



Country case study
on the implementation of directive 2003/59/EC

Spain

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A. Baseline

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

A) First Block

- Obtaining C1 and C licences
- Truck driver professional course

B) Second Block

- Obtaining C1+E and C+E licences
- Truck and trailer driver professional course

C) Third Block

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

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

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

A) First Block

Obtaining C1 and C Licenses

The final aim of this training is that the trainee achieves the theoretical-practical training needed for obtaining C1 and C driving licenses by passing the test established by the Spanish General Direction of Traffic Flow. In order to obtain these driving licenses trainees must fulfil the following requirements:

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

Truck Driver Professional Course

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

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

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

B) Second Block

Obtaining C1+E and C+E Licenses

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

Trainees must fulfill the following requirements:

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

Truck and Trailer Driver Professional Course

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

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

C) Third Block

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

The ADR Certification allows drivers to transport dangerous goods by road, respecting the legislation in force. This training aims at applying the legislation on dangerous goods transport in force, raising awareness among drivers on the risks this type of transport represents in case of accident.

Trainees must fulfill the following requirements:

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

B. Preparing for the Directives implementation

Taking into consideration the characteristics of the training system, several bodies, institutions, social actors and stakeholders participated in the previous process to the transposition of the Directive 2003/59 into Spanish national legislation: Public administrations and bodies, trade unions, employers associations, training providers and expert in several areas (training and education, road safety, etc...). Finally, in 2007 the Royal Decree 1032/2007¹ that regulates the initial qualification and periodic training for drivers of specific vehicles for road transport, which adapted the EC Directive 2003/59 into national legislation.

According to some users and experts' opinion, the directive transposition has been a relevant step to modernise the transport sector, because

- The new environment turns the "truck driver" into a "professional driver";
- It promotes a professional training framework for transport sector, providing effective training resources and materials for professional drivers;
- It establish a real lifelong training process;
- All actors accepted the process (employees, employers, self-employers, public bodies, etc...).

¹ Real Decreto 1032/2007, que regula la cualificación inicial y la formación periódica de los conductores de determinados vehículo destinados al transporte por carretera. BOE nº 184 de 2 de agosto de 2007.

In short, the new training framework is a chance to provide transport sector with a efficient continuous training process that answer the current and futures needs of professional drivers. Regarding to the training, the new instrument introduce three innovative measures in the sector as follows:

- 1 Regardless of the Driving C or C1 permission, It establishes a mandatory initial training for all professional drivers.
- 2 The new framework regulates the need to periodic training intended to update the initial knowledge of professional drivers.
- 3 The training is focused in subjects and knowledges directly related to the driving activity.

C. Directive implemented

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

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

The royal decree regulates a exception for the drivers who obtained driving license before 2009. Thus these drivers are exempt from the mandatory initial training, but they have to participate in a mandatory periodic training within 5 year. This especial exception covers both drivers with a C1, C1+E, C and C+E or equivalent permission issued before 11/09/2009 have to attend a continuous training course and drivers with a D1, D1+E, D and D+E or equivalent permission issued before 11/09/2008. The law stablished the deadlines to develop training activities.

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

D. Exams

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

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

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

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

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

E. Periodic training

Mandatory periodic training for drivers foresees the approval of a minimum 35-hour course every five years, which program is the following:

- 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)

Drivers with either post September 2008 D1, D1+E, D or D+E driving licenses or post September 2009 C1, C1+E or C+E licences must realize the first training course of periodic training within 5 years from the CAP implementation. The implementation has followed the below-reported calendar:

D1, D1+E, D or D+E

Driving license ending in	Deadline
1 o 2	10/09/2011
3 o 4	10/09/2012
5 o 6	10/09/2013
7 o 8	10/09/2014
9 o 0	10/09/2015

C1, C1+E or C+E

Driving license ending in	Deadline
1 o 2	10/09/2012
3 o 4	10/09/2013
5 o 6	10/09/2014
7 o 8	10/09/2015
9 o 0	10/09/2016

Drivers who have followed a periodic training course for either one of the category are exempted from participating in a periodic training course of the other. Periodic training cannot be online and is only theoretical, but doesn't exclude driving simulation.

The implementation of the Directive is being useful for the professional qualifications (Cualificación Profesional de conductor de transporte de mercancía, y Cualificación Profesional de conductor de transporte de viajeros, 450 hours each), as well for the elaboration of a draft of a Youth Professional Driver Certificates (17-21 years old). Shortly, the Directive's implementation has supposed the creation of a structured training system for the drivers, even though it is not completely integrated in the general Spanish professional training system. The CAP certifies that the driver has attended the courses and approved the exams (option 1: mandatory course and exam) The CAP can be obtained through both ordinary and accelerated modalities (either 280 or 140 hours plus the exam):

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

- If the driver already owns the initial ordinary training, then the duration of the new initial training will be of 70 hours, 5 of which of individual driving.
- If the driver already owns the initial accelerated training, then the duration of the new initial training will be of 35 hours, 2.5 of which of individual driving.

F. Execution of the training by public and private providers

The regulation establishes that the training could be provided by both any private or public provider authorized by the competent authority in this matter. The applicant training centre should fulfill some the following requirements:

1. To be a natural or legal person;
2. Have electronic signature recognised by a certification services provider;
3. To fulfill 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. Fulfill 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. Fulfillment of other requirements established by other legislations (dangerous cargoes drivers, driving courses, etc...)

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

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

G. Reflection on the implementation

Considering that the EU directive establishes a common framework for training in the sector of freight road transport, its transposition into the Spanish political framework is a new step in the improvement of drivers' qualification and competences.

The Directive's transposition has supposed a radical change in several senses. Albeit the number of training hours is still consider relatively limited, the Directive emphasises its self-regulatory role which is facilitating the normalization of the training in the transport sector in Spain.

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

Besides, the new regulation about the minimal requirements of the training has improved the training framework for professional drivers. So, the current status has created a training offer that fulfil all requirements of a professional driver and today we can find training resources and methodologies adapted to the needs of target group. In the same way, the Directive has improved the trainer's qualifications, improving the learning process.

H. Competition and European context

According to the experts' opinions the directive has created a common framework for training intended to create a European approach in the transport sector. Thus, it will improve the competitiveness of transport through the acquisition of several skills by drivers.

But the different steps in its transposition and the adaptation to the special status of member countries could be a barrier for full development of the main subjects of this directive.

References and methodical approach applied:

The methodology used to develop this case of study is desk research. Thus, we have analysed several information sources as follows:

- The National Institute of Statistics (Instituto Nacional de Estadística – INE). The INE is an autonomous administrative body with its own legal personality. It works under the aegis of the Ministry of for Economic Affairs and the Secretary of State for Economic Affairs (<http://www.ine.es/>)
- The Ministry of Infrastructure and Public Woks (Ministerio de Fomento) which produces every year the yearly report on the state of the road freight transport in Spain (Encuesta permanente de transporte de mercancías por carretera). The latest issued version is from 2009.
- The Spanish Confederation of Freight Transport (Confederación Española de Transporte de Mercancías).

For further information on the project please consult:

www.project-profdrv.eu

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