

RSA



# Information Booklet

DRIVER CERTIFICATE OF PROFESSIONAL  
COMPETENCE (DRIVER CPC)

Údarás Um Shábháilteacht Ar Bhóithre  
Road Safety Authority

# DRUNK WITH TIREDNESSZZZ?

**Fighting sleep at the wheel  
is as dangerous as driving  
over the legal alcohol limit**

***TO KEEP DRIVING  
FOR ANOTHER HOUR:***

- 1. Find a safe place to park***
- 2. Take 2 cups of strong coffee or a  
stimulation drink containing caffeine***
- 3. Take a nap for no more than 15 mins***

RSA

**DRIVER FATIGUE**  
**WAKE UP TO IT!**

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# Introduction

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## What is Driver CPC?

Driver CPC is a Certificate of Professional Competence for professional bus and truck drivers. Its purpose is to set and maintain high standards of safety and driving among drivers of trucks and buses.

Driver CPC was introduced in Ireland on the 10th September 2008 for bus drivers and the 10th September 2009 for truck drivers. From these dates on, professional drivers need to take part in continuous training of one day per year in an RSA approved Training Centre to maintain their CPC entitlement.

New drivers will have to undertake the Driver CPC theory and practical driving tests before getting a Driver CPC qualification. If you already have a licence for a bus or truck (D/C licence) you will automatically be entitled to a Driver CPC and will not have to take a test but you will have to maintain your CPC entitlement by attending 1 days training every year over a 5 year period with an RSA approved CPC Training Organisation.

## Is Driver CPC the same as Transport Manager CPC?

Transport Managers CPC is completely separate to Driver CPC and is a qualification requirement for all Transport Managers applying for a Road Haulage Operators Licence or a Road Passenger Transport Operators Licence.

The Transport Managers CPC course focuses on national and international requirements for professional competence and involves set up, operating and maintenance of a transport company. The Transport Managers CPC course is provided and overseen by The Chartered Institute of Logistics & Transport (CILT), 1 Fitzwilliam Place, Dublin 2, and can be contacted at (01) 6763188

Driver CPC focuses on health and safety, Eco driving and road safety and its aim is that all professional drivers have good driving and safety standards and that those standards are maintained throughout the professional driver's career. The RSA is responsible for the introduction of the Driver CPC.

## Why is the Road Safety Authority implementing Driver CPC in Ireland?

The Road Safety Authority (RSA) introduced Driver CPC in Ireland because a European Union law, Directive 2003/59/EC, says that professional drivers must undergo periodic training to maintain high standards of safety and driving. At the moment many professional drivers in the EU are working without the benefit of training or the opportunity to regularly refresh their skills.

The RSA consulted with the transport industry, the general public and other European countries about implementing Driver CPC in Ireland.

# Information for drivers

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## How does Driver CPC affect drivers with acquired rights (Holders of C/D licenses)?

If you have a full licence for a truck or bus before Driver CPC came into force which was the 10th of September 2008 for buses and the 10th September 2009 for trucks, you will automatically get your Driver CPC without having to take more tests. This is called acquired rights. In order to keep your Driver CPC, you must do 35 hours of periodic training over each five year period (one day per year). Your driving licence is evidence of your acquired rights to CPC. Please see appendix 1 which explains the acquired rights process.

## How does Driver CPC affect new drivers?

If you want to become a professional bus/truck driver, you will have to do a Driver CPC examination. The examination includes:

- two hour multiple choice theory test,
- two hour case study theory test,
- 90 minute driving test, and
- 30 minute practical test.

If you wish you can attend training in RSA approved training centres to help you pass your Driver CPC examination.

Once you have completed and passed the four parts of the Driver CPC examination you can apply for a driving licence in that category and a Driver CPC qualification card. You will then have to do one day of periodic training per year over each five year period to maintain your Driver CPC. You must pass the Case Studies and 30 minute test within a two year period.

You will have to pass all 4 exams to receive your Driver CPC.

## What is Periodic Training?

Periodic training is training you need to do every year to maintain your Driver CPC. All professional drivers must do at least 35 hours training every five years and do at least seven hours a year to keep their Driver CPC. The training is in seven hour blocks which you must do in one day.

The training covers areas such as road safety, environmental driving and issues involving the health and well being of professional drivers. It does not involve a driving test or assessment.

Periodic training helps you improve your knowledge and skills to make sure that you are a driver of the highest professional standard. It also helps you to keep up to date with the changes in the industry and to benefit from training throughout your professional career.

The RSA and a working group consisting of people from the bus and road haulage industries have developed the training. The training headings are listed in the EU Directive. The RSA have approved the training course and the training centres that will deliver the training. Please see appendix 2 for the periodic training syllabus titles. A list of all RSA approved training providers is published on the RSA website – [www.rsa.ie](http://www.rsa.ie)

## How much will the periodic training cost?

Once a Training Provider has satisfied all RSA requirements and has been approved, they will be able to advertise for business and will be responsible for publicising and facilitating the Driver CPC training sessions. The cost of each training session will be set by the individual training provider and will be subject to the market cost of providing the course.

For a complete list of RSA approved Training Providers in your area, please see the RSA website – [www.rsa.ie](http://www.rsa.ie) (click on the CPC icon).



## Where can I do my Driver CPC theory test?

Go to [www.theorytest.ie](http://www.theorytest.ie) to find the test centre closest to you.

## What does the CPC theory test and CPC Case Study tests involve?

The Driver CPC Theory Test is step 1 of the CPC process and consists of 60 questions focusing on common driving and 40 questions that are vehicle specific i.e. truck theory test has 100 Questions and bus theory test has 100 Questions and the test duration is 2 hours. However, the combined Bus and Truck Theory Test will have 140 questions and the test duration is 2.5 hours.

The second test consists of three case studies, these are short scenarios which describe various situations which a driver might face and there are 15 questions on each case study (45 in total). To pass this test the driver must give correct answers to 28 of the 45 questions; a minimum of at least 5 questions must be passed on each case study.

Each stage takes 2 hours, and an additional 30 minutes if you are completing combined Bus and Truck Theory Test and it will be possible to take both tests on the same day. Prometric Ireland who currently facilitates the learner permit theory test also carries out the Driver CPC theory tests.

The tests cost €70 each and €84 if completing combined Bus and Truck Theory Test.

For more information or to book a test contact Prometric - locall 1890 606 106 or [www.theorytest.ie](http://www.theorytest.ie)

If a driver has passed either the bus or truck theory test alone and wishes to complete the truck or Bus CPC theory test they can apply to do a Modular Theory Test for the category they intend to do providing it is done within 2 years of passing their initial CPC Theory Test. The fee for the Modular Theory Test is €45.

## Where can I get information to assist me in passing the CPC theory tests?

Revision material for the CPC theory tests is available from Prometric. For more information please see [www.theorytest.ie](http://www.theorytest.ie) or telephone 1890 606 106.

## Where can I do my Driver CPC driving and practical test?

The Driver CPC bus/truck test and practical test can be carried out in any existing bus/truck test location. Please note that certain vehicles cannot be tested at all centres. Information regarding test centre locations can be obtained on our website [www.drivingtest.ie](http://www.drivingtest.ie). Please see appendix 3 for a list of all test centres and the categories of vehicle tested in each.

## What does the CPC Practical test involve?

The practical knowledge test involves a 30 minute test on areas such as safety; passenger comfort; legal matters relating to driving; vehicle loading and stability; ability to deal with an emergency and physical risks involved in driving. This test is conducted in the driving test centre and is usually taken directly before/after the driving test; the vehicle is also required for this session. *Please see appendix 4 at back of booklet for a sample of the marking sheet which will be used during this test.*

To apply for your Driver CPC Driving and Practical test, please contact the Road Safety Authority: [www.drivingtest.ie](http://www.drivingtest.ie)

# Bus drivers / Truck drivers

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## How does Driver CPC affect me as a Professional Driver?

If you are already a professional bus driver on the 10th September 2008 / professional truck driver on the 10th of September 2009, you will get acquired rights for Driver CPC. Your licence should have the date of issue before the 10th September 2008 (for bus drivers), or 10th September 2009 (for truck drivers), which will be evidence of your Driver CPC.

You will then have to do 35 hours of periodic training within each five year period (one day per year) in an approved RSA training centre. When you complete all your periodic training within the five years you will get a card recording your Driver CPC, photograph and signature. If you do not complete five days of periodic training (one per year) within each five year period you will not get a card and therefore cannot work as a professional driver. There are penalties for drivers who drive professionally without their Driver CPC qualification.

## How do I become a professional bus driver after the 10th September 2008 / professional truck driver after the 10th of September 2009?

To become a professional bus driver after the 10th September 2008 / professional truck driver after the 10th of September 2009, you will have to pass Driver CPC Theory Test (2 hours and 2.5 hours if completing the combined Bus and Truck Theory Test), the CPC Case Study Test (2 hours), a 90 minute driving test and a 30 minute practical test. You need to pass the Multiple Choice Theory Test and CPC Case Study Test before you take the driving test and practical test.

When you pass all four parts of the Driver CPC exam and get your bus or truck category driving licence, the RSA will issue a declaration form for you to fill out in order to apply for your Driver CPC card. You will then get a Driver CPC card which will record your photograph, signature, categories of vehicle you have Driver CPC, etc.

In order to maintain your Driver CPC, you will have to do 35 hours of periodic training over each five year period (one day per year). This is recorded on the RSA Driver CPC database. Please see Appendix 5 which explains the Initial qualification process and appendix 6 which gives a breakdown of the costs involved.

# Other information about Driver CPC

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## When do I NOT need Driver CPC?

If you drive any of the vehicles listed below, you do not need Driver CPC.  
These are:

- vehicles not allowed go more than 45 kilometres per hour;
- vehicles used or controlled by the Defence Forces, Civil Defence, the Fire Service and forces responsible for maintaining public order;
- vehicles undergoing road tests for technical development, repair or maintenance, or new or rebuilt vehicles which have not been put into service;
- vehicles Drivers of vehicles for non-commercial purposes, e.g. driving as a non paid volunteer, drivers of emergency or rescue vehicles;
- vehicles used by Registered RSA approved Driving Instructors who are giving driving instruction. for anyone who wants to obtain a driving licence or a CPC;
- vehicles used for carrying passengers or goods for personal use and not for business; and
- vehicles carrying materials or equipment that the driver uses as part of their work, as long as driving the vehicle is not the driver's main activity.

## Who enforces Driver CPC?

An Garda Síochána and the RSA Transport Officers have the powers to enforce Driver CPC, under Statutory Instrument S.I. No. 359 of 2008.

## What happens if I don't obey the rules of Driver CPC?

- If you cannot show your Driver CPC, you are breaking the law and you could get a fine of up to €2,000.
- If you fake documentation you could get a fine of up to €5,000.
- If you drive without a valid Driver CPC you could get a fine of up to €2,000.
- If you or an employer causes or lets another driver who does not have a valid Driver CPC drive a relevant vehicle you / they could get a fine of up to €5,000.

## What do I do if I am both a professional bus and truck driver?

If you have both a bus and truck licence, you will have to do six days of training within each five year period (42 hours of periodic training in 5 years). There are four training modules which must be completed by both bus and truck drivers; there is one module which is specific to bus drivers; and one which is specific to truck drivers. A driver with both a bus and a truck licence to maintain will be required to complete all six modules within each five year period. Please see appendix 2 for a list of all six training syllabus titles.

## What are the benefits of Driver CPC?

Both professional drivers and the transport and road haulage industries benefit from Driver CPC in Ireland. Some of these benefits are:

### Better, safer drivers

- Driver CPC means that professional drivers will have better driving skills. This will lead to less casualties on our roads and protect more vulnerable road users such as pedestrians, motorcyclists, cyclists, children and older people. It can also save employers the costs of vehicle repair and loss of trade.

### Career paths for professional drivers

- The drivers' profession is regulated to make sure that all professional drivers have the skills they need to work in the industry. Driver CPC creates a level playing field for the road haulage and passenger transport industry. Quality standards are monitored and maintained to a high quality which matches the best in Europe.

### Healthier drivers

- There are concerns for all professional drivers about their health, lifestyle, eating habits, symptoms and effects of fatigue and stress and work life balance. Periodic training helps to address these issues.

## Environmental and economic benefits

- Studies as far back as 2005 (The “Momenta Report” for the Department for Transport in the UK (on the Safe and Fuel Efficient Driver Training Programme Autumn 2005) have shown that the right driver training would reduce fuel consumption by an average 9.5%. Even reducing it by 5% would save 169,000 tonnes of oil a year, or about 192 million litres@€1.20 a litre. Reduced fuel consumption combined with better use of load transportation will reduce costs. Every tonne saved would save about €1,400.



# The Road Safety Authority and Driver CPC

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## What is the role of the Road Safety Authority (RSA) regarding Driver CPC?

The RSA is responsible for implementing Driver CPC in Ireland. The RSA has:

- developed the Driver CPC examinations, including the two (2/2.5 hour) Multiple Choice Theory Test, the Case Study Tests, the driving test and 30 minute CPC practical test;
- developed the 35/42 hour periodic training course as outlined in the EU Directive;
- approved and set standards for training centres on how they deliver the periodic training that drivers must do and training for potential professional drivers to help them to pass the first Driver CPC examination;
- implemented facilities for the issuing of Driver CPC cards to qualified drivers;
- created a database for recording the Driver CPC qualification; and
- made provisions for updating the RSA Driver CPC database with the drivers' training records.

## How did the RSA decide on how to implement Driver CPC?

The RSA sent out a consultation document with recommendations in August 2007 about Driver CPC and how to introduce Driver CPC in Ireland with the least effect on the passenger transport and road haulage industries. The RSA got feedback from the transport industry and from the general public. The RSA met with organisations who represent the transport industry, large transport employers and other organisations and people who wanted to give their views on Driver CPC. The RSA also met with other European countries to exchange information on how each country was implementing Driver CPC.

## Why did the RSA choose the test only option?

The RSA looked at all options the EU Directive gave countries to implement Driver CPC. The RSA chose the test only option so that new professional drivers can prepare for the test in a way that best suits their individual learning style. The test only option is likely to have the least impact upon the industry in recruiting new drivers.

The RSA has developed a programme which will help drivers who want to do training before they do their Driver CPC examination. They can do the training in training centres approved by the RSA. All professional drivers across all EU member states have to do the 35 hours periodic training over each five year period.

# Appendix 1

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## Drivers with Acquired Rights

- Acquired rights by having your bus licence on or before the 10th September 2008 / truck licence on or before the 10th of September 2009.
  - Date of issue of licence for the category is proof of acquired rights.
- 
- Complete one day (7 hours) of periodic training per year, each five year period. Driver with Dual qualification needs to complete 6 days of period training over the 5 year period
- 
- A Driver CPC Qualification Card will be issued by the RSA at the end of the five years training.

## Appendix 2

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### CPC Periodic Training Syllabus Titles:

Course Title	Length of Course	Compulsory Training
Control of Vehicle and Eco Driving Techniques	7 hours	Yes
Minimising Risks and Managing Emergencies in the Transport Industry	7 hours	Yes
Health and Safety of the Professional Driver	7 hours	Yes
Role of the Professional Driver in the Transport Industry	7 hours	Yes
The Professional Truck Driver	7 hours	Yes, if you are a professional truck driver
The Professional Bus Driver	7 hours	Yes, if you are a professional bus driver

## Appendix 3

Driving test centres and the categories of vehicle tested there.

Region	Centre	Vehicle categories
North Leinster	Finglas	All
	Raheny	Truck/Light Truck/Bus/Minibus
	Navan	Truck/Light Truck/Bus/Minibus
	Dundalk	All
South Leinster	Mullingar	All
	Tallaght	All
	Naas	Truck/Light Truck/Minibus
	Wicklow	Truck/Light Truck/Minibus
	Gorey	Truck/Light Truck/Minibus
South East	Tullamore	All
	Carlow	Truck/Light Truck/Minibus
	Clonmel	Truck/Light Truck/Minibus
	Dungarvan	Truck/Light Truck/Minibus
	Kilkenny	Truck/Light Truck/Bus/Minibus
	Nenagh	Truck/Light Truck/Minibus
	Portlaoise	Truck/Light Truck/Minibus
	Thurles	Truck/Light Truck/Minibus
	Tipperary	Truck/Light Truck/Minibus
	Waterford	All
Wexford	Truck/Light Truck/Minibus	
South West	Cork	All
	Killarney	All
	Kilrush	Truck/Light Truck/Minibus
	Limerick 2	All
	Mallow	Truck/Light Truck/Minibus
	N.C.W.	Truck/Light Truck/Minibus

	Shannon	Truck/Light Truck/Minibus
	Skibbereen	Truck/Light Truck/Minibus
	Tralee	All
West	Athlone	All
	Birr	Truck/Light Truck/Minibus
	Castlebar	Truck/Light Truck/Bus/Minibus
	Ennis	Truck/Light Truck/Minibus
	Galway	Truck/Light Truck/ Bus/Minibus
	Roscommon	Truck/Light Truck/Minibus
	Tuam	Truck/Light Truck/Minibus
North West	Ballina	Truck/Light Truck/Minibus
	Buncrana	Truck/Light Truck/Minibus
	Carrick on Shannon	Truck/Light Truck/Minibus
	Cavan	Truck/Light Truck/Minibus
	Letterkenny	All
	Longford	Truck/Light Truck/Minibus
	Monaghan	Truck/Light Truck/Minibus
	Sligo	All

# Appendix 4

## Sample of CPC Practical Knowledge Marking Sheet



### DRIVER CERTIFICATE OF PROFESSIONAL COMPETENCE

PART TWO PRACTICAL KNOWLEDGE

REFERENCE NO:  D1 D D1 D1

DRIVER NO:

SURNAME:

FIRST NAME:

CURRENT ADDRESS:

DATE: 

DAY	MONTH	YEAR
-----	-------	------

APPLICANT SIGNATURE: \_\_\_\_\_

TESTER SIGNATURE: \_\_\_\_\_

**1. Ability to ensure passenger comfort and safety**

		[a] Adjusting longitudinal and sideways movements
		[b] Road sharing
		[c] Position on the road
		[d] Smooth braking
		[e] Overhang operation
		[f] Using specific infrastructures (public areas, dedicated lanes)
		[g] Managing conflict between safe driving and other roles as a driver
		[h] Interacting with passengers
		[i] Meeting the needs of certain groups of passengers (disabled persons, children)

**2. Ability to load the vehicle with due regard for safety rules and proper vehicle use**

		[a] Forces affecting vehicles in motion
		[b] Use of gearbox ratios according to vehicle road and road profile
		[c] Calculation of payload or assembly
		[d] Load distribution
		[e] Consequences of overloading the axle
		[f] Vehicle stability and centre of gravity

**3. Ability to prevent criminality and trafficking in illegal immigrants**

		[a] General information
		[b] Implications for drivers
		[c] Preventative measures
		[d] Check list
		[e] Legislation on transport operator liability

**4. Ability to prevent physical risks**

		[a] Ergonomics principles
		[b] Movements and postures that cause risk
		[c] Physical fitness
		[d] Handling exercises
		[e] Personal protection

**5. Ability to assess emergency situations**

		[a] Behaviour in an emergency
		[b] Assessment of situation
		[c] Avoiding complication of an accident
		[d] Summoning help
		[e] Assisting casualties and giving first aid
		[f] Reaction in the event of a fire
		[g] Evacuation of passengers
		[h] Ensuring safety of all passengers
		[i] Reaction in the event of aggression
		[j] Principles for drafting an accident report

**RESULT OF TEST**

SUCCESSFUL     UNSUCCESSFUL

GREEN = Grade 1    BLUE = Grade 2

Údaráis Um Shábháilteacht Ar Bhóithre    Páirc Ghnó-Ghástrán na Múalíche, Cnoc an tSabhaircín, Bóthar Bhaile Átha Cliath, Béal an Átha, Co. Mhaigh Eo  
 Road Safety Authority    Moy Valley Business Park, Primrose Hill, Dublin Road, Ballina, Co. Mayo  
 Local: 1890 50 00 RD Tel: (090) 25 015 Fax: (090) 25 252 Email: cpc@rsa.ie Website: www.rsa.ie

# DRIVER CERTIFICATE OF PROFESSIONAL COMPETENCE



## PRACTICAL KNOWLEDGE- ASSESSMENT CRITERIA

### 1. Passed your Driver CPC Test

Having passed your Driver CPC test you should nevertheless continue to pay particular attention to the faults marked overleaf.

If you have passed both parts of the Driver CPC test, the RSA will be in touch with you about the issuing of your CPC Card.

### 2. If you fail your Driver CPC Test:

You should pay attention to the faults which occurred during the test. Pay particular attention to these when preparing for your next test, without of course, neglecting other aspects.

### 3. Grading of Faults

A Grade 1 fault occurs where an applicant gives only two correct answers in any aspect within a subject area.

A Grade 2 fault occurs where an applicant gives only one or no correct answers in any aspect within a subject area. See example below.

Subject area 4: Ability to prevent physical risks.

Aspect: E: Personal Protection

Q. Please list three items of personal protective equipment (PPE) that would be beneficial for a driver to have?

If only two correct answers are given, it would result in a grade 1 fault.

If one or no correct answers are given, it would result in a grade 2 fault.

Exceptions to the Rule

Subject area 2: Aspect C: Incorrect demonstration results in Grade 2 fault.

Subject area 5: Aspect D: Incorrect answer results in Grade 2 fault.

### 4. Failure will occur where:

Four or more Grade 2 faults (blue) recorded for incorrect demonstrations/answers in any one subject area.

Nine or more Grade 2 faults recorded for incorrect demonstrations/answers overall.



# Sample of Truck CPC Practical Knowledge Marking Sheet

## TRUCK CERTIFICATE OF PROFESSIONAL COMPETENCE

RSA

### PART TWO PRACTICAL KNOWLEDGE

REFERENCE NO.   C1  C  EC  ECL

DRIVER NO.

SURNAME:

FIRST NAME:

CURRENT ADDRESS:

DATE: 

DAY		MONTH		YEAR			
-----	--	-------	--	------	--	--	--

APPLICANT SIGNATURE: \_\_\_\_\_

TESTER SIGNATURE: \_\_\_\_\_

#### 1. Ability to optimise fuel consumption

- |                          |                          |  |
|--------------------------|--------------------------|--|
| <input type="checkbox"/> | <input type="checkbox"/> | [a] Specific features of hydraulic vacuum servobrake circuit     |
| <input type="checkbox"/> | <input type="checkbox"/> | [b] Limits to the use of brakes and retarder                     |
| <input type="checkbox"/> | <input type="checkbox"/> | [c] Combined use of brakes and retarder                          |
| <input type="checkbox"/> | <input type="checkbox"/> | [d] Making better use of speed and gear ratio                    |
| <input type="checkbox"/> | <input type="checkbox"/> | [e] Making use of vehicle inertia                                |
| <input type="checkbox"/> | <input type="checkbox"/> | [f] Using ways of slowing down and braking on downhill stretches |
| <input type="checkbox"/> | <input type="checkbox"/> | [g] Action in the event of service brake failure                 |
| <input type="checkbox"/> | <input type="checkbox"/> | [h] Curves relating to torque                                    |
| <input type="checkbox"/> | <input type="checkbox"/> | [i] Consumption of an engine                                     |
| <input type="checkbox"/> | <input type="checkbox"/> | [j] Gearbox-ratio cover diagrams                                 |

#### 2. Ability to load the vehicle with due regard for safety rules and proper vehicle use

- |                          |                          |  |
|--------------------------|--------------------------|--|
| <input type="checkbox"/> | <input type="checkbox"/> | [a] Forces affecting vehicles in motion                              |
| <input type="checkbox"/> | <input type="checkbox"/> | [b] Use of gearbox-ratios according to vehicle road and road profile |
| <input type="checkbox"/> | <input type="checkbox"/> | [c] Calculation of payload or assembly                               |
| <input type="checkbox"/> | <input type="checkbox"/> | [d] Load distribution  |
| <input type="checkbox"/> | <input type="checkbox"/> | [e] Consequences of overloading the axle                             |
| <input type="checkbox"/> | <input type="checkbox"/> | [f] Vehicle stability and centre of gravity                          |

#### 3. Ability to prevent criminality and trafficking in illegal immigrants

- |                          |                          |   |
|--------------------------|--------------------------|---|
| <input type="checkbox"/> | <input type="checkbox"/> | [a] General information                         |
| <input type="checkbox"/> | <input type="checkbox"/> | [b] Implications for drivers                    |
| <input type="checkbox"/> | <input type="checkbox"/> | [c] Preventative measures                       |
| <input type="checkbox"/> | <input type="checkbox"/> | [d] Check List                                  |
| <input type="checkbox"/> | <input type="checkbox"/> | [e] Legislation on transport operator liability |

#### 4. Ability to prevent physical risks

- |                          |                          |  |
|--------------------------|--------------------------|--|
| <input type="checkbox"/> | <input type="checkbox"/> | [a] Ergonomics principles                  |
| <input type="checkbox"/> | <input type="checkbox"/> | [b] Movements and postures that cause risk |
| <input type="checkbox"/> | <input type="checkbox"/> | [c] Physical fitness                       |
| <input type="checkbox"/> | <input type="checkbox"/> | [d] Handling exercises                     |
| <input type="checkbox"/> | <input type="checkbox"/> | [e] Personal protection                    |

#### 5. Ability to assess emergency situations

- |                          |                          |  |
|--------------------------|--------------------------|--|
| <input type="checkbox"/> | <input type="checkbox"/> | [a] Behaviour in an emergency                  |
| <input type="checkbox"/> | <input type="checkbox"/> | [b] Assessment of situation                    |
| <input type="checkbox"/> | <input type="checkbox"/> | [c] Avoiding complication of an accident       |
| <input type="checkbox"/> | <input type="checkbox"/> | [d] Summoning help                             |
| <input type="checkbox"/> | <input type="checkbox"/> | [e] Assisting casualties and giving first aid  |
| <input type="checkbox"/> | <input type="checkbox"/> | [f] Reaction in the event of a fire            |
| <input type="checkbox"/> | <input type="checkbox"/> | [g] Principles for drafting an accident report |

RESULT OF TEST  
 SUCCESSFUL  UNSUCCESSFUL

GREEN = Grade 3  BLUE = Grade 2

Údarás Um Shábháilteacht Ar Bhoithre  
Road Safety Authority

Páirc Ghnó Ghleanna na Muaidhe, Cnoc an tSabhaircín, Bóthar Bhaile Átha Cliath, Béal an Átha, Co. Mhaigh Eo  
Moy Valley Business Park, Primrose Hill, Dublin Road, Ballina, Co. Mayo  
local: 1890 50 60 80 tel: (090) 25 015 fax: (096) 25 252 email: cpc@rsa.ie website: www.rsa.ie

# TRUCK CERTIFICATE OF PROFESSIONAL COMPETENCE



## PART TWO PRACTICAL KNOWLEDGE

REFERENCE NO.

	C1	C	EC	ECL
--	----	---	----	-----

DRIVER NO.

--

SURNAME:

--

FIRST NAME:

--

CURRENT ADDRESS:


DATE:

DAY								MONTH							YEAR				
-----	--	--	--	--	--	--	--	-------	--	--	--	--	--	--	------	--	--	--	--

APPLICANT SIGNATURE: \_\_\_\_\_

TESTER SIGNATURE: \_\_\_\_\_

### 1. Ability to optimise fuel consumption

- |  |  |  |
|--|--|--|
|  |  | [a] Specific features of hydraulic vacuum servobrake circuit     |
|  |  | [b] Limits to the use of brakes and retarder                     |
|  |  | [c] Combined use of brakes and retarder                          |
|  |  | [d] Making better use of speed and gear ratio                    |
|  |  | [e] Making use of vehicle inertia                                |
|  |  | [f] Using ways of slowing down and braking on downhill stretches |
|  |  | [g] Action in the event of service brake failure                 |
|  |  | [h] Curves relating to torque                                    |
|  |  | [i] Consumption of an engine                                     |
|  |  | [j] Gearbox-ratio cover diagrams                                 |

### 2. Ability to load the vehicle with due regard for safety rules and proper vehicle use

- |  |  |  |
|--|--|--|
|  |  | [a] Forces affecting vehicles in motion                              |
|  |  | [b] Use of gearbox-ratios according to vehicle road and road profile |
|  |  | [c] Calculation of payload or assembly                               |
|  |  | [d] Load distribution  |
|  |  | [e] Consequences of overloading the axle                             |
|  |  | [f] Vehicle stability and centre of gravity                          |

### 3. Ability to prevent criminality and trafficking in illegal immigrants

- |  |  |   |
|--|--|---|
|  |  | [a] General information                         |
|  |  | [b] Implications for drivers                    |
|  |  | [c] Preventative measures                       |
|  |  | [d] Check List                                  |
|  |  | [e] Legislation on transport operator liability |

### 4. Ability to prevent physical risks

- |  |  |  |
|--|--|--|
|  |  | [a] Ergonomics principles                  |
|  |  | [b] Movements and postures that cause risk |
|  |  | [c] Physical fitness                       |
|  |  | [d] Handling exercises                     |
|  |  | [e] Personal protection                    |

### 5. Ability to assess emergency situations

- |  |  |  |
|--|--|--|
|  |  | [a] Behaviour in an emergency                  |
|  |  | [b] Assessment of situation                    |
|  |  | [c] Avoiding complication of an accident       |
|  |  | [d] Summoning help                             |
|  |  | [e] Assisting casualties and giving first aid  |
|  |  | [f] Reaction in the event of a fire            |
|  |  | [g] Principles for drafting an accident report |

RESULT OF TEST

SUCCESSFUL  UNSUCCESSFUL

GREEN = Grade 1

BLUE = Grade 2

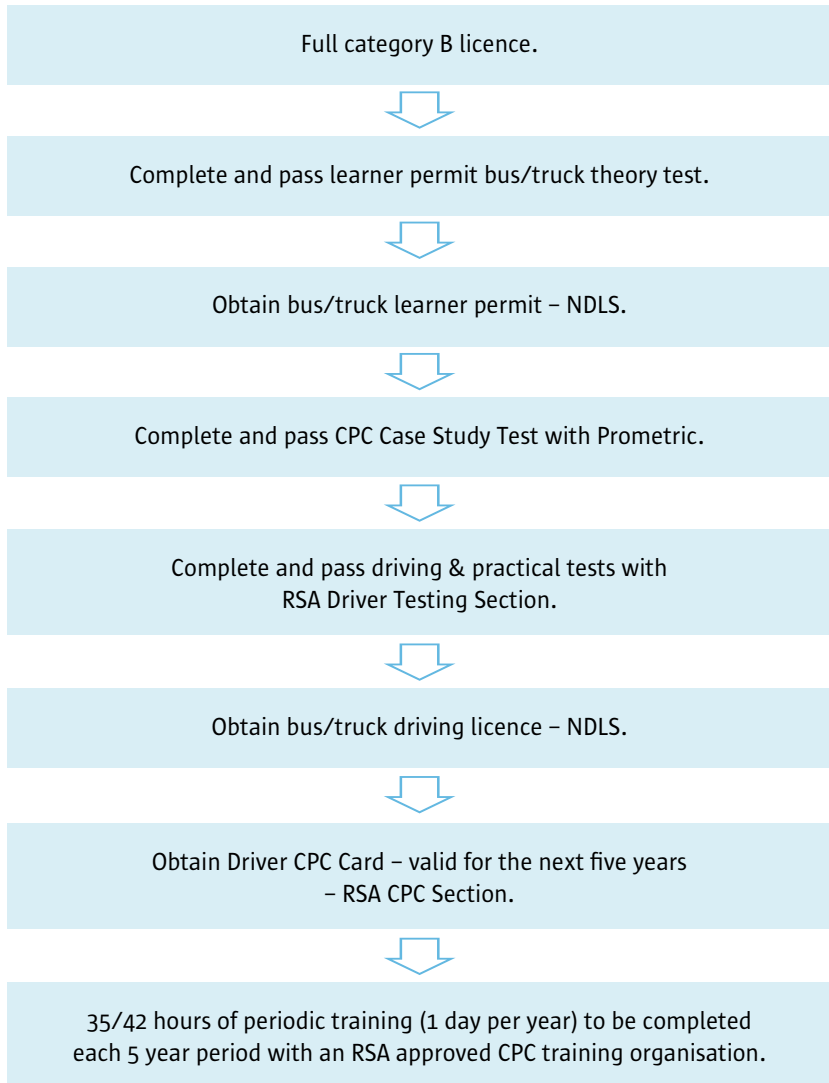
Údárás Um Shábháilteacht Ar Bhoithre  
Road Safety Authority

Páirc Ghnó Ghleanni na Muaidhe, Cnoc an tSabhaircín, Bóthar Bhaile Átha Cliath, Béal an Átha, Co. Mhaigh Eo  
Moy Valley Business Park, Primrose Hill, Dublin Road, Ballina, Co. Mayo  
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# Appendix 5

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## Becoming a Professional Driver – Initial Qualification



# Appendix 6

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## Cost of CPC Initial Qualification

Test	Cost
Multiple choice questions (theory test 1)	€70 (for single category)
Bus/truck case studies (test 2)	€70
Bus/truck driving test	€110
Practical test	€32
Combined Bus and Truck Theory Test	€84
Modular Theory Test	€45





**GET IT ON!**



**NO SEATBELT NO EXCUSE**

# Working to Save Lives

## Údarás Um Shábháilteacht Ar Bhóithre Road Safety Authority

An Rannóg Teastas um Inniúlacht Gairmúil, Páirc Ghnó Ghleann na Muaidhe,  
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