

Continuing Professional Development and Certificate of Professional Competence

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What is CPD?

- Conscious updating of professional knowledge and improvement of professional competence throughout a person's working life.
- Commitment to being professional, keeping up to date and continuously seeking to improve.
- Owned by the individual, driven by own learning and development needs.

What could CPD look like?

What could it be?

- Relevant qualifications
- Training courses
- Conferences and seminars
- Peer coaching

How could it be delivered?

- Classroom
- In vehicle
- Distance learning
- One-to-one
- In groups
- E learning



Progress to date

- Independent research
- Oct 2007 workshop in Nottingham:
 - Agreed 3 phase approach
 - Set up industry/DSA steering group
 - Set up industry/DSA working group
- CPD info' on DSA website and Despatch
- First phase launch Summer 2008

CPD phased implementation

Phase 1

Communication

- Profession working together
- Create momentum
- Increase profile of driver trainers with CPD
- Raise profession and public awareness of CPD



Phase 2

Voluntary

- Subject to Consultation
- Competency Framework
- Revised Code of Practice
- Clear process to identify, record and audit CPD
- Potential for funding



Phase 3

Mandatory

- Subject to Consultation
- Based on a successful Phase 2
- Various development options for driver trainers
- Potential qualification links

First Phase

- Communication strategy to:
 - Encourage take-up of CPD
 - Identify individual commitment to a minimum of one days CPD per year
 - Reaffirm commitment to Code of Practice
 - Promote “Find Your Nearest” – DSA website

Proposed CPD requirement

- Minimum of 1 day (7 hours) per year
- Prescribed and elective topic areas
- Can be formal, informal, in car, on line etc.
- Self-declaration of training undertaken
- Recorded

Proposed CPD content

Prescribed Topic Areas

- Vocational or occupational
- Must be at least 50% of your selected CPD
 - e.g. Lesson planning and delivery

Elective Topics Areas

- Up to 50% of CPD
- Not necessarily driving or driver training related but must link to competencies as outlined in the Driver Trainer Competence Framework
 - e.g. Health & Safety, Business skills

What are we going to see?

- A clear process to identify, record and manage CPD
- National Occupational Standards built around a robust competence framework
- A variety of development options and delivery styles
- Relevant qualifications
- A clear audit process

Potential trainer benefits

- Driver / rider trainers with the necessary skills to
 - Prepare drivers & riders of the future to be safe and effective
 - identify and shape the attitudes of new drivers & riders
- Consistency in the quality of training
- New and existing trainers achieving and maintaining high standards

Potential trainer benefits

- Access to further career opportunities
- Transferable skills
- More aware of the trends and directions within the driver / rider training industry
- Increasingly effective in the service you deliver
- Able to help, influence and lead others by your example
- Have a fulfilling and rewarding career

Benefits to the public

- Reassurance about driver / rider trainer standards
- A profession that delivers clear road safety benefits
- Trainers understanding and focusing on customer needs
- Star ratings - CPD

How will this affect you?

- You are probably already undertaking CPD
- Check content against the competence framework
- Build up a personal profile
- Keep a record of your evidence

Development

- Steering Group
- Working Group
- Progress on Phase 2
- Devon pilot event
- Link to modernising driver training programme
- Consultation planned next year

Keeping in touch with progress

- DSA website
- Despatch
- ADI associations and publications
- Local and national ADI groups

Certificate of Professional Competence

Background

Drivers must:

- Hold a Driver CPC in addition to their vocational driving licence
- Complete periodic training
- Be able to evidence they hold Driver CPC

Those affected

- New PCV and LGV drivers post Sept 2008/09 who wish to drive professionally, including categories C1 and D1
- Existing drivers will be deemed to hold Driver CPC by acquired rights

Benefits

- Improved road safety
- Better skilled bus and lorry drivers, leading to improvement in professional image of industry
- Improve environmental performance of industry
- Younger people attracted by modern nature of profession

Syllabus

- Set out in Annex 1 of the Directive
- 80% overlap with syllabus for licence acquisition
- 3 main groups of subjects :
 - Safe and fuel efficient driving
 - Regulations
 - Health & safety, service and logistics
- Training and source material will be made available

Modular Approach

	Module 1 Theory Test Multiple Choice & Hazard Perception Test (2 ½hrs)	Module 2 CPC Theory Test Case studies (1 ½ hrs)	Module 3 Practical Test (1 ½ hrs)	Module 4 CPC Practical Test Vehicle Safety Demonstratio n (½ hr)
Licence acquisition only	*		*	
Full CPC	*	*	*	*
Upgrade to CPC		*		*

Module 1 - licence acquisition theory test

- 2 separate tests
 - ❑ 100 multiple choice questions, pass mark 85/100, 90 minutes
 - ❑ 19 hazard perception clips, with 20 scoreable hazards, pass mark 67/100, 60 minutes
- 2 parts can be taken in any order

Fees

- £35 for multiple choice,
- £15 for hazard perception

Module 2 – Driver CPC theory test

- 1½ hours test, from existing theory test centres
- Case studies using pictures, diagrams, audio clips etc as well as text
- Questions written by experts from the industries
- Series of scenarios and questions
 - 7 case studies per test
 - Between 6 and 8 questions in each case study
 - Pass mark 38 from possible 50
- To be introduced 10th September 2008 for PCV and summer 2009 for LGV
- Fee - £30

Module 3 – licence acquisition practical test

- Remains a 1½ hours test
- Minimum of 60 minutes on road driving time for rigid categories of vehicles from 10 Sept 2008
- Assessment of Eco-safe driving
- Fee - £105

Module 4 – Driver CPC practical test

- 30 minute demonstration of vehicle safety
- Explanation and demonstration, with an emphasis on demonstration
- Developed with support from the industries
- Can be taken at same time as module 3
- 5 Questions, each making 20% of marks, To pass need 15% on each question and 80% overall.
- Fee - £55, including cost of DQC

Periodic Training

Periodic Training

- Five year cycle of 35 hours of approved training in blocks of not less than 7 hours
- Training centres and training courses must be approved
- Approval administered by Joint Approvals Unit for Periodic Training (JAUPT) on behalf of DSA
- Training to suit needs of individual driver
- No pass/fail element
- Fees
 - Centre approval £1,500 for 5 years
 - Course approval £36 per hour for 1 year

Evidencing Periodic Training

- Driver CPC Management System developed and held by DSA
 - Will record a driver's progress towards 35 hours
 - Removes burden of keeping records from driver
 - Developed at request of industry stakeholders
- Trainers will register training completed by drivers
- Data upload fee - £1.25 per hour per driver. Covers cost of maintaining system and issue of DQC to drivers
- System will arrange automatic issue of DQC once a driver has completed 35 hours periodic training

Enforcement

Enforcement

- Driver CPC will be enforced by VOSA and police
- Offences
 - Driving without holding a valid Driver CPC
 - Driving without carrying evidence of Driver CPC
 - Cause or permit someone to drive without Driver CPC
 - Forgery or altering evidence of Driver CPC
 - Lending evidence of Driver CPC with intent to deceive

Driver Qualification Card DQC

- Drivers will be issued with a DQC upon completion of initial qualification to evidence they hold Driver CPC
- Acquired rights drivers will not be issued with a DQC until they complete periodic training
- DQC will be similar to the photo card driving licence
- Mandatory carriage of evidence of Driver CPC
- Fee for DQC included within cost of module 4 and periodic training

Exemptions

- Drivers of vehicles with authorised maximum speed of <45 kph
- Armed forces and emergency services
- Drivers who are road testing vehicles
- Drivers of vehicles used for driving lessons
- Incidental drivers

Key dates

- Initial qualification and start of periodic training
 - 10 September 2008 for new bus and coach drivers
 - 10 September 2009 for new lorry drivers

- All acquired rights drivers to complete their first cycle of periodic training
 - 10 September 2013 for bus and coach drivers
 - 10 September 2014 for lorry drivers

Further information

- Online at
www.transportoffice.gov.uk/cpc

Email

- drivercpc@dsa.gsi.gov.uk