



Fit to Drive

1st International Traffic Expert Congress
Berlin from May 3rd – 5th 2006

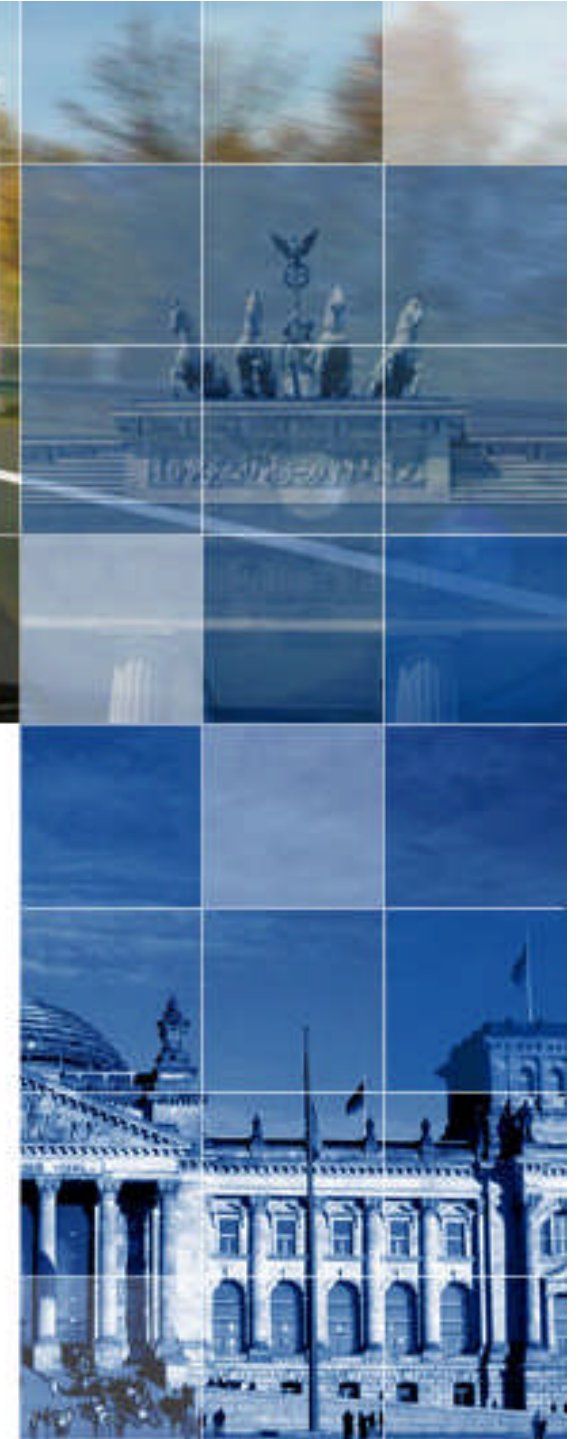


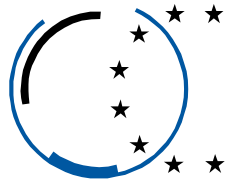
Welcome

Psychological fitness to drive in European interoperability railways directives

Pierangelo Sardi and Claudio Signoretti

Some slides refer to a presentation of
Patrizio Grillo (DGTREN) and on the proposal of directive on certification of train crew





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Harmonised approach in European transportation system

- Directive 91/439/EC driving licences for power driven vehicles (plus directive 2000/56/EC amending it)
- Directive 96/50/EC harmonisation of boatmasters certificate
- Directive 2001/25/EC minimum level of training for seafarers
- COM (2000)56 final: training of professional drivers in road transport
- Directive 1991/670/EEC mutual acceptance of personnel licences in civil aviation
- proposal on air traffic controllers' licence
- proposal on driving licences for cars



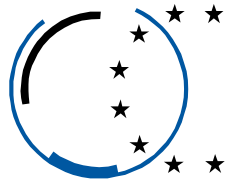
Two kinds of harmonisation

- Between the different legislations of the different member States, the subsidiarity principle only shoves towards convergence
- This weaker harmonisation is mainly valid for car driving rules
- On the contrary, as regards to circulation, including the transport systems, the harmonisation process is growing steadily
- This stronger harmonisation is valid for railway drivers and their fitness



A new kind of railway

- From
 - The non competitive rail network
 - The boundary barrier (physical, technical and political)
 - The simple interoperability of vehicle
- To
 - Facilitate and improve international safety rail services (new common technologies)
 - Contribute to the progressive creation of the internal market in equipment for construction, renewal, upgrading and operation
 - Contribute to the interoperability and the access for new operator in a new business sector



Competition and its limits

- Just the introduction of competition involves the need from the EU to introduce limits in the offer of services
- While the monopolistic situation existing before at each national level did not require these EU limits
- As a matter of fact, those member States who firstly introduced competition in their national railways, also experienced increasing accidents, in some cases
- They have now to accept the imposition of limits by the EU



Railway safety directive

- Article 10 in the safety directive proposal (COM(2002) 21 final) states that any railway undertaking needs “to meet specific requirements necessary for the safe operation on the relevant network concerning the application of TSI and national safety rules and the certification of staff” in order to receive a safety certificate
- Council political agreement in view of the Common Position on the Second Railway Package



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The three-level system

Directive
Essential requirements

TSI, Technical Specifications for Interoperability
adding details to essential requirements

Norms EN
Technical document European Standard



Progressive steps for EU railways

- **Directive 91/440/CEE** (the “mother directive”)
on the development of the Community's railways
- **Directives 95/18/CE-95/19/CE**
on the licensing of railway undertakings and on the allocation of railway infrastructure capacity and the charging of infrastructure fees.
- **The White Paper, 1996**, “A Strategy for Revitalising the Community's Railways”



Arriving to the new directive

- The first railway package
 - Directive 2001/12/CE-2001/13/CE-2001/14/CE
- The White Paper, 2001, “European transport policy for 2010: time to decide”
- The second railway package
 - Directive 2004/49/CE-2004/50/CE-2004/51/CE-REG.881.2004
- The third railway package
 - The next Directive on
 - a further opening of the market for international passenger transport by rail;
 - a regulation on the rights and obligations for passengers in international rail traffic;
 - a regulation on rail freight quality;
 - **a directive for train driver licence.**



The Interoperability Directives

- **European Directive 96/48/CE**
on the interoperability of the trans-European High Speed line
 - High Speed lines
 - Definition of Subsystem and Technical Specification for High Speed Line
- **European Directive 2001/16/CE**
on the interoperability of the trans-European conventional rail system
 - Conventional Lines
 - Definition of Subsystem and Technical Specification for Conventional line
- **European Directive 2004/50/CE** (second railway package)
With amendments to Directive 2001/16/EC and 96/48/CE on conventional and High speed line
Extension of scope to the whole railway system



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Driver license (third railway package)

PART OF DRIVER LICENCE COMPONENT:

- General Professional Knowledge
- Basic School Education
- Psychological Fitness
- Physical Fitness



Major objectives

- Maintaining or improving the rail safety level across the community
- Increased interoperability by having a common driving licence for all Member States
- Increased public confidence in the rail system
- Enhanced mobility among train drivers
- Towards a new EU rail culture
- Towards a single EU rail system



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Selection Requirement

- Minimum educational level
- Age restriction
- Health criteria
- **Psychological fitness' evaluation**
- Language test



Quality control

- Criteria to be developed by the Agency
- Standards for accreditation of:
 - physicians **and psychologists**
 - trainers
 - evaluators
- Independent evaluation of the complete national procedure (national audits or Agency task)



Psychological requirements

- “Applicants shall demonstrate their psychological fitness by passing an examination conducted by a psychologist recognised by the competent authority
- the testing of psychological fitness shall be carried out by psychologists or occupational psychology institutes accredited by the competent authority;”



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Psychological examinations (1)

- The purpose of the psychological examinations is to assist the railway undertaking in the appointment and management of staff who have the cognitive, psychomotor, behavioural and personality skills to perform their duties safely.



Psychological examinations (2)

- The psychologist decides the content of the psychological examination
- But, while determining this content, the psychologist must take into account, as a minimum, some criteria which are relevant to the requirements of each safety function
- These criteria are specified in the directive, as described in the following slide:



Psychological examinations (3)

Unavoidable criteria:

- Cognitive criteria: attention and concentration; memory; perception; reasoning; communication;
- Psychomotor criteria: reaction time, hand coordination;
- Behavioural and personality criteria: emotional self-control, behavioural reliability, autonomy, conscientiousness.



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Psychological examinations (4)

The psychologist may exceptionally omit some of the above mentioned criteria but, in such a case, his decision must be:

- justified
- and documented.



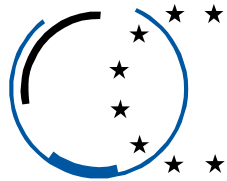
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Proposal for a Directive on the certification of train driver

http://europa.eu.int/smartapi/cgi/sga_doc?smartapi!celexplus!prod!DocNumber&lg=en&type_doc=COMfinal&an_doc=2004&nu_doc=142



NEXT STEPS

- Approval of the interoperable Technical Specifications for Interoperability
- WORK BETWEEN EUROPEAN RAILWAY PSYCHOLOGIST FOR COMMON POSITION
 - CER PSYCHOLOGISTS (1ST MEETING IN PARIS ON 15-16 SEPTEMBER 2005)