

# ASSESSMENT OF THE WORKING CONDITIONS OF PROFESSIONAL DRIVERS

## POSOUZENÍ PRACOVNÍCH PODMÍNEK PROFESIONÁLNÍCH ŘIDIČŮ

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### **Abstract**

The paper deals with the working conditions of professional drivers in international road transport. At the beginning, given the legislative conditions related to this issue and the conditions necessary for the operation of this profession. Subsequently, an analysis of the current situation and suggested measures to improve the situation.

### **Abstrakt**

Příspěvek se zabývá pracovními podmínkami profesionálních řidičů v mezinárodní silniční dopravě. Na začátku jsou uvedeny legislativní podmínky vztahující se k této problematice a podmínky nutné k provozování této profese. Následně je zpracována analýza současného stavu a navrhnutý opatření ke zlepšení situace.

### **Key words**

Road Transport, Working Conditions, Professional Driver, Survey

### **Klíčová slova**

Silniční doprava, pracovní podmínky, profesionální řidič, dotazníkové šetření

## **INTRODUCTION**

International road transport is currently in the field of transport very important place and its significance will be increasing populations continue to grow in the future. This is primarily due to the advantages that road transport offers over other transport modes. The core group of road transport are truck drivers. Long ago are the days when the phrase "professional lorry driver" meant something, drivers spend long periods standing at border crossings, telephone connection worked only via landlines, vehicles are not equipped with surveillance systems was not as advanced design.

Currently, the majority of vehicles equipped with surveillance systems that are able to record not only the location of the vehicle, but with new and technical condition of the vehicle (oil pressure, fuel level, fuel consumption, etc.) and the driver's style (correct order, use the engine brake, etc.). Work truck driver is currently very unpopular, time-consuming and often mentally and physically demanding, particularly for international road transport. Currently, truck drivers placed a great responsibility in the form of compliance with deadlines, handling a variety of documents, compliance with regulations and prohibitions in different states and adherence to the operating mode. Demands of the profession is also associated with separation from family when the driver spends most of his time in a month in the cab of the truck and his family spend a few days a month.

## **CHARACTERISTICS OF WORKING CONDITIONS OF PROFESSIONAL DRIVERS**

Within the road it is to follow consistent social conditions, especially working mode drivers. Observe these systems leads to unnecessary accidents of trucks and the loss of lives. A driver who fails to comply with those provisions, whether by choice or coercion from their employer, threatens not only themselves but also other road users. Operating modes of drivers are very detailed process and using supervisory bodies intensively monitored.

### **LEGISLATIVE FRAMEWORK**

During the course of his work has to truck drivers and their employers observe the following laws, decrees and regulations:

- act no. 361/2000 Coll., on the road,
- act no. 111/1994 Coll., on road transport,
- regulation of the European Parliament and the Council (ES) no. 561/2006,
- european agreement concerning the work of Crews of Vehicles Engaged in International Road Transport (AETR),
- government Decree no. 589/2006,
- act no. 262/2006 Coll., the Labour Code,
- act no. 56/2001 Coll., on conditions for operating vehicles on roads,
- regulation of the European Parliament and Council Regulation (ES) no. 165/2014,
- decree no. 522/2006 Coll., on State Supervision and inspection of road transport.

### **OBTAINING A DRIVING LICENSE**

In terms of the requirements for obtaining a driving license category C+E applicants must meet the following conditions:

- age 21 years,
- valid medical examination,
- successfully finished the final exam in driving school,
- the applicant holds a driving license category C,
- habitual residence in the territory of the Czech Republic or study in the Czech Republic for at least 6 months,
- must have a driving ban or may not have collected 12 points in the drivers' points system,
- must have driver's license from another EU Member State.

### **MEDICAL FITNESS DRIVERS**

Medical fitness of drivers of motor vehicles is one of the basic conditions of safety on the roads. Therefore, the medical fitness of drivers of motor vehicles pay attention not only

in this country but also in all EU countries and other civilized countries. Within the EU, the conditions of medical fitness unified regulations of the European Communities (Directive 2009/112/ES amending Council Directive 91/439/EHS on driving licenses, and the Commission Directive 2009/113/ES, amending Directive of the European Parliament and Council 2006/126/ES on driving licenses).

The Czech Republic is the procedure for assessing fitness to drive motor vehicles regulated by Act no. 361/2000 Coll., On Road Traffic and on Amendments to Certain Acts (Road Traffic Act), as amended (hereinafter the "Law on Road Traffic ") and Decree no. 277/2004 Coll., on the medical fitness to drive motor vehicles.

### **PSYCHOLOGICAL SUITABILITY DRIVER**

Traffic psychological examination and neurological examination including electroencephalographic (hereinafter referred to as "EEG"), shall be subjected to a holder of a driving license for categories C, C+E and C1+E, which drives a truck with a maximum mass exceeding 7 500 kg or a special car for maximum mass exceeding 7 500 kg, or vehicle combination, which is made up of a lorry with a trailer or a special vehicle and a trailer whose maximum allowable weight exceeds 7 500 kg.

### **PROFESSIONAL COMPETENCE OF THE DRIVER**

Since 1 April 2008 enactment of Act no. 378/2008 Coll., Which regulates the conditions for the acquisition and improvement of professional competence to drive motor vehicles intended for freight or passenger services. This law requires drivers of motor vehicles for which management is required driver's license C1 and C, the obligation to hold a certificate of competence. This Act puts into practice the provisions of the Directive of the European Parliament and Council Directive 2003/59/ES.

Drivers who want to drive a vehicle whose management is necessary to be holder of a driving license of category C1 and C, must attend initial training in the range of 140 hours or 280 hours of extended range. Initial training is done by means of education and training, culminating in an examination of the professional driver. Training and teaching under the Act can only be performed by an accredited organization that is a guarantee for the fulfillment of the provisions of the Act.

### **OPERATING MODES DRIVERS**

Operating modes for drivers in Europe is governed by Regulation (ES) 561/2006 or AETR. If we manage during transport by Regulation (ES) 561/2006 or AETR itself depends on the transport route:

- If the entire transport route lies within the ES (European Community), we will be guided by Regulation (ES) 561/2006 (eg. Transport from the Czech Republic to Germany, irrespective of the country of registration of the vehicle).
- If driving route does not lie completely on ES territory, it means that at least part of the route lies in the territory of a Contracting State AETR, which is not a member of the ES, transportation must follow the rules AETR (eg. Transport from the Czech Republic to Russia for a vehicle registered in the Czech Republic).

- Transportation on the territory of a State which is not a member of the ES has not signed an agreement AETR shall be governed by the law of that State (there is a non-European countries).

### **OBLIGATIONS DRIVERS**

Act no. 361/2000 Coll., On Road Traffic and on Amendments to Certain Acts (Road Traffic Act) provides for the vehicle driver a wide range of duties, among other things, to use a vehicle that meets the technical conditions laid down by special legislation) in Section 5, paragraph . 1 point. a). This means in practice that, before every ride, the driver must inspect the vehicles it intends to use for the ride, and find out about his perfect technical condition.

Driver (along with the operator of the vehicle) is also responsible for the proper functioning of the recording equipment (tachograph) and must observe the rules for handling the memory card driver. In connection with this driver is also responsible for compliance with labor regime. Nobody (except police authorities) not directing drivers to break the law by example. Fails to comply with safety break like.

Other responsibilities of the driver is responsible for the proper storage and fixation of the cargo loading area. With effect from 1. 1. 2011 in the amendment to Decree no. 341/2002 Coll. provides that the lashing and clamping sets must match the number and position of EN 12195-1. Standard specifies the method of calculating the forces acting on goods on vehicles for different types of loads and different types of slings. Control authorities will therefore be able to use this generally binding regulation at roadside checks required number of clamping sets after the driver's request.

### **CHARACTERISTICS OF THE CURRENT STATE**

Working conditions in the road freight sector are difficult, as evidenced by the low attractiveness of the sector. Among the reasons for this include: flexible nature of the activities of road transport and a large amount of time spent outside the base, hence the home. Among other risk factors include the fact that drivers often work in isolation, there are also requirements of customers, leading to heavy workload, work on sites of third parties, the increasing use of remote monitoring and complex technology, workplace design, accessibility of facilities and services (hygiene , food and health), the risk of infectious disease, violence and assaults, prolonged sitting, the risk of accidents during loading and unloading and road safety risks associated with the work on the road. Another factor is atypical working hours in a sector that has a negative impact on drivers. Overall, however, the number of accidents involving heavy goods vehicles is declining, and leads to improvement in compliance with the provisions on driving time and rest periods.

This section will feature the reasons why it is currently insufficient number of drivers in the Czech Republic, especially in international road transport.

### **PROFESSIONALIZATION OF THE CZECH ARMY**

On the missing numbers of drivers in the Czech Republic also participates professionalization (1 January 2005), which still driving within the military services to the market partially delivered. Before 1989 work within the organization Svazarm (Association for cooperation with the army) driving schools in preparation for future military recruits driver. Of the so-called. "Short courses for drivers' graduates proceeded relatively high-quality training for heavy vehicles in categories C and E, but also went through some practice.

## **AGE TRUCKS**

The effort of each transport companies is that you have the newest fleet. Newer trucks do not require time-consuming maintenance and can have higher profits than older vehicles. Each company therefore takes into account whether they are a particular vehicle is still worthwhile to maintain in working order or you prefer to discard.

Another positive newer vehicles can be a competitive advantage. Unless, for example, a company that entered the tender for its carrier receives from its potential carriers very similar to the offer (price, delivery time, etc.), Can choose the right company that frequently rotated its fleet. Drivers in deciding on future employers, among others prefer to choose a company with a more recent average age of the fleet, because they do not want to spend their working time to service. Another reason is more modern and better amenities truck cabins, where drivers spend most of their time. In the case of domestic freight transport drivers make do with older cars because they do not spend many nights in the cab as in the case of international traffic.

## **LACK OF PROFESSIONAL DRIVERS**

He currently works in the Czech Republic about 300 thousand drivers, and current estimates is missing in the Czech Republic around 5000 drivers. The worst situation is in the border areas with Germany. German carriers offer about 10-15 thousand higher wages. Drivers also have the opportunity to get a monthly child allowance of 180, -Euro, which it may not. German carriers can in most cases offer a newer fleet with better service. In the event of serious disturbances road trains Czech hauliers abroad for financial reasons chosen, for example. Services in Germany as a last option. Most major Czech carriers have their own well equipped service vehicles exit, which may make possible defects in foreign repaired on the spot and cheaper.

## **FLUCTUATIONS PROFESSIONAL DRIVERS**

Turnover rate, trying every company doing business in transportation have as low as possible. In most companies, each driver assigned to your vehicle, which cares for and who is responsible. It's quite logical that if one car will rotate several drivers, so the vehicle will not for several months in a worse condition than if they drove with him one driver. In the interest of each transport companies should be treated the process of transfer of technology in the event of a substitution drivers in one vehicle.

Reasons for the fluctuation of drivers:

- disagreement with the employer (eg. the dispatcher),
- the salary,
- technical condition of the fleet employer
- attractiveness workload (eg. change of vehicle soaring into the box),
- time-consuming work,
- termination of employment by the employer (eg. a gross breach of discipline, theft of fuel, inappropriate behavior by the driver, etc.),
- also we must not forget health reasons and a proper retirement.

## **SALARIES OF PROFESSIONAL DRIVERS**

Pursuant to Art. 10 of the European Parliament and Council Regulation (ES) no. 561/2006 carrier shall not give drivers it employs or whose services are used, either a bonus or wage supplement, related to distances traveled or amount of goods carried if that payment could lead to endangering safety on the road or encourages infringement of this Regulation and shall not use such a method of remuneration of work, the use of which would result in increasing employment outcomes endangering the safety and health of workers as provided in § 103 paragraph. 1 point. k) of the Act no. 262/2006 Coll., the Labour Code.

Practice, however, is different. Subsequently, a few examples rewarding drivers:

- basic salary + additional charge for mileage (the most common case),
- basic salary + percentage of invoicing,
- basic salary + bonus vague.

Taking into account that a driver with a basic salary of 11.200 CZK gets even extra for mileage or percentage of invoicing, although earns a total of about 35.000 CZK, but in the event of sickness or retirement calculation is based on just the basic salary. In these cases, the state should intervene consistently and apply more sanctions. Czech government adopted at its meeting of 15 September 2014 government decree no. 204/2014 Coll., Which was changed above-mentioned regulation on the minimum wage. With effect from 1 January 2015 to increase the base rate of the minimum wage to the amount of weekly working time of 40 hours 9.200, - CZK per month, or 55 CZK per hour. Any amount higher than the minimum wage is determined by the contractual agreement between the two parties, namely employers and employees that both parties confirm the signing of a contract of employment or relevant payroll assessment.

## **LIFESTYLE PROFESSIONAL DRIVERS**

The driver of the freight transport is mostly male reproductive age. These years have the greatest impact on how long and how cool they live. This often hurried occupations include lack of quality sleep, smoking, unbalanced diets, which are among the most frequent causes of serious diseases. Errors in eating habits can lead to heart disease, cancer, cerebrovascular disease, hypertension, diabetes, obesity, osteoporosis and others. Irregular and inadequate physical activity increases the risk of many serious illnesses, physical, but also mental. During the procedure applied to the driver's numerous stress factors in the form of a long journey, lack of sleep, improper temperature in the cab, noise, etc.). Further, in the driver's stress can cause a variety of situations as traffic congestion, ice, high traffic density, poorly signposted diversion route, etc.

## **TRUCK ACCIDENT RATE**

Another negative factor which occupations are traffic accidents. In 2014, most accidents were caused by drivers of trucks category up to 3.5 tons of the total number of people killed in these accidents involved more than 46%. Drivers of trucks over 3.5 tonnes category caused a total of 5,169 accidents (53% of the total) and they caused accidents account for 37 fatalities (ie. 53.6% of the total number).

Due to a technical defect of the vehicle was 467 in 2014 caused by accidents (ie. 0.54% of the total number of accidents). The most common cause was improper stowage

- a total of 107 incidents, followed by so-called. Other technical defect (eg .: exhaust falling, shattering the windshield, etc.) - 93 accidents, followed by dropping or loss of wheels - 76 accidents, 1 death of a person and a flat tire caused by a sudden puncture or leak air - 68 accidents.

### **SUPPORT PROFESSIONS DRIVER**

In 2006 came Česmad Bohemia association with the project, whose main aim was to improve the image of road called "We-in-it-together". The first step was the most visible billboard campaign, whose main message was that road trains do not go there for fun, but provide essential services to society. Followed by an explanatory campaign in the press refuting the myths of road transport and correcting some cliché. People often do not realize that with their increasing material needs, increases the need for transport, and in the Czech Republic is still Freight yet still flexible and efficient mode of transport.

Lack of drivers currently escalation so that some transport companies would gladly bought new vehicles, but because they have no one to drive vehicles buy and offers transportation renounce. Association Česmad Bohemia, whose approximately 2 000 members operate more than 25 000 vehicles, thus trying in this situation. Association Česmad Bohemia realizes that obtain the appropriate license, certificate of professional competence and even find out what the profession entails the driver, is not easy. Through a subsidiary company Institut road offers visitors assistance in the form of workshops, during which the candidate learns what and how to get to the profession, and where and how to look for a suitable job, then offers assistance and obtaining seats at some of its member transport companies.

### **ANALYSIS OF THE CURRENT STATE**

For processing specific analysis of quantitative research was chosen by anonymous questionnaire. This questionnaire was completed by 238 people working on the position of drivers of international freight, all men. There were assembled 7-understand questions, conceived as closed (can only be answered yes or no). Questionnaires were filled in the questionnaire survey earlier this year at the annual mandatory health and safety training and professional driver training.

The first question will be discussed parking problems and shut combinations. The second and third questions will involve eating and drinking habits. Other issues are in the field working mode drivers. In addition to the questionnaire will be even more initiatives designed to improve the situation in this area.

### **AGE STRUCTURE OF PROFESSIONAL DRIVERS**

Age structure we obtained from the sample of 238 drivers in international transport with driving license category C+E. Each age group were divided over 10 years (see Tab. 1). A total of 238 drivers were 15.5% (37 drivers) in the age group up to 30 years in the group 31-40 years, 33.6% of drivers (80 drivers) in the group of 41-50 years, 29.8% of drivers (71 drivers) in the group of 51-60 years, 17.6% of drivers (42 drivers) and in the group 61 years and above was 3.4% of drivers (8 drivers).

Tab. 1: Age distribution of drivers

Age group	Absolute frequency [-]	Relative frequency [%]
to 30 years	37	15,5
31-40 years	80	33,6
41-50 years	71	29,8
51-60 years	42	17,6
61 years and over	8	3,4

Source: Authors

### PARKING AND SHUT TRUCKS

The answers to the first question is "Do you consider the Czech Republic a sufficient number of parking spaces for trucks?" (Tab. 2) shows that the vast majority of drivers would welcome a larger number of parking spaces.

Czech Republic is a transit country and the traffic intensity is increasing every year. One of the reasons the modernization of the D1 motorway is to increase its capacity. The D1 motorway is around 50 rest areas, which would seem to be enough (at about 350 km of motorway), however, is a problem that not all the landing are parking spaces trucks. Rather, it depends on the skill of the driver and the planned route, which may reach up to ensure lawful and decent parking. There is a conflict of interest of the employer, who is trying to take advantage of the driver's driving to the maximum in order to higher profits, and a driver who was trying to park his vehicle without having to violate such regulations. Standing at the forbidden section. Although dispatcher driver plans the route can't count on unpredictable events, such as traffic accidents, congestion, etc. Some of the older parking areas for road trains have capacity enough, and unfortunately there is not an effort, mainly for financial reasons, those parking expanding.

Tab. 2: Evaluation of the first question

Answer	Absolute frequency [-]	Relative frequency [%]
Yes	53	22,27
No	185	77,73

Source: Authors

### ADHERENCE TO A REGULAR DIET

From the scant number of drivers who answered yes to the second question "Do you maintain regular meals during the day?" (Tab. 3), we can say that these are people who are home-sufficient food supply. However, even if the driver was ever so stocked well in most cases, not during his nine-hour drive option regularly distributed food. Drivers are forced to eat while driving, which greatly endangers the safety of others as well. So there are more cases when a driver to daily driving time parking the vehicle combination on a daily rest period and then puts their first proper meal.

Tab. 3: Evaluation of the second question

<b>Answer</b>	<b>Absolute frequency [-]</b>	<b>Relative frequency [%]</b>
Yes	18	7,56
No	220	92,44

Source: Authors

### **COMPLIANCE WITH DRINKING MODE**

The third question "Do you have sufficient space during the day drinking schedule?" Somewhat related to the previous, but the need to drink more often than with food. Keep drinking regime behind the wheel is a must, otherwise there is a body fatigue, poor concentration, and thereby slow reactions of the driver. Some of these facts, however, underestimate the fact that when you drink a lot more has to stop the vehicle. Many drivers also unhealthy drinks, morning dismiss strong coffee, which dehydrates the body more, and behind the wheel after drinking unhealthy sugary drinks, which give them excessive amounts of carbohydrates.

Tab. 4: Evaluation of the third question

<b>Answer</b>	<b>Absolute frequency [-]</b>	<b>Relative frequency [%]</b>
Yes	138	57,98
No	100	42,02

Source: Authors

### **DAILY DRIVING TIME**

A slim majority of drivers who responded to the question "Are you in favor of the longer daily driving time?" Negatively regarded simultaneously set the length of the daily driving time is sufficient. Any extension would surely have been trapped more accidents due to fatigue and unnecessary physical power switch drivers. Those who answered yes, they are obviously influenced by the prospect of higher earnings in the case of higher transport performance. It is due to the fact that many carriers rewards drivers according to mileage, which is prohibited. Another factor that influenced positively the corresponding driver, may be the fact that for a long time, management will quickly return home.

Tab. 5: Evaluating fourth question

<b>Answer</b>	<b>Absolute frequency [-]</b>	<b>Relative frequency [%]</b>
Yes	138	57,98
No	100	42,02

Source: Authors

### **DAILY REST PERIOD**

The evaluation question "Are you for a reduction in daily rest periods?" Shows that drivers do not want to shorten the daily rest period. In case of a reduced daily pause 9 o'clock,

it's a real minimum. Taking into account that the driver comes to parking, vehicle checks, letters of operational documents, eat out, make personal hygiene, and sleep had left some 7-8 hours. It is understood that after 9 hours daily rest employer expects that the driver again pulls away. But in those nine hours the driver must catch the above activities and a morning training, which includes re-morning hygiene and breakfast.

Tab. 6: Evaluating fifth question

Answer	Absolute frequency [-]	Relative frequency [%]
Yes	92	38,66
No	146	61,34

Source: Authors

### SAFETY BREAKS

Safety break 45 minutes after 4.5 hours of driving is a necessity that can't be had otherwise lumbering, rather the contrary. The evaluation of this question, "Are you for shortening the safety breaks?" It is obvious that the drivers are fully aware of the necessity of this break. Often it is only a pause in the day when the driver can eat, relax and refresh. Unfortunately, it happens in practice that this pause is misused for other activities (loading, unloading, vehicle repairs, refueling, etc.).

Suitable alternative could be the adjustment of daily working mode driver means a 3 hour drive - 30 minutes pause - 3 hours drive - 30 minutes pause - 3 hours drive (then could follow in the event of an extension to 10 hours of driving another 30 minutes pause). These would be in the case of driving by only 9 hours 15 minutes pause in addition. The driver would have more time to relax and allow him to observe regular eating and drinking habits. The ideal diet is a 5 meals a day (breakfast, brunch, lunch, snack, dinner), which this system, unlike the current, fully respected and enabled. Unfortunately, however, closely related to the need for more frequent parking.

Tab. 7: Evaluation of the sixth question

Answer	Absolute frequency [-]	Relative frequency [%]
Yes	37	15,55
No	201	84,45

Source: Authors

### SUGGESTIONS FOR IMPROVEMENT

Based on the findings, it is necessary to propose measures that will contribute to improving the working conditions of professional drivers.

### IMPROVEMENT OF SANITARY FACILITIES

An essential element that should be obvious is the availability of social facilities at the loading/unloading. For smaller companies, at least toilets and larger firms where drivers wait to load even a few hours should be automatically shower. Some large companies in Germany, it is normal unless the driver to wait a long time for loading the drivers not only have access to

toilets and showers, but it is for them to set up a rest room with a coffee maker. Unfortunately, many companies in the Czech Republic, the availability of social facilities at the loading / unloading considered.

### **IMPROVE PAY CONDITIONS**

According to Government Regulation no. 567/2006 Coll. which is a division of employees into groups, among drivers of vehicles over 3.5 tonnes in 5th-6th grade. Low basic salaries of professional drivers pose a big problem on the issue of social and from among truck drivers could become a socially disadvantaged group of population without social security, or only minimal. On the field of transport are linked, of course, other disciplines such as. Agriculture, food processing, textile, etc. Each of these disciplines within the competitive struggle trying to save in every way, including transportation.

### **RELIEVE STRESS AUTOGENIC TRAINING**

Each driver several times daily encounters with stressful situations as traffic congestion, technical issues, problems with loading or unloading, and the like. Therefore it would be appropriate to incorporate into regular training for drivers short training autogenous training. It is the best known method of relaxation in the world developed by German physician, neurologist and psychiatrist Johannes Heinrich Schultz (1884-1970).

This relaxation technique uses imagination and autosuggestion to induce such a state that leads to relaxation of mind and body. It has wide application and helps the practitioner to man handle stressful situations better today. It is based on practicing relaxation, imagination, and the six basic steps. You can exercise while lying on your back or naturally upright sitting position in a chair in a quiet environment with adequate temperature. The average length of the exercise is about 5 minutes. The method can be practiced every day (recommended 3 times a day - morning, noon and evening).

### **SUPPORT FOR VOCATIONAL COURSES FOR LEARNER DRIVERS**

The state should encourage as many schools that offer apprenticeship professional driver. These schools offering this subject, partly replace the gap that was previously Svazarm organization, and military service. So far, however, only a few of them (in Krnov, Jablunkov and Holic). Mostly it is a field associated with the field mechanic. The issue raises the question of how many graduates in these disciplines in the finals really boards a career as a professional driver.

At the College of automobiles, machinery and business in Krnov started in 2007 training new field of auto mechanic - professional driver. The field is operated for financial support for local hauliers, the company DAF Trucks for the Czech Republic and Slovakia Ltd., Regional Office of the Moravian-Silesian Region and the company Česmad Bohemia. It is an up courses of 1.5 and a condition of acceptance is leading to graduation education, physical fitness, and driving license group B. Successful graduates will receive a driving license C, D, C+E and D+E, a valuable experience in operating transport companies , vocational certificate in the field mechanic. Thus trained graduate certainly will not have a problem getting on the labor market.

## **FINANCIAL SUPPORT FOR NEW DRIVERS**

Hardly any person who wants to become a professional driver has sufficient funds to obtain a driving license and obtain a professional qualification. Currently, some carriers offer the possibility of co-financing the extension of the license that the candidate with the employer shall make a contract for a longer period of time to invest in the driver's carriers back in time.

People who are registered at labor offices, can take advantage of the courses, financed by the state. However, it must meet the entrance qualifications, eg. On the driving license C medical fitness.

## **TECHNICAL MEASURES**

Modern vehicles can be equipped with independent heating, independent air-conditioning unit and refrigerator. Drivers then these cabins have their own complement its discretion by television, satellite receiver, etc. Provided the vehicle has to meet the conditions of international transport, it should be mandatory to have independent heating, independent air conditioning and refrigerator. Often on this equipment, however, decided by the owner of the vehicle - carrier. Therefore, it should be obvious to equip these vehicles also according to the requirements of drivers and not leave the decision to the carrier and its economic situation.

## **WASHER AND DRYER IN PARKING LOTS**

Another thing that should be at least on a large parking lot for trucks of course there is a washing machine and clothes dryer. In Western countries are washing machines and dryers in the parking lots for granted that our car parks are currently lacking.

## **RAMPS SNOW**

One of the dangerous situations on the road driving a truck, which is on the roof of the trailer layer of fallen snow. This layer eg. When passing a bridge on the highway can easily break off and cause for a vehicle traveling behind him a very dangerous situation. Drivers will benefit from the law (calculated on an amendment to the Road Act) specifically stipulated obligation cleaned before driving the windshield and front side windows from ice, snow and other debris. Likewise, they will have to remove before driving the vehicle and cargo chunks of ice and snow, which could loosen during driving. Unfortunately, there are built ramps to snow removal, which are eg. In Austria or Germany completely normal part of parking lots for the combination.

## **CANCELLATION OF HOLIDAY DRIVING BAN**

Compared with court states have introduced during the summer holiday driving ban trucks from Poland (in 18-22 hours) and Czech Republic (within 17-21 hours). This ban drivers very complicated at this time to return home and embark on regular weekly rest, despite the lack of parking spaces.

It would be better for the EU to consistently take the model, which is applied in Germany and the Slovak Republic, where the ban applies to trucks only on Sundays (and holidays) from 0.00 to 22.00 and in addition during the holidays even on Saturday from 7.00 to 20.00 hours.

## CONCLUSION

Currently works driver in international road transport very unpopular and good drivers are and will be in short supply. In our country now, although a large percentage of the unemployed, but not all of them are suitable for this position (only about max. 15% of the total unemployed). From this group of potential drivers, but not everyone wants to be for more money than they would get from the state, to do the work. Attempt should be made not only the state, but also of the carriers to make this sector more attractive. Unfortunately, current trends go against this effort. Great demands on drivers' work, high penalties for violations of road laws hectic working hours, poor diet, low level negotiations with drivers and salary conditions create negative factors that will improve the profession be best removed.

Consistent control of carriers' compliance with the operating modes of drivers and control the correct payment of wages is one of the main priorities in this area. Furthermore, the state should invest more in parking areas for trucks and the necessary facilities (toilets, showers, ramps, snow removal, etc.), unless he wants certain things sanction. By changing the operating mode drivers should have more space to regular meals. Unification bans in the EU would also contribute to higher satisfaction drivers.

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