



**To the attn. of**  
**Ms Violeta Bulc**  
European Commission  
Commissioner for Transport

**File no.: 4159/2015/K.**  
**Budapest, September 14, 2015**

**Brussels**

Dear Madame Commissioner for Transport,

Our Federation, the Federation of National Private Transporters (NiT Hungary) is one of the professional federations representing interests of road transport operators in Hungary, having a professional past of 25 years. We are a member to UETR having a registered center in Brussels and we have had an excellent professional relationship with the Chamber of Handicrafts of Slovenia for a couple of years.

We would like to call your kind attention to a significant problem and considering that this problem probably concerns or will concern, in the near future, more than one EU member states, you are kindly requested to investigate the issue and find a prompt solution to the problem.

Our members involved in both passenger and freight transport have been fighting with the problem of retrieving drivers, for years. At a nationwide level, trucks and buses are at standstill due to a shortage in drivers. According to annual data from NKH (National Transport Authority) - pertaining to road transport operators (licensed freight and passenger transport business ventures) and to the vehicles they operate - and taking into consideration the general tendencies on manpower market we have made calculations. In the coming 5 years and taking into account only business ventures performing road transport under a license (performing it on own account not included) and reckoning with a general fall-out of 30% which comprises those who change profession or retire, it would be necessary to train drivers in a number of approx. 35770 persons for Category C and 3270 persons for Category D also having GKI qualification in Hungary.

According to a market survey made last year by the Commission, in Germany some 100 000 drivers will retire in the coming years which is also distressing and will have an unforeseeable impact on manpower market in the neighbouring countries.

As shown by a survey carried out by us and accepted by the competent Ministry, just at the moment, immediately and according to a specific demand from employers, it would be necessary to train 6800 drivers (both for Category C and Category D) immediately for an immediate start of work in order to ensure that the trucks and buses used as a production means can be put into service again.



**NiT HUNGARY**

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The problem is also enhanced by the fact that due to a mandatory harmonization of laws (Directive 2006/126/EC of the European Parliament and Council on driving licences), the lower limit of age for obtaining a driving licence Category C or Category D has been increased from 18 years to 21 years and 21 years to 24 years, respectively, as from January 19, 2013. Due to the special features of the educational system in Hungary, as with the major part of EU member states, the major part of young people leave secondary school at the age of 18 and decide what profession to select, in which way to go, what training course to attend. Considering that they have to wait 3 more years to obtain a driving licence Category C, the major part of them undertake another job, so it is difficult or impossible to retrieve the professional drivers and the tree of age of drivers exhibits an ageing tendency. Instead of attending a training course to become a driver, the young people are lost and when attaining the age of 21 or 24, respectively, they have a different profession or a stable work, therefore, it is difficult to persuade them "to go back to school" in order to learn another trade. The 3-year period after school-leaving is of major importance in this aspect and raising the age levels with respect to the time of acceptance thereof has imposed an unexpected negative impact.

Also, it is not verified by accident statistics available to us that younger people would mean a higher traffic safety risk for these motor vehicle categories.

You are kindly requested to allow official driver candidates to obtain a driving licence of Category C at the age of 18, and Category D at the age of 21 in Hungary, for domestic traffic only, thereby exerting no influence on the common EU market. As far as we know, there are several other EU member states that have used the same opportunity for certain activities, therefore our request is neither a unique or an unprecedented one.

Your participation and assistance in this matter concerning the driver profession would be greatly appreciated.

Looking forward to hearing from you at your earliest convenience.

Yours sincerely,



Gábor Dittel

Acting Secretary General  
Federation of National Private Transporters (NiT Hungary)