

(English version)

**Question for written answer E-001776/26
to the Commission
Pascal Arimont (PPE)
(30 April 2026)**

Subject: Obligatory further training modules in rational driving for professional drivers

Directive (EU) 2022/2561 on the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers provides for rational and resource-efficient driving ('eco-driving') training, among other things, in many Member States. In individual Member States and regions, this training includes obligatory theoretical and practical driving lessons that must be retaken at regular intervals.

However, from a practical standpoint, there are doubts as to whether a blanket recurrent training requirement — particularly for drivers with many years' experience of modern vehicle technology — always provides sufficient added value. At the same time, companies and workers face increased costs and organisational effort as well as additional burdens from journeys made as part of practical training.

1. What specific rules of EU law require Member States to implement training on rational and resource-efficient driving ('eco-driving'), including practical driving lessons as part of regular further training?
2. How much flexibility do Member States have in their approach, particularly with regard to digital training or differentiated rules for experienced drivers?
3. Does the Commission plan to review these rules with a view to cutting red tape, bolstering competitiveness and creating real added value in terms of road safety and environmental impact?

Submitted: 30.4.2026

**Answer given by Mr Tzitzikostas on behalf of the European Commission
(17 July 2026)**

1. The ability to optimise fuel consumption is one of the objectives of the training under Directive (EU) 2022/2561 (hereinafter 'the directive') ⁽¹⁾. In accordance with Article 6 of the directive, the courses that lead to the issuance of a certificate of professional competence (CPC) certifying the initial qualification have to cover all subjects referred to in Section 1 of Annex I to the directive, including the optimisation of fuel consumption. However, there is no such requirement for the periodic training. While, in accordance with Section 4 of Annex I to the directive, at least one of the training course periods in the periodic training has to cover a road-safety related subject, the other subjects to be covered in the periodic training are not specified as such. The directive explicitly requires the content of the periodic training to take into account training needs specific to the transport operations carried out by the driver and relevant legal and technological developments and, as far as possible, specific training needs of the driver.
2. E-learning training is currently limited to 12 hours in a 35-hour periodic training cycle. The directive does not foresee differentiated requirements for experienced drivers.
3. Well trained drivers are important for road safety and the environment. Moreover, they increase the competitiveness of the sector and the economy as a whole. While the directive already provides flexibility for Member States, in order to permit effective and targeted implementation, the Commission envisages holding an implementation dialogue in autumn 2026 in order to hear the views of stakeholders and national authorities on the way the directive is implemented, following which further possible actions may be considered.

⁽¹⁾ It is listed under point 1.3 in Section 1 of Annex I to the directive.
OJ L 330, 23.12.2022, p. 46, ELI : <https://eur-lex.europa.eu/eli/dir/2022/2561/oj>.