



National Truck & Bus Driver Trainers Conference

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Skills for Logistics

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“Skills for Logistics is the Sector Skills Council for the UK's freight logistics industries. We are licensed by Government to tackle the skills and productivity needs of employers in our sector.”

Recognition for LGV Driving Instructors

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Right Skills, Right Place, Right Time



- DSA 'Modernising Driver Training'
- Qualification-based approach to recognition of competence
- Impact of the Voluntary Register of LGV instructors
- Government policy favours 'licence to practise' approach
- Skills for Logistics:
 - developed NOS for LGV Instructors
 - explored ideas and options for a licence to practise
- Briefing for AIRSO on where we are



- MDT is a comprehensive, competence-based approach
- Encompasses competence of all drivers, instructors, assessors
- DSA has developed National Driving Standards for riding/driving
- SfL and People 1st have developed NOS for training and instruction
- Vision is a progressive, integrated process that ensures competent drivers and competence in those who train them
- A process that enhances the profession of driver trainer/instructor



- NOS describe what an individual needs to do, know and understand in order to carry out a particular job role or function
- Capture employers current requirements of a job role
- A 'public good' – free to all
- Nationally accredited/recognised Vocational Qualifications are based on NOS
- UK wide – need to show employers across the UK have been involved
- Underpin all the QCF and SCQF qualifications developed by SfL including Driving Goods Vehicles, Traffic Office



Scope of a Licence to Practise

- Needs to be comprehensive
- Encourage individuals to progress and develop their skills
- All forms of training, instruction and workplace assessment of LGV drivers
- Haulier's 'in-house' trainers
- LGV Driver Training company staff



- No short or medium term prospect of legislation to compel registration of LGV Driving Instructors
- LGV Voluntary register 'static'
- DSA has indicated that it would support self financing, sector-led initiatives, such as a License to Practise, which would raise training standards
- Employers support the use of a NOS-based qualification as the basis for entering the register
- Employers support for a CPD component/periodic assessment
- Professional training providers are likely to support their individual trainers through the registration and membership process



Feasibility Study – Recommendations

- Align with ADI scheme arising from current MDT consultation
- **Initial licence** issued on basis of a Vocational Qualification plus evidence of subject knowledge – vehicle type/sub sector
- **Maintain licence** through five-yearly practical assessment based on the VQ standards plus subject knowledge enhanced through appropriate Driver CPC courses (CPD)
- Enforcement – can only be ‘market forces’ – purchasing choices
- Issue a Scheme Manager Requirement Specification
- Awarding Organisations invited to create and deliver the VQ and five yearly assessments



- Prepare to train Large Goods Vehicle Drivers
- Plan training programmes for Large Goods Vehicle Drivers
- Enable safe and responsible driving by Large Goods Vehicle Drivers
- Manage risks during the training of Large Goods Vehicle Drivers
- Evaluate and develop your knowledge, understanding and skills in the training of Large Goods Vehicle Drivers
- Develop and use a programme of role play for the training of Large Goods Vehicle Drivers



- A UK-wide qualification at Level 3
- Shares units with the MDT qualification and units that build on those in the MDT qualification - – avoid duplication, support and encourage progression
- Provides specific evidence of ability to instruct LGV drivers but recognises the generic skills of training and instruction
- Qualification can be reviewed and developed over time
- Additional units could be developed to demonstrate higher level skills or provide CPD opportunities

