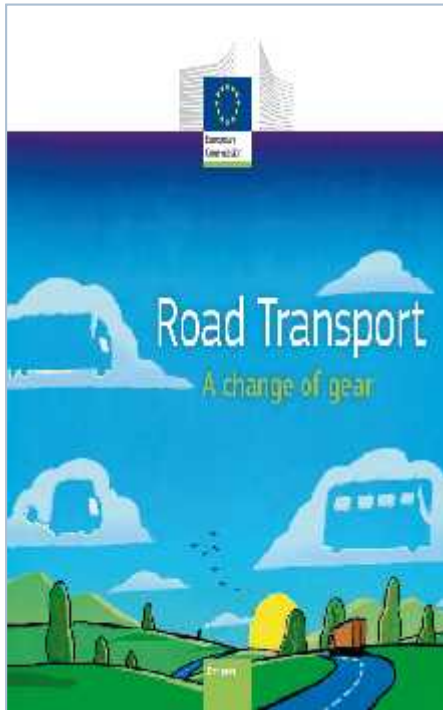


“Road Transport Professional Qualification for a sustainable development of the industry and economies, free movement and EU integration”

Prishtina, 23 January 2014

Blagoja Jovanovski, IRU Academy



Road transport is part of the lifeblood of the European economy and single market. It delivers goods across Europe fast, efficiently, flexibly and cheaply.

Road transport is a vital economic sector in its own right, employing about 5 million people across the EU and generating close to 2% of its GDP.

Road transport is a tool for reviving growth through the enhancement of competitiveness and the creation of jobs.



Siim Kallas

Vice-President of the European Commission

The EU 2011 White Paper on transport defines them:

- ensure mobility on ever more congested road networks,
- significantly further reduce road fatalities,
- lower CO₂ and other emissions of pollutants from road transport to preserve the environment and lessen the impact of climate change on future generations,
- decrease fossil fuel use to improve the Europe's fuel security.

Policies are Reaping Benefits

New record low in road deaths

Fatalities among pedestrians and two-wheel drivers decline more slowly than car passengers / Disparities between high and lower income countries

Paris/Losig, 03 May 2013

2012 will mark a record low for OECD-JAMA countries.

However, road safety has improved considerably. Among OECD road safety performers is 9-fold.

The disparity reflects the different policies and emergence of safety measures, according to the International

The bulk of reductions in road deaths are due to positive safety features of cars.

Results have been less positive in low-income countries, pedestrian and motorcycle riders by only 10%.

The safety of vulnerable road users is a major challenge in lower income countries. All countries are working to improve safety for pedestrians.

Another core challenge is to improve road infrastructure, which often results in higher economic costs.

The impact of various road safety measures is often not fully reflected in the data recording injury and deaths.

An internationally accepted proposal made by an IATA Commission, which is expected to be adopted in 2014. The challenge for IRU

Download the report: [see](#)

International Transport Forum



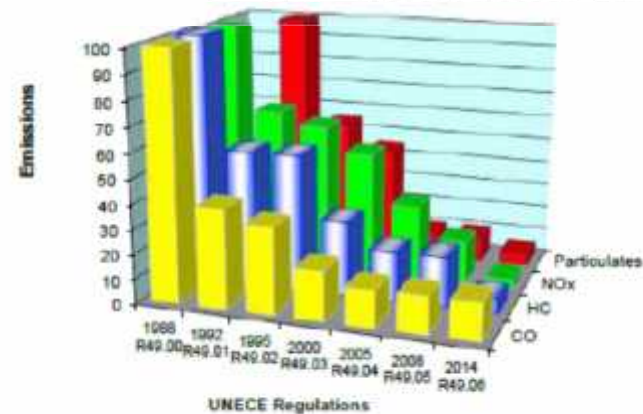
Road Safety Annual Report 2013



OECD



EMISSION LIMITS FOR HEAVY DUTY VEHICLES



Challenges Remain



- Road Transport accounts for nearly 75% of all delivered goods in the EU
- Transport of passengers and goods by road will remain 100% dependent on the services of skilled and motivated drivers

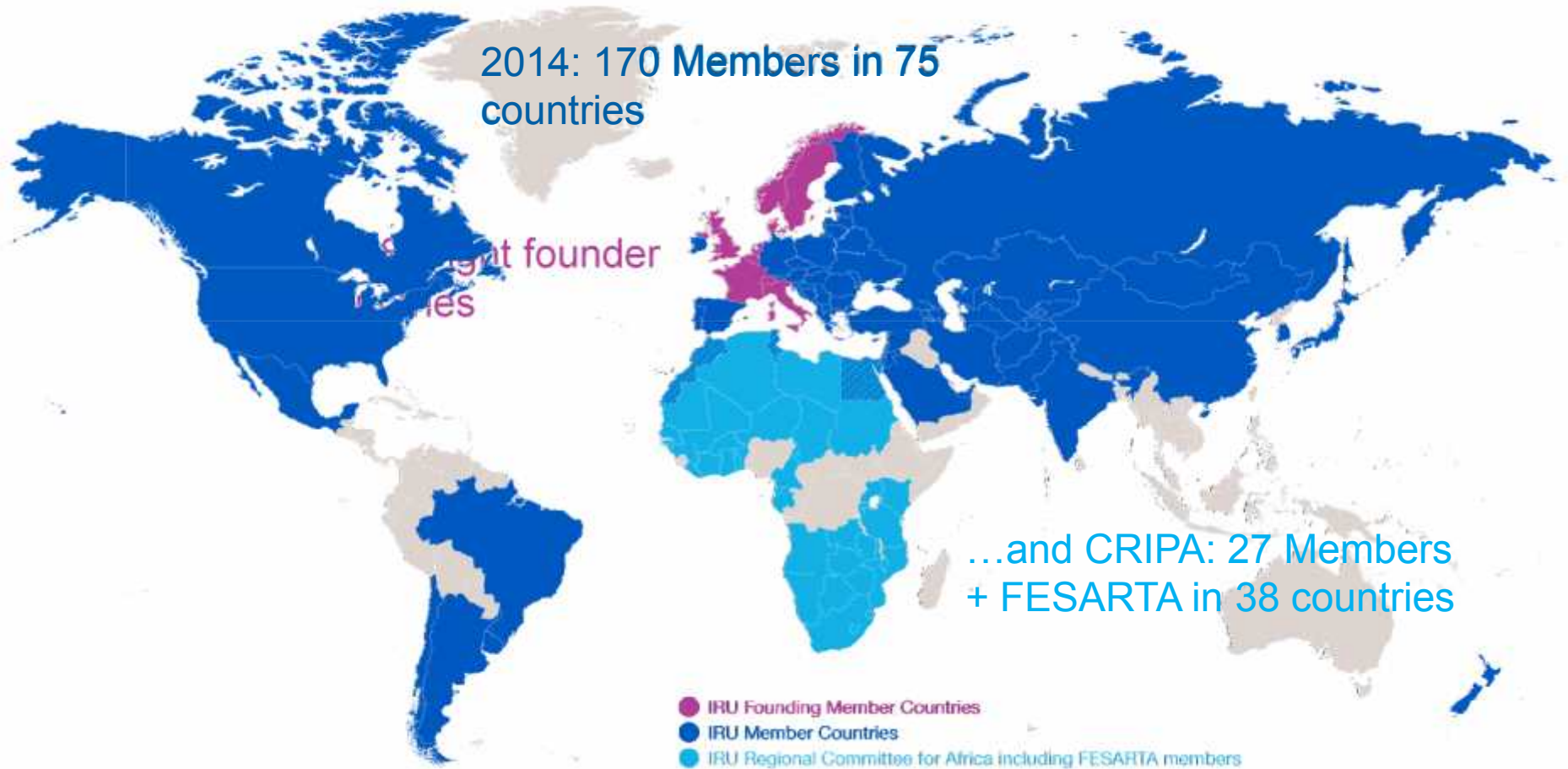


State of Play

- Need to respond to the EU transport and energy policy
- Road freight transport:
 - 24% increase from 2000 to 2008
 - Concern of CO₂ emissions
 - Road Safety a key focus
 - Need a level playing field
- Safer, greener, smarter:
 - Change driver behaviour
 - More energy efficient – technological changes
 - Innovative road safety technologies (ITS)



Evolution of IRU Membership



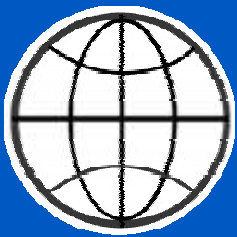
Professional Qualification





IRU Academy Objectives





UNECE

United Nations
Economic
Commission for
Europe





To address the above mentioned challenges, the EU implemented Directive 2003/59/EC:

- CPC Driver compulsory for professional drivers throughout Europe
- Initial Qualification and Periodic Training (35 hours training every five years)

Focus on:

- Advanced Training in Rational Driving based on Safety Regulations
- Application of Regulations
- Health, Road and Environmental Safety, Services and Logistics

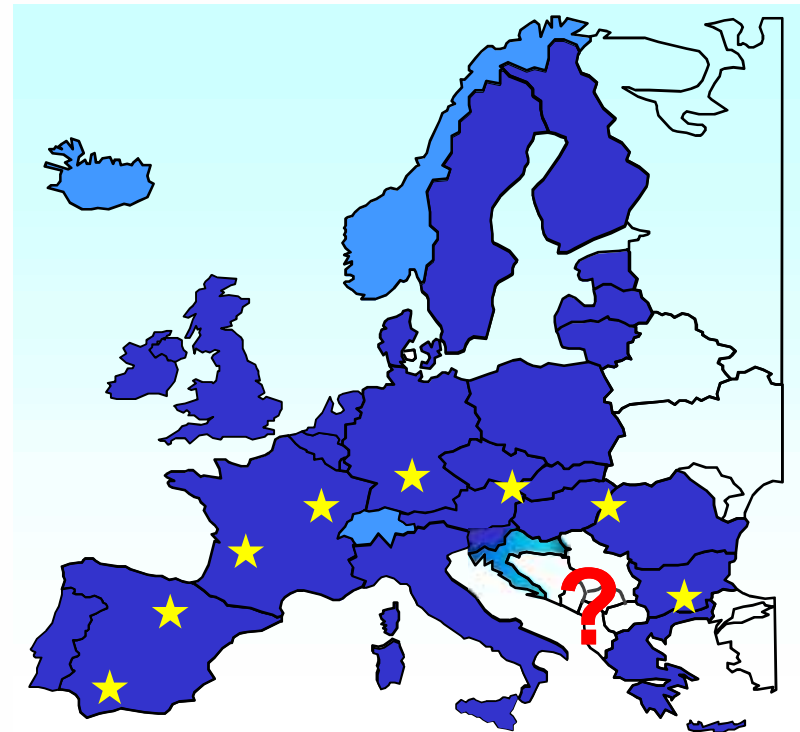
CPC Driver Qualification

Implementation:

- EU Directive 2003/59/EC
implemented on national level
- Fully compatible with EU Directive
2003/59/EC
- **South East Europe ?**

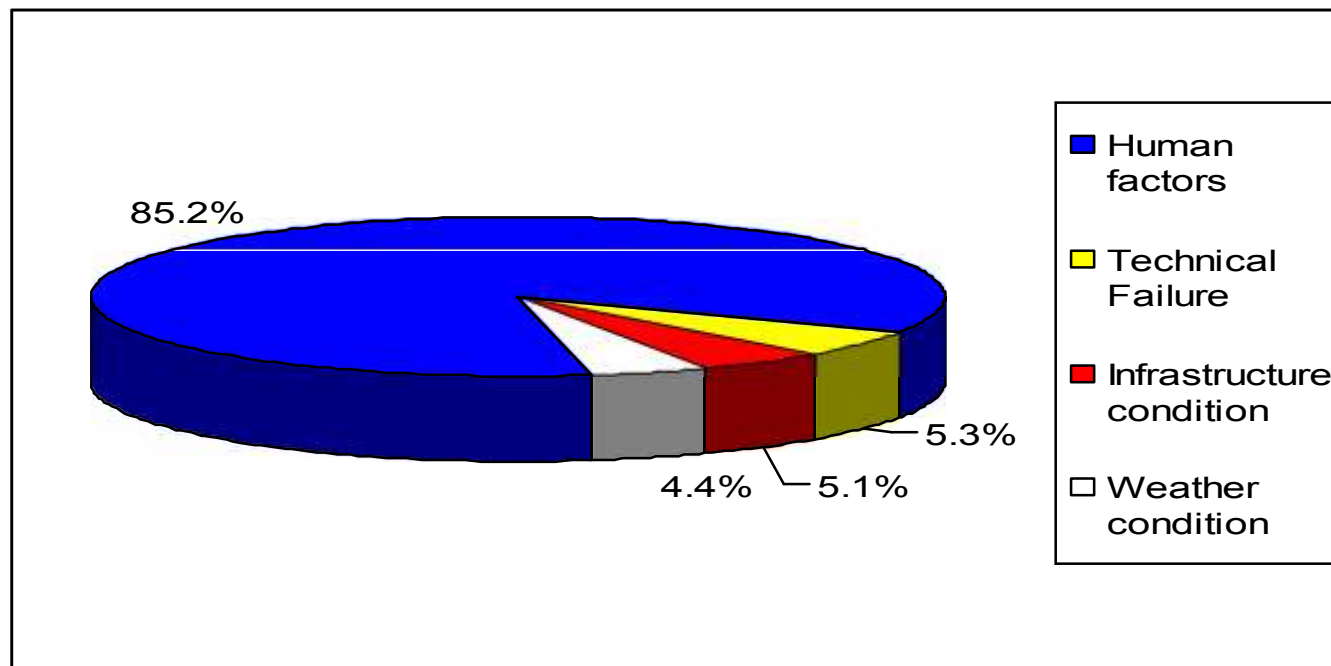
Lack of harmonisation on:

- Training curricula
- Requirements on CPC Driver
Instructors



Focus on Priorities – Road Safety – Main Cause: The Human Factor

Investigation of 624 accidents showed the main cause of the accident is the human error



However, from the 85.2% linked to human error, 75% were caused by other road users!

Results confirmed by other studies



ETAC – First of its kind!

Damages to:



The Population



The Economy



The Environment



21 Professional Training Programmes



17 Drivers' Checklists

Under Construction: Crash Prevention Programme

IRU Academy Interactive Programme on Safe Loading and Cargo Securing



Industry reference guidelines

Interactive simulation environment

Calculator: Specific and practical advices



IRU Academy

Safe Loading and Cargo Securing

Loop lashing

Data	Value
Weight of cargo (t)	8
Angle of lashing (see below for lashing plan to be used)	45°
Length of lashing (lashing width)	480
Friction between goods and lashing platform (p)	0.2

Results

Number of lashing bars required to prevent sliding: 4

Friction coefficients
 between wood and wood: 0.45
 between wood and metal: 0.60
 between metal and metal: 0.45

Instructions
 Fill in the data in the highlighted fields. The resulting number of pieces of lashing required is indicated in the "Results" table.
 Note: You will also be able to produce the lashing plan (see below) in the "Lashing" sheet, and the lashing and mode of transport data entered in the "Basic" sheet.

Latest International Reference Standard

EN 12195-1:2010

Focus on Priorities – Eco-Driving ?



An ECO driving module combining technology and the latest training techniques that will improve efficiency and safety for the commercial sector;

Train-the-Trainer & Driver training that have been specifically designed for the road transport sector and contribute to:

- ✓ important financial savings in fuel and fleet costs,
- ✓ significant reduction of CO₂ emissions and improve fuel-efficiency,
- ✓ indirect impact on the reduction of the road risks, accidents and casualties.

Crash Prevention Programme



1-day classroom-based programme on crash prevention, compatible with EC periodical training format



- ✓ Highly **visual**
combines simulation playbacks, on-board camera footage, and various videos
- ✓ Highly **practical**
Evocative real-life crash cases illustrate the theory
- ✓ Highly **engaging**
Focus on group discussions and crash case analysis
- ✓ **Story-based**
The course is introduced by the story of a fatal crash, told by the truck driver
- ✓ Includes next generation **truck simulator** software license

Education, vocational training and lifelong learning play a vital role in both economic and social context.

- **Safety**
- **Behavioral performance change**
- **Process improvements**
- **Increased customer satisfaction**
- **Staff retention**
- **Profitability**



Facts:

- EU – Main trade partner (>70%)
- Road transport industry represents >10% of GDP
- Political priorities – join the EU

Challenges:

- Continued access to the EU market
- Multilateral permits / licences (ECMT)
- Recognition of professional qualification
- Align legislation with EU



SEE – CPC Driver Qualification

Legislation mainly aligned with EU Directive 2003/59/EC



Implementing regulations

- brought (BiH, MK, RKS)
- under implementation (HR)
- left for consideration later on (AL, RS, MNE)



SEE – State of Play

EU Heritage – Lack of harmonisation:

- Training standards
- Instructors
- Examination



Consequences:

- Refusal of recognition
- Further restrictions in access to the profession
- Limited access to the markets



Harmonisation of:

- Training standards
- Instructor requirements
- Examination

Challenges:

- Regional cooperation
- Mutual recognition
- Political support



These are objectives of the ***IRU Academy SEE Initiative.***
Join in and ensure political support!

