

# Driver Licensing for Permit Vehicles

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## Introduction

This advice leaflet explains details of changes in driver licensing rules which took effect on 1<sup>st</sup> January 1997 and 1<sup>st</sup> January 1998 and what the impact will be for transport managers and drivers across the not-for-profit sector as a whole.

*Operators are warned that they should not assume that all drivers of minibuses operated under Section 19 and 22 Permits are exempt from needing a further driving test.*

## European harmonisation

The Second EC Directive on the Driving Licence (91/439/EEC) is now incorporated into the law of both Great Britain and Northern Ireland. The Directive harmonises the rules across the EU as part of the “single market” initiative. In fact, UK rules are now particularly complicated reflecting the different history of our transport industry compared to other EU states. Of particular relevance is that no other EU state has a not-for-profit sector based largely on minibus use quite as developed as that of the UK. In the early 1990s CTA (with the NUS, Help the Aged and others) was part of the successful Mobility Alliance campaign – which included a mass rally of UK minibuses in Brussels – to prevent second test for all minibus drivers and protect the viability of the sector and the position of employees in community groups, local authorities and the NHS. The UK government secured important concessions announced in late 1994. In April 1996 the implementation date of 1<sup>st</sup> July 1996 was postponed for six months until 1<sup>st</sup> January 1997.

**Note:** for the interpretation of driving licence categories please see the appendices at the end of this leaflet or go to [www.direct.gov.uk](http://www.direct.gov.uk).

## Glossary

An “**MPV**” is a vehicle constructed or adapted to carry no more than 8 passengers in addition to the driver. MPV’s or cars operated under a Section 19 Permit must be operated, insured and maintained by the organisation holding the Permit.

A “**minibus**” is a vehicle constructed or adapted to carry more than 8 but less than 17 passengers in addition to the driver.

A “**large bus**” is a vehicle constructed or adapted to carry more than 16 passengers. “**Hire or reward**” exists when a payment has been made which gives a person a right to be carried on a vehicle. This can be a direct fare or an indirect payment such as a subscription or a payment for another service which would still give a right to be carried on a vehicle regardless of whether the right was used. A full definition can be found in the CTA’s Professional Services – Legal Framework – Section 19 Permits.

“**Existing drivers**” include all those who passed their test for car entitlement before January 1997. These drivers retained significant rights to drive small buses and lorries, including the use of trailers over 750kg *until their licence expires*. On a licence issued since 1990 and before 1997 these entitlements are shown as B, B=E, C1, C1+E (7), (1), D1+E (1 or 1010) or D1 (79 NFHR).

“**New drivers**” are those who passed their test for a car entitlement on or after 1<sup>st</sup> January 1997 and whose entitlement is much more restricted. On any new licence only a B entitlement will appear.

“**Community licence holders**” are drivers who obtained their licences in countries of the European Economic Area - EU states other than the UK - and also Norway, Iceland and Liechtenstein. All these states operate essentially the same classification of driving entitlements.

“PCV” stands for Passenger Carrying Vehicle; PCV entitlement is the qualification gained when a further test is passed to drive buses or coaches and will show as either a D1 or D entitlement on a licence without restriction codes 1 or 101.

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## Section 19 and 22 Permits

Sections 18 to 23 of the Transport Act 1985 give the voluntary and not-for-profit sector an exemption from Public Service Vehicle (PSV) operator and driver licensing requirement to enable them to provide transport to its sector. Section 19 allows small buses and large buses to be operated for “hire or reward” under a Permit. Section 22 allows the community based organisations to run local bus services for their community. The legislation has been amended by the Local Transport Act 2008 and introduced changes to vehicles that can be operated under Permit legislation.

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## Driving under Permits (Section 19 Small Bus / Standard in GB or Section 10B in N Ireland)

### MPV's and cars

Section 19 Permits can only be used in MPV's and cars in Great Britain. A driver of an MPV or car operated under a Section 19 Standard Permit must be 21 or over and have held a full, category B, licence for at least two years.

### Minibuses (all UK)

**Existing drivers** will continue to be able to drive minibuses, whether paid or unpaid, *until their licence expires* without a further test, providing that all permit conditions are met. It should be noted that even though permit operations are, by definition, for hire or reward, there is a specific exemption under Section 18 of the Transport Act (as amended in July 1996); there is an equivalent exemption in Northern Ireland, on photocard licences this will be shown as a D1 with a restriction code of 1 or 101 or 79 (NFHR). It should be noted that if permit conditions are breached it could be that the driver's right to drive that vehicle may also be invalidated.

**Existing drivers** do not automatically retain their existing D1 (1 or 101) entitlement when their licence expires. This will usually be at aged 70, but can occur earlier for people with certain medical conditions. A letter will be sent from the Driver and Vehicle Licensing Agency (DVLA) around three months before renewal is due outlining the driver's options. Retention of a D1 is indicated by a restriction code of either 120 or 79 (NFHR).

(If a PCV test has been passed for a full D1 or D then drivers aged 18 and above can drive a permit vehicle.)

**Existing drivers** reaching age 70 will be able to continue to drive a minibus, only if they pass a medical to PCV standards. There is no longer a recommended fee for this medical, and a further medical will be required at each 3-yearly Licence renewal. There is no renewal fee to DVLA at this point; however, if the driver seeks to regain D1 after it has been lost, the DVLA will charge a fee of £6.00.

**Existing drivers** under 70 years old with a medically restricted licence may take the medical, as for drivers at age 70 or over. It should be noted, however, that people with certain conditions will not be able to pass the medical, insulin-controlled diabetes, for example. It is possible for these drivers to continue to drive a minibus without the D1 entitlement as long as they are able to meet *all* of the conditions which apply to new drivers (see below).

**New drivers** will need to have passed a second test for D1 unless all of the following conditions are met:

- ✓ the driver is aged 21 or over, but under 70 (unless the driver has passed a PCV medical and has gain the restriction code 120 or 79 (NFHR))
- ✓ the driver has held a full B licence for an aggregate of at least 2 years
- ✓ the driver receives no payment or other consideration for driving the vehicle other than out-of-pocket expenses
- ✓ the vehicle weighs no more than 3500kg (This is its Maximum Authorised Mass or maximum permitted weight when fully loaded, may also be described as the GVW – Gross Vehicle Weight.), excluding any part of that weight which is attributable to specialised equipment intended for the carriage of disabled passengers - or no more than 4250kg otherwise there is not trailer of any weight attached.

This exemption is known as the derogation from the requirements of the EC Directive *and applies in the UK only*. The time period in the second bullet point above does not include the period during which a provisional entitlement was held. The main uncertainty remains in bullet point three with respect to those workers (such as some teacher and community workers) who occasionally drive during the course of their employment, but do so on a goodwill basis and are paid no extra money apart from expenses. Operators should take note of the weight limits in bullet point four when considering future vehicle purchases; the extra 750kg will apply only to those vehicles which have been designed or substantially adapted for the safe carriage of passengers with disabilities or wheelchair users. Operators should also note possible problems in relation to trailers in bullet point five.

*Remember that all these conditions must be met on each use of the bus if a new driver is to be exempt from the need for a second test.*

## Large Bus

Since January 1997 no driver has been able to drive large buses (those with 17 passenger seats or more) on B licences under the Section 19 Permit system (10B in Northern Ireland).

**New drivers** will therefore need to take a PCV test for full D entitlement unless the vehicle is used as a mobile project vehicle (see below).

**Existing drivers** who obtained a D (not for hire or reward) before 1992 (so-called “grandfather rights”) will still be able to drive vehicles either under Section 19 (10B in Northern Ireland) large bus permits or if the use is genuinely not for hire or reward. Drivers with grandfather rights have to undertake medical examinations from aged 45 onwards in the same way as other PCV drivers with the same medical standards. Existing drivers without grandfather rights will have to take the PCV D test.

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## DfT & DfES Guidance

In April 2006 both the Department for Transport (DfT) and the Department for Education & Skills (DfES) issued guidelines for teachers and school employees who undertake incidental minibus driving and have passed their B entitlement on or after 1<sup>st</sup> January 1997. The guidance comes with a “health warning” that, although it has been agreed by the Government’s legal team, it hasn’t been tested in a court.

The basis of the guidance is that so long as teachers and school employees don’t have any driving duties in their job description or contract they cannot be compelled to drive. This then allows them to drive the school minibus operated with a Section 19 permit because they are only receiving out-of-pocket expenses, so long as they meet all of the criteria set out for new drivers as shown above.

The guidance does state that to meet best practice standards these drivers should hold a D1 PCV entitlement and that other training; MiDAS for example, will mitigate the risks to staff and pupils.

**For further information see:**

[www.dft.gov.uk](http://www.dft.gov.uk)  
[www.education.gov.uk](http://www.education.gov.uk)

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# Driving under Community Bus permits (Section 22 in GB only)

## Minibuses

The rules are as for Section 19 Small Bus / Standard Permits, but heavier buses are quite common and operators will have to think carefully before either buying smaller buses in the future or making sure that new volunteers are qualified to drive.

## Large Bus

All drivers of large buses will need a full D entitlement that they have gained by taking a secondary test.

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## Driving minibuses (not for “hire or reward”)

Operators need to be very careful before assuming that their operations are not for “hire or reward”. Fares, donations, grants and money drawn from club funds would all be treated as “hire or reward”. This could result in stiff fines to the operator for failure to hold a PSV Operator’s Licence as well as the driver for not having a PCV licence (D1 or D).

Some minibuses operated by a local authority or the NHS are operated on a not for “hire or reward” basis. Transport operated for employees by their employer, provided no contribution is made by the employee, is also not for profit. Private use by families will be treated as not for “hire or reward” provided no contributions are made by individual passengers. Information groups hiring self-drive vehicles from commercial companies where each passenger, including the driver, makes an equal contribution to the cost can be treated as not for “hire or reward”.

When “hire or reward” is genuinely not taking place, the driver licencing rules still apply and **new drivers** are only able to drive a minibus under the derogation when the vehicle is being operated by a non-commercial body for social purposes. **Existing drivers** with medical restrictions whose licences are subject to regular renewal must meet an extra condition to take advantage of the derogation exemption.

*This, in addition to the four bullet points above, must be met:*

- the vehicle is being used for social purposes by a non-commercial body.

This condition rules out any use of the derogation for minibuses operated by local authorities, the NHS, employee transport, private use by families or informal groups hiring self-drive vehicles.

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## Driving minibuses under PCV entitlement

PCV entitlement for D1 or D is required by all drivers if the use of the minibus does not come within one of the regimes already mentioned. In particular all new drivers of minibuses will need a PCV entitlement to drive any vehicle with more than 8 passenger seats unless they come within the derogation exemption outlined above. *This means that the driver must take, or have taken, a second test. The second test is also necessary for the driver of any minibus used for hire or reward outside the UK.*

## Minimum test vehicle requirements for buses

Any vehicle or vehicle/trailer combination presented for use at test must meet minimum test vehicle standards. These standards are part of European Community Legislation on driver licensing. Great Britain as a member of the European Union is obliged to comply with these requirements. Irrespective of the date vehicles were first registered all vehicles used for Categories D1, D1+E, D and D+E tests must have externally mounted nearside and offside mirrors for use by the examiner or any person supervising the test. Seatbelts for use by the examiner or anyone supervising the test will be required to be fitted to these categories of vehicles from **1<sup>st</sup> July 2007**.

All vehicles must conform to the following requirements:

- All vehicles presented for test must be unladen, they must also be fitted with both a fully working tachograph and an anti-lock braking system (ABS).
- **Category D1** - A passenger carrying vehicle (PCV) with 9 - 16 passenger seats with a maximum authorised mass (MAM) of at least four tonnes, of at least five metres in length and capable of 80 km/h (50 mph).
- **Category D1+E** - A category D1 vehicle towing a trailer of at least 1.25 tonnes MAM, capable of 80 km/h (50mph) and with a closed box trailer at least two metres high and two metres wide (the overall width needs to be at least 2 metres wide (this can be the wheel track) and the box body needs to be at least as high and as wide as the towing vehicle).
- **Category D and D+E** - All the above requirements apply but the test vehicle must be over 9m long.

## PCV Driving Test

The test consists of a theory followed by a practical test (for current fees see [www.direct.gov.uk](http://www.direct.gov.uk)); the cost increases if the test is taken in the evening or on a Saturday). **New drivers** (but not existing drivers) will need a provisional licence before being able to undertake tuition for the D1 test. **All drivers** need a provisional entitlement in order to take the test itself. Provisional PCV licences are now free and it is also free to add the entitlement to you licence. In order to obtain either a provisional

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or full PCV entitlement, drivers will need to undergo a GP medical examination. If you are planning to put drivers through PCV training you will therefore need to budget for at least £1000, taking the cost of tuition into account and maybe up to £1200.

There are particular conditions which cause drivers difficulties when applying for a PCV medical, such as eyesight problems, diabetes and epilepsy. The major area of controversy has been that of eyesight standards for both PCV and lorry drivers. New PCV drivers must have an uncorrected visual acuity of 3/60 in both eyes. The Department for Transport, (DfT) realised that many current drivers would not reach this standard when their licences fell due for renewal. There are two groups of such drivers:

- Existing drivers who currently meet the visual acuity standard in one eye only. These drivers will retain their rights when their PCV licence comes up for renewal.
- Current drivers who comply with the eyesight standard in force up to 1983. These drivers will retain their rights at renewal as long as they certify that they have been driving PCVs on at least 10 occasions over the preceding 5 years of which 3 must have been in the previous 18 months and that they have not been involved in an accident in the preceding 10 years where their eyesight may have been a factor.

Sub-category D (limited to 16 passenger seats) (the old PSV 4 Class which ended in 1991) has been reclassified as D1 from 1997 when licences come up for renewal. D (not more than 5.5m long) will be retained as a UK entitlement, but accepted as D1 when the driver goes abroad.

One other feature of the regulations is that the Traffic Commissioners can object to the issue of PCV entitlement if information has come to them about misconduct or illegal activities.

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## Using trailers with minibuses (under permit & not for hire or reward)

**Existing drivers** will continue to be able to drive minibuses with trailers of any weight (subject to Construction & Use regulations – in particular not exceeding the gross train weight). This is shown on the licence as D1+E (1 / 101). Existing drivers whose licences expire will not be able to drive minibuses with trailers unless they have passed the medical to retain the D1+E entitlement.

**New drivers** will have to take the D1 test (which allows for trailers up to 750kg) before they can move on to the D1+E test if they need an entitlement to draw trailers over 750kg. *The exemption from D1 requirements for new “voluntary” drivers does not allow trailer use.*

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## Driver CPC

The need to hold a Driver Certificate of Professional Competence (CPC) qualification only applies to drivers who drive for a commercial organisation and hold either a D or D1 driving entitlement that they have gained after taking a secondary test. Drivers holding a full D1 which they have gained by secondary test but who only drive a Section 19 or 22 minibus do not have to hold a Driver CPC.

Initial Qualification must be achieved by new PCV drivers along with their vocational licence to enable them to use their licence professionally. After gaining the Initial Qualification drivers have to complete Periodic Training which is 35 hours of training every five years.

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## Driving abroad

The CTA has another Advice Leaflet on the requirements for taking aboard entitled “Minibus to Europe”.

All drivers need a **full** D1 if taking a minibus operated for “hire or reward” to any part of the EEA. This includes any minibus which would be operated under permit in the UK. Operators and drivers are warned that failure to observe this may result in prosecution or insurance failure in the result of an accident. If the operation is genuinely not for “hire or reward”, D1 (1 / 101) will be accepted.

**Existing drivers** (excluding those whose licences have expired and who have not passed a medical) have D1 (1 / 101). This results in a problem for drivers of permit vehicles since the regulations which protect them from needing a full D1 have no force outside the UK. Where the operation of a minibus is genuinely not for “hire or reward” (see earlier) drivers with D1 (1 / 101) may still drive abroad.

**New drivers** will need to have taken a second test, whether or not the operation is for “hire or reward”. There is no exemption for “voluntary” drivers outside the UK.

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## Community licence holders resident in the UK

European **Community licence holders** have always been obliged to exchange their licences for UK one within a year of residence in the UK. In broad terms this system is no longer needed for EU citizens since their domestic entitlement will now be recognised by the UK. However resident PCV licence holders still need to obtain the UK “counterpart” section so that UK endorsements can be applied and points totted up in the event of a driving conviction. Residence is defined as a minimum of 185 days in any one year.

**Existing drivers** who exchanged their licences before 1<sup>st</sup> January 1997 will benefit from

the various UK exemptions in the same way as UK drivers.

**New drivers** and drivers who exchanged their licence after 1 January 1997 will be in the same position as new UK drivers. Normally they will need a PCV D1 to drive a minibus, but can take advantage of the exemptions for “voluntary driving” under the minibus permit system or if not driving for “hire or reward”.

For drivers from other countries please contact the CTA’s Advice Team or the DVLA who are open from 08.00 to 19.00 pm Monday to Friday and 08.00 am to 14.00 pm Saturday - Telephone: 0300 790 6801, Fax: 0300 123 0784.

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## Mobile Project Vehicles

**Existing drivers** can continue to drive these vehicles (most commonly, but not exclusively, playbuses – a definition is included in the new legislation) on a B entitlement provided that they are 21 years old or over and the vehicle does not carry more than 8 passengers in addition to the driver. The vehicle must be being taken to or from the place where the equipment it carries is to be, or has been mounted.

There are extra conditions for **new drivers**:

- i. That they have held a full B licence for an aggregate of at least two years and that the vehicle is being used by a non-commercial body.

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## Other issues

### Checking Driving Licences

It is vital that no driver is allowed to take a vehicle out until their original (not photocopy) licence has been properly checked to ensure that they are entitled to drive it. This procedure should be repeated at regular intervals, usually every 6 months.

Drivers should also sign a declaration that they are fit to drive and will notify the organisation of any changes to their licence or fitness to drive.

It is an offence to permit a driver to drive a vehicle for which s/he is not entitled.

Those checking licences should familiarise themselves with the various styles of licences now in operation.

### Old style paper licences

Paper driving licences are no longer issued as new or replacement driving licences because the UK, as a member of the EU, is now obliged to issue photocard driving licences. However, old style paper licences remain legally valid.

Pink or green licences were issued to until 1990 and the categories for the vehicles that the holder of the licence is allowed to drive are called Groups or Classes. All the weights mentioned are expressed as Gross Vehicle Weight (GVW or maximum permitted weight when fully laden). The actual weight of the vehicle is irrelevant.

Non Vocational Licences showing Class or Group A can drive:

- ✓ Cars/light vans up to 8 seats / 3500kg
- ✓ Small lorries up to 7500kg
- ✓ Small buses 9 - 16 passenger seats under permit
- ✓ Minibuses not used for "hire or reward"
- ✓ Any of these with a trailer (any weight subject to Construction & Use regulations)

Non Vocational Licences showing Class or Group B can drive:

- ✓ Cars with automatic transmission

(Vocational licence were a separate licence document which was discontinued on 1 April 1991)

Vocational Licences showing Class or Group HGV 1 - 3 can drive:

- ✓ Lorries over 7500kg in three classes (+ trailers)

Vocational Licences showing Class or Group PSV 1 - 4

- ✓ Buses used for "hire or reward" (+ trailers)
- ✓ PSV 1 - Double deckers
- ✓ PSV 2 - Single deckers over 8.5m
- ✓ PSV 3 - Single deckers 5.5m - 8.5m
- ✓ PSV 4 - Single deckers not exceeding 5.5m

Pink and green paper licence issued after 1990 use the same driving entitlement categories as the photocard licence (see below)

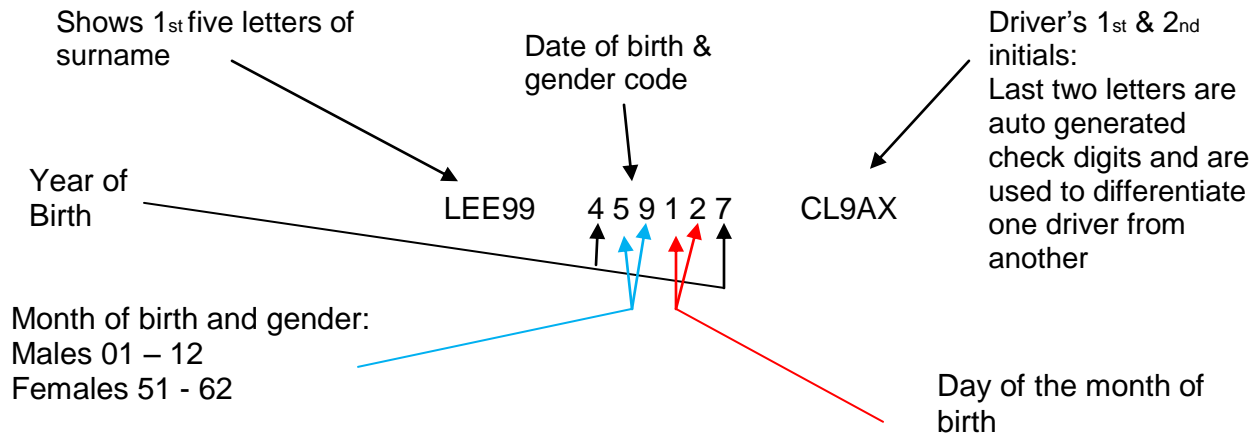
Code	Meaning
1	Not for hire and reward
2	Drawbar trailers only
3	Subject to certificate of competence
4	Modified rear view mirror(s)
5	Not more than 5.5m long
6	Restricted to vehicles with automatic transmission
7	Not more than 8250kg
8	Subject to minimum age requirements

10	Limited to invalid carriages
11	Limited to 16 passenger seats
12	Motor cycle only with sidecar
13	Limited to 16 passenger seats except for automatics

## Photocard Licences

When checking driving licences it is important to confirm that the licence being presented actually belongs to the person concerned. The photograph should normally closely resemble the person and there should be no evidence of tampering with the photograph. Photocard licences that have been folded or have cuts on the face of the card could indicate that tampering has taken place. The home address on the licence should agree with other information. It is illegal not to inform the DVLA of a change of address. The driver number can also be checked to ensure consistency. This is created as follows:

Your driver is Christine Louise Lee born 12 September 1947



If there is no information, such as a driver does not have a middle name, a number '9' will be used.

Earlier photocard licences have a repeat of the photograph in black and white and micro printing including DVLA on both sides of the card.

On later photocard licences there is a series of security features:

- The steering wheel security feature on the rear of the card changes from green to gold depending on how you tilt the licence.
- On the front of the card there is a feature similar to a hologram. It contains a steering wheel which appears to turn as you tilt the card in different directions.
- There are two changing images below the person's photograph. On the left is an image that changes both shape and colour depending on how you tilt the licence.

On full (pink) licences it is a blue road sign changing to a black triangle, on a provisional (green) it is a red road sign changing to a black triangle. On the right is an image that is personalised according to the data on the card. It contains the last five characters of the driver number changing to the month and year of the photo expiry which appear and disappear depending on how you tilt the licence.

- The Surname and Categories printed on the front of the card is tactile in that the text is raised above the surface of the card.
- A complex background pattern design made up of an interlocking small irregular shapes, printed in two colours and requiring very close register printing in order to preserve the integrity of the image.
- On the front of the card there is another tactile feature in that a steering wheel design is placed in the centre of the card. This can be felt when a finger is run across the card and can be seen when viewed at an angle. It also contains the words "Driving Licence" in micro-lettering at the bottom right of the wheel.
- The person's photograph (in black and white) is engraved in two different layers of the card and it cannot be changed without serious damage to the card.
- The rainbow print lines and the complex background pattern converge over the area where the photograph is engraved and continue through the photograph.

The counterpart of the photocard licence should also be examined at the same time as the driving licence itself. This provides:

- Details of endorsements and disqualifications;
- Details of provisional entitlements held;
- An explanation of vehicle categories and the entitlement necessary to drive them;
- The holder's basic driving licensing history;
- Information on provisional licensing restrictions and conditions.

A full list of driving entitlement categories is available from the DVLA. The following will be useful in checking entitlement to drive permit vehicles.

Non Vocational Licences showing category **B** can drive:

- Cars/light vans up to 8 seats (excluding the driver) and no more than 3500kg; allows a trailer up to 750kg

(A category B licence can be used to drive a minibus under the [derogation](#) however a trailer cannot be used.)

Vocational Licences showing category **D1** can drive:

- Small buses 9-16 seats (excluding the driver); allows a trailer up to 750kg

Vocational Licences showing category **D** can drive:

- Any bus; allows a trailer up to 750kg

When **+E** is added to any category (vocational or non-vocational) this allows a trailer over 750kg.

## Category Restrictions

On any of the above categories the DVLA add one or more category restriction on the column next to the category on the Licence document.

The numbers in brackets refer to restriction codes on new style licences issued before 1 January 1997.

The agreement on common driving licences within the EU includes this facility and European category restrictions are numbered from 1 to 100. Codes from 100 onwards only apply within the UK. They do not apply in the rest of the EU. A full list of codes is available from the DVLA; the following list shows the ones in common use.

CODE	Meaning
01	Eyesight correction
02	Hearing/communication aid
10	Modified transmission
15	Modified clutch
20	Modified braking systems
25	Modified accelerator systems
30	Combined braking and accelerator systems
35	Modified control layouts
40	Modified steering
42	Modified rear view mirror(s)
43	Modified driving seats
44	Modifications to motorcycles
45	Motor cycle only with sidecar
70	Exchange of licence
71	Duplicate of licence
78	Restricted to vehicles with automatic transmission
79	Restricted to vehicles in conformity with the specifications in brackets
101	Not for hire and reward
102	Drawbar trailers only
103	Subject to certificate of competence
105	Not more than 5.5m long
106	Restricted to vehicles with automatic transmission
107	Not more than 8250kg
108	Subject to minimum age requirements
110	Limited to invalid carriages
111	Limited to 16 passenger seats
113	Limited to 16 passenger seats except for automatics

114	With any special controls required for safe driving
115	Organ donor
118	Start date is for earliest entitlement
119	Weight limit does not apply
120	Complies with health standards for Category D1
121	Restricted to conditions specified in the Secretary of State's notice
122	Valid on successful completion of Basic moped training course

## Driver Training

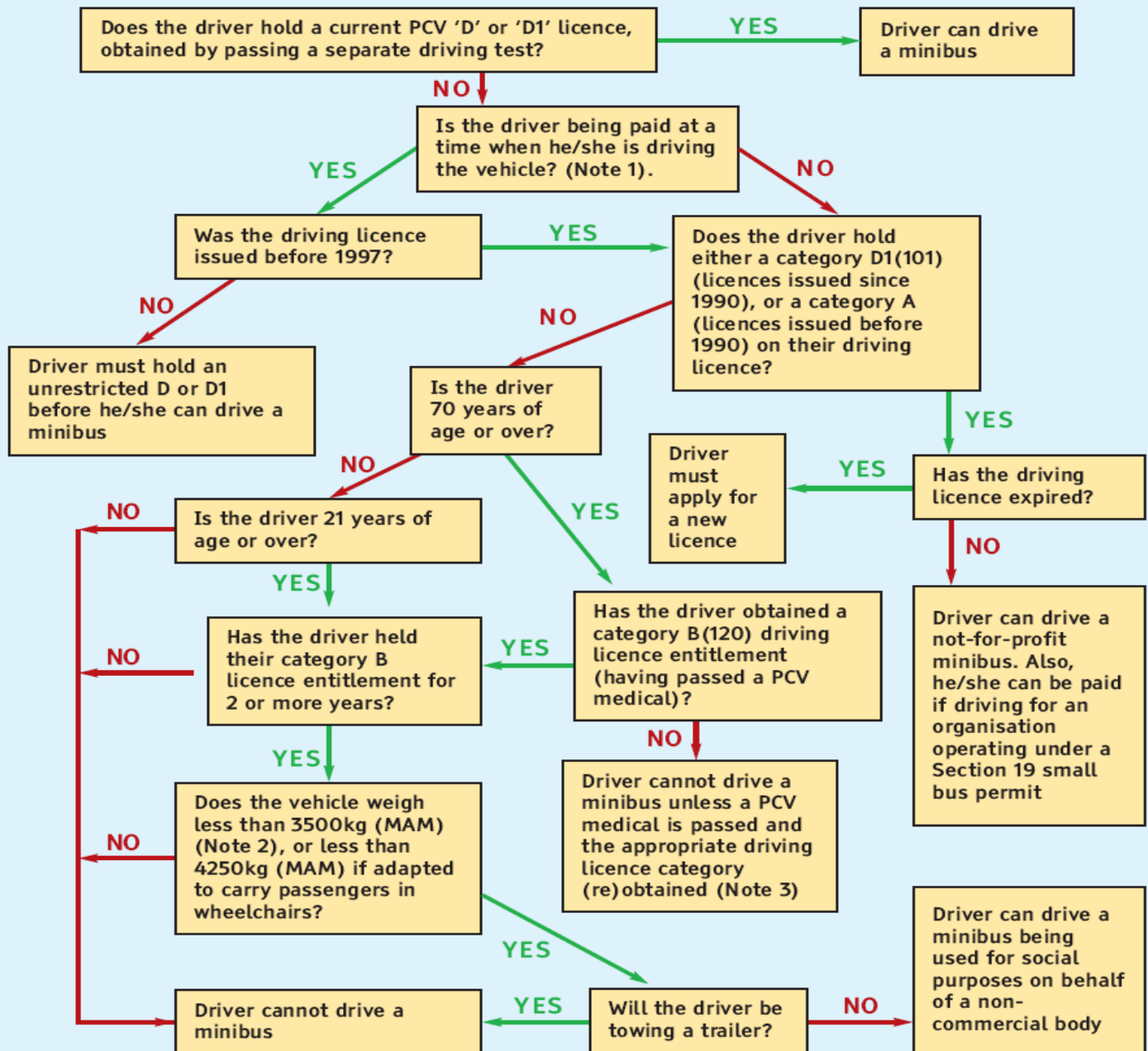
Whether or not the law requires a second test to be taken it is strongly recommended that there should be a regular assessment of a driver's ability to drive a vehicle, and appropriate training should be provided, which is updated with the latest information. The CTA runs MiDAS (Minibus Driver Awareness Scheme), which provides a suite of training packages to facilitate the assessment and training of drivers of both minibuses and cars & MPVs.

Further details can be obtained from the CTA website.

# Flowchart

**UK-WIDE ADVICE LINE: 0845 130 6195**

## Who can drive a minibus in the UK?



### Notes

1. It is CTA's view that, for driving licence purposes, a person cannot be considered to be unpaid when driving for an organisation and be a current employee for that same organisation.
2. MAM is Maximum Authorised

3. Mass of the vehicle (also known as the GVW – Gross Vehicle Weight). Drivers who had a D1(101) can reapply for this category to be put back on their driving licence after the age of 70, provided they have passed a PCV medical. Drivers who

never had the D1(101) licence category entitlement, and have subsequently reached the age of 70, will need to pass a PCV medical to obtain the B(120) licence entitlement to allow them to continue to drive a minibus as a volunteer.

## About the Community Transport Association (CTA)

The CTA is a national charity giving voice and providing leadership, learning and enterprise support to member organisations, which are delivering innovative transport solutions to achieve social change. The CTA promotes excellence through providing training, publications, advice and information on voluntary, accessible and community transport.

Voluntary and community transport exists to meet the travel and social needs of people to whom these would otherwise be denied, providing accessible and affordable transport to achieve social inclusion.

Membership of the CTA is open to individuals, community and other voluntary groups, local authorities and other statutory bodies. Full details are available on the CTA website.

The CTA provides training on many subjects, either as pre-booked training days, or tailor-made to suit your organisation. The CTA organises MiDAS Training, which includes Minibus Driver Awareness Scheme, Passenger Assistant Training, Car & MPV Driver Training and 5 Steps to Safety Training. The CTA has introduced CommunityDriver - the minibus driving test solution for non-professional drivers, i.e. teachers & youth workers, who need to undertake their PCV D1 driving entitlement. A consultancy service is available with expertise in delivering hands-on, sustainable transport solutions.

If you would like any addition information, please contact us at:

Community Transport Association  
Highbank, Halton Street, Hyde, SK14 2NY  
Phone: 0161 351 1475  
Fax: 0161 351 7221  
Email: [info@ctauk.org](mailto:info@ctauk.org)

## About the Community Transport Association's Advice Service

The CTA's Advice & Information Service is available to CTA Member organisations and other and is funded by the Department for Transport, the Department for Regional Development (Northern Ireland), the Welsh Assembly Government and the Scottish Government. The Service offers information and support on any aspect of non-profit transport operations.

### CTA Advice & Information Service Contact numbers

UK Advice Line  
Phone: 0845 1306195  
Email: [AdviceUK@ctauk.org](mailto:AdviceUK@ctauk.org)  
[www.ctauk.org](http://www.ctauk.org)

#### Disclaimer

The Community Transport Association has made every effort to ensure the accuracy of the information contained in this leaflet, but it should be noted that this is only a guide, and should be treated as such.

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