

Community Drivers' Hours Offences (Enforcement) Regulation 2018

Statutory Instruments – [Road Traffic Act 1988](#)

2018 No 24

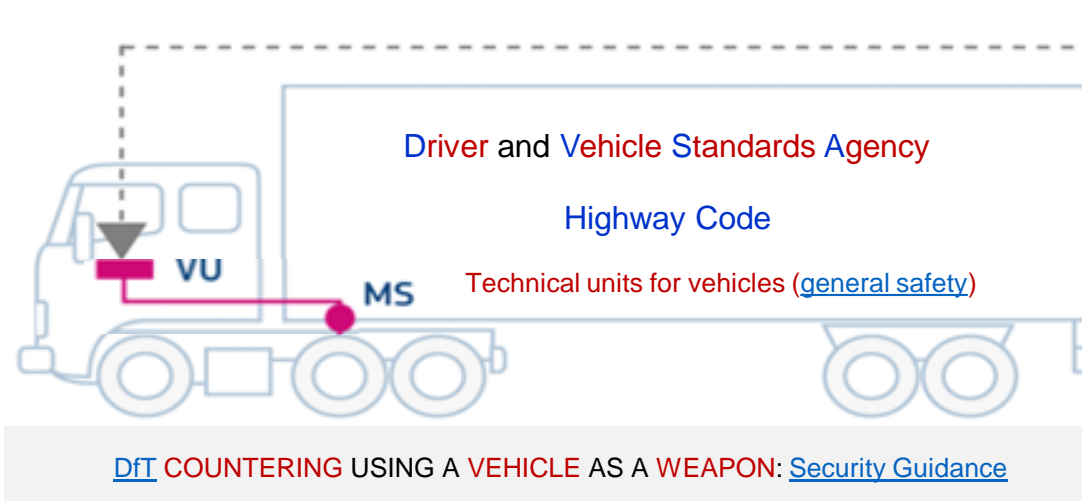
[Introductory Text](#)

Reference to [Regulation \(EC\) No 561/2006](#) > [Explanatory memorandum](#)

AMENDMENTS TO: INITIAL QUALIFICATION, PERIODIC TRAINING AND DRIVING LICENCE - DRIVER (CPC) AND LIABILITIES OF TRANSPORT UNDERTAKINGS

- 1) 28 March 2011 a White Paper published by the European Commission entitled 'Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system' which sets out a 'vision zero' the Union should move to. A position in which there are close to zero fatalities in road transport by 2050. European Law requires member states and third countries (UK) to transpose driver training - directive in to National Law. UK "The Vehicle Drivers (Certificate of Professional Competence) Regulation 2007". Amendments to this directive include new Social and Technical Rules.
- 2) Directive (EU) 2018/645 amends the driver training directive and Directive 2006/126/EC on Road Safety: Driving Licence. To be enforced at National level.
- 3) Directive (EU) 2018/645 Key Points: Introduces a new European Driving licence - Reduces the scope for fraud – helps to improve road safety.
- 4) Modernising training of professional drivers by putting the accent on road safety, including for example the protection of vulnerable road users and the use of driver assistance systems, emphasizing the optimisation of fuel consumption and introducing the use of new technology, like e-learning options.
- 5) In addition, the EU Parliament decided to establish an electronic exchange system for drivers' qualifications (minimum EQF Level 2 required), which helps mutual recognition of training undergone in another EU Member States and can also be used by enforcement authorities. Social regulation and technical requirements. Driving time in the road transport sector summarizes EU Law transposed in to UK Law Regulation (EC) No 561/2006.
- 6) Road traffic offences – sharing information between countries. It sets out rules to reduce the impunity of foreign drivers who commit dangerous traffic offences by making it easier for police authorities in different EU countries to share information to identify offenders. Therefore, it's imperative that professional drivers' are brought up to date with what actions DVSA Examiners will take when dealing with most offences they carry out at the roadside.
- 7) Current statutory Driver training in the UK is failing to make the connection between initial qualification, periodic training and the National Standards for driving, lorries, Buses and Coaches, effectively increasing liabilities, cost and risk to transport undertaking which include: consignors, freight forwarders, tour operators, principal contractors, subcontractors and driver employment agencies shall ensure that contractually agreed transport time schedules in respect Regulation (EC) No 561/2006.
- 8) Everyone has the right to quality and inclusive education, training and life-long learning in order to maintain and acquire skills that enable them to participate fully in society and manage successfully transitions in the labour market. Further guidance for professional drivers continues on next page.

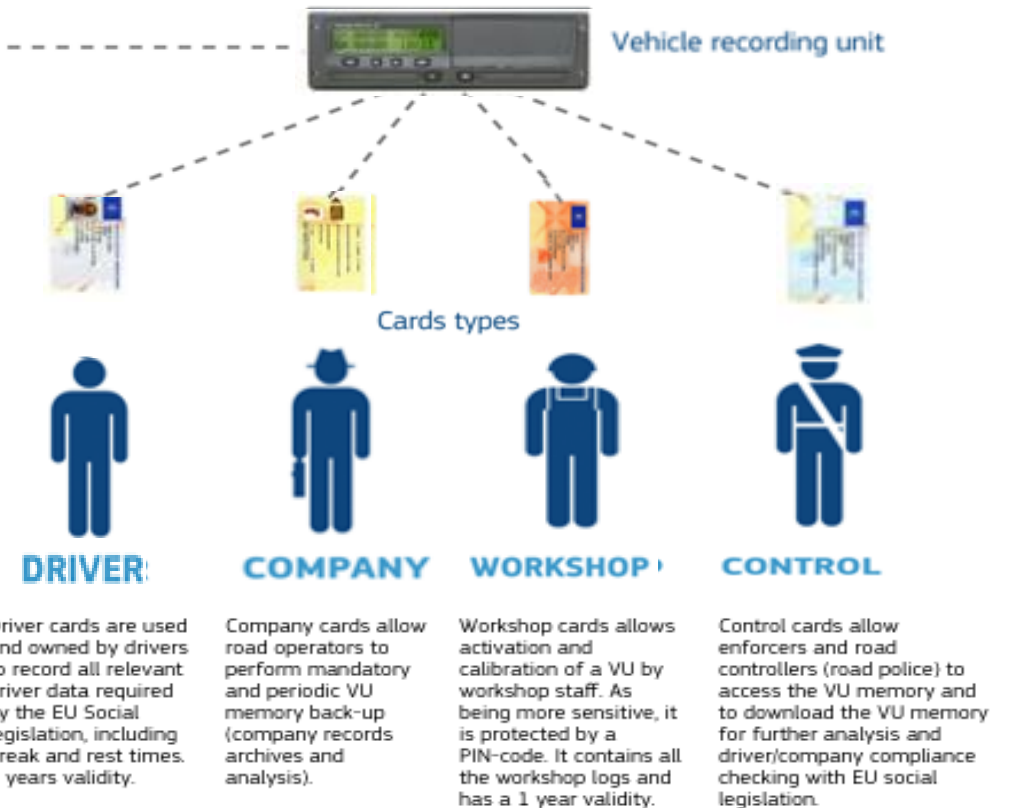
VEHICLE DRIVER COMPETENCY FRAMEWORK



Scope

The [Digital Tachograph](#) and [Smart Tachograph](#) are [recorders](#) of the [professional drivers'](#) activities ([Driving time and rest periods](#)). [Minimum Qualification EQF Level 3](#)

[Recorders](#) provide [trustworthy information](#) to [EU enforcers](#) controlling compliance with [Social Regulation \(EC\) No 561/2006](#) and [fitness to drive](#).



VEHICLE DRIVER COMPETENCY FRAMEWORK

ERCA Certification distribution workflow



ERCA



Member State Authority

Member State Certificate Authority
(Ministry of Transports)



Card Issue Authority

Agency



End users

Drivers
Company
Workshop
Control

Interoperability scope

