

REPORT TO: CABINET MEMBER - ENVIRONMENTAL

DATE: 7th April 2010

SUBJECT: Driver CPC Training

WARDS AFFECTED: NONE DIRECTLY AFFECTED

REPORT OF: J G BLACK – OPERATIONAL SERVICES DIRECTOR

CONTACT OFFICER: V J DONNELLY – 0151 288 6158

EXEMPT/ CONFIDENTIAL: NO

PURPOSE/SUMMARY:	
To advise the Cabinet Member - Environmental of the introduction of EU Directive 2003/59/EC 'Driver CPC' and the ongoing training requirements, for the Council's 'in-scope' vocational LGV and PCV drivers, to comply with this directive.	
REASON WHY DECISION REQUIRED:	
To ensure that the Council's vocational 'in-scope' drivers comply with EU Directive 2003/59/EC	
RECOMMENDATION(S):	
That the Cabinet Member - Environmental approves the implementation of the Driver CPC Training Scheme and notes the associated training costs.	
KEY DECISION:	NO
FORWARD PLAN:	Not Appropriate
IMPLEMENTATION DATE:	Following the expiry of the "call-in" period for the minutes of the meeting

ALTERNATIVE OPTIONS: None	
IMPLICATIONS:	
Budget/Policy Framework:	None

Financial: The costs of training drivers over the next 5 years, as indicated in this report, will be in the region of £38,200. These costs will be found from within existing resources held by the Cleansing Division of the Operational Services Department (£7,350 pa) and the Mobile Library service managed by Leisure Services (£300 pa).

<u>CAPITAL EXPENDITURE</u>	2009/ 2010 £	2010/ 2011 £	2011/ 2012 £	2012/ 2013 £
Gross Increase in Capital Expenditure				
Funded by:				
Sefton Capital Resources				
Specific Capital Resources				
<u>REVENUE IMPLICATIONS</u>				
Gross Increase in Revenue Expenditure				
Funded by:				
Sefton funded Resources				
Funded from External Resources				
Does the External Funding have an expiry date? Y/N	When?			
How will the service be funded post expiry?				

Legal: None

Risk Assessment: None

Asset Management: None

CONSULTATION UNDERTAKEN/VIEWS

FD Comments – 247 - The (Temporary) Head of Corporate Finance and Information Services has been consulted and his comments have been incorporated into this report
Leisure and Tourism

CORPORATE OBJECTIVE MONITORING:

<u>Corporate Objective</u>		<u>Positive Impact</u>	<u>Neutral Impact</u>	<u>Negative Impact</u>
1	Creating a Learning Community		√	
2	Creating Safe Communities	√		
3	Jobs and Prosperity		√	
4	Improving Health and Well-Being		√	
5	Environmental Sustainability	√		
6	Creating Inclusive Communities		√	
7	Improving the Quality of Council Services and Strengthening local Democracy	√		
8	Children and Young People		√	

LIST OF BACKGROUND PAPERS RELIED UPON IN THE PREPARATION OF THIS REPORT

None

EUROPEAN UNION DIRECTIVE 2003/59/EC DRIVER CPC

1. The European Union (EU) Directive 2003/59/EC for the Driver Certificate of Professional Competence came into force for Passenger Carrying Vehicles (PCV) drivers in September 2008 and for Large Goods Vehicle (LGV) drivers in September 2009.
2. The directive is set to have a major impact in relation to vocational driver qualifications and ongoing training requirements for professional "in scope" vocational drivers.
3. New drivers, applying for their first vocational licence, must undertake additional theory and practical tests to gain a Driver Certificate of Professional Competence (CPC). To maintain the qualification they must also undertake 35 hours of approved refresher training every five years, this is referred to as periodic training.
4. Existing drivers have been granted grandfather rights, and therefore do not have to undertake the additional tests, however they do have to complete 35 hours of periodic training within a five-year period. Upon completion of this training they receive a Driver Qualification Card (DQC). By 2013 for PCV drivers and by 2014 for LGV drivers DQC's will have to be carried by all vocational drivers of CPC qualifying vehicles.

SEFTON'S TRAINING REQUIREMENTS - TO COMPLY WITH DRIVER CPC

5. Advice was obtained from the Freight Transport Association and other industry bodies to identify the operations that fall within the scope of the directive and those which are exempt. A review of Council operations, that involve driving PCV and LGV vehicles, has been carried out by the Transport Section of the Operational Services department to determine which services and therefore drivers will be affected by the directive.
6. The review identified that Refuse Collection, Recycling Collection, Skip Service and Large Mechanical Sweeping operations carried out by the Cleansing section and also the Mobile Library Service all fall within the scope of the directive. As a result ~130 drivers currently require periodic (CPC) training to obtain a DQV by August 2014 to comply with this directive.
7. The review also identified that the PCV and minibus operations carried out within the authority are 'out of scope' and therefore the drivers of these vehicles are exempt and do not require periodic training or a DQV.

APPROVED TRAINING PROVIDERS AND ESTIMATED COSTS

8. Every CPC qualifying training course has to be approved by the Joint Approvals Unit for Training (JAUPT). CPC training has to be carried out by approved training providers. The minimum length of a qualifying course is 7 hours, although this can be delivered as two 3.5-hour sessions over a 24-hour period. The 35 hour requirement can be evenly spread over 5 years (eg 7 hours per year) or delivered in more concentrated blocks dependant on operational requirements.
9. Discussions have taken place with JAUPT approved training providers, including the Freight Transport Association, on the training requirements and course modules for the Council's vocational drivers. The associated costs of quotations received indicate that the cost to comply with this directive are in the region of £38,200 over 5 years, this is based on training 130 'in scope' drivers.
10. Meetings have been held with the departments concerned to discuss training modules, see appendix 1, and to minimise the effect on operations/service delivery. It is proposed that training will be carried out on-site at Hawthorne Road Depot, Bootle.
11. To gain maximum benefit from these courses it is intended to include modules on 'manual handling', 'banksman training' (currently also externally provided). Modules for 'ECO' and 'defensive' driving will be included as these should reduce fuel usage and accident risk. Modules on driver daily checks and defect reporting will also be included to ensure compliance with the requirements of the Council's Goods Vehicle Operator Licence.
12. The costs associated with the delivery of this training will be accommodated within the existing revenue budgets of the services affected by this directive. Training will be administered by the external training provider and co-ordinated by the Transport section of the Operational Services department.