher of mechanical engineering, car engineering, traffic engineering or general mechanics • a degree as vehicle technician officer acquired at the Miklós Zrínyi University of National Defense (or its predecessor) Also qualified to hold lectures are persons who have: -a university or college degree from a state educational institution AND at least five years of truck driving experience or experience in logistical organisation in the driving licence category of the training - a qualification as „traffic officer” AND at least 10 years of relevant working experience Requirements Practical training: - valid driving licence in the relevant category - a trainer qualification for practical driving training - being listed in the list of qualified trainers In other cases, NKH decides individually over trainers’ admissions.
30	What are the requirements for the training center for periodic training?	a) providing trainers fulfilling the above requirements b) providing a classroom for the theory lessons with adjoining sanitary rooms c) providing a certain number of vehicles for the practical training d) providing a training track (own or rented) AND/OR a modern simulator equipment for practical training e) PC equipment for managing data, exam reports and other administrative tasks, internet connection.
31	How is acceptance of (partial) periodic training already carried out in another member state arranged?	No acceptance respectively too early to say how it will be handled in practice.
32	Are there any provisions for the distribution of training days over the 5-year period?	Because of an obligatory theory test at the end, the periodic training is done at once, within one week.
33	Mechanisms regulating the inflow of periodic training?	other
34	Please describe how quality assurance is implemented.	Via exams at the end of initial qualification and periodic training, done and controlled by the NKH (National Transport Authority). However, the quota of those who pass the exams is astonishingly high, very close to 100%.
35	Does the compulsory periodic training of 35 hours count as working time?	No

36	Please tick the boxes of the work processes of the professional drivers that are covered by VET in your country.	Execute travel preparation, Manoeuvre the lorry/truck, Professional traffic participation , Execute small repairs, Couple and uncouple vehicle combinations, Plan and calculate driving and resting times, Dividing and securing the cargo, Take care of documentation
37	What is the average duration of the VET program for professional driver?	600 hours
38	How are VET programs developed? Who is involved? Who are the key players?	The general approach changed several times in the last years and even the complete structure of educations and their administration has was changed. In general it can be told, that the ministry of education plus the ministry which is in charge of the concrete topic are involved, experts of each of them develop the curricula and exams. Furthermore, the chamber of commerce and industry plus stakeholder are, if needed, as well involved.
39	VET programs: What is the role of the government, social partners, schools?	See partly above. Schools are usually not involved.

01	Organisation	Freight Transport Association
02	Name	James Tillyer
03	Country	U.K
04	Date	1/7/2011
05	How many professional truck and bus drivers are employed in your country?	460
06	How many participants for VET are registered for professional driver per year?	20
07	How professional drivers have followed alternative training for CPC?	90
08	How many participants for VET are registered for transport professions in general per year?	20
09	What influence has 2003/59/EC on the overall situation and on previously existing VET schemes for professional drivers?	The influence is significant. What the Directive has done is to introduce a basic standard which has been applied in a loose way in the U.K. We now have some 1400 approved DriverCPC courses, with a large proportion covering subjects that were previously taught as independent 'best practice' courses. Many of these older courses are now delivered under the DriverCPC banner, so the impact is clear.
10	Which options were chosen in your country?	training and test [140h]
11	What role do VET key players such as social partners play in the directives implementation?	The U.K government carried out consultation with a number of stakeholders (key players) and this group advised the government on what should be considered as important in structuring the Directive around the needs of the U.K haulage and passenger industries. However, I'm talking here about the development. In terms of implementation, the social partners have had less involvement, as the implementation is considered the responsibility of the company and influence from outside sources has been minimal.
12	Please describe how the directive is integrated into the overall national qualification system.	OCR is the main qualification body in the U.K. They create the exams and mark the scores accordingly, and have a significant role within the transport industry. However, the Directive has had little effect on the National qualification system because most of the training has been focussed on periodic course delivery, rather than initial. As long as the training is delivered by an approved training centre (approved by JAUPT) then all that is required is a certificate of attendance and confirmation that the course has been taken.
13	If your country has/establishes a national qualifications framework, how is the qualification integrated/referenced or will be integrated/referenced?	As far as I am aware, we have not established a qualification framework that affects the transport industry.
14	Life long learning: to which further VET opportunities that can lead to occupational advancement have those passing initial qualification (and periodic training) access?	Certainly those who have undergone initial training have benefited more than those who still retain 'grandfather rights'. With the reduction in age from 21 to 18 for taking the HGV test, this has meant that the training can be delivered at an earlier age and that new drivers can be developed straight from education, rather than as was usually the case through working as a warehouse operative and working up to becoming a driver. As yet, it is too early to understand the wide impact that periodic training has had on opportunities for drivers.
15	Is the use of simulators during periodic training allowed?	No
16	Is the use of simulators during initial qualification allowed?	no
17	Are there any obligatory modules for periodic training? If yes, which?	No
18	Is driving a vehicle obligatory? If yes, how	No

	many hours?	
19	Are there any specifications of "special terrain"? If yes, which?	No
20	Are there any specific requirements for e-learning? If yes, which?	No
21	Please point out elements of initial qualification in your country that can be considered best practice.	
22	Please point out elements of periodic training in your country that can be considered best practice.	
23	Is ADR-training (part of) periodic training?	Yes
24	Is there a fixed scheme for practical and theoretical courses during periodic training set by the competent authority?	Yes
25	Who bears the costs of periodic training?	company
26	Specify the costs involved in periodic training.	It depends on who delivers the training; we have many 'one-man trainers' who charge very low costs (perhaps £40 per 7 hour course) up to around £500 for more reputable training academies.
27	Who bears the cost of the initial qualification?	company
28	How is the CPC registered?	driver qualification card
29	What are the requirements for the instructor for periodic training?	The instructor must prove that they are competent and experienced enough to deliver the training, and they must be approved through JAUPT.
30	What are the requirements for the training center for periodic training?	That it has enough space for the delegate numbers proposed to take the training, that it has sufficient facilities to ensure comfort and that it has approval from JAUPT.
31	How is acceptance of (partial) periodic training already carried out in another member state arranged?	This is a real problem, as many companies will put the driver through full 35hr periodic training even if they have a document that proves they've had training elsewhere. This is a cost to the company, but they often see it as an investment. However, the U.K has not refused to accept the evidence of part periodic training like other member states.
32	Are there any provisions for the distribution of training days over the 5-year period?	Yes, the course is often divided into 3 days and 2 days within the same year. Alternatively there is the possibility to undertake 1 day per year and do the full 5 days in one week.
33	Mechanisms regulating the inflow of periodic training?	other
34	Please describe how quality assurance is implemented.	All quality assurances are managed and maintained by the approvals body, JAUPT (The Joint Approvals Unit for Periodic Training)
35	Does the compulsory periodic training of 35 hours count as working time?	Yes
36	Please tick the boxes of the work processes of the professional drivers that are covered by VET in your country.	Execute daily checks Execute small repairs Couple and uncouple vehicle combinations Plan and calculate driving and resting times Assess condition and quantity of the cargo Loading and unloading the cargo Dividing and securing the cargo Take care of documentation Take action in case of incidents / accidents
37	What is the average duration of the VET	3 years

	program for professional driver?	
38	How are VET programs developed? Who is involved? Who are the key players?	Normally the VET programmes are developed in consultation with the relevant industry, with the final programme being set out by an approved qualification body.
39	VET programs: What is the role of the government, social partners, schools?	The government approve the legislation around the National Syllabus. The social partners are involved in consultation and some development work. Schools are required to follow a syllabus and their performance is monitored by local authorities.

01	Organisation	Tk Formazione srl
02	Name	Caterina Boschi
03	Country	Italy
04	Date	2/13/2011
05	How many professional truck and bus drivers are employed in your country?	About 450.000
06	How many participants for VET are registered for professional driver per year?	
07	How professional drivers have followed alternative training for CPC?	No alternative training is available.
08	How many participants for VET are registered for transport professions in general per year?	
09	What influence has 2003/59/EC on the overall situation and on previously existing VET schemes for professional drivers?	Before the directive, professional truck drivers needed just driving license C or (drivers less than 21 years old that want to drive a vehicle of over 7,5 t) the CPC KC; professional bus drivers driving needed instead driving license D + CPC KD. The training content of the Course was maybe less detailed and suitable than now.
10	Which options were chosen in your country?	training and test [280h], training and test [140h]
11	What role do VET key players such as social partners play in the directives implementation?	Social parts contributed in spreading among their members information, details and effects of the new regulations. They should act as support/reference point for any question/doubt their members (i.e. drivers) have on the new regulations.
12	Please describe how the directive is integrated into the overall national qualification system.	The CPC introduced by the directive is a new professional certificate in Italian named "Carta di Qualificazione del Conducente" (CQC). In terms of national qualification, the CQC is overall an essential requirement to perform the professional driver's activity. The CQC is issued after training and test.
13	If your country has/establishes a national qualifications framework, how is the qualification integrated/referenced or will be integrated/referenced?	The national qualification framework is not yet established in terms of EQF. The CQC is qualified just as "professional certificate".
14	Life long learning: to which further VET opportunities that can lead to occupational advancement have those passing initial qualification (and periodic training) access?	None in particular. They just have access to the professional driver's job.
15	Is the use of simulators during periodic training allowed?	Yes
16	Is the use of simulators during initial qualification allowed?	yes
17	Are there any obligatory modules for periodic training? If yes, which?	Yes: The periodic training (35h) is only on theory, as it follows: a) General programme (21h) [a.1. to know the controls of the vehicle and behaviour of the driver (7h); a.2. to know behaviour rules and responsibility of the driver (7h); a.3. to know professional risks. Psycho-physical conditions of the driver (7h)]; b) Special programme (14h) for truck drivers [b.1) load and unloading of good; tasks of the driver (7h); b.2) regulations of carriage of goods (7h)]; c) Special programme (14h) for bus drivers [c.1) duties of drivers as regards company and passengers (7h); c.2) regulation of carriage of passengers (7h)]
18	Is driving a vehicle obligatory? If yes, how many hours?	Yes: Driving is foreseen only in the Initial Training. It is 20 h (out of 280 h - ordinary training) or 10h (out of 140 h - accelerated training).

19	Are there any specifications of "special terrain"? If yes, which?	Yes: The periodic training (35h) is only on theory, as it follows: a) General programme (21h) [a.1. to know the controls of the vehicle and behaviour of the driver (7h); a.2. to know behaviour rules and responsibility of the driver (7h); a.3. to know professional risks. Psycho-physical conditions of the driver (7h)]; b) Special programme (14h) for truck drivers [b.1) load and unloading of good; tasks of the driver (7h); b.2) regulations of carriage of goods (7h)]; c) Special programme (14h) for bus drivers [c.1) duties of drivers as regards company and passengers (7h); c.2) regulation of carriage of passengers (7h)]
20	Are there any specific requirements for e-learning? If yes, which?	Yes: In the initial training, e-learning is not scheduled. In the periodic training, e-learning is expressly not allowed. Nevertheless one or more lessons could be substituted by multimedia file recorded lessons: the content should suit the technical requirements of the national regulations.
21	Please point out elements of initial qualification in your country that can be considered best practice.	-Option "Training and test" -Requested quality requirements for school and trainer - Max non-attendance hours allowed (Ordinary Initial Training): 28 h (theory); none for the practice. If the driver doesn't attend more than 28h, the driver has to make up f
22	Please point out elements of periodic training in your country that can be considered best practice.	None
23	Is ADR-training (part of) periodic training?	No
24	Is there a fixed scheme for practical and theoretical courses during periodic training set by the competent authority?	Yes
25	Who bears the costs of periodic training?	participant
26	Specify the costs involved in periodic training.	As at the present time no periodic training has started, we can just make an assumption: the initial training ordinary Course currently costs about 2000,00 € and provides training for 280 hours. The periodic training Course, instead, provides training for 35 hours. It is likely that it will costs about 250,00 €.
27	Who bears the cost of the initial qualification?	participant
28	How is the CPC registered?	driver qualification card
29	What are the requirements for the instructor for periodic training?	Professionals involved in initial and periodic training: a)teacher for the theory: the teacher should have a specific qualification and, in the past 5 years, should have provided lessons for at least 3 years b)driving instructor: the instructor should have all the driving licenses, a specific qualification and, in the past 5 years, should have provided lessons for at least 3 years c) doctor expert on legal medicine, socialized medicine or occupational medicine or, in the past 5 years, should have provided lessons for at least 3 years in training courses related to the road transport activities. d) expert on business organization particularly of road transport companies that, in the past 5 years, has worked in a road transport company for at least 3 years or that published specific text on legal-administrative activity related to the road transport. The following profiles are considered as expert on business organization: d1teacher of letter a) that have the certificate of eligibility for access to the profession for carriage of goods and passengers. d2)people that, in 3 years out of the last 5, were teacher in training courses for professional truck or bus drivers.
30	What are the requirements for the training center for periodic training?	The training (initial or periodic) courses are provided by single driving schools, driving schools' associations or by organizations functionally related to road transport associations /confederations. In order to provide training courses they should have obtained a quality certificate from the competent authority that states the accordance with the necessary requirements (in terms of premises, didactic material, trainers, vehicles etc. specified in the regulations)
31	How is acceptance of (partial) periodic training already carried out in another member state arranged?	It is not scheduled. The regulations just specify that the CPC issued by another EU or EEA States could be converted in equivalent Italian certificate if the driver obtains the residence in Italy or works in a road transport company based in Italy. Professional drivers from not EU or EEA Countries, employed in a company based in a EU Country, can drive truck, demonstrating their own qualification through, besides the CPC: a)code 95 on the driving license b) certificate mentioned in Regulation CE) n. 484/2002
32	Are there any provisions for the distribution of	The regulations just specify that periodic training consists of 35 hours (General programme (21h) + Special programme (14h) for truck drivers / Special programme

	training days over the 5-year period?	(14h) for bus drivers). The training is divided in modules, each modules consists of 7 hours.
33	Mechanisms regulating the inflow of periodic training?	other
34	Please describe how quality assurance is implemented.	The training courses are provided by single driving schools, driving schools' associations or by organizations functionally related to road transport associations /confederations: they have obtained a quality certificate from the competent authority that states the accordance with the necessary requirements (in terms of premises, didactic material, trainers, vehicles etc. specified in the regulations) The final test of the initial training takes place in the premises of the "Motorizzazione civile" (local government office that issues driving licenses and registers vehicles). It consists of 2 questionnaires (respectively on the common and specialized part; both have 60 questions to be completed in 120 minutes, max 6 errors). Waiting for the elaboration of the questionnaires by the Transport Department, the test will be an oral examination. The examiners will be 2 officers of the Transport Department (one of them should be an expert on the technical area). The CPC will be issues by the competent local "Motorizzazione civile". Instead, after the end of the periodic training, the body that provided the Course just forwards the participants attendance list to the competent local "Motorizzazione civile" that will issue the updated CPCs.
35	Does the compulsory periodic training of 35 hours count as working time?	Yes
36	Please tick the boxes of the work processes of the professional drivers that are covered by VET in your country.	Execute travel preparation, Manoeuvre the lorry/truck, Execute daily checks, Execute small repairs, Couple and uncouple vehicle combinations, Plan and calculate driving and resting times, Assess condition and quantity of the cargo, Loading and unloading the cargo, Dividing and securing the cargo, Take care of documentation, Take action in case of incidents / accidents
37	What is the average duration of the VET program for professional driver?	245
38	How are VET programs developed? Who is involved? Who are the key players?	The VET programs are developed thanks to more national regulations (became effective from 2005 to 2009). The programs are as it follows: Initial ordinary qualification (260 h theory+20 h practice); Initial accelerated qualification(130 h theory+10 h practice); Periodic training (35h); Every training consists of a common part and a specialized part (for truck or bus drivers) The training courses are provided by single driving schools, driving schools' associations or by organizations functionally related to road transport associations /confederations. In order to provide training courses they should have obtained a quality certificate from the competent authority that states the accordance with the necessary requirements (in terms of premises, didactic material, trainers, vehicles etc.) The final test of the initial training takes place in the premises of the "Motorizzazione civile" (local government office that issues driving licenses and registers vehicles). It consists of 2 questionnaires (respectively on a common and a specialized part; both questionnaires have 60 questions to be completed in 120 minutes, max 6 errors). Waiting for the elaboration of the questionnaires by the Transport Department, the test will be an oral examination. The examiners will be 2 officers of the Transport Department (one of them should be an expert on the technical area). The CPC will be issues by the competent local "Motorizzazione civile" Instead, after the end of the periodic training, the body that provided the Course just forwards the participants attendance list to the competent local "Motorizzazione civile" that will issue the updated CPCs.
39	VET programs: What is the role of the government, social partners, schools?	The Government contributed in carrying out in to effect the directive 2003/59 through national regulation. The VET programs cover the themes published in the directive. The Transport Department is actually in charge of the elaboration of the evaluation questionnaires and is represented by 2 officers to evaluate the VET Course participants. Social partners don't have a special role in the VET programs for the moment: they just provide support and spread updated information on the regulations and related steps to be carried out by the drivers.

01	Organisation	TYA
02	Name	TYA, The Vocational Training and Working Environment Council (Transport Trades)
03	Country	Sweden
04	Date	1/28/2011
05	How many professional truck and bus drivers are employed in your country?	Approx. 140 000
06	How many participants for VET are registered for professional driver per year?	Approx. 2 000 in upper secondary school, 1500 in labour market training and adult municipal education and 1 000 from driving schools.
07	How professional drivers have followed alternative training for CPC?	We don't know
08	How many participants for VET are registered for transport professions in general per year?	Approx. 2 000 in upper secondary school, 1500 in labour market training and adult municipal education and 1 000 from driving schools.
09	What influence has 2003/59/EC on the overall situation and on previously existing VET schemes for professional drivers?	We fear that truck drivers educated from driving schools sees an reduce depending on the directive. We hope that the directive will improve road safety and develop defensive driving. In Sweden we have a new upper secondary school with start autumn 2011. In Transport Branch we have a new curriculum and the directive will be integrated in the syllabus.
10	Which options were chosen in your country?	training and test [280h], training and test [140h]
11	What role do VET key players such as social partners play in the directives implementation?	Social partners have an influence on syllabus.
12	Please describe how the directive is integrated into the overall national qualification system.	The directive is integrated in upper secondary school - Transport Branch, in labour market training and in municipal adult education. The new upper secondary school and municipal adult education - Transport Branch have a national qualification system autumn 2011.
13	If your country has/establishes a national qualifications framework, how is the qualification integrated/referenced or will be integrated/referenced?	We have not an overall national qualification system.
14	Life long learning: to which further VET opportunities that can lead to occupational advancement have those passing initial qualification (and periodic training) access?	Sometimes, but it is not compulsory.
15	Is the use of simulators during periodic training allowed?	Yes
16	Is the use of simulators during initial qualification allowed?	no
17	Are there any obligatory modules for periodic training? If yes, which?	Yes: Defensive training, load the vehicle with regard for safety roles, regulations governing the carriage of goods, physical and mental ability and physical risks, road safety and service
18	Is driving a vehicle obligatory? If yes, how many hours?	Yes: No time limit. The task is under investigation.
19	Are there any specifications of "special terrain"? If yes, which?	Yes: Defensive training, load the vehicle with regard for safety roles, regulations governing the carriage of goods, physical and mental ability and physical risks, road safety and service
20	Are there any specific requirements for e-	No

	learning? If yes, which?	
21	Please point out elements of initial qualification in your country that can be considered best practice.	Too early to point out best practice.
22	Please point out elements of periodic training in your country that can be considered best practice.	Sharing experience between truck drivers during period training.
23	Is ADR-training (part of) periodic training?	No
24	Is there a fixed scheme for practical and theoretical courses during periodic training set by the competent authority?	Yes
25	Who bears the costs of periodic training?	company
26	Specify the costs involved in periodic training.	180 Euro / 7 hours.
27	Who bears the cost of the initial qualification?	government
28	How is the CPC registered?	driver qualification card
29	What are the requirements for the instructor for periodic training?	Educated teacher/trainer or documented pedagogical experience approving by The Swedish Transport Agency.
30	What are the requirements for the training center for periodic training?	Permission may be permitted if the economic circumstances and other circumstances, as far as possible, guarantee good quality of the education. It is the same requirements for periodic training as for initial training.
31	How is acceptance of (partial) periodic training already carried out in another member state arranged?	Too early to have an opinion.
32	Are there any provisions for the distribution of training days over the 5-year period?	No.
33	Mechanisms regulating the inflow of periodic training?	other
34	Please describe how quality assurance is implemented.	The Swedish Transport Agency following and supervising period training.
35	Does the compulsory periodic training of 35 hours count as working time?	Yes
36	Please tick the boxes of the work processes of the professional drivers that are covered by VET in your country.	Execute travel preparation, Manoeuvre the lorry/truck, Professional traffic participation, Execute daily checks, Execute small repairs, Plan and calculate driving and resting times, Assess condition and quantity of the cargo, Loading and unloading the cargo, Dividing and securing the cargo, Take care of documentation, Take action in case of incidents / accidents
37	What is the average duration of the VET program for professional driver?	Upper secondary school - 3 years, labour market training 20 weeks and adult municipal education 30 weeks.
38	How are VET programs developed? Who is involved? Who are the key players?	TYA, since 1975, has worked for and received authorization for the transport engineering training in the upper secondary school. TYA has also worked for and received authorization for the transport engineering training in adult municipal education and in labour market training. All municipalities are required by law to offer upper secondary schooling to all students who have completed their compulsory basic schooling. In principle, students have the right to have their primary option fulfilled. Adult municipal education includes both basic and upper secondary school education. Today 15 municipalities have established transport engineering training for adults. The National Agency for Education has the task of developing, evaluating, following and

	<p>supervising state schooling in Sweden. The National Labour Market Board has the task of evaluating, following and supervising labour market training. The Labour Market Board has a contract of sale with certain driving schools. Labour market training can be offered persons who are unemployed.</p>
<p>39 VET programs: What is the role of the government, social partners, schools?</p>	<p>The Government: Curricula, national objectives and guidelines for state schooling in Sweden has defined by Parliament and the Government. The national budget includes grants to the municipalities for their various functions. Within the goals and frameworks defined by parliament and the government, each individual municipality is free to decide how its schools should be run. The schools: Upper secondary school in Sweden provides basic skills both for working life, life in community and for further studies. As from the year 2000 there are 17 national programmes, all of which are three years in length. The Vehicle Engineering Programme, Transport Branch, offers the transport engineering training. Today 90 municipalities have established transport engineering training. Social partners: TYA and the transport sector wants to help achieve satisfactory results - well educated, right proportion and right direction - from the training through co-operation between the school and professional community, a co-operation which is important today. TYA act as a co-ordinator in certain questions of training, as well with central parties within The Swedish Road Transport Employers' Association and the Swedish Transport Workers' Union, and with regional and local representatives of the industry.</p>

01	Organisation	VTL
02	Name	Hans Konings
03	Country	NL
04	Date	1/12/2011
05	How many professional truck and bus drivers are employed in your country?	160000
06	How many participants for VET are registered for professional driver per year?	1000
07	How professional drivers have followed alternative training for CPC?	5000
08	How many participants for VET are registered for transport professions in general per year?	1000
09	What influence has 2003/59/EC on the overall situation and on previously existing VET schemes for professional drivers?	Infrastructure has not changed, VET students have to apply for regular driving license scheme
10	Which options were chosen in your country?	test only
11	What role do VET key players such as social partners play in the directives implementation?	Implementation has been taken place in close cooperation with social partners.
12	Please describe how the directive is integrated into the overall national qualification system.	VET is adjusted to CPC directive. Bear in mind that infrastructure was already existing.
13	If your country has/establishes a national qualifications framework, how is the qualification integrated/referenced or will be integrated/referenced?	VET is adjusted to CPC directive. Bear in mind that infrastructure was already existing.
14	Life long learning: to which further VET opportunities that can lead to occupational advancement have those passing initial qualification (and periodic training) access?	nothing has changed
15	Is the use of simulators during periodic training allowed?	Yes
16	Is the use of simulators during initial qualification allowed?	yes
17	Are there any obligatory modules for periodic training? If yes, which?	Yes: practical driving
18	Is driving a vehicle obligatory? If yes, how many hours?	Yes: 7 hours, but can be substituted by simulator
19	Are there any specifications of "special terrain"? If yes, which?	Yes: practical driving
20	Are there any specific requirements for e-	Yes: but only for 50%, the other part is classical learning preceeded by test for the e-learning part

	learning? If yes, which?	
21	Please point out elements of initial qualification in your country that can be considered best practice.	VET system, students already working in the companies (apprenticeship system)
22	Please point out elements of periodic training in your country that can be considered best practice.	ecodriving, debriefing room in simulation, big variety in training in accredited training courses
23	Is ADR-training (part of) periodic training?	Yes
24	Is there a fixed scheme for practical and theoretical courses during periodic training set by the competent authority?	No
25	Who bears the costs of periodic training?	company
26	Specify the costs involved in periodic training.	between 1200 and 1700 Euro for the whole
27	Who bears the cost of the initial qualification?	combination
28	How is the CPC registered?	Code 95 on driving license
29	What are the requirements for the instructor for periodic training?	in line with directive
30	What are the requirements for the training center for periodic training?	in line with directive
31	How is acceptance of (partial) periodic training already carried out in another member state arranged?	not yet arranged
32	Are there any provisions for the distribution of training days over the 5-year period?	no
33	Mechanisms regulating the inflow of periodic training?	other
34	Please describe how quality assurance is implemented.	by periodic checks by competent authority
35	Does the compulsory periodic training of 35 hours count as working time?	Yes
36	Please tick the boxes of the work processes of the professional drivers that are covered by VET in your country.	Execute travel preparation, Manoeuvre the lorry/truck, Professional traffic participation , Execute daily checks, Execute small repairs, Couple and uncouple vehicle combinations, Plan and calculate driving and resting times, Assess condition and quantity of the cargo, Loading and unloading the cargo, Dividing and securing the cargo, Take care of documentation, Take action in case of incidents / accidents
37	What is the average duration of the VET program for professional driver?	2 school years
38	How are VET programs developed? Who is involved? Who are the key players?	in close cooperation of social partners and the VET schools; content in described in qualification files which are officially confirmed by Ministry of Education
39	VET programs: What is the role of the government, social partners, schools?	in close cooperation of social partners and the VET schools; content in described in qualification files which are officially confirmed by Ministry of Education. Schools are responsible for curriculum.