
The Vehicle Drivers (Certificates of Professional Competence) Regulations 2007

Department for Transport

RPC rating: fit for purpose

Description of measure

The measure introduced the Certificate of Professional Competence (CPC), in line with EU requirements. The CPC ensures that drivers of large goods vehicles and passenger carrying vehicles complete initial training and periodic training every five years. This was expected to improve their driving skills and to result in fewer road accidents with their involvement.

Impacts of measure

The post implementation review (PIR) provides various data, including the number of approved courses, stakeholder survey results and road accident rates.

The PIR states that 99% of lorry drivers stopped during roadside checks were compliant. Accident rates have also declined. However, the Department states that it has not been able to demonstrate a causal relationship between the rates of course attendance and the number of road accidents, due to the existence of other factors that contribute to the rate of road accidents.

The Department estimates that CPC has imposed an average annual cost of £149 million on business. Break-even analysis shows that the regulation must result in at least a 7% improvement in road safety for the measure to be net beneficial.

Quality of submission

As the measure is in line with minimum implementation of an EU directive, the level of analysis appears proportionate. However, the policy objective of improving road safety relies on the assumption that periodic training of professional drivers will reduce road accidents. If the measure had been of domestic origin, the PIR would have been expected to provide more analysis of the extent to which the observed decline in road accidents can be attributed to the new training requirements. For example, the decline in road traffic accidents for cars is greater than for heavy goods vehicles, but this is not discussed in any detail. While it may not be straightforward to demonstrate a causal relationship between course attendance and road accidents, an insight into the factors explaining the decline in accident rates for

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different categories of vehicles might have provided useful learning for subsequent policy design and evaluation.

Departmental recommendation	Renew
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RPC assessment

Is the evidence in the PIR sufficiently robust to support the departmental recommendation?	Yes
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Michael Gibbons CBE, Chairman

