

**Meeting of the ScotFLAG Driver Certificate of Professional Competence
Sub-Group Held in Victoria Quay on 28 June at 12.00pm**

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

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

- a. Draft report: Pam Stott said that a draft report had been completed and circulated to all sub-group members. Although Driver CPC is a reserved matter, it was an important piece of work because the concern of Scottish Ministers is that the system by 2014 proving to be flawed leading to a shortage of drivers to move goods.
- b. Road haulage forum: Pam Stott reported that the DSA had made a presentation at this meeting earlier in June. Amongst the issues they had raised was the quality of the training on offer. They would address this matter through increased evaluation of training. The same meeting was attended by the Under-Secretary of State for Transport., Mike Penning MP and he stated that industry would have to accept that Driver CPC was here to stay and training must be undertaken. Chris MacRae added that the training culture within the bus industry was better than that of the haulage industry. They were an example of where the sector needed to get to with regards to training.
- c. VOSA checks: Pam Stott said that post September 2014 VOSA would ask drivers for info on CPC training whilst they carry out other planned checks.
- d. Retirement: Mick Symon felt that drivers near retirement age would see the CPC as a burden and wouldn't do the training. This could cause an issue concerning driver shortages. Pam Stott noted that anecdotal evidence had suggested that a 'ticking time bomb' was set to go off as a large number of driver within the industry were nearing retirement age and would not be replaced. Statistics produced by the DSA on HGV license holders seemed to suggest that this was not the case.
- e. Cost of training: Phil Flanders said that many smaller companies would not pay for training because they could not afford it. Pam Stott replied that companies would have to carry out risk assessments on the need to have qualified drivers at their disposal. Rob Lennox added that drivers are required to undertake 5 days training every 5 years. The EU would consider it reasonable for them to have done so at their own expense if their employer doesn't pay for it.

- f. Independent learning Accounts (ILAs): Rob Lennox confirmed that ILAs of up to £200 per annum were available for drivers earning less than £22,000 a year until August 2014. This could be used for CPC training.
- g. Next steps: After discussion the agreed next steps were:
 - i. for the sub-group to maintain a watching brief;
 - ii. Chris Campbell to check figures produced by DSA on training undertaken;
 - iii. RHA, FTA and UNITE to inform Jim May of any courses they offer for Driver CPC not already identified in the draft report;
 - iv. advertise ILAs through trade magazines and UNITE;
 - v. final report to be sent to ScotFLAG prior to September 2011.
- h. Date of next meeting: This would be in November 2011.

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

- a. Jim May to send out information of HGV licence holders age profiles.