

[Driving licensing review - call for evidence on opportunities for changes to the driver licensing regime](#)

Department for Transport

Consultation description

During the coronavirus (COVID-19) pandemic and the subsequent HGV driver shortage crisis, the government rapidly put [33 actions in place to address these](#).

Eight of these actions came from expanding the HGV driver testing capacity and improving the licensing process. The licensing improvements were achievable partly due to the fact that we had left the European Union and had the freedom to change our legislation to improve our testing and licensing regime.

We now wish to explore whether there are any further opportunities that could be available to us. These include whether to grant drivers who have category B car licence entitlement additional entitlement to category C1 (7.5 tonnes) goods vehicle entitlement and whether to grant drivers who have a category B licence entitlement to a minibus category D1 licence.

In addition to other ideas on licence categories, there are proposals to raise the standards of HGV instruction and improve pass rates and to permit a person who has held an HGV category C licence for 2 years to drive PCVs for maintenance and repair purposes.

Any changes would need to ensure continued safe use of our roads and be economically proportionate. That is why we want to hear the views of those who help make our driver licensing regime efficient and safe and be guided by the feedback.

Below are the 31 questions that fall within the scope of PACTS –

1. Should, in your view, C1 entitlement be given to people at the same time as they pass their car (category B) test?
2. Should, in your view, there be an age restriction to being granted the C1 entitlement?
3. Should, in your view, there be a minimum period of time that the driver should hold the car licence before being allowed to drive a C1 vehicle?
4. In your view, should drivers be required to pass the heavy goods vehicle (HGV) medical to gain the C1 entitlement?
5. Do you think there are specific purposes of driving of C1 vehicles that should be exempted from DCPC for driving in the UK?
6. Do you think there are specific groups of drivers of C1 vehicles that should be exempted from DCPC for driving in the UK?

7. If C1 were removed from DCPC should, in your view, alternative requirements (for example training or qualifications) be mandated?

8. What alternative training requirements do you suggest and why?

9. Would you support the removal of the requirement to obtain a D1 licence test to drive a minibus?

10. What additional stipulations would you recommend?

- A mandatory requirement to undertake additional training such as MiDAS
- A minimum age requirement (above that of a B licence)
- Compulsory medical requirements
- Compulsory conduct requirements
- Renewal requirement (with medical and conduct requirements)
- Another stipulation or stipulations:

11. Would you support these 'additional stipulations' applying to individuals:

- when driving a vehicle under a section 19 or 22 permit?
- when driving a vehicle under a PSV 'O' Licence?
- at other times when driving a minibus?

12. What are your main concerns for not supporting a removal of the requirement?

- Safety
- Poor driver skills
- Another reason:

13. Supply any views and evidence you have on whether this change would have a negative or positive impact on road safety.

16. In your view, what impact would the removal of the D1 licence requirement have on:

- bus drivers?
- coach drivers?
- PHV drivers?
- minibus drivers?

17. Do you agree with the introduction of a standardised instructor training and qualification programme?

18. This should, in your view, be:

- voluntary?
- mandatory?

19. Should, in your view, there be a mandatory register of HGV instructors managed by the Driver and Vehicle Standards Agency?

20. If the instructor register was introduced, in your view, should it include:

- public service vehicles? *passenger carrying vehicles (PCVs)?

21. Do you agree with the publication of pass rates achieved by instructors?

22. Do you agree that entitlement should be changed to allow persons with category C entitlement to drive PCVs on their HGV licence for maintenance and repair purposes?

24. Supply any views and evidence you have if this change would have a negative or positive impact upon road safety.

25. Do you agree that the D1E entitlement should be granted to those drivers who hold:

- C1 licences without taking an additional test?
- C1E licences without taking an additional test?
- D1 licences without taking an additional test?

27. Supply any views and evidence you have if this change would have a negative or positive impact upon road safety.

30. In your view what, if any, financial implications are there to: (Context for Q31)

- you in revoking the L category licences and why?
- business in revoking the L category licences and why?

31. In your view are there any road safety impacts to revoking these L category licenses?

32. What road safety issues and why?

33. Do you believe the L category licence should be:

- revoked?
- maintained?

34. Why?

35. In your view should we consider changes to legislation to bring agricultural vehicles within the:

- C category?
- CE category?

36. Supply any evidence or comments regarding the [2012 driving licence regulations](#).

37. What, if any, other driving licence issues do you think should be explored for improvement?

61. Share any views or evidence you have regarding minibus safety.

Annex: Driving licence categories

Mopeds

Category AM

You may drive 2-wheeled or 3-wheeled vehicles with a maximum design speed of over 25km/h (15.5mph) but not more than 45km/h (28mph).

This category also includes light quad bikes with:

- unladen mass of not more than 350kg (not including batteries if it's an electric vehicle)
- maximum design speed of over 25km/h (15.5mph) but not more than 45km/h(28mph)

Category P

You may drive 2-wheeled vehicles with a maximum design speed of over 45km/h(28mph) but not more than 50km/h (31mph).

Its engine size must not be more than 50cc if powered by an internal combustion engine.

This category was discontinued from 20 January 2013.

Category Q

You may drive 2-wheeled and 3-wheeled vehicles without pedals with:

- an engine size not more than 50cc if powered by an internal combustion engine
- a maximum design speed of no more than 25km/h (15.5mph)

This category also includes trial e-scooters.

Motorcycles

Category A1

You may drive light motorbikes with:

- an engine size up to 125cc
- a power output of up to 11kW
- a power to weight ratio not more than 0.1kW/kg

This category also includes motor tricycles with power output up to 15kW.

Category A2

You may drive motorbikes with a:

- power output up to 35kW
- power to weight ratio, not more than 0.2kW/kg

The motorbike must also not be derived from a vehicle of more than double its power.

You may also drive motorbikes in category A1.

Category A

You may drive:

- motorbikes with a power output more than 35kW or a power to weight ratio more than 0.2kW/kg
- motor tricycles with a power output more than 15kW

You may also drive motorbikes in categories A1 and A2.

Light vehicles and quad bikes

Category B1

You may drive motor vehicles with 4 wheels up to 400kg unladen or 550kg if they're designed for carrying goods.

Cars

Category B

If you passed your test before 1 January 1997, you're usually allowed to drive a vehicle up to 3,500kg and a vehicle and trailer combination up to 8,250kg MAM.

View your driving licence information to check. (<https://www.gov.uk/view-driving-licence>)

You're also allowed to drive a minibus with a trailer over 750kg MAM.

If you passed your test on or after 1 January 1997, you may drive vehicles up to 3,500kg MAM with up to 8 passenger seats (with a trailer up to 750kg).

You may also tow heavier trailers if the total MAM of the vehicle and trailer is not more than 3,500kg.

You may drive motor tricycles with a power output higher than 15kW if you are over 21 years old.

Physically disabled drivers with provisional category B entitlement will also have provisional entitlement to ride category A1 or A motor tricycles.

Non-disabled drivers can no longer ride motor tricycles with a provisional category licence.

Category B auto

You may drive a category B vehicle - but only one with an automatic gearbox.

Category BE

You may drive a vehicle with a MAM of 3,500kg with a trailer.

The size of the trailer depends on the BE “valid from” date shown on your licence. If the date is:

- before 19 January 2013, you can tow any size trailer within the towing limits of the vehicle
- on or after 19 January 2013, you can tow a trailer with a MAM of up to 3,500kg within the towing limits of the vehicle

Medium-sized vehicles

Category C1

You may drive vehicles between 3,500 and 7,500kg MAM (with a trailer up to 750kg).

Category C1E

You may drive category C1 vehicles with a trailer over 750kg.

The combined MAM of both cannot exceed 12,000kg.

Large vehicles

Category C

You may drive vehicles over 3,500kg (with a trailer up to 750kg MAM).

Category CE

You may drive category C vehicles with a trailer over 750kg.

Minibuses

Category D1

You may drive vehicles with:

- no more than 16 passenger seats
- a maximum length of 8 metres
- a trailer up to 750kg

Category D1E

You may drive category D1 vehicles with a trailer over 750kg MAM. The combined MAM of both cannot exceed 12,000kg.

Additional grandfather categories

C1E (8.25 tonnes)

Medium-sized vehicles between 3.5 tonnes and 7.5 tonnes, plus a trailer of a MAM of up to 750kg, which amounts to a combined total of 8.25 tonnes.

D1 (101)

A restricted form of category D1, which permits driving a minibus (between 8 and 16 passenger seats) without a weight limit on a 'not for hire or reward' basis.