



Problem solvers

Are you facing a community transport problem? Perhaps you're assessing the implications of recent legislation or considering the specifications of a new vehicle. Whatever your community transport poser, *CTA Journal* can help.

Our problem solver Amanda Eastwood (pictured) is a member of the CTA's advice and information team. Every day the team members field enquiries from across the UK's community transport sector and have

a wealth of knowledge and experience to draw upon.

If you have a problem that you'd like solved on this page, please write to Problem Solvers at *CTA Journal*, Unit 4, 25a Vyner Street, London E2 9DG.

"My community transport scheme provides home-to-school transport on both a PSV Operator's licence and section 19 small bus permits for different local authorities. Will all our drivers with a D1 vocational entitlement need a Driver Certificate of Professional Competence?"

EU Directive 2003/59 requires that all professional bus, coach and lorry drivers should hold a Driver Certificate of Professional Competence (CPC) in addition to their vocational driving licence. The directive comes into force across all European Union member states on 10 September 2008 for bus and coach drivers.

A Driver CPC is a different qualification from the CPC needed to prove professional competence for transport managers. Drivers will undertake a series of examinations that will give them a qualification that recognises the skills actually needed to work as a professional driver and is equivalent to a level two NVQ.

It will be an offence across European Union member states for drivers to work professionally without Driver CPC from September 2008 for bus and coach drivers and from September 2009 for lorry drivers, unless they fall into one of the exempt categories.

Drivers of vehicles used for the non-commercial carriage of passengers, for personal use or driver training vehicles are exempt from holding a CPC. The Department

for Transport has recently confirmed that "non-commercial" applies to section 19 and 22 permit operations. Therefore, if your drivers hold D1 vocational licences but will only be driving a vehicle run under a section 19 or 22 permit, they will not need to gain a Driver CPC. However, if a driver is going to switch between permit and PSV Operator's licence (O licence) driving they will have to comply with the CPC training.

Existing D1 vocational licence holders driving PSV O licence vehicles will automatically gain acquired (or "grandfather") rights to a Driver CPC until 2013 but will need to complete 35 hours of periodic training during this and every subsequent five-year period to keep their CPC entitlement.

New drivers training to D1 standards will be gradually brought up to the CPC standard as they progress through pre-test training prior to gaining their D1 entitlement. Once they have passed their D1 driving test they will be able to drive for 12 months without gaining their Driver CPC, providing they have enrolled on an approved training course.

CPC training will only be available from Driving Standards Agency-approved centres and it is thought that existing PCV and LGV training providers will take the opportunity to provide a complete Driver CPC training package.

The EU-prescribed syllabus for new drivers has three main subject areas. These are:

1. Advanced training in rational driving based on safety regulations.
2. Application of regulations.
3. Health, road and environmental safety, service and logistics.

Drivers gaining a CPC will be issued with a driver qualification card (DQC), similar to their driving licence, by the Driver and Vehicle Licensing Agency. It will be compulsory for drivers to carry their DQC as proof of their driver CPC when they are driving professionally.

Drivers with acquired rights will not be issued with a DQC until they have completed their first five years of periodic training. There is no requirement to cover the whole of the syllabus during periodic training. The driver or employer can decide which course to use and it is hoped that this choice will be made to suit the needs of the organisation. They will be able to show they have acquired rights via their driving licence which will show when they acquired their vocational driving licence.

The CTA will be providing a Driver CPC periodic training course which will be available across the UK. More details will be provided when these are available. ■

Speed Limiter Update

The CTA has ascertained from VOSA that the correct fitting and calibration of a road speed limiter and associated speed limiter plate will become part of the minibus MOT test from 1 January 2008.

The CTA recommends that minibus operators take all the necessary steps to ensure legal compliance as soon as possible to allow for sufficient time to rectify any problems and save the cost of a retest.

A new leaflet is available to download from www.ctauk.org

The CTA advice and information service

The CTA's advice and information service covers the UK. It is open Monday to Friday from 9am to 5pm. There's also more information and advice on the CTA's website, www.ctauk.org. To contact an expert adviser, telephone 0845 130 6195, or email advice@ctauk.org. In Northern Ireland, telephone 028 9040 3535 or email adviceNI@ctauk.org. NB: Since 1 January 2007, CTA Ireland manages its own service for the Republic of Ireland.

Further information

More information is available on the Driving Standards Agency website www.dsa.gov.uk.

A detailed guide can be downloaded from www.dsa.gov.uk/Documents/CPC/guide_to_periodic_training.pdf