

Driver CPC

Background

The Driver Certificate of Professional Competence has been introduced to the UK through EU Directive 2009/59. It is a new qualification that all lorry, coach and bus drivers will need if they wish to drive professionally for a living. It has been introduced to improve the skills and knowledge of professional drivers. The directive has targeted certain areas for development, which include:

Improving road safety

Recognising, underpinning and developing the knowledge and skills that are needed for a professional driver to undertake his / her duties.

Keeping drivers up to date with new legislation applicable to them (i.e. drivers' hours, digital tachographs etc)

Raising the profile and professionalism within the transport industry.

The Driver CPC should not be confused with the Transport Manager's qualification required for operator licencing. The two are mutually exclusive. The Transport Manager's qualification is still currently valid 'for life' while the Driver's CPC requires periodic training equating to 35 hours in every five year period. Thus a Transport Manager with a CPC who also holds an LGV licence, and wishes to keep it, will have to undertake the same 35 hours training as his / her drivers.

There are a number of misunderstandings and, dare I say it, misrepresentations regarding the Driver CPC. The main one is that drivers who do not complete the 35 hours periodic training within a twelve month period will be unable to continue driving commercially. This is scare mongering. There are also people selling Driver Cards on the Internet – these too are scams and have no validity

The Driver CPC is split into two areas, Initial and Periodic Training.

Initial Training came into effect for new PCV Drivers on 10 September 2008 and LGV Drivers from 10 September 2009. Thus any driver who passes his / her PCV / LGV licence after these dates will already hold a Driver CPC which will expire 5 years after issue unless the driver undertakes 35 hours of periodic training before the expiry date.

Periodic Training covers drivers who currently hold a PCV / LGV licence and takes effect five years after the inception date of the new regulations – 9th September 2013 and 9th September 2014 respectively. Existing drivers must have completed 35 hours training by these dates to retain their vocational driving entitlement. This can be undertaken in multiples of 7 hour blocks. They will then have until 2018 and 2019, respectively, to re-qualify for a further five year period.

RLR Services

RLR Services is a Founder Member of **The Driver CPC Consortium**. This has been set up to provide employers with a nationwide network of providers delivering uniform courses to an exceptionally high, consistent standard. The Driver CPC Consortium is registered with the Joint Approvals Unit for Periodic Training (JAUPT - registration number AC00621) for Periodic Training for PCV and LGV.

RLR Services offer block courses of 35 hours over a five day week and a day release (7 hours) option. Additionally there is an option to run courses 'in house' where customers can release sufficient drivers. Costs are available on request via our webform. Drivers attending block courses will be entitled to a 20% discount off the daily (7 hour) price. This will also apply to drivers who hold an ADR licence who are 'topping up' to attain the additional hours required.

Once drivers have attended an approved Driver CPC course, his / her details are recorded on the DSA database. As soon as 35 hours training have been completed the driver will receive his / her Driver CPC licence directly from DSA. It is a legal requirement that drivers must carry their Driver Qualification Cards at all times when driving a vehicle covered by the regulations. Failure to produce the certificate at the roadside could result in a fine of up to £1,000.

We have a portfolio of 7 hour and 3½ hour courses which allow customers to 'pick and mix' modules to suit their requirements as well as ADR which has been accepted by JAUPPT as qualifying for up to 21 hours of periodic training.

The majority of courses in the matrix are available for delivery while some will not be available until later next year.

This two tier approach is designed to:

- allow a consultation process with our customers to determine what training they require for their drivers and develop appropriate training programmes (see also Bespoke Courses) – please feel free to download the 'microsoft office word' document showing course titles and send us a completed copy with your requirements;

- allow customers to phase their driver training over a period of time and we can provide a management service to help with this.

Bespoke Courses

We recognise that some of our clients may require specialist training to be included within their drivers' periodic requalification. In many cases they will also employ suitably qualified personnel to deliver such training. It is our intention to work in partnership with our clients to deliver whatever training they require.

To this end we envisage that RLR would register the client's specialist training course and trainer with JAUPPT (rather than the client having to register its own approval at a cost of £1500.00) and carry out all the administration functions for the course on behalf of the client. This training can then be dovetailed with RLR's 'off the shelf' packages to complete the drivers' training within the five year period.

This will allow our clients to manage their drivers' training in the most cost effective manner.

Calendars

We are in the process of scheduling training courses up until September 2014, giving customers the opportunity to plan their training requirements. Places are available for booking now subject to a £100 deposit (for 35 hour block bookings). This will guarantee the place and price at current rates as set out in our price list.

Training Scheduling

Existing customers will get priority of places and we are also offering a free service to schedule driver training on the customers behalf to ensure minimum disruption to their operations. The customer provides names, licence numbers, dates of birth and length of service – we will advise on the most cost effective training programme. Discounts will be available for block bookings.

DSA Syllabus

The DSA (Driving Standards Agency) is responsible for the implementation of the Driver CPC within the UK, and the courses offered by RLR Services will be delivered in accordance with the syllabus and approval of the DSA.

It is envisaged that during periodic training a driver will have covered some of the following topics:-

1. Advanced training in rational driving based on safety regulations
 - 1.1. Objective: to know the characteristics of the transmission system in order to make the best possible use of it. (LGV & PCV)
 - 1.2. Objective: to know the technical characteristics and operation of the safety controls in order to control the vehicle, minimise wear and tear and prevent disfunctioning. (LGV & PCV)
 - 1.3. Objective: ability to optimise fuel consumption. (LGV & PCV)
 - 1.4. Objective: ability to load the vehicle with due regard for safety rules and proper vehicle use. (LGV)
 - 1.5. Objective: ability to ensure passenger comfort and safety. (PCV)
 - 1.6. Objective: ability to load the vehicle with due regard for safety rules and proper vehicle use. (LGV & PCV)
2. Application of regulations
 - 2.1. Objective: to know the social environment of road transport and the rules governing it. (LGV & PCV)
 - 2.2. Objective: to know the regulations governing the carriage of goods. (LGV)
 - 2.3. Objective: to know the regulations governing the carriage of passengers. (PCV)
3. Health, road and environmental safety, service, logistics
 - 3.1. Objective: to make drivers aware of the risks of the road and of accidents at work. (LGV & PCV)
 - 3.2. Objective: ability to prevent criminality and trafficking in illegal immigrants. (LGV & PCV)
 - 3.3. Objective: ability to prevent physical risks. (LGV & PCV)
 - 3.4. Objective: awareness of the importance of physical and mental ability. (LGV & PCV)
 - 3.5. Objective: ability to assess emergency situations. (LGV & PCV)
 - 3.6. Objective: ability to adopt behaviour to help enhance the image of the company. (LGV & PCV)

- 3.7. Objective: to know the economic environment of road haulage and the organisation of the market. (LGV)
- 3.8. Objective: to know the economic environment of the carriage of passengers by road and the organisation of the market. (PCV)

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