

# Train Drivers Directive – a new European framework

The Train Drivers Directive (TDD) lays down the conditions and procedures for the certification of train drivers operating locomotives and trains. It specifies the tasks for which the competent authorities of Member States, train drivers and other stakeholders in the sector, in particular railway undertakings, infrastructure managers and training centres, are responsible.

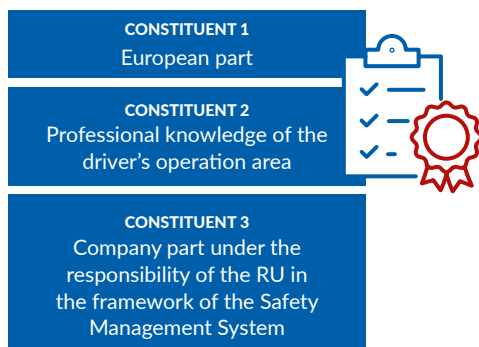
## Joint recommendation by CER and ETF for the revision of the Train Drivers Directive

CER and the European Transport Workers' Federation (ETF) believe that a sound certification scheme and a comprehensive approach to communication in and around the railway system is of the utmost importance for the revision of the TDD. In their March 2023 joint recommendation they describe from the social partners' point of view what a sound revision of the Train Drivers Directive should look like.

## A new framework for European train drivers

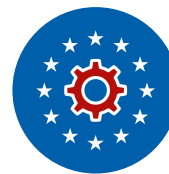
### Certification scheme:

There should be a modular train drivers certificate that paves the way to facilitate the movement of train drivers across borders. The related certification process must not incur additional costs for railway companies. It should be made up of three parts (constituents) :



### A digital approach including:

- The digitalisation of the entire certification process
- **A register (e.g. data warehouse)** for the train driver “certificates” with access restricted to authorised users only, **facilitating the National Safety Authority (NSA) supervision tasks**
- Digital tools to support safety relevant communication in the railway sector between train drivers and other actors



### Harmonisation at European level:

CER supports European harmonisation - e.g. medical and psychological requirements



## Communication regime to ensure safe and interoperable traffic

In the railway sector, safety is a very important factor. Sufficient language skills are fundamental to ensure safety in regular, disruptive and emergency situations.

Safe operations must also be guaranteed in interoperable traffic.

A minimum standard of language and communication level in rail traffic is essential. However the hurdles and high costs (financial and personnel-related) must be taken into account for the international railway sector.

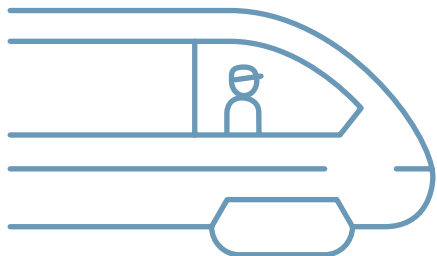
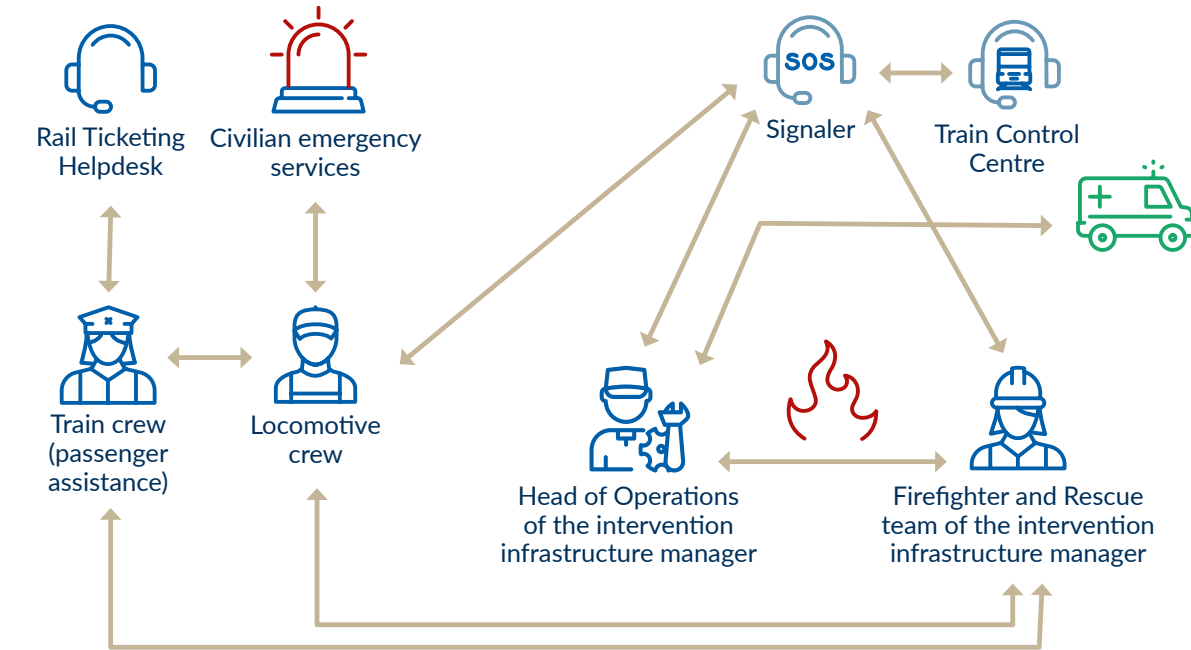
CER believes in defining the general language requirement level of “B1” for all traffic **with two exemptions:**

- **Countries with more than one official EU language** (domestic railway services): EU language level “A1+” (A1+ = A1 + railway-specific terminology (e.g. ERA glossary) and/or communications support).
- **Border sections:** The existing language regime continues to apply. If mutually agreed, a lower language level together with railway-specific terminology (e.g. ERA glossary for railway vocabulary) and/or “supporting means” can be applied.

## Complex communication

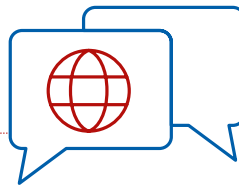
The graphic below shows the complexity of communication between train drivers and infrastructure manager staff in case of an accident. It shows the employees involved, their functions and the communication relationships between them. Despite variations between Member States, the basic principles remain the same across the EU.

### Communications in case of an accident



**€ 4.5 billion**

To ensure safe train operations with English as single operational language, CER assumes a one-time cost of at least 4.5 billion Euros to achieve the required level of English proficiency and yearly recurring costs of hundreds of millions of Euros to maintain the level.



### English proficiency in the European railway sector today

Safe train operations can only work if communication between drivers and traffic controllers, emergency services as well as other railway staff, works flawlessly, especially in disrupted/emergency situations.

The railway communication arrangements in place already ensure this essential requirement. Moreover, the majority of rail transport, maintenance and other activities are undertaken at national level.

Under these conditions, **introducing a single or an additional common European language (i.e. English) would not bring any added value.** It would instead constitute a massive disadvantage for the railway sector competing with other modes of transport.

The switch to a single or an additional common language **would affect train drivers, as well as all professional job profiles in railway undertakings and infrastructure managers,** particularly those responsible for safety-related activities.



EU wide

**0-5 %**

of drivers have English proficiency

**0-5% of infrastructure manager staff have English proficiency**

### The costs of implementing English as a common language in the rail sector

There is a large amount of work for introducing a single operational language:

- Availability of national rules, documents, company rules book and route book in the required languages incl. quality check
- Maintaining multilingual national rules, documents, company rules book and route book in the required languages incl. quality check
- Adaption of trainings to facilitate working in the required languages
- Ensuring the language proficiency of the railway staff to work in the required languages