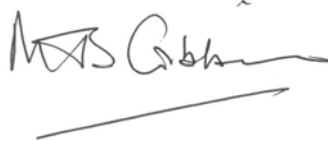
 Regulatory Policy Committee	Validation of the One-in, Two-out Status and the Net Direct Impact on Business
Validation Impact Assessment (IA)	Vehicle Driver (Certificate of Professional Competence) Regulations – additional exemptions
Lead Department/Agency	Department for Transport
IA Number	DFT 00226
Origin	Domestic
Expected date of implementation (and SNR number)	1 September 2013 (SNR 6)
Date of Regulatory Triage Confirmation	Red Tape Challenge
Date submitted to RPC	07/08/2013
Date of RPC Validation	21/08/2013
RPC reference	RPC13-DFT-FT-1844
Departmental Assessment	
One-in, Two-out status	OUT
Estimate of the Equivalent Annual Net Cost to Business (EANCB)	£-23.94m
RPC assessment	VALIDATED
Background (extracts from IA)	
What is the problem under consideration? Why is government intervention necessary?	
<p>Most drivers of Heavy Goods Vehicles (HGV - lorry) and Public Service Vehicles (PSV – buses and coaches) are required under EU legislation (Directive 2003/59/EC) to undertake 35 hours of periodic training every five years to hold a Driver Certificate of Professional Competence (CPC). Drivers entering the industry must also obtain an initial qualification. As there is no evidence to suggest that making drivers who drive vehicles as an incidental part of their job obtain a Driver CPC yields any improvements to road safety, there are clear benefits associated with removing these burdensome requirements. Government intervention is necessary because these requirements are regulated by Government.</p>	
What are the policy objectives and the intended effects?	
<p>The objective is to remove unnecessary burdens on those that drive lorries, buses and coaches as an incidental part of a job otherwise unconnected with driving by removing the requirement to obtain a CPC. This proposal would reduce the regulatory burden on these groups and their employers and fit with the approach taken by other EU member states. Such drivers would still need to have the correct driving entitlement on their driving licence for the class of vehicle they are driving, ensuring road safety standards are maintained.</p>	

RPC comments

This is a deregulatory measure which benefits businesses through exemption granted to those that drive lorries, buses and coaches only as an incidental part of a job from the requirement to obtain a CPC. The savings arise from businesses not having to pay for the training or incurring the time cost associated with undertaking training (including travel time).

SignedA handwritten signature in black ink, appearing to read 'Michael Gibbons', with a long horizontal stroke underneath.**Michael Gibbons, Chairman**