



Evaluation of the Train Drivers Directive – preliminary conclusions

Dr Mihaela Williams
 Unit C.4 Rail Safety and Interoperability
 DG MOVE, European Commission

Objectives of the intervention

- ***To address the problem of patchwork, national solutions regarding the certification of train drivers***
- ***To provide EU-wide acceptance and comparability of procedures and requirements, avoid duplication of efforts and costs while maintaining the high level of safety of the EU railway system***
- ***To specify and implement common minimum requirements for certification of train drivers, EU-wide interoperability and simplify the training of train drivers (specific objectives)***

Evaluation criteria

- *Relevance*
- *Effectiveness*
- *Efficiency*
- *Coherence*
- *EU-added value*



Relevance



- ***A certain degree of harmonisation and consistency in the requirements achieved.***
- ***Problem of fragmentation not completely solved.***

Overcoming fragmentation (1)



- ***Fragmentation overcome to a limited extent***
- ***Rules set by the Directive are general; requirements not always clear***
- ***Implementation across MS lacks coherence***

Overcoming fragmentation (2)



- ***Delineation between licence and complementary certificate***
- ***Better harmonisation of medical requirements***
- ***Content and duration of training***
- ***Language requirements***

Effectiveness

- ***Limited contribution to enhancing and facilitating the mobility of the train drivers and easing their assignment in various MS.***
- ***More prescriptive form of intervention preferred, to avoid, differences in interpretation, understanding and implementing the Directive.***

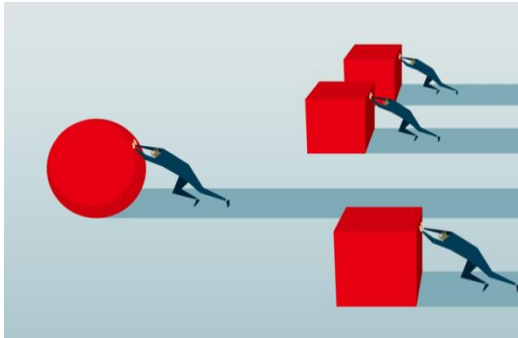


Facilitating the mobility of train drivers

- ***Mobility facilitated to a limited extent***
- ***Better harmonisation of medical requirements***
- ***Content and duration of training***
- ***Language requirements***



Efficiency



- *Costs incurred and benefits achieved seem disproportionate*
- *Difficult to estimate benefits and costs, in the absence of conclusive estimates and without concrete information and statistics.*
- *Difficult to estimate the extra costs incurred due to the Directive*

EU-added value



- ***EU added value limited***
- ***A good starting point but further action needed to achieve a better harmonisation at EU-level***

Coherence

- *Improvement in the articulation between Directive and specific rail legislations taking into account the further evolution of the legislative landscape since 2007*



Evaluation: state of play

- ***Evaluation report: draft being revised based on internal discussions and additional input from stakeholders***
- ***Next step: internal consultations on the evaluation report***