



GUIDELINES TO BECOME AN APPROVED DRIVER CPC TRAINING PROVIDER

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These guidelines provides details for those that are interested in delivering training that lead to the obtaining of the Driver Certificate of Professional Competence (CPC) in accordance with the Motor Vehicles (Driving Licences) Regulations (SL.65.18) and EU Directive 2003/59. Guidance is provided for prospective training providers, including employers who may wish to become approved Training Providers. The guidance provided is as comprehensive as possible but should not be taken as a complete or authoritative statement of the law.

SECTION A: THE CERTIFICATE OF PROFESSIONAL COMPETENCE (CPC) FOR PROFESSIONAL DRIVERS

EU Directive 2003/59/EC pertaining to the Certificate of Professional Competence (CPC) was transposed into the Motor Vehicles (Driving Licences) Regulations by means of Legal Notice 25 of 2007. The regulations state that with effect of 10th September 2008, drivers who obtain a driving licence for Passenger Transport Vehicles (categories D, D+E, D1, D1+E, f) that are engaged in the carriage of passengers by road for hire or reward, must be in possession of a Certificate of Professional Competence (CPC). Similarly, with effect of 10th September 2009, drivers who obtain a driving licence for Goods Transport Vehicles (categories C, C+E, C1, C1+E) that are engaged in the carriage of goods by road for hire or reward, must also be in possession of a Certificate of Professional Competence (CPC).

The introduction of the CPC requirement for professional drivers is primarily aimed at improving road safety, improving the skills of bus and truck drivers leading to an improvement in the professional image of industry, whilst at the same time improving environmental performance of the industry. The Driver CPC covers three main subjects:

1. Safe and fuel efficient driving;
2. Regulations;
3. Health & safety, service and logistics.

Further details of the subjects are set out in Section 1 of the Thirteenth Schedule of the Motor Vehicles (Driving Licences) Regulations (SL.65.18), and are being reproduced in Section F of these guidelines.

The Driver CPC involves two parts:

- a. The **initial qualification** which requires the driver to pass theoretical and practical tests as detailed in Section B of these guidelines;
- b. The **ongoing periodical training** of 35 hours every five years.

Drivers of Passenger Transport Vehicles who obtained their driving licence in the respective vehicle category before the 10th September 2008 are exempt from the initial qualification requirement (a), but not from the ongoing periodical training (b). There are around 6,000 licensed drivers that have category "D/f" type licences. Similarly, drivers of Goods Transport Vehicles who obtained their driving licence in the respective vehicle category before the 10th September 2009 are exempt from the initial qualification requirement (a), but not from the ongoing periodical training (b). There are around 11,000 licensed drivers that have category "C" type licences out of which those that earn a living from driving these vehicles, will require period training.

The following exemptions apply:

- a) Vehicles with a maximum authorised speed not exceeding 45 kilometres per hour;
- b) Vehicles used in states of emergency or assigned to rescue missions;
- c) Vehicles used the Armed Forces, Civil Defence, the Fire and Rescue Service and Forces responsible for maintaining public order including the Police, and Ambulances;
- d) Vehicles used for personal use;
- e) Vehicles used for non-commercial, non profit making, or by voluntary organisations for carriage of passengers or goods for personal use;
- f) Vehicles carrying material or equipment to be used by the driver in the course of his or her work, provided that driving the vehicle is not the driver's principal activity;

- g) Vehicles undergoing road tests for technical development, repair or maintenance, or new or rebuilt vehicles which have not yet been put into service;
- h) Vehicles used in the course of driving lessons for any person wishing to obtain a driving licence or a CPC.

Initial Qualification

Drivers shall only qualify for the CPC certifying an initial qualification following the undertaking of theoretical and practical tests held by Transport Malta or by an approved CPC Testing Centre, as defined in Section B of these guidelines. Typically there are around 150-200 new category "C" drivers per year, and around 70-90 new category "D/f" drivers per year. Furthermore, Transport Malta is expecting a substantial increase in new bus (Category D) drivers this year due to the public transport reform, which restricts the amount of maximum driving hours.

Upon the successful completion of the said tests, drivers will be issued with a CPC certifying the initial qualification by Transport Malta, which shall be valid for five years. The actual certification consists of an Information Code 95 marked on the driving licence of the driver, indicating that the driver is professionally competent to drive a passenger transport vehicle with more than eight seats besides the driver's seat, for the carriage of passengers, or a goods transport vehicle with a gross vehicle weight of more than 3,500kg.

Whilst drivers are not obliged to undergo any training before sitting for the tests of initial qualification, Transport Malta will be approving Training Providers, and prospective professional drivers are encouraged to attend such courses to better prepare themselves for the tests, and most importantly for their professional driving careers.

For the initial training it would be expected that a driver with some proficiency and experience would be well prepared for the tests after around 90 hours of training. On the other hand, a less proficient and experienced candidate is likely to require up to around 140 hours of training or more. This includes both theoretical and practical training.

Periodic Training

Periodic Training is designed to confirm and expand on the existing knowledge and skills of each driver to ensure that they continue to be confident, safe and fuel efficient drivers. It also enable drivers to keep up to date with ever changing regulations and to benefit from state of the art training throughout their whole career.

All professional bus and truck drivers must undergo compulsory periodic training of 35 hours every five years to retain their Driver CPC with approved Training Providers. The training must be carried out by approved Training Providers in periods of at least seven hours, based on the subjects listed in Section F of these guidelines. These periods may be held consecutively, or spread over a period of time. Whilst practical periodic training is encouraged, the minimum requirement is to provide "classroom style" periodic training. No tests will take place upon the completion of periodic training, however drivers will be required to retain their training records to be able to submit them to Transport Malta when renewing their Driver CPC.

Drivers that have obtained their driving licence category before the 10th September 2008 in the case of category "D", or 2009 in the case of category "C" must undergo this periodic training for the first time before September 2013 in the case of category "D/f", or September 2014 in the case of category "C". Drivers who hold both "D/f" and "C" type category licences need only undertake periodic training once.

SECTION B: OBTAINING THE INITIAL DRIVER CPC CERTIFICATION

Section 2 of the Thirteenth Schedule of the Regulations define the minimum requirements of the theoretical and practical tests to establish whether the trainee driver has achieved the level of knowledge required for the subjects and objectives listed in Section F of these guidelines.

The initial qualification includes the following modules:

- **Module 1** is the existing theory test required to obtain the category licence for non-professional drivers (Group 1 drivers). It includes 35 multiple choice questions and the time allowed is 45 minutes. The minimum pass mark is 85%.
- **Module 2** is a new theory test with 80 multiple choice questions that cover the subjects listed in Section F of these guidelines. The time allowed is 100 minutes and the minimum pass mark is 60%.
- **Module 3** is also a new theory test and consists of six case studies. Each case study has between five and eight questions. These case studies will be based on real-life situations that candidates are likely to come across in their working life. The aim is to test their knowledge, and how they are able to put it into practice. The time allowed for this test is 100 minutes and the minimum pass mark is 60%.
- **Module 4** builds on the existing practical test required to obtain the category licence for non-professional drivers (Group 1 drivers). It is a driving test aimed at assessing training in rational driving based on safety regulations. The test will take place presenting different types of difficulties that a driver is most likely to encounter. This test duration is 90 minutes with a minimum on road time of 60 minutes. The candidate will be required to perform various maneuvers including reversing (to a loading bay for Category C and sub categories), braking, and pulling into bus bays / stops (Category D and sub categories). Candidates must pass the Module 1 theory test before sitting for Module 4.
- **Module 5** is a new practical test with five practical demonstration questions that will cover points 1.4, 1.5, 1.6, 3.2, 3.3 and 3.5 of the subjects listed in Section F. It will take place at a stand (not on the move) where explanations and physical demonstration will have to be carried out by the candidate. Candidates must pass Modules 1, 2 and 3 before sitting for Module 6.

The amended time slot for the existing practical test will align with the CPC requirement.

SECTION C: REQUIREMENTS TO BECOME AN APPROVED DRIVER CPC TRAINING PROVIDER

Transport Malta is issuing these guidelines to ensure that training providers are in accordance with Section 4 of the Thirteenth Schedule of the Motor Vehicles (Driving Licences) Regulations (SL.65.18). Any training provider taking part in the initial qualification and/or periodic training leading to certification of driver's professional competence, must be approved by Transport Malta.

The aim of these guidelines is to ensure that training providers deliver the training in line with the requirements. Any organisation can apply to become an approved training centre, providing it meets certain criteria listed below. Goods or passenger transport employers who would like to deliver their own training can apply to become an approved training provider. Once they are approved, employers can offer training on a commercial basis in the same way as other approved training providers.

Approvals will last for a period of three years from the date of approval. During that period, approved training centres will be required to comply continuously with the conditions set out in Section E of these guidelines.

Interested parties may apply to become approved Driver CPC Training Providers by submitting a written request detailing, as a minimum, the following information, together with the applicable fee set out in Section E. Transport Malta may require further details, and may also carry out an inspection visit before granting the approval.

Part 1: The Organisation

- a) The name of the organisation and name of person making the application;
- b) Description of organisation including organisation structure and profile;
- c) The type of organisation e.g. a transport operator, training provider, educational establishment;
- d) Details of experience in training, and any current training provided, including reference to any prior approvals or accreditations from other awarding bodies;
- e) Details of experience in goods and/or passenger transport.

Part 2: The Proposed Training Programme

This part should include sufficient detail to prepare the candidates for the tests listed in Section B, covering the subjects in Section F of these guidelines.

- a) A detailed qualification and training programme specifying how each of the subjects listed in Section F will be taught. This must include an explanation on the use of training aids, providing samples of these training aids and also samples of the handouts or notes to be given to the candidates. Separate training programmes are to be submitted for the initial qualification and for the periodic training, also distinguishing between category "C" or category "D/f" type training;
- b) A lesson plan indicating the proposed amount of hours for each subject included in the training programme, distinguishing between theory and practical training;
- c) Details on types of assessment and evaluation of courses that will be used to ensure teaching objectives and aims are achieved;
- d) The proposed structure of the training programme indicating the duration of the lessons, the frequency of the lessons (per day/week) and the overall duration of the training programme.

Part 3: The Trainers

- a) The name and CV of each of the trainers;
- b) A detailed profile of each of the trainers indicating their experience, field of activity, qualifications, and language with which they will be providing training;
- c) A copy of each trainer's teaching qualifications, including whether they are already approved Driver CPC Trainers by Transport Malta or any other body that approves such trainers in other Member States, or qualified/warranted teachers or professionals;
- d) Any personal references received by a trainer from educational establishments;
- e) A table indicating which trainers will provide training on which subjects, also indicating those that will be providing practical instruction;
- f) As regards the practical part of the training, the trainers or instructors must be licensed driving instructors with Transport Malta or any other international licensing body for the respective licence category being taught for at least one year, and in possession of the respective driving licence category for at least three years. They must provide (in addition to the above requirements), their name, identity card number, instructor permit number, and a list of the driving licence categories that they are entitled to instruct. In addition to this, they must provide proof that each trainer or instructor that will provide practical training, has undergone some form of specialised training in professional driving, or obtained Driver CPC certification.

Part 4: The Training Centre and Equipment

- a) Detailed information (including address) about the premises where the training will be provided, including class rooms, waiting areas, sanitary facilities, parking facilities, and where practical training will take place for maneuvers – Transport Malta may provide assistance in this regard;
- b) Details on the resources that will be made available for the practical work, including details of the vehicle fleet to be used (copy of registration certificates, and interior/exterior pictures). When training candidates or submitting them for the initial certification practical test, Training Providers must ensure that the vehicles used meet the requirements for test vehicles as defined in the Third Schedule of the Regulations, irrespective of whether they were in use on or before the 28th June 2008. Transport Malta may require to inspect these vehicles before approving;
- c) Details on the administrative functions and procedures that will be adopted.

Part 5: General

- a) Any conditions regarding students' participation in the courses;
- b) The minimum and maximum number of participants for each course;
- c) An explanation of what guarantees will be offered to candidates to ensure courses will take place as agreed once they have been booked;
- d) System to be used to show driver attendance and number of hours of attendance;
- e) Whilst training fees are not regulated by Transport Malta, details on fees to be charged for the various training programmes should be submitted as part of the application.

Part 6: Security (only applicable for Periodic Training)

Since the periodic training requirement does not include a test, Transport Malta will be retaining records of periodic training provided to every professional driver. This will require Approved Training Providers to submit training records indicating the amount of training that has taken place for each candidate, with details on the subject, the date/time, and the amount of hours. Training Providers must ensure that there are adequate security measures in place to ensure that the records are accurate. Interested parties are to submit the following information as a minimum:

- a) The procedure for identity checking of trainees;
- b) The type of computer system that will be used to record driver attendance, and the ability to transfer this information securely and within 24hrs to a controlled database of Transport Malta;
- c) Security arrangements to prevent fraudulent submissions of training records to Transport Malta.

SECTION D: REQUIREMENTS TO BECOME AN APPROVED DRIVER CPC TRAINER

Individual Trainers can also apply to be approved by Transport Malta as a Driver CPC Trainers. This will also enable them to work for different Training Providers.

Interested persons may apply to become Approved Driver CPC Trainers by submitting a written request detailing, as a minimum, the information detailed in **Part 3 of Section C**, together with the applicable fee set out in Section E. The approval which will be granted by Transport Malta, will be indefinite, however, Transport Malta reserves the right to request approved Trainers to provide evidence that that they have a sound knowledge of the most recent Directives and regulations, and training requirements. Transport Malta will reserve the right to withdraw any approvals that would have been granted, should the training not be provided in accordance with these guidelines.

SECTION E: MINIMUM CONDITIONS FOR APPROVED TRAINING PROVIDERS

The following minimum conditions in addition to the requirements set out in the Motor Vehicles (Driving Licences) Regulations, must be complied with by all Training Providers:

1. Approvals will be issued by the Land Transport Directorate, and will last for a period of three years from the date of approval. The criteria for the renewal of approval for a further three years will be based on the track record of the training provider. It will be a straightforward procedure for organisations who have maintained standards.
2. Training must be given in accordance with the documents accompanying the application. Any changes must be approved by Transport Malta before being implemented. Such requests for approval are to be submitted at least eight weeks in advance.
3. Ideally, the majority of training should be provided in Maltese to ensure a thorough understanding of the subject by candidates. However, Training Providers may provide training in English provided that they themselves assess the effectiveness of the delivery of training when this is done in English.
4. Training must be in accordance with the approval and must cover the subjects in the list in Section F of these guidelines.
5. Training Providers must submit on an annual basis, copies of their insurance documents of vehicles used in training, the premises, and the employer's and public liability insurance.
6. Transport Malta is entitled to monitor the training being provided, either directly or indirectly.
7. The approval may be withdrawn or suspended if the conditions of approval are no longer complied with.
8. The approved Training Provider must guarantee that the trainers and instructors have a sound knowledge of the most recent regulations and training requirements. As part of a specific selection procedure, the trainers or instructors must provide certification showing knowledge of both the subject material and teaching methods. Any changes in trainers must be notified to Transport Malta
9. Each trainer must be suitably qualified in the subject area(s) they are proposing to deliver. Transport Malta will therefore expect that in any subject where specific knowledge is required the proposed trainer will have an appropriate qualification at least to the level being taught. Where an Instructor is not formally qualified it will be possible for them to be approved by Transport Malta on submission of evidence and references of their experience to carry out the training. Training providers are required to keep evidence that demonstrates that the trainers meet these requirements.
10. Training Providers must retain records on driver feedback for three years. Each driver should complete a feedback form at the end of each course. The centre must retain this feedback for inspection.
11. It is important that the quality and relevance of training is continually monitored. As a result, all approved Training Providers will be required to build into each approved course a method of evaluation that will demonstrate the effectiveness of the course. Training Providers are required to retain records on the assessment of progress of each candidate in terms of active participation. These records will need to be kept for three years, for checking by Transport Malta.

12. Training providers are required to retain full records of each course held in the previous two years so that the Transport Malta can inspect:

- The total number of candidates;
- The names of those attending and ID card number;
- The date, title and number of the course delivered together with the name(s) of the trainer(s);
- The evaluation papers of the courses delivered, including assessment of progress of candidates;
- The driver feedback forms.

13. Training providers must issue a receipt to each participant confirming attendance. This must confirm the date of attendance and the number and title of the course

14. Training providers are to submit an annual report to Transport Malta within 60 days after each year from the date of approval. This annual report should including the following:

- Number and types of courses held including the number of candidates in each course
- Number and types of courses planned for the following year
- Summary of driver feedback
- Summary of assessments carried out to ensure quality of training

15. The following fees will be payable to apply for granting of approvals:

- | | |
|---|--------|
| - Approval to become Training Provider | €1,000 |
| - Renewal of Training Provider approval (every three years) | €250 |
| - Approval of Trainer or Instructor other than those included in initial approval | €100 |
| - Approval of changes to training programme | €50 |

16. When training candidates or submitting them for the initial certification practical test, Training Providers must ensure that the vehicles used meet the requirements for test vehicles as defined in the Third Schedule of the Regulations, irrespective of whether they were in use on or before the 28th June 2008.

17. Any communications should be addressed to the Chief Officer - Land Transport Directorate.

SECTION F: MINIMUM SUBJECTS (taken from Thirteenth Schedule of SL.65.18)

The knowledge to be taken into account when establishing the driver's initial qualification and periodic training must include at least the subjects in this list. Trainee drivers must reach the level of knowledge and practical competence necessary to drive in all safety vehicles of the relevant licence category. The minimum level of knowledge may not be less than **level 2** of the training-level structure provided for in Annex I to Decision 85/368/EEC on the comparability of vocational training qualifications between the Member States of the European Community, i.e. the level reached during compulsory education, supplemented by professional training.

1. Advanced training in rational driving based on safety regulations

All licences

1.1. Objective: to know the characteristics of the transmission system in order to make the best possible use of it:

- curves relating to torque, power, and specific consumption of an engine;
- area of optimum use of revolution counter, gearbox-ratio cover diagrams;
- to know what the purpose of the gearbox is and how to use it to its maximum advantage;
- the different types of gearbox, manual, semi-automatic, automatic;
- interpreting the messages that the instruments and gauges on the dashboard are giving and how what action to take if necessary messages;
- how the engine and the gearbox are linked and how to make them work efficiently together;
- the variation of fuel consumption by driving in different ways.

1.2. Objective: to know the technical characteristics and operation of the safety controls in order to control the vehicle, minimise wear and tear and prevent disfunctioning:

- specific features of hydraulic vacuum servobrake circuit;
- limits to the use of brakes and retarder;
- combined use of brakes and retarder;
- making better use of speed and gear ratio;
- making use of vehicle inertia;
- using ways of slowing down and braking on downhill stretches;
- action in the event of brake failure;
- to be able to combine the use of the brake and gearbox to achieve safe, smooth and efficient driving;
- Understanding how the size and power of the vehicle can affect its momentum.

1.3. Objective: ability to optimise fuel consumption: optimisation of fuel consumption by applying know-how as regards points 1.1 and 1.2.

- Assessing driving particularly the use of the gearbox and the brakes;
- Updating techniques in the light of new equipment;
- Identifying bad habits and assessing the effect it has on fuel efficiency and passenger comfort;

Licences C, C+E, C1, C1+E

1.4. Objective: ability to load the vehicle with due regard for safety rules and proper vehicle use:

- forces affecting vehicles in motion;
- use of gearbox ratios according to vehicle load and road profile;
- calculation of payload of vehicle or assembly;
- calculation of total volume;
- load distribution;
- consequences of overloading the axle;
- vehicle stability and centre of gravity;
- types of packaging and pallets;
- main categories of goods needing securing;
- clamping and securing techniques;
- use of securing straps;
- checking of securing devices;
- use of handling equipment;
- placing and removal of tarpaulins.

Licences D, D+E, D1, D1+E, f

1.5. Objective: ability to ensure passenger comfort and safety:

- adjusting longitudinal and sideways movements;
- road sharing;
- position on the road;
- smooth breaking;
- overhang operation;
- using specific infrastructures (public areas, dedicated lanes);
- managing conflicts between safe driving and other roles as a driver;
- interacting with passengers;
- peculiarities of certain groups of passengers (disabled persons, children, elderly people);
- keeping good care of passengers;
- understanding what passengers mean by a "rough" ride and what causes it;
- understanding how to drive smoothly and "stress free" in present day traffic congestion and conditions;
- communicating with passengers, passing on information, listening to their comments and passing them on to the company;
- techniques to deal with customers' complaints and queries.

- 1.6. Objective: ability to load the vehicle with due regard for safety rules and proper vehicle use:
- forces affecting vehicles in motion;
 - use of gearbox-ratios according to vehicle load and road profile;
 - calculation of payload of vehicle or assembly;
 - load distribution;
 - consequences of overloading the axle;
 - vehicle stability and centre of gravity.
 - understanding the effects that loading can have on handling and performance;
 - loading luggage in coaches - having a system for loading;
 - knowing the law on axle weights and being able to assess when a vehicle is at its limit;
 - ensuring that all passengers are safe and secure before moving off;
 - know the capacity of the vehicle and know how to judge when that capacity is reached;
 - appreciating the difference in vehicle performance when empty and loaded, in particular on stopping distances.

2. Application of regulations

All licences

- 2.1. Objective: to know the social environment of road transport and the rules governing it:
- maximum working periods specific to the transport industry;
 - principles, application and consequences of transport regulations including but not limited to the Motor Vehicles (Driving Licences) Regulations, the Motor Vehicles Regulations, the Passenger Transport Services Regulations, the Motor Vehicles (Carriage of Goods by Road) Regulations, the Motor Vehicles (Carriage of Dangerous Goods) Regulations, the Motor Vehicles (Weights, Dimensions and Equipment) Regulations;
 - penalties;
 - improper use of and tampering with the tachograph;
 - knowledge of the social environment of road transport including rights and duties of drivers as regards initial qualification and periodic training.

Licences C, C+E, C1, C1+E

- 2.2. Objective: to know the regulations governing the carriage of goods:
- transport operating licences;
 - obligations under standard contracts for the carriage of goods;
 - drafting of documents which form the transport contract;
 - international transport permits;
 - obligations under the Convention on the Contract for the International Carriage of Goods by Road;
 - drafting of the international consignment note;
 - crossing borders;
 - freight forwarders;
 - special documents accompanying goods.

Licences D, D+E, D1, D1+E, f

2.3. Objective: to know the regulations governing the carriage of passengers:

- carriage of specific groups of passengers;
- safety equipment on board buses;
- safety belts;
- vehicle load.

3. Health, road and environmental safety, service, logistics

All licences

3.1. Objective: to make drivers aware of the risks of the road and of accidents at work:

- types of accidents at work in the transport sector;
- road accident statistics;
- involvement of trucks/buses, human, material and financial consequences.

3.2. Objective: ability to prevent criminality and trafficking in illegal immigrants:

- general information;
- implications for drivers;
- preventive measures (for example, what you should do if you have returned to the vehicle after taking a break on a ferry or at a border crossing);
- check lists;
- legislation on transport operator liability.

3.3. Objective: ability to prevent physical risks:

- ergonomic principles;
- movements and postures which pose a risk, physical fitness, handling exercises, personal protection;
- the use of protection and alarm systems such as screens, radios, personal and vehicle alarms and the permitted and correct use of mobile phones;
- using correct personal protective equipment at the appropriate time such as high visibility jackets, gloves, and protective shoes.

3.4. Objective: awareness of the importance of physical and mental ability:

- principles of healthy, balanced eating;
- effects of alcohol, drugs or any other substance likely to affect behaviour;
- symptoms, causes, effects of fatigue and stress;
- fundamental role of the basic work/rest cycle.

3.5. Objective: ability to assess emergency situations and behaviour in an emergency situation:

- assessment of the situation;
- avoiding complications of an accident;
- summoning assistance;
- assisting casualties and giving first aid;
- reaction in the event of fire;
- evacuation of occupants of a truck/bus passengers;
- ensuring the safety of all passengers;
- reaction in the event of aggression;
- basic principles for the drafting of an accident report.

3.6. Objective: ability to adopt behaviour to help enhance the image of the company:

- behaviour of the driver and company image;
- importance for the company of the standard of service provided by the driver;
- the roles of the driver;
- people with whom the driver will be dealing;
- vehicle maintenance;
- work organisation;
- commercial and financial effects of a dispute.

Licences C, C+E, C1, C1+E

3.7. Objective: to know the economic environment of road haulage and the organisation of the market:

- road transport in relation to other modes of transport (competition, shippers);
- different road transport activities (transport for hire or reward, own account, auxiliary transport activities);
- organisation of the main types of transport company and auxiliary transport activities;
- different transport specialisations (road tanker, controlled temperature, etc.);
- changes in the industry (diversification of services provided, rail-road, subcontracting, etc.).

Licences D, D+E, D1, D1+E, f

3.8. Objective: to know the economic environment of the carriage of passengers by road and the organisation of the market:

- carriage of passengers by road in relation to other modes of passenger transport (private car, or rail in the international context);
- different activities involving the carriage of passengers by road;
- crossing borders (international transport);
- organisation of the main types of companies for the carriage of passengers by road.