

## Policy recommendations for Eco-Driving Annex III to the Vienna declaration

Eco-Driving facilitates the achievement of important objectives: more traffic safety, less driving stress and more comfort for drivers, smoother traffic flow and less congestion, lower fuel consumption and operating costs and lower CO<sub>2</sub> emissions and health risks. Eco-Driving is a highly cost-effective measure contributing to more energy efficiency and environment friendly and safer mobility and transport.

The most important Eco-Driving recommendations are presented in the THE PEP Guidelines on Eco-Driving, which were developed within the THE PEP partnership on Eco-Driving. Eco-Driving should be established and mainstreamed as the smart and efficient driving style for all drivers, all vehicles and all traffic conditions.

To this end, it is suggested to establish national Eco-Driving initiatives based on the THE PEP Guidelines on Eco-Driving. Therefore, the following 10 core implementation steps are recommended:

1. Following the THE PEP Guidelines on Eco-Driving, a platform of national Eco-Driving experts and institutions relevant for Eco-Driving should be installed in Member States. By this platform national Eco-Driving standards, tailor made handbooks and certification schemes for Eco-Driving trainers and national Eco-Driving initiatives should be established.
2. Driving trainers should be upskilled within the frame of the THE PEP partnership on Eco-Driving to create capacity for acting as Eco-Driving master trainers and Eco-Driving trainers, serving as a knowledge base for driving skills and driving education as well as innovative vehicle technology. To share and generate knowledge pilot seminars with fleet operators facilitated by Eco-Driving experts from members of the THE PEP partnership on Eco-Driving should be established and if appropriate used to upskill experienced driving trainers to Eco-Driving master trainers.
3. Following the “train the trainer” approach the platform of Eco-Driving experts and Eco-Driving master trainers should establish training courses to train a sufficient number of Eco-Driving trainers with a view on standards and contents of Eco-Driving courses. Such seminars should include theory and practice, an examination and if appropriate a certification as Eco-Driving trainer.
4. Furthermore, certification schemes to upskill driving schools to Eco-Driving driving schools should be developed. Such Eco-Driving driving schools should act as multipliers for Eco-Driving and sustainable mobility, e.g. by providing skilled Eco-Driving personnel, a low emission vehicle fleet and emphasising on alternative drives and sustainable mobility in the driver education.
5. Eco-Driving should be integrated into the legislative framework for driving education and examination for learner drivers. Furthermore learner driver education and examination procedures should be amended to incorporate the driving of electric vehicles equally to conventional vehicles.
6. Eco-Driving training courses for licensed drivers should be given by experienced and qualified Eco-Driving driving trainers and must include driving on public roads and the use of monitoring devices that give direct

feedback on fuel consumption. Eco-Driving training courses for licensed drivers should follow a twofold approach, conducting trainings for licensed drivers in general as well as professional drivers for cars, busses and trucks. The effect of the training courses should be evaluated and monitored, in particular the reduction of fuel consumption, CO<sub>2</sub>-emissions and maintenance costs, to motivate more target groups to implement Eco-Driving.

7. The roll-out of Eco-Driving initiatives should also be supported by awareness raising campaigns and by integrating Eco-Driving into the professional driver qualification for truck and bus drivers.

8. A special focus should be put on Eco-Driving for electric as the best way to extend their range. Electric vehicle training should combine Eco-Driving with in particular the use of recuperation as well as effective charging.

9. Eco-Driving should be included in national policies and strategies in order to ensure the sustainability of national Eco-Driving initiatives.

10. Eco-Driving should be incorporated into national and international funding schemes in order facilitate the establishment of Eco-Driving programmes and the exchange of know-how, sharing of experiences and further development of Eco-Driving techniques and trainings. Special future focus should be given to the driving of electric and alternative vehicles, the freight and bus sector and the extension to further vehicle categories e.g. railways, tractors and construction machinery. To this end, further cooperation between the THE PEP member states should be intensified within the THE PEP partnership on Eco-Driving.