

**Meeting of the ScotFLAG Driver Certificate of Professional Competence
Sub-Group Held in Victoria Quay on 5 April at 11.00am**

Present: Pam Stott (Transport Scotland)
Jim May (Transport Scotland)
Chris Campbell (Skills for Logistics)
Mick Symon (UNITE)
Phil Flanders (Road Haulage Association)
Chris MacRae (Freight Transport Association)

Apologies: Willie Wilson (Transport Scotland)

1. The following **topics** were discussed:

- a. Terms of engagement: Pam Stott mentioned that the membership of the sub-group was unusual in that the majority of them worked for organisations that provided Driver Certificate of Professional Competence (CPC) training. The sub-group would not discuss issues such as the quality of courses, pricing or act as a lobbying forum with the DSA. Instead it would be focused on a more strategic level i.e. the potential impact upon the Scottish economy of non-compliance by drivers with regards to CPC by September 2014. Anecdotal evidence suggested that a problem on training was developing and by being pro-active now, the Scottish Government intended to avoid the need to visit a market failure requiring financial input post 2014.
- b. Remit Pam Stott said that the sub-group's remit was to monitor progress in delivering CPC training to HGV Drivers in Scotland with the aim of identifying - and seeking solutions to - any potential demand / supply provision before end of first 5 year period in 2014. A report would be compiled for ScotFLAG for the Autumn.
- c. Key issues: The key issues discussed by the sub - group included:
 - i. Individual Learning Accounts (ILA) – Chris Campbell said that anyone earning under £22,000 a year was entitled to apply for £200 a year under the ILA scheme. He believed that this could be used by drivers to pay for CPC training. Pam Stott asked Chris to discuss the matter with Willie Wilson to clarify if ILAs were applicable;
 - ii. CPC training for buses – Pam Stott commented that this was introduced in 2010 and feedback from colleagues working in the bus policy area was that uptake was encouraging. Chris MacRae added that a training culture had always been prevalent in this industry. Mick Symon said that part of the reason for this was because many bus drivers tended to stay with the same company over a long period of time. This enabled companies to reap the benefit from training given;
 - iii. Cross-over training courses – Mick Symon said that some courses that had been available to drivers pre the introduction of Driver CPC were applicable towards the

- mandatory 5-days training e.g. ADR courses. A 5-day ADR refresher equates to 3 days CPC training;
- iv. In-house training – Chris MacRae said that some of the larger logistic employers had began to deliver CPC training through in-house trained personnel. Mick Symon added that in some cases this had included 5-day courses to fully qualify drivers.
 - v. Cost of training – Mick Symon commented that drivers had often been expected to pay for their own training with no clear financial benefit from the qualifications gained. Pam Stott said that the closer we got to 2014, drivers who were fully CPC trained would become more attractive to employers. Hence individuals with 5-days training could make themselves more attractive to potential employers. Phil Flanders added that this could be the case, especially with SMEs.
- d. Actions: Pam Stott said for clarification, the next steps of the sub-group was :
- i. to liaise with DSA for data relating to:
 - 1. how many Scottish HGV drivers there are (is it possible to break this figure up into separate type of licenses held);
 - 2. how many HGVs there are in Scotland;
 - 3. the level of current training undertaken for CPC by HGV drivers;
 - 4. how much training needs to be taken for them all to be qualified by 2014.
 - ii. gather evidence on the:
 - 1. number of CPC trainers in Scotland;
 - 2. where the trainers are located geographically; and
 - 3. what courses they provide;
 - iii. a report would then be completed by 30 June 2011. (This would then form part of the scheduled ScotFLAG meeting of September 2011.)
- e. Date of next meeting: The next meeting is 28 June 2011.

2. The following **actions** were agreed:

- a. Jim May to contact DSA requesting data on Driver CPC;
- b. Jim May to pull together information on training providers / courses;
- c. Jim May to forward draft copy of report to sub-group members for comment by 15 June;
- d. Pam Stott to liaise with Willie Wilson on ILAs.