(English version)

Question for written answer E-002658/24
to the Commission
Borja Giménez Larraz (PPE)
(26 November 2024)

Subject: Certificate of Professional Competence (CPC) — driver shortage in the EU

The EU's shortage of professional drivers is alarming; there are more than 500 000 vacant posts in a sector employing 2.7 million people. In countries like Spain, an additional 30 000 lorry drivers and 4 700 bus drivers are needed. With an ageing population and very few young people joining the driving workforce (less than 5% of lorry drivers are under 25), it is estimated that this crisis will worsen over the coming years, jeopardising mobility and supply chains all across Europe.

It is imperative to facilitate entry into the driving profession and make it appealing as a whole. Against this backdrop, the Certificate of Professional Competence (CPC) certifies that drivers have met the training prerequisites and the certificate is required for them to enjoy mobility within the European market.

In light of this:

Is the Commission considering streamlining CPC requirements or implementing other measures that could mitigate this structural crisis in the transport sector?

Submitted: 26.11.2024

Answer given by Mr Tzitzikostas on behalf of the European Commission
(19 February 2025)

The Commission is concerned about the shortage of professional bus and truck drivers in the EU and it is of the view that the current driver shortage which keeps growing should first and foremost be addressed by making the profession more attractive. The EU has recently taken several measures to improve the regulatory framework in which professional drivers operate in the EU.

The Mobility Package ([1]) introduced significant improvements of the working conditions of drivers and thus increased the attractiveness of the profession.

The Commission is also supporting, through the Connecting Europe Facility (CEF) ([2]), the development of new and the upgrade of existing safe and secure truck parking areas (SSTPAs) to allow drivers to spend their rest periods in adequate conditions. The existence of sufficient SSTPAs is considered by drivers as an essential element for their wellbeing.

The Commission is also assisting Member States and the relevant stakeholders in increasing the attractiveness of the profession through various programmes ([3]).

It is also in regular contact with the relevant stakeholders with a view to further improving the working conditions of drivers and incentivise more women and young people to take up the profession of driver.

The Commission has also launched a study that investigates the conditions for employment of third-country drivers in the various EU Member States and into the level of qualification and skills that drivers from third countries already have when they arrive in the EU.

Once the results of this study are available, the Commission may consider any further measures as regards Certificate of Professional Competence, as appropriate.

([1]) Regulation (EU) 2020/1054 of the European Parliament and of the Council of 15 July 2020, Regulation (EU) 2020/1055 of the European Parliament and of the Council of 15 July 2020 and Directive (EU) 2020/1057 of the European Parliament and of the Council of 15 July 2020, all OJ L 249, 31.07.2020.
([2]) https://cinea.ec.europa.eu/programmes/connecting-europe-facility/transport-infrastructure_en
([3]) Such as the European Social Fund Plus (https://european-social-fund-plus.ec.europa.eu/en), Erasmus+ (https://erasmus-plus.ec.europa.eu/), the reinforced Youth Guarantee (https://ec.europa.eu/social/main.jsp?catId=1079&langId=en) and Invest EU (https://europa.eu/investeu/home_en)