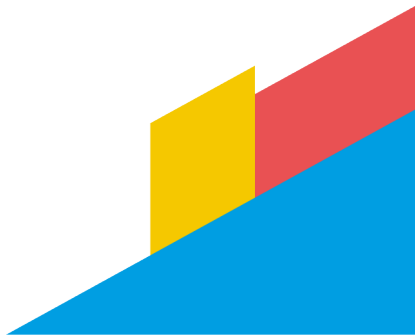


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# Introduction to the Driving Licensing Call for Evidence

September 2022



# D1 Licensing Background

## What is a D1 Licence and when is it currently required?

- Minibus licence
- A vehicle must have no more than 16 passenger seats, a maximum length of 8 metres and a trailer up to 750kg.
- A D1 licence is required where a minibus is being driven for payment. However, drivers operating a vehicle under a section 19 or section 22 (community transport) permit who have a D1 (101) can drive for hire or reward and can also be paid (as an employee) for driving.



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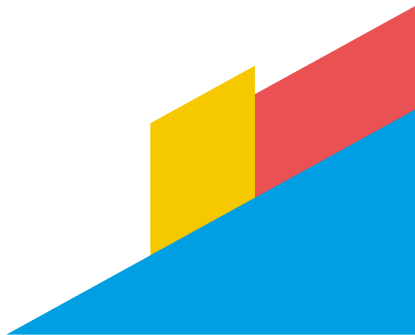
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# D1 Licensing Background

## Historical Context

- The D1 category was first derived from the 1968 Vienna Convention on Road Traffic. The Vienna Convention is an international treaty designed to facilitate international road traffic and to increase road safety by establishing standard traffic rules among the 83 contracting parties.
- Whilst the UK did not ratify the Convention until later on, the licence categories were adopted into domestic law.



# D1 Licensing Background

## D1 and D1 101

### The Pre-1997 Position

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Up until 1997, drivers who passed a category B test were automatically granted category D1 101 (not for hire or reward) entitlement.

Vehicles being driven under a S19 or S22 permit can be driven for Hire and Reward

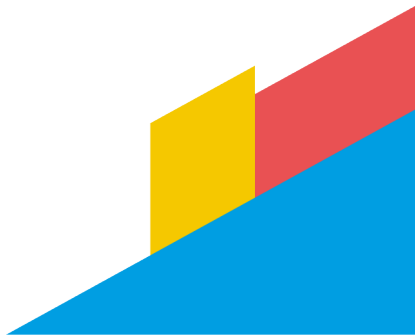
The automatic grant of D1 (101) entitlement ceased on 1 January 1997 as a result of the second EU Driving Licence Directive.

### Today's Position

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Drivers who passed a category B car driving test prior to 1 January 1997 retained the D1 (101) code on their driving licence under 'grandfather rights'.

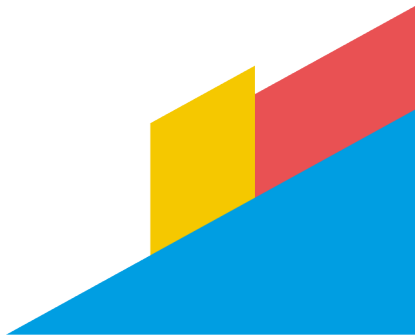
Today, a minibus can be driven under clearly defined conditions by drivers who hold a category B car licence but who have not passed a D1 driving test.



# Why is the Call for Evidence being undertaken?



- The Government understands that the minibus sector, particularly the section which serves community transport, has suffered from a shortage of drivers in recent years. This is thought partly to be the consequence of the changes in EU rules.
- The Call for Evidence sets out to explore whether there are any opportunities to make the minibus sector more sustainable for the future.



# What evidence is being sought?

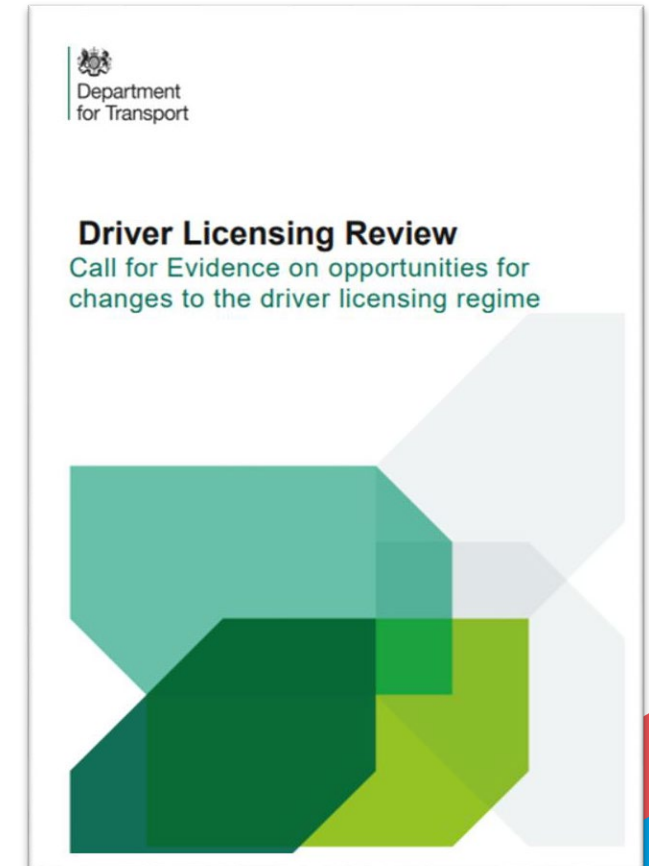
- The Government understands that industry and passengers are able to offer different insights and perspectives. The Government is therefore seeking balanced views from passengers, operators and drivers to appreciate if and how the D1 licencing regime can potentially be changed to allow the industry to better serve passengers, without detrimentally impacting road safety.
- We are also seeking additional evidence from minibus operators regarding driver shortages, with a view to informing future relevant policy.

# Responding to the Call for Evidence

- The Call for Evidence period began on 5<sup>th</sup> August 2022 and will run until 28<sup>th</sup> October 2022.
- It also includes proposals for whether large vans and small lorries (Category C1) could be driven by anyone with a car (Category B) licence, alongside other minor driving licence changes proposed affecting a smaller number of drivers and the creation of a register of HGV driving instructors.
- We are welcoming responses either online at Gov.uk or by post.

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# CTA Response to the Call for Evidence

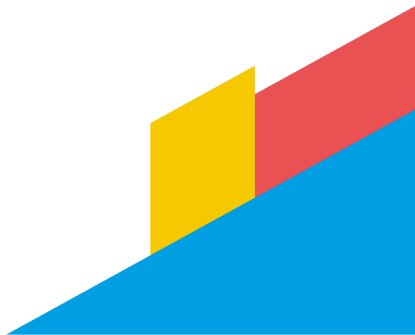


CTA supports this call for evidence, we have been raising the issues that CTA Members and the wider CT sector face around the limitations that D1 requirements place on the ability to recruit and retain volunteer and paid drivers.

To ensure that DfT gain a broad range of responses we urge CTA members to respond to the call individually. CTA is not going to carry out additional research from members.

CTA will be putting together a response to the Call for Evidence and submitting this using the data and intelligence that we already hold.

We will be submitting our response towards the end of the period and if any CT provider wishes to share their response with us we can ensure views are included.





# CTA Response to the Call for Evidence



CTA offers ongoing support to members to complete their response.

If you are unsure what to include or how to respond please contact us and we will talk this through with you.

We can be contacted through [England@ctauk.org](mailto:England@ctauk.org) and we will ensure you are supported.

For more information and to access the Call for Evidence visit

<https://ctauk.org/driving-licensing-review-call-for-evidence/>

