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**HIGH-LEVEL MEETING ON TRANSPORT, ENVIRONMENT AND HEALTH**  
**THE PEP Steering Committee**  
(Third session, 11 and 12 April 2005,  
agenda item 4.A (f))

**PROMOTING ENERGY EFFICIENT DRIVING BEHAVIOUR**

Introductory note by the WHO/Europe and UNECE secretariats

1. This paper has been prepared by the Netherlands for submission to THE PEP Steering Committee at its third session, under agenda item 4.A(f) on “Implementation of the Committee’s work programme 2003 - 2005 – Progress reports and proposals for further action”.
2. It presents the contents and outcome of a pilot project on introducing eco-driving in professional driver training that was undertaken in Poland. The report has been drafted by VTL, which is a specialized training institute in the Netherlands for the transport and logistics sector.
3. The Committee is.....

## INTRODUCING ECO-DRIVING IN PROFESSIONAL DRIVER TRAINING IN POLAND

### A pilot project for implementing THE PEP principles in practise.

[contribution from VTL Consultant]

Autumn 2003 a project has been executed initiated by the Dutch Ministry of Housing, Spatial Planning and the Environment, and financed under the Pan European Programme on Transport Health and Environment .

The aims of this project carried out in Latvia were:

- Promoting the application of eco-driving methods in regular training schemes for the training of professional drivers;
  - ◆ Raising awareness for the potentials for the transport industry of contributing to the reduction of CO<sub>2</sub> emissions by implementing low-cost training methods;
  - ◆ Demonstrating the use of on-board fuel consumption feedback devices.

Observers from, amongst others, Poland were participating. The Polish delegation confirmed that they were interested in initiating a follow-up in this area.

### *Follow-up in Poland*

Within the framework of the national Polish program on road safety a lot of activities have been carried out, oriented on three basic areas [the 3 E's]:

Engineering

Enforcement

Education (together with Examination)

“Engineering” refers to infrastructure related measures and vehicle [passive and active] safety.

“Enforcement” relates to legislation and to police activities.

In this proposal “Education” will be focussed on in more detail.

Stakeholders in the area of road safety realise that safety and sustainability in driver's practise requires more than the capacity of keeping a vehicle on the road. Having said that the Consultant proposes to introduce *eco-driving*, based on the key words economic/ecological, safe, rational, relaxed and defensive.

Eco-driving improves road safety, the quality of the local environment and contributes to improved energy efficiency and a reduced rate of climate change. Focussing on the reduction of

fuel consumption is important, because of the reduced reserves of fossil fuels and the world wide concern about the greenhouse effect of CO<sub>2</sub> emissions. Furthermore, reducing other traffic emissions contributes to improving urban air quality and noise prevention.

National governments have to implement the Kyoto Protocol. The eco-driving program contributes to reducing CO<sub>2</sub> in the transport branch at low costs, supplementary to [high cost] technology innovation and pricing schemes.

Despite some recent improvements, Poland continues to show a rather poor road safety record compared to other European countries, demonstrated by a very high number of severe crash casualties. While, according to the Monitoring Report on Poland's preparations for membership of November 2003, "...Poland is essentially meeting the commitments and requirements arising from accession negotiation in the areas of trans-European transport networks, road transport, inland waterway, rail transport and air transport..", the new European Directive 2003/59/EC *on the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers, amending Council Regulation (EEC) No 3820/85 and Council Directive 91/439/EEC and repealing Council Directive 76/914/EEC*, remains to be implemented. This European Directive prescribes obligatory training for professional drivers transporting goods or passengers by road. This directive aims to improve the quality of the services offered by drivers, to make the driver's job more respected and more attractive, to increase road safety and to facilitate the free movement of workers. To date only a very limited number of drivers benefit from professional training which provides the necessary knowledge and skills to confront the challenges of working in the field of transport. So far, only in France and the Netherlands vocational training for professional drivers is prescribed by law.

The topics of environment and health have been included in this directive: *"..The minimum requirements to be met for the initial qualification and the periodic training concern the safety rules to be observed when driving and while the vehicle is stopped. The development of defensive driving – anticipating danger, making allowance for other road users – which goes hand in hand with rational fuel consumption, will have a positive impact both on society and on the road transport sector itself."*

This directive has to be implemented by all EU members and by the new members. It goes without saying that a full application of this directive can have an important impact on the reduction of CO<sub>2</sub> emissions.

In Article 7 of this directive, which governs the periodic training, this item is underlined: *"Periodic training shall consist of training to enable holders of a CPC as referred to*

*in Article 6 and the drivers referred to in Article 4 to update the knowledge which is essential for their work, with specific emphasis on road safety and the rationalisation of fuel consumption."*

At the moment, eco-driving principles are not integrated into the qualification and training of professional drivers in most member-states, as well as in Poland. The Consultant will undertake activities focussing on integrating the eco-driving item into the training policy of the Polish authorities.

Within this framework a project has been formulated:

The Consultant has decided to create 2 Work Packages:

### **WORK PACKAGE 1: AWARENESS AND SUSTAINABILITY**

- a) A needs analysis to provide an overview of the actual situation in Poland concerning integrated attention for road safety, environment and professional competence training will be conducted by the Consultant after consulting all the relevant actors in the field.
- b) Seminars and consultative meetings for raising awareness, creating of common understanding and knowledge on eco-driving, on both governmental and sectoral level, is a central element of this project. These seminars will be carried out in close co-operation with representatives from Netherlands Ministry of Housing, Spatial Planning and the Environment and the Ministry of Transport, Public Works and Water Management, which will improve further the relations between the relevant Polish and Netherlands governmental organisations.
- c) The concept of eco-driving has to be included into the regular training programmes in an effective way. For this reason the Consultant will develop a plan of approach for the practical implementation of eco-driving in which, amongst others, the establishment of an umbrella organisation for driving schools will be proposed.
- d) The Consultant will develop a strategy for the dissemination of information to inform the stakeholders. This will include a brochure on eco-driving in the Polish language, and, in close co-operation with SenterNOVEM, guidelines for a media campaign and communication.

### **WORK PACKAGE 2: TRAINING AND INSTRUCTION**

- a) A practical manual on eco-driving will be produced by the Consultant.
- b) A train-the trainers programme on eco-driving will be carried out. Trainers/instructors will be taught both theoretically and practise oriented.

Besides the technical eco-driving topics attention will be paid on how to cope with non-motivated trainees/ drivers. The programme will be carried out in three cities: Warsaw, Gdansk and Krakow. The Consultant concluded that in larger countries like Poland a regional approach will lower the barriers for the driving schools and the transport sector experts.

- c) Examiners will be trained how to include eco-driving in the execution of exams of professional drivers.

It is foreseen that observers from other European countries will be invited to participate in the theoretical part of the training programme and in the seminars. The Consultant aims at inviting representatives from Czech Republic and Ukraine.

The project team will work closely together with the Polish ministries of Infrastructure and Environment. Besides, amongst others, the examining body for driving licenses, the Polish association of hauliers and the National Safety Council are involved.

Also VOLVO and Mercedes will participate by delivering instrumented trucks.

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