

## Frequently Asked Questions

The links below contain some frequently asked questions that clarify many of the issues surrounding the introduction of this Directive. These are questions that have been asked by various members of the public during one of DVTA's information presentations on the directive. They are divided into sections according to the specific issue they relate to.

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## FAQ ON BACKGROUND ISSUES

### **1. What is the implementation date for this Directive?**

The implementation date of the Directive is 10th September 2008 for all category D type licences and 10th September 2009 for all category C type licences.

### **2. When will other member states bring the Directive in, and is NI leading on the Directive as far as the UK is concerned?**

The Directive is Europe-wide and all member states are required to bring the Directive in at the same time, 10<sup>th</sup> September 2008/2009. The legislation must be in place before 10<sup>th</sup> September 2006. DVTA is working very closely with the Driving Standards Agency (DSA) in GB, and undertook a joint formal consultation exercise with them in early 2006. DVTA are members of various working groups established in GB relating to the implementation, and as far as possible the policy in NI will be the same as that adopted in GB.

### **3. Do the new rules apply to all drivers, or only to those for hire or reward?**

There are a few exemptions listed at the beginning of the Directive, for example for drivers of vehicles with a maximum design speed of less than 45mph. For a full list please consult the Directive text. It is worth noting that these exemptions only cover the driver while they are engaged in this activity. For example a driver who diverts temporarily, say for a weekend job, to driving a vehicle not mentioned will need to comply with the Directive. Another point is that the Directive does not specifically mention 'voluntary' drivers as exempt, however it is accepted that if a driver does not require a category D licence for the driving they are undertaking, then they do not come within scope of this directive. If they do require a licence, they are required to comply.

### **4. What are the plans to enforce these measures and the exemptions?**

PSNI, DVTA enforcement and DVLNI enforcement will all be responsible for ensuring compliance within NI. This will be to ensure anyone driving professionally in NI has a CPC. However any EU enforcement body can ask a driver for proof that his/her training is up to date while they are driving in other Member states, and issue a penalty if a driver is in breach of the Directive.

### **5. Will there be any formal consultation with the Road Haulage Industry and the Road Transport Industry?**

Formal consultation took place during from December 2005 and February 2006, and all industry bodies were consulted. The document was also available on the ConsultationNI website and DVTA's own website. Informal consultation continues, with presentations being held regularly to the industry when possible.

### **6. Are DVTA going to be involved in both bringing in the legislation for the Directive and then in monitoring the training for the initial qualification and periodic training?**

DVTA will be responsible for ensuring the necessary legislation is in place for this Directive by the EU deadline of 10<sup>th</sup> September 2006. Approved training centres will be needed for periodic training, and possibly initial qualification training depending on the

option chosen by the UK. DVTA will then monitor all approved training centres to ensure they remain compliant with the directive.

**7. Employers are nervous about taking on newly qualified drivers, will this give them the confidence to take these drivers on?**

One of the Directive's aims is to improve the driver shortage by improving the professionalism of the industry. It is hoped that new drivers will be encouraged into the industry if they feel they are joining a more professional industry. All this will help the current situation of driver shortage, and encourage more people into the industry since they will be confident of being able to find a job immediately after training.

**8. Could the standard of the present test not be raised instead of all this training?**

The present driving test will become the first practical test module for any driving requiring a CPC, as well as being the licence acquisition test. This test will be increased to facilitate a minimum of 1-hour on-road driving in addition to the show-me tell me questions. However the Directive has additional requirements for professional drivers that incidental drivers are not required to complete, so a further practical test will be required to obtain a CPC.

## FAQ ON COSTS OF TRAINING

### **9. How will drivers pay for all this and how will they deal with all the training?**

Drivers will have an additional burden, as they will now be required to complete two theory tests and two practical tests in order to obtain both their driving licence and their CPC. The costs of this to the individual are something that is being kept strongly in mind when policy decisions are being taken, and the financial burden will be kept as low as possible. It is anticipated many companies will pay for their drivers to take their periodic training courses.

### **10. What about the costs such as the set up costs to the training industry? If costs are passed on to employers won't this mean an increase in the cost of transporting goods and passengers?**

The Directive is a large piece of work, both for DVTA and the industry as a whole. It will have a major impact for the way the training industry operates. Set up costs to the training industry should quickly be recouped from the costs of participating in their training courses. Employers will likely face increased costs due to the requirement to have their drivers go through periodic retraining. These costs will be offset to an extent by the improved ability of their drivers, reducing accidents and improving fuel consumption. Some costs may have to be passed on to consumers; unfortunately this is inevitable.

### **11. Is there the potential for government funding for the training?**

Unfortunately it is too early to say. In the past, government funding has been available for training in other sectors, and it could be the case that funding will become available. However this is not an issue over which DVTA has control.

## FAQ ON INITIAL QUALIFICATION

### **12. Is there any indication of which training option is preferred for the Initial Qualification?**

There were two options for initial qualification in the Directive. The UK has adopted option 2, which was the cheaper of the two options for the industry, and the least burdensome. This requires drivers to undergo additional theory tests and practical tests beyond that to obtain their licence.

### **13. What will the case study in the theory test contain?**

The Directive does not specify what the case study must contain. It only specifies what the complete four-hour theory test, including the multiple-choice questions and direct answer questions, must examine. The authority setting the test will be free to decide which sections of the test deal with which objective in the syllabus. Whatever the topic, the questions will be of the format where a situation or scenario is defined for the driver, and they are then asked questions relating to this situation. This is seen as a method of testing a driver's ability to apply their knowledge of driving in the real world. DVTA are working in conjunction with the industry to ensure these questions do not reach any higher level of difficulty than is required.

### **14. Will there be vocational training schemes such as City and Guilds, or will the Young Driver's Scheme be introduced in NI?**

There are currently no vocational training schemes available in NI for LGV or PCV drivers. However the Directive does leave this option open. Setting up such schemes would not come under the scope of the work of DVTA; other government agencies and educational bodies might be involved in this. DVTA will offer to approve any such courses that the industry wishes to establish.

### **15. If someone passes the PCV test after 2008, or the LGV test after 2009, can they drive before they get their CPC?**

No, they cannot drive except in a vehicle covered by an exemption. All new PCV/LGV drivers after 2008/2009 must pass both their driving test, and their initial qualification to gain their CPC before they can drive on public roads. Drivers cannot drive any vehicle in any EU member state until this training is fully completed. The only exception to this is attendees of a vocational training scheme, assuming one is introduced in NI. Such drivers will be permitted to drive domestically on restricted journeys while they train for their CPC.

### **16. If you hold a CPC for either category C or D do you only need to take the extra bits for the other category? Do you have to get another CPC to draw a trailer (category E)?**

If you hold a CPC for category C and want to drive a category D vehicle, training is only required on the additional 4 objectives within the Directive's syllabus that deal only with category D licences. The Directive also sets out shorter course attendance for such drivers for their initial qualification. The situation is the same vice versa. With regards to trailers, one CPC covers all category C licences and the other covers all category D licences. So if a driver holds a CPC for category C they do not need a further one for

C+E vehicles. This does not affect their requirement to pass the current driving test for the additional category.

## FAQ ON PERIODIC RETRAINING

### **17. How often does periodic re-training have to take place, and can the 5 days training be carried out flexibly – over several weeks/months/years?**

Retraining must take place once every five years. The driver has flexibility as to how he/she takes the 35 hours training over this time, providing it occurs in blocks of at least seven hours at one time. So for example a driver may complete two days in the first year, and the final three days in the fifth year. Similarly they could leave all 35 hours until the fifth year. The retraining must be completed every five years until such times as the person no longer wishes to drive category C or D vehicles professionally.

### **18. After 2008 do existing PCV licence holders have 5 years to get their CPC? What is the situation for existing LGV drivers in 2009?**

Existing PCV/LGV drivers on 10th September 2008/2009 will not have to complete any type of initial qualification. They will have to complete their first course of periodic training within 5 years, so by 2013/2014. The Directive allows flexibility with this first course, allowing Member States to phase in the training. If the UK adopts this approach some drivers will be required to take the training before 2011 and others not until 2016. This would be determined by licence expiry dates.

## FAQ ON GENERAL TRAINING ISSUES

### **19. How will a driver be able to prove to the authorities that this training is up to date?**

Once a driver has been awarded a CPC, it will be recorded on his/her driving license. The driver can use this in any Member State to prove his training has been completed to date.

### **20. If the current separate draft Directive comes into force to require drivers to renew their licence every five years, with this coincide with the five-year periodic training period?**

Yes. There is currently a separate Directive being debated in the EU that would require lorry and bus drivers to renew their licence every five years. If this comes into force it is hoped that the renewal of a driver's CPC would be undertaken at the same time as the renewal of his licence. This would avoid a situation where a driver must submit his licence to DVLNI twice within a five-year period.

### **21. Will it be possible for large operators to gain in-house approval to carry out initial or periodic training?**

Yes. Any transport or haulage company can apply to become an approved training centre. This will mean their in-house training school will be permitted to carry out training for the purposes of the Directive, both for initial qualification and periodic training.

### **22. What items must be included in the training? Will there be anything in the training syllabus under Health and Safety about evacuation from a vehicle when it is on fire?**

The Directive lays out a detailed syllabus for training, found in Annex 1 Section 1 of the Directive. There are three main headings for training, which together provide 13 objectives for category C licences, and 14 for category D licences. These objectives are divided into even more detail outlining the exact subjects to be taught, and DVTA would refer you to the Directive to learn more on this. For example vehicle evacuations are covered in the training syllabus as one of the exact subjects that need addressed.

### **23. Who has the responsibility for keeping training records?**

This will be decided nearer the time. The options are the training school, employers or a government body such as DVLNI. Ultimately it will be the driver's responsibility to ensure he/she has completed the training they are required to, prior to them needing their CPC updated.

### **24. Does responsibility for competency lie with the training organisation?**

The training organisation must ensure their training is to the minimum standard the Directive requires, and that they are providing the training the way they said they would when submitting for approval. It will be up to them to ensure the drivers have completed the necessary course, and have been successful at any tests that the Directive requires them to take, before the drivers can be issued with a CPC.

**25. The Scottish Executive has agreed to purchase two driving simulators. There are currently none in NI. Who will purchase one here? If they are used for training will they have to be inspected to see if they are up to standard?**

Anyone applying to have their training school approved may purchase a simulator and incorporate it in their training plans. DVTA has no plans to purchase any of these for the industry. Simulators must be 'top of the range' in order to be able to be used for training purposes for this Directive. It may be necessary to investigate with other member states, and the EU, what the minimum requirements would be for these before purchases are made.

## FAQ ON REGISTRATION OF TRAINERS

### **26. DVTA suggested a register of instructors could be introduced; this gives cause for concern as the standard of instruction varies considerably across NI.**

The variation in standard of instruction is one reason why a register of Instructors is felt to be such a good idea. It will ensure all instructors are fully competent to teach, and have reached a comparable minimum standard for teaching. This will give potential new drivers confidence when seeking training from a registered instructor, as they can be sure he/she can give good quality instruction. However it is unlikely any new registers will be introduced as part of this Directive, though it may be introduced in the future.

### **27. Will there be credit given for anyone on the ADI register, the current GB LGV voluntary register, or for the Road Transport Industry Training Board instructors if a NI LGV/PCV register were established?**

If a mandatory LGV/PCV instructor register is being established, things such as the ADI register will be examined to see if there is any overlap, and if instructors on this can be given some credit towards becoming an LGV/PCV instructor. The current ADI scheme does give credit to those on the GB ADI scheme, so it is anticipated that those on the GB voluntary register may be given some credit against any mandatory LGV/PCV register here. DVTA will need to consider this carefully, as well as other external instructor qualifications, in more detail after the consultation process before this can be clarified.

### **28. Do the medical requirements need to change for LGV/PCV instructors?**

This Directive does not include any details on medical requirements for LGV/PCV instructors. Hence the current requirements will remain.

### **29. Does there need to be a separate qualification for trainers under this Directive?**

The Directive states that trainers must be 'certified to teach', but does not specify how this qualification is to be measured, nor does it give any further explanation of the phrase. In terms of practical driving instructors, it is taken to mean the instructor is recognised as an instructor in the context required by the individual Member State. So if NI required instructors to be on a register, such instructors would then be 'certified to teach'. It is worth noting that not all teachers of training will need to be practical driving instructors. Some additional classroom style teaching will be required, and industry experts on things such as Health and Safety etc could carry this out.