

Annex D

our ref: IA/00074/11

Gap Analysis referred to in EU Third Directive ~ Examiner Workstream Workshop 21 October 2010, Tamar Room, The Axis, 10:00-13:00

EU Third Directive Gap Analysis ~ Examiner Workstream ~ v0.4 (note some text in red so print in colour if can)

| Directive Content | Responsibility for Analysis | Directive Clarification | DE / SDE / SEs ¹ | | Delegated Examiners | | ACDE+ | |
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| | | | Current situation | Gaps | Current situation | Gaps | Current situation | Gaps |
| 1. Competences required by a driving examiner | | | | | | | | |
| 1.1. A person authorised to conduct practical assessments in a motor vehicle of the driving performance of a candidate must have knowledge, skills and understanding related to the topics listed in points 1.2 to 1.6. | | | | | Covered in training at Cardington. | No gaps. | | |
| 1.2. The competences of an examiner must be relevant to assessing the performance of a candidate seeking the category of driving licence entitlement for which the driving test is being undertaken. | | | | | Covered in training at Cardington. | No gaps. | | |
| 1.3. Knowledge and understanding of driving and assessment: — theory of driving behaviour, — hazard perception and accident avoidance, — the syllabus underpinning driving test standards, — the requirements of the driving test, — relevant road and traffic legislation, including relevant EU and national legislation and interpretative guidelines, — assessment theory and techniques, — defensive driving. | | | | | Covered in training at Cardington. | No gaps. | | |
| 1.4. Assessment skills: — ability to observe accurately, monitor, and evaluate overall candidate performance, in particular: — correct and comprehensive recognition of dangerous | | | | | Covered in training at Cardington. | No gaps. | | |

¹ Note distinction between examiners whose work is primarily live tests (DEs, TCMs, SMs) and supervised/simulated tests (QAT, DTAMs, SIs).

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| | | | Current situation | Gaps | Current situation | Gaps | Current situation | Gaps |
| <p>situations,</p> <ul style="list-style-type: none"> — accurate determination of cause and likely effect of such situations, — achievement of competence and recognition of errors, — uniformity and consistency in assessment, — assimilate information quickly and extract key points, — look ahead, identify potential problems, and develop strategies to deal with them, — provide timely and constructive feedback. | | | | | | | | |
| <p>1.5. Personal driving skills:</p> <ul style="list-style-type: none"> — A person authorised to conduct a practical test for a category of driving licence must be able to drive to a consistently high standard that type of motor vehicle. | | | | | Covered in training at Cardington. | No gaps. | | |
| <p>1.6. Quality of service:</p> <ul style="list-style-type: none"> — establish and communicate what the candidate can expect during the test, — communicate clearly, choosing content, style and language to suit the audience and context and deal with enquiries from candidates, — provide clear feedback about the test result, — treat candidates with respect and indiscriminately. | | | | | Covered in training at Cardington. | No gaps. | | |
| <p>1.7. Knowledge about vehicle technique and physics:</p> <ul style="list-style-type: none"> — knowledge about vehicle technique such as steering, tyres, brakes, lights, specially for motorcycles and heavy vehicles, — loading safety, — knowledge about vehicle physics such as speed, friction, dynamics, energy. | | | | | Covered in training at Cardington. | | | |
| <p>1.8. Driving in a fuel efficient and environmentally friendly way.</p> | | | | | Covered in training at Cardington. | No gaps. | | |

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| 2. General conditions | L&D | | | | See DE / SDE / SEs except where Delegated Examiner specific comments made. | | See DE / SDE / SEs | |
| 2.1. A category B driving examiner: | L&D | | | | 6 Delegated Examiners are authorised to conduct category B tests. | | | |
| (a) must have held a category B licence for at least 3 years; | | The period for holding a licence is the <i>minimum</i> time, we could if we so wished set the standard higher. However it is usually UK government policy to implement EU directives at the lowest possible level whilst still complying with the legislation. | Currently 4 years (coincides with ADIs being at least 21 but now addressed by point (b)). | Gap. Reduce to 3 years. Difference can be managed by basic changes to recruitment policy. Implementation: HR/L&D | Currently 3 years | No gap. | | |
| (b) must be at least 23 years old; | | | Currently 21 | Gap. Applicants on or after 19/1/13 must be at least 23 years old and employee retention lists for the preceding 12 months will have to reflect this. Implementation: HR/L&D | Currently 21 - due to the time they have to hold their vocational licence in reality it would be at least 23 (see item 2.2(c)). | Gap. Increase to 23. Can be managed through basic change to T&Cs. Implementation: S&R | | |
| (c) must have successfully completed the initial qualification provided for in point 3 of this Annex and subsequently followed the quality assurance and the periodic training arrangements as provided for in point 4 of this Annex; | | | See point 3 and 4. | See point 3 and 4. | See point 3 and 4. | See point 3 and 4. | | |
| (d) must have terminated a vocational education that leads at least to a completion of level 3 as defined by Council Decision 85/368/EEC of 16 July 1985 on the comparability of vocational training qualifications between the Member States of the European Community ² ; | | Termination of vocational education must have taken place at the point a driving examiner becomes qualified, i.e. this does not have to be at the point that new entrant examiner training starts. As defined by Council | Initial qualification covered by the DSA New Entrant Course (Btec Advanced certificate Level 3). | No gap | Initial qualification covered by the DSA New Entrant Course (Btec Advanced certificate Level 3). | No gap | | |

² OJ L 199, 31.7.1985, p. 56.

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| | | Decision 85/368/EEC, this level is considered to be consistent with completing a secondary school education (taken to be year 11 not year 13 and attendance not necessarily number/levels of qualification received based on examination). | | | | | | |
| (e) may not be active as a commercial driving instructor in a driving school simultaneously. | | This refers to those instructors offering paid tuition to members of the public and would not apply to delegated examiners who gave instruction to other employees of the same authorising body as part of their normal duties. | This is the currently the case. | No gap | T&Cs already stipulate that examiners cannot examiner any delegated authority candidate they have already instructed. Small possibility that delegated examiners are providing paid instruction to members of the public outside their delegated duties. | Gap. Stipulate paid instruction outside delegated duties not allowed. Can be managed through basic change to T&Cs. Also incorporate in training. Implementation: S&R, L&D | | |
| 2.2. A driving examiner for the other categories: | L&D | | | | | | | |
| (a) must hold a driving licence in the category concerned or possess equivalent knowledge through adequate professional qualification; | | | <u>LGV/PCV</u> Agency rule must have held a Cat 'C+E'/Cat 'D' licence for at least 3 years. So exceed requirement. <u>M/C</u> Agency rule must have held a Cat 'A' licence for at least 3 years. So exceed requirement. | No gap. | As DE / SDE / SEs. | No gap. | | |
| (b) must have successfully completed the initial qualification provided for in point 3 of this Annex and subsequently followed the quality assurance and the periodic training arrangements as provided for in point 4 of this Annex; | | | See point 3 and 4 | See point 3 and 4 | See point 3 and 4 | See point 3 and 4 | | |
| (c) must have been a qualified | | | <u>LGV/PCV</u> | No gap. | <u>LGV/PCV</u> | No gap. | | |

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| category B driving examiner for at least 3 years; this period may be waived provided that the examiner in question can provide evidence of: — at least 5 years of driving in the category concerned, or, — a theoretical and practical assessment of driving ability of a standard higher than that needed to obtain a driving licence thus making that requirement unnecessary, | | | <p>Must have successfully completed a Cat 'B' examiner probationary period (9 months with report by month 8). Must successfully complete an LGV/PCV examiners course (see point 3)</p> <p><u>M/C</u></p> <p>Must have successfully completed a Cat 'B' examiner probationary period (9 months with report by month 8). Must successfully complete an M/C examiners course (see point 3).</p> | | <p>Must have held a full licence in the category concerned for at least three years.</p> <p>Must successfully complete an LGV/PCV³ examiners course (see point 3)</p> <p><u>M/C</u></p> <p>Must have held a full motorcycle licence for at least three years.</p> <p>Must successfully complete an M/C examiners course (see point 3).</p> | | | |
| (d) must have completed a vocational education that leads at least to a termination of the level 3 as defined by Decision 85/368/EEC; | | See 2.1 (d) | All examiners currently complete the DSA New Entrant Course (Btec Advanced certificate Level 3). No examiners are directly recruited into LGV/PCV or M/C courses. | No gap Should DSA move to a position where it recruits examiners directly to conduct LGV/PVD or M/C tests this course may need to be suitably accredited. | <p>LGV/PCV and M/C courses are currently not accredited and there are no educational requirements placed on applicants.</p> <p>L&D have financial approval to accredit the vocational and motorcycle courses financial year 2010/11 at a cost of £35k which is questioned in the current climate.</p> <p>HR have preference for course to be accredited. This would be more reliable than seeking confirmation of having completed secondary education at the application stage, which will be difficult to check and may cause disadvantage for older candidates.</p> | <p>Potential gap if decision made not to proceed with accreditation, though likely to be small number of applicants effected.</p> <p><u>Options paper being drafted by L&D for HR consideration with decision expected in October.</u></p> <p><u>Are there any issues with the cost of approx £80 per examiner – business case?</u></p> | | |
| (e) may not be active as a | | See 2.1 (e) | See 2.1 (e) | See 2.1 (e) | See 2.1 (e) | See 2.1 (e) | | |

³ Course attendees receive C or D or C&D training depending on categories they will require as delegated examiners.

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| commercial driving instructor in a driving school simultaneously. | | | | | | | | |
| <p>2.3. <i>Equivalences</i></p> <p>2.3.1. Member States may authorise an examiner to conduct driving tests for categories AM, A1, A2 and A upon passing the initial qualification prescribed in point 3 for one of these categories.</p> <p>2.3.2. Member States may authorise an examiner to conduct driving tests for categories C1, C, D1 and D upon passing the initial qualification prescribed in point 3 for one of these categories.</p> <p>2.3.3. Member States may authorise an examiner to conduct driving tests for categories BE, C1E, CE, D1E and DE upon passing the initial qualification prescribed in point 3 for one of these categories</p> | L&D | | This is the currently the case. | No gap | This is the currently the case. | No gap | | |
| 3. Initial qualification⁴ | L&D | | | | See DE / SDE / SEs | | See DE / SDE / SEs | |

⁴ Initial qualification for cat B covered by the DSA New Entrant Course (Btec Advanced certificate Level 3).

Qualifying Criteria for LGV/PCV & M/C Examiner as at July 2010 (input from Steve Murray):

LGV/PCV

Have successfully completed a Cat 'B' examiner probationary period.

Have held a Cat 'C+E'/Cat 'D' licence for at least 3 years.

Successfully complete an LGV/PCV examiners course to demonstrate:

- A high level of driving competence
- Pass the LGV T/T HPT
- Be able to demonstrate accuracy and consistency in the delivery and assessment of LGV/PCV driving tests.
- Be able to deliver and assess CPC Module four practical demonstration test.

M/C

Have successfully completed a Cat 'B' examiner probationary Period.

Have held a Cat 'A' licence for at least 3 years.

Successfully complete an M/C examiners course to demonstrate:

- A high level of riding competence.

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| | | | | | except where Delegated Examiner specific comments made. | | All ACDEs would come through this route. | |
| 3.1. Initial training | L&D | | | | | | | |
| 3.1.1. Before a person may be authorised to conduct driving tests, that person must satisfactorily complete such training programme as a Member State may specify in order to have the competences set out in point 1. | | | L&D have confirmed that the following initial qualification courses satisfy the competences in point 1: <ul style="list-style-type: none"> • DSA New Entrant Course • LGV/PCV examiners course • M/C examiners course | No gap. | | | | |
| 3.1.2. Member States must determine whether the content of any particular training programme will relate to authorisation to conduct driving tests for one driving licence category, or more than one. | | | Analysis against point 2 demonstrates that examiners receive initial training that is category specific (Car, PCV/LGV, M/C) | No gap. | | | | |
| 3.2. Examinations | L&D | | | | | | | |
| 3.2.1. Before a person may be authorised to conduct driving tests, that person must demonstrate a satisfactory standard of knowledge, understanding, skills and aptitude in respect of the subjects listed in point 1. | | | L&D have confirmed this is the case for the initial qualification courses in 3.1.1. | No gap. | | | | |
| 3.2.2. Member States shall operate an examination process that assesses, in a pedagogically appropriate manner, the competences of the person as defined under point 1, in particular point 1.4. The examination process must include both a theoretical element and a practical element. Computer-based assessment may be used where appropriate. The details concerning the nature and duration of any tests and assessments within the examination shall be at the | | | L&D have confirmed the assessment processes is pedagogically appropriate for the initial qualification courses in 3.1.1. | No gap. | | | | |

- A high level of driving competence to conduct car to bike tests.
- Pass the M/C T/T HPT
- Be able to demonstrate accuracy and consistency in the delivery and assessment of practical Motorcycle tests (both Module one and two).

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| discretion of the individual Member States. | | | | | | | | |
| 3.2.3. Member States must determine whether the content of any particular examination will relate to authorisation to conduct driving tests for one driving licence category, or more than one. | | | Analysis against point 2 demonstrates that examiners receive initial training that is category specific (car, PCV/LGV, M/C). | No gap. | | | | |
| 4. Quality assurance and periodic training | | <p>Assumption made that QC arrangements (see 4.1) can form the basis of 4 days in 2 years of examiners skills periodic training (see 4.2), i.e. there are no double counting issues. As such quality & development are viewed as having a high degree of overlap.</p> <p>For quality assurance aspects of the directive, supervision must take place on live, licence acquisition tests, i.e. supervised or simulated tests do not count. Supervised or simulated tests can, however, form the basis of examiners skills periodic training.</p> <p>ADI2 tests do not count as 'live' licence acquisition tests.</p> | | | | | | |
| 4.1. Quality assurance | S&R | | | | | | | |
| 4.1.1. Member States shall have in place quality assurance arrangements to provide for the maintenance of standards of driving examiners. | | | See 4.1.3 | | See 4.1.3 | | See 4.1.3 | |
| 4.1.2. Quality assurance arrangements should involve the supervision of examiners at work, their further training and reaccreditation, their | | "Periodic review of the outcomes of the driving tests that they have conducted" is taken to mean all examiners | See 4.1.3 | | See 4.1.3 | | See 4.1.3 | |

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| continuing professional development, and by periodic review of the outcomes of the driving tests that they have conducted. | | <p>must conduct a minimal number of live tests as clarified against 4. above.</p> <p>Where the core work of a DSA examiner is not the conduct of live tests (but the supervision / simulation of tests, thus maintaining the standards of live tests), the phrase "...involve the supervision of examiners at work, their further training and reaccréditation, their continuing professional development" is taken to mean line management supervision, summarised annually in a personal development review (PDR)</p> | | | | | | |
| 4.1.3. Member States must provide that each examiner is subject to yearly supervision making use of quality assurance arrangements listed in point 4.1.2. Moreover, the Member States must provide that each examiner is observed conducting tests once every 5 years, for a minimum period cumulatively of at least half a day, allowing the observation of several tests. When issues are identified corrective action should be put in place. The person undertaking the supervision must be a person authorised by the Member State for that purpose. | | <p>This must be on supervised live tests.</p> <p>As a minimum this would be for half a day (for several tests) once every five years.</p> | <p>For 'live' licence acquisition tests DSA distinguishes between quality control (QC) and quality assurance (QA); both aspects follow formal processes and targets.</p> <p>QC is conducted by the examiners' line management (see 4.2.1).</p> <p>QA is conducted by dedicated DSA QAT teams with a separate chain of command (see 4.1.5). On a rolling basis QA test centre visits are planned for a minimum every 2 years, more frequently if development needs are identified. All test centre</p> | <p>Gaps do not exist for DEs, TCMs or SMs.</p> <p>Gaps exist for QAT team members, DTAMS and SIs ~ they are not supervised on those live tests they do perform.</p> | <p>SMs supervise up to 6 tests per year on a QC basis. QAT do visit Delegated Examiners, but we count this towards the 6 visits per year. MI taken from the DL25 does not distinguish between the two. But we have got additional QAT reports.</p> <p>Sector Managers are authorised to carry out the supervision as DSA employees.</p> | No gaps | Live tests may be conducted by ACDE+ on an infrequent basis but are not supervised. | Gaps exist |

⁵ Feedback from PC on DTAMs as follows

- at present, the only supervision carried out on DTAMs is conducted by either the Area ACDE if they are ADI trained or by a HQ member of S&R.
- Sue Morris will also look to conduct supervision were possible when she visits different sectors around the country.
- Area ACDEs who are not ADI trained have been known to travel out with DTAMs and have provided general reports on the level of customer service displayed but they cannot comment on the actual assessment of the test.
- in order to satisfy the Secretary of State target regarding supervision, all DTAMs will be supervised at least once during the year. S&R consider this to be an acceptable level for the grade and have no plans to increase the number of visits conducted.

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| | | | <p>examiners are quality assured as part of each visit (usually 4 test slots): detached duties are rearranged, leave is controlled and any unavoidable absence is followed up.</p> <p>DEs and TCMs receive QC from within their line management chain. SMs are QAd by QAT teams.</p> <p>SMs meant to do 6 supervised tests p.a. on each of their TCMs plus an additional % of total sector staff.</p> <p>DTAMs⁵, QAT team members and SIs may conduct live licence acquisition tests on an infrequent basis but not in a supervised manner that forms the basis for quality assurance.</p> | | | | | |
| 4.1.4 Member States may provide that where an examiner is authorised to conduct driving tests in more than one category, satisfying the supervision requirement in relation to tests for one category satisfies the requirement for more than one category. | | | <p>From a QC perspective supervision just has to be for one category. From a QAT perspective there is an expectation that each category an examiner is authorised to conduct will be quality assured.</p> | <p>No gap for DEs / TCMs / SMs. DSA seeks to exceed this requirement through QA of all categories.</p> <p>Gap for QAT / DTAMs / SIs as they are not currently supervised on live tests.</p> | <p>Most delegated examiners conduct only PCV tests. Where delegated examiners are authorised to conduct tests in more than one category DSA will supervise additional categories where possible.</p> | <p>No gap. DSA will exceed this requirement where possible.</p> | <p>ACDEs are not currently supervised on live tests.</p> | <p>Gap.</p> |
| 4.1.5 The work of driving examination must be monitored and supervised by a body authorised by the Member State, to ensure correct and consistent application of assessment. | | <p>For QAT / DTAMs/ SIs it is acceptable for supervision of live tests to take place from within the same line management chain.</p> | <p>While DSA is the main body authorised by the Member State to both conduct tests and also monitor/supervise them, the QA team (QAT) have separate chains of command and the QA process is externally accredited to ISO9001 standards (which itself requires the separate chains of command).</p> | <p>No gap.</p> | <p>DSA is the body authorised to monitor and supervise the tests conducted by Delegated Examiners.</p> | <p>No gap.</p> | <p>See DE / SDE / SEs</p> | <p>No gap.</p> |
| 4.2. Periodic training | S&R, L&D, T&A | | | | | | | |

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| | | | Current situation | Gaps | Current situation | Gaps | Current situation | Gaps |
| <p>4.2.1. Member States shall provide that, in order to remain authorised, driving examiners, irrespective of the number of categories for which they are accredited, undertake:</p> <p>— a minimum regular periodic training of four days in total per period of two years in order to:</p> <p>— maintain and refresh the necessary knowledge and examining skills,</p> <p>— to develop new competences that have become essential for the exercise of their profession,</p> <p>— ensure that an examiner continues to conduct tests to a fair and uniform standard,</p> <p>— a minimum periodic training of at least five days in total per period of five years,</p> <p>— in order to develop and maintain the necessary practical driving skills.</p> | <p>Practical Driving Skills</p> <p>S&R, L&D</p> | <p>The update course is deemed to satisfy 5 days worth of training. Although candidates arrives and depart mid-day Monday and Friday longer days are worked mid week and discussion also takes place outside of course contact hours.</p> <p>Driver CPC periodic training may satisfy EU Third Directive periodic training. For example their current view is that training on Dangerous and Hazardous Goods may contribute to Driver CPC. The EU may take a different stance in the future in relation to Driver CPC periodic training counting to the EU Third Directive and vice versa.</p> | <p>All DEs and SDEs are expected to complete the Update Course which, at least in part, provides periodic training as to driving skills. This is a 5 day residential skills course. The business plans that 20% of all examiners complete this course. Content on practical driving skills includes Eco-Safe driving, Demonstration Drive, Hazard Perception Tests, development of individual driving skills. Other aspects that do not fall neatly under this heading are: route awareness, assessment of driving skills, control of test, test wordings, issue of test result and documentation, delivery such as legal aspects of test.</p> <p><u>Anything coming out would have to be covered by QA.</u></p> <p><u>Are there any issued with existing examiners reluctant to do the course.</u></p> | <p>No gaps for DEs and TCMs (apart from actuals falling short of business plan) and based on course content being appropriate.</p> <p>Gaps for SMs, QAT Team, DTAMs and SIs.</p> | <p>Update course not completed by Delegated Examiners.</p> <p>Delegated examiners may complete appropriate courses as provided by their employer, e.g. to satisfy Driver CPC.</p> | <p>Potential gap.</p> | <p>No formal periodic training in place though it could be argued attendance at relevant conference etc constitute periodic training.</p> | <p>Gap.</p> |
| <p>4.2.1. Member States shall provide that, in order to remain authorised, driving examiners, irrespective of the number of categories for which they are accredited, undertake:</p> <p>— a minimum regular periodic training of four days in total per period of two years in order to:</p> <p>— maintain and refresh the necessary knowledge and examining skills,</p> <p>— to develop new competences that have become essential for the exercise of their profession,</p> <p>— ensure that an examiner</p> | <p>Examiner Assessment Skills</p> <p>T&A</p> | <p>Development periods are at the heart of periodic training for examiner skills. QCAs, 1-2-1s and PDSs are integral to this and therefore form part of the four days of periodic training every two years.</p> <p>ADI2 tests can count towards QCAs.</p> | <p>For DE/TCMs through current DSA arrangements (car based) which are as a minimum:</p> <ul style="list-style-type: none"> • 6 x Quality Control Assessments (QCA) • 4 x Linked Personal Development Periods involving the examiner and their line manager • 3 x 1-2-1 discussions • 1 x PDS <p>Individual documents held at test centre level. Quarterly report issued by MI on QCAs and Development Periods.</p> <p>It should be noted that QCAs and Development Periods are linked.</p> | <p>DEs/TCMs no gap.</p> <p>SMs, QAT team, DTAMs, gap exists.</p> | <p>Through current DSA arrangements SMs should conduct 6 QCAs on Delegated Examiners per year.</p> <p>In reality SMs will seek to spend a minimum of a day with Delegated examiners every year in one visit. This would involve supervising two tests (1.5 hours each) followed by development discussions, review of test routes, assessment paperwork etc. Latest S&R figures indicate this takes place for</p> | <p>DSA involvement can be taken to represent 50% of the four days every two years of periodic training.</p> <p>Delegated examiners may be receiving other more generic training by their employers that contributes to this, e.g. communication skills, giving feed back to improve performance, Equality and Diversity.</p> | <p>No formal arrangements currently in place.</p> | <p>Gap.</p> |

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| <p>continues to conduct tests to a fair and uniform standard,</p> <p>— a minimum periodic training of at least five days in total per period of five years,</p> <p>— in order to develop and maintain the necessary practical driving skills.</p> | | | <p>Line management responsible for ensuring correct volume of activity is delivered each financial year.</p> <p>QCAs, Development Periods, 1-2-1s and PDSs are all recorded on RSIS.</p> <p>To develop new competences that have become essential for the exercise of their profession – would typically be provided through training over and above that proposed, e.g. CPC training provided as part of the project implementation.</p> | | 90% of all delegated examiners. | | | | |
| 4.2.2. Member States shall take the appropriate measures for ensuring that specific training is given promptly to those examiners that have found to be seriously malfunctioning by the quality assurance system in place. | <p>Examiner Skills T&A</p> <p>Practical Driving Skills S&R</p> | | <p>Such instances are identified through</p> <p>(1) Line mgt QCAs</p> <p>(2) QAT visits (see quality assurance)</p> <p>(3) Updates courses (see practical driving skills for periodic training)</p> <p>Where such issues are identified this leads to a 3 week refresher course with further escalation routines should performance continue to not prove satisfactory.</p> | <p>DEs/TCM/SMs no gap.</p> <p>Gap for QAT team, DTAMs, SIs as no formal supervision arrangements are in place on live tests.</p> | <p>SMs can offer feedback, advice and a limited amount of retraining, but if the examiner's shortcomings cannot be resolved locally examiners that are found to be seriously malfunctioning are removed from testing until retrained, this would be at Cardington.</p> | No gap. | No formal supervision arrangements are in place on live tests. | Gap | |
| 4.2.3. The nature of periodic training may take the form of briefing, classroom training, conventional or electronic-based learning, and it may be undertaken on an individual or group basis. It may include such re-accreditation of standards as Member States consider appropriate. | N/A Descriptive | No gaps to assess as this is more of a statement. | | | | | | | |
| 4.2.4. Member States may provide that where an examiner is authorised to conduct driving tests in more than one category, satisfying the periodic training requirement in relation to tests for one category satisfies the requirement for more than one | <p>Examiner Skills T&A</p> <p>Practical Driving Skills S&R</p> | No gaps to assess as this is more of a statement. | | | | | | | |

| Directive Content | Responsibility for Analysis | Directive Clarification | DE / SDE / SEs ¹ | | Delegated Examiners | | ACDE+ | |
|--|-----------------------------|--|--|--|---|---------|----------------------------------|-----------------|
| | | | Current situation | Gaps | Current situation | Gaps | Current situation | Gaps |
| category, provided the condition set out in point 4.2.5 is satisfied. | | | | | | | | |
| 4.2.5. Where an examiner has not conducted tests for a category within a 24-month period, the examiner shall undertake a suitable reassessment before being allowed to carry out driving tests relating to that category. That re-assessment may be undertaken as part of the requirement set out in point 4.2.1. | T&A | <p>Must be a 'live' test in A – D categories 4.2.5 specifically refers to category of test. There is no mention of supervised or simulated tests in the Directive, neither are ADI type tests included.</p> <p>These tests do not have to be supervised.</p> | Deployment currently monitor that if an examiner has not conducted a test for a category in the last 6 months they have to retrain. The cause of this is typically due to long term sickness. If they were multi-skilled they would first be start with retraining for cars and then return for other courses. | DE, TCM, SMs no gap. Gaps may exist for QAT team, DTAMs, SIs. | Police and fire examiners must conduct at least 50 tests per annum (the majority must be licence acquisition tests, the rest can be high speed assessments). Delegated bus examiners must conduct 75 tests per annum. This requirement is not category specific. If they do not test for a six month period they are re-assessed and only authorized to conduct tests if they test to the correct standard. | No gaps | May test on an infrequent basis. | Gaps may exist. |
| 5. Acquired rights | L&D | | | | | | | |
| 5.1. Member States may allow persons authorised to conduct driving tests immediately before these provisions come into force to continue to conduct driving tests, notwithstanding that they were not authorised in accordance with the general conditions in point 2 or the initial qualification process set out in point 3. | L&D | | | | | | | |
| 5.2. Such examiners are nonetheless subject to the regular supervision and quality assurance arrangements set out in point 4. | S&R | | | | | | | |