

## EXISTING CONDITIONS FOR DRIVER TRAINING AND FIRST SOLUTIONS FOR BORDER CROSSING TRANSPORT

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## Introduction, sources of information, meetings held

- Objective: to propose the harmonised driver training in the SEETO Participants in compliance with 2007/59/EC on the certification of train drivers operating locomotives and trains on the railway system in the Community
- The Consultant prepared analysis of the existing situation
- The Consultant has prepared a proposal of a Memorandum of Understanding to be signed by the SEETO Participants.
- It is the first time that the topic is discussed with the SEETO Participants in this Workshop.

## Introduction

- Training requirements for railway drivers in cross-border operations are higher than requirements for domestic operations.
- Train drivers involved in cross-border operations and personnel need additional knowledge and training.

## Present situation

Num.	SEETO Participants	Albania	Croatia	Bosna and Herzegovina	Former Yugoslav Republic of Macedonia	Montenegro	Serbia	Kosovo (under UNSCR 1244/99)
<b>1</b>	<b>Legislation</b>							
1.1	National regulation	n.a.	✓	✓	✓	✓	✓	✓
1.2	State railway regulation	✓	✓	✓	✓	✓	✓	✓
<b>2</b>	<b>Training school</b>							
2.1	Public school	x	x	x	x	x	x	x
2.2	Private school	x	x	x	x	x	x	x
2.3	Railway school	✗	✓	✓	✓	✓	✓	✗
<b>3</b>	<b>Training programme</b>							
3.1	National training programme	x	✓	✓	✓	✓	✓	x
3.2	International training programme (for neighbouring countries)	x	x	x	x	x	x	x
4	Duration of training	3 years	3 years	3 years	3 years	3 years	3 years	3 years

## Results of the analysis (1)

- the rules governing operations and signals, knowledge of infrastructure, use of different types of rolling stock and emergency procedures are mostly derived from the former Yugoslav railways.
- The skills required do not vary substantially from one SEETO Participant to another because the language used has many linguistic elements in common with the exception of Albanian
- The situation is totally different when train drivers have to be in contact with neighbouring EU countries from a linguistic, operational and safety point of view.

## Results of the analysis (2)

- It is necessary to define minimum training requirement for train drivers.
- The need for extending training curricular to a “multi-border” approach going beyond the traditional bilateral approach since certain sections of the corridors can be transited in less than 4,5 h of the maximum driving time.
- Future harmonised systems such as ERTMS/ETCS will simplify the training of train drivers and control-command drivers.

## Proposals resulting from the analysis

- **Mutual recognition of train driver training certificates.**
- As a consequence, a common procedure can be established for authorisation of train driver training and driving certificates



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## Access to training facilities

- SEETO Participants could ensure that their railway undertakings and those of their neighbouring countries have fair and non-discriminatory access to training facilities for train drivers.
- If the training facilities are available only through the services of one single railway undertaking, usually the incumbent railway undertaking, SEETO Participants shall ensure that they are made available to other railway undertakings, so-called new entrants and neighbouring railway industries that do not dispose of their own facilities, at a reasonable and non-discriminatory price, which is cost-related and may include a profit margin.



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## Harmonised training programmes

- The training offered must include training on necessary route knowledge, operating rules and procedures, the signalling and control command system and emergency procedures applied on the routes operated.



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## Examination

- If the offered training services do not include examinations and granting of certificates, SEETO Participants could ensure that railway undertakings have access to such certification if it is a requirement of the safety certificate.



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## Responsibility

- In every case, each railway undertaking and each infrastructure manager shall be responsible for the level of training and qualifications of its drivers carrying out safety-related work as set out in the national safety instructions of their original training.
- Since most of the SEETO Participants still rely on or base their safety instructions, to a large extent, on the former Yugoslav safety regulations or are about to gradually transpose EU rules, this might not be a major obstacle to a common training standard.



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## Next steps to be undertaken

- Considering the gradual transposition of the interoperability rules in the SEETO Participants, the following steps can be undertaken which lead from a mutual recognition of training certificates to a harmonised train drivers' training.



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### The following advantages come from the technical and operational harmonisation

- the skills of train drivers could be harmonised rather than their training
- certain skills require psychological and medical examinations for which a uniform approach could be adopted.
- Such a convergence helps to harmonise the professional skills of train drivers in order to establish a *quality assurance process* at SEETO level.



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### The “ultimate” objective

- Introduction of a SEETO train driver’s licence in order to:
- enhance the interoperability of train drivers so as to stimulate international railway transport;
- maintain and raise the safety level and thus guarantee the quality of services provided by train drivers while ensuring and verifying the level of skills adapted to the SEETO networks used;



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### Considerations on implementation

- Memorandum of Understanding (MoU) among the SEETO Participants on mutual recognition of training certificates and open access to training facilities in the SEETO Participants.
- Definition of the minimum requirements valid throughout SEETO Participants.
- Issuance of a harmonised complementary training certificate which reflects the particular requirements of the service for which each driver is authorized on the specific networks, i.e. it has restricted validity. It is issued by the competent authority.



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### Final consequences of the proposed implementation

- **The final consequences of the proposed implementation will be single model for the certification of train drivers.**



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### Most important components of the Memorandum of Understanding

- the minimum age for train drivers,
- criteria related to the medical and psychological fitness of candidates,
- their professional experience and knowledge in a number of fields related to train driving, as well as their knowledge of the infrastructure on which they will have to operate.
- harmonised training programme



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Thank you for your attention!



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