

Presentation: "The Driver Competence Requirements"

Gary Thomas, Lloyd Morgan Group

The Lloyd Morgan Group is involved in a wide range of professional services, including Health & Safety Consultancy, Educational Training, Vehicle Inspection & Driver Training, Interim Management provision and Quality Systems consultancy.

Gary is specifically concerned with the Driver Certificate of Professional Competence scheme that is the subject of this afternoon's presentation.

Gary told us that the Driver CPC requirements were introduced under **The Vehicle Drivers (Certificates of Professional Competence) Regulations 2007** in accordance with EU Directive 2003/59.

These are designed to improve the knowledge and skills of all professional Lorry, Bus and Coach PCV drivers throughout their working life, so that they are better equipped to face the modern challenges of their profession. As a result, they would also work more economically and be more environmentally aware, they would improve the professional image of their industries and attract younger people to a modern profession. He added that it was important to dispel the major confusion that employers had between this scheme and the Operators CPC, which is a totally different qualification, working with different standards.



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Initially, holders of 'D' Licences (bus or coach) before 10th September 2008 have acquired rights until 9th September 2013; holders of 'C' Licenses (lorry) before 10th September 2009 have acquired rights until 9th

September 2014. In order to keep the Certificate of Professional Competence (CPC) past those dates, drivers would have to complete 35 hours of periodic training. New drivers would need to pass the initial CPC qualification in order to gain their vocational driving licence and qualify for the Driver CPC.

It is, Gary explained, like a CPD system that requires 35 hours of periodic training over a five-year period, but is backed up by a legal sanction! The training is delivered in seven-hour Module Sessions at centres approved by the Joint Approvals Unit for Periodic Training (JAUPT) on behalf of the Driving Standards Agency. The JAUPT registers the completion of the 35 hours of training to enable the driver to apply for their Driver Qualification Card (DQC). Gary said that modules had to be approved for specific driving requirements and cited Speed, Reversing, Driver Hours, Tachograph and Safe and Fuel-efficient Driving as some those that had already been approved. He emphasised that there is no requirement for a course to include a test

or a pass/fail element and, so, there was no barrier for existing drivers to worry about in attaining the new status.

Gary continued by listing some of the Modules that had already been approved for the syllabus: -

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|---------------------------------|--|
| Safe and fuel efficient driving | Health & Safety, service and logistics |
| Legal requirements | Safe culture |
| Seatbelts | Tachograph |
| Speed | Real world |
| Reversing | First aid |
| Driver Hours | Mobile phone |
| Vehicle checks | Customer service |

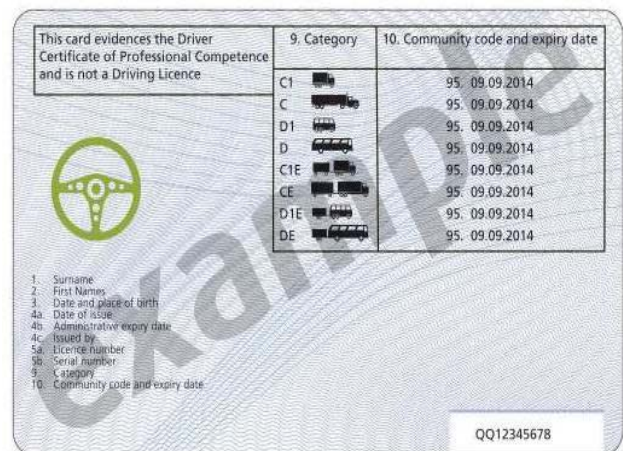
As an example of the content of typical modules we later obtained these listings: -

- Assess/ manage the situation in order to act safely, promptly and effectively in an emergency;
- Administer first aid to casualty who may be unconscious; needs CPR; is choking; is wounded and bleeding; is shocked; has minor injuries (including small cuts, grazes and bruises, minor burns and scalds, small splinters).
- Daily vehicle checks; maintenance requests; safe operation of refuse collection vehicles; reversing; road safety (knowledge of traffic law); breakdown/accident/load fires procedures and common driver offences (use of mobile phones, speeding, drink/drug driving & overloading).

Link to Guide for Periodic Training Syllabus: -

<http://www.drivercpc-periodictraining.org/en/ptg/>

The importance of these new competence standards is reinforced by the £35 penalties for drivers who do not carry the DQC on their person, in the cab. Additionally, anyone who causes or permits a driver to drive a relevant vehicle without a DQC is also guilty of an offence. Both are punishable with a fine of up to level 3 on the Standard Scale. **Employers, Managers and Supervisors should be very concerned by this regulation as it is an *individual*, not corporate offence!**



Sample Card

Gary went on to say that these drivers were exempt from the CPC requirements: -

- Drivers of vehicles with authorised maximum speed of <45kph
- Armed Forces
- Drivers who are road testing vehicles

- Emergency services
- Drivers of vehicles used for driving lessons
- Tradesmen travelling to work

and further exemptions were given to certain types of vehicles: -

- Road construction vehicles
- Engineering plant
- Works trucks on own site
- Industrial tractor
- Digging machine
- Mini articvehicle minibus driven by volunteer
- Steam vehicle
- Vintage goods vehicle
- Agricultural vehicle
- Goods vehicle driven by a constable
- Light recovery vehicle

Regarding the provision of CPC Training, Gary said

- This was managed by JAUPT on behalf of the DSA, in approved Training Centres, running approved courses.
- The trainers themselves have to be approved
- Course modules have to be submitted, vetted and approved by JAUPT

He added that Companies could obtain their own JAUPT accreditation for in-house training and that there were about 600 centres throughout UK. Regarding guidance on costs, Gary said that his Group charged £85 for individuals and £695 for in-house groups.

Members' Questions

Various members asked to clarify details about the operation of the procedures or the application of the law to foreign drivers. Gary said that the Police now had more powers in that respect, to restrain vehicles until fines were paid.

There was a train of discussion from various members, however, that the systems were flawed because of a certain lack of rigour in the testing régime. There was also some surprise that such a system was supported with strong penalties, when it was no more than a CPD scheme! There was some sympathy for the speaker, when he said the he felt the “Messenger” had just been shot!

With that closing remark, the chairman asked the members to join him in thanking Gary for such an invigorating presentation and closed the meeting before the speaker bled to death!