



LOGISTICS UK

Transport and Compliance
Rob Saunders
Manager
Member Advice Centre

23rd June 2022

Logistics UK
Member Advice Centre

0370 605 0000



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Main Priority

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RESPOND TO
MEMBERS



TELEPHONE



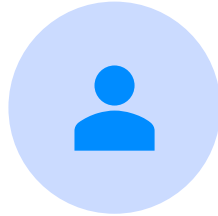
EMAIL

What else do we do?

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PUBLICATIONS



MEMBER
FORUMS



SUBSCRIPTION
PRODUCTS



SHOP



TRAINING
DEPARTMENT



COMPLIANCE
WEBINARS



FACE TO FACE
MEETING/TEAMS

Transport and Compliance

Keeping Drivers and Vehicles
compliant

23rd June 2022

Driving Licence changes

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Driver Licence Changes

- Removal of staged testing.
- Cat B holder entitled to drive vehicle up to 3500kg and tow a trailer up to 3500kg.
- Changes to vocational entitlement in automatic vehicle.
- Driving licence, tachograph card and Driver Qualification Card design changes.
- Medical professionals completing questionnaires for DVLA



Category B Licence Derogation

Under the Category B licence, a driver may operate an alternatively fuelled vehicle up to 4.25 tonnes, providing:

- They have undertaken 5 hours training.
- It is used for purpose of transporting goods.
- It does not tow a trailer.
- It is operated within Great Britain.



Mobile Phones

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Prior to 25th March 2022, the offences were for:

- Sending or receiving oral or written messages.
- Sending or receiving facsimile documents.
- Sending or receiving still or moving images.
- Providing access to the internet.

New definition of 'using' includes:

- Illuminating the screen.
- Checking the time.
- Checking notifications.
- Unlocking the device.
- Making, receiving, or rejecting a telephone or internet-based call.
- Sending, receiving, or uploading oral or written content.
- Sending, receiving, or uploading a photo or video.
- Utilising camera, video, or sound recording.
- Drafting any text.
- Accessing any stored data such as documents, books, audio.
- files, photos, videos, films, playlists, notes or messages.
- Accessing an app.
- Accessing the internet.

Mobile Phones Changes

Exemptions

- When using the mobile phone or other device to make a contactless payment for a good/service which is received at the same time as, or after the payment is made, and the vehicle is stationary.
- Hands free.
- Emergencies.



Highway Code Changes

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September 2021

Changes aimed at improving awareness of the rules concerning motorway driving and:

- Offer advice on where to stop in an emergency.
- Highlight the importance of not driving in a lane closed by a Red X.
- Highlight the use of variable speed limits to manage congestion.
- Provide updated guidance on key factors that contribute to safety-related incidents, including unroadworthy vehicles, tailgating and driving in roadworks.

Changes to the Highways Code

Briefing note

On 14 September 2021 The Driver and Vehicle Standards Agency published changes to the Highways code. The changes made, which become applicable immediately refer to guidance on smart motorways. A total of 33 existing rules were amended and two new rules introduced, with several amendments made to the additional information annexes.

The changes are aimed at improving awareness of the rules concerning motorway driving and:

- Offer clearer advice on where to stop in an emergency.
- Highlight the importance of not driving in a lane closed by a Red X.
- Highlight the use of variable speed limits to manage congestion.

- Provide updated guidance on key factors that contribute to safety-related incidents, including unroadworthy vehicles, tailgating and driving in roadworks.

The two new rules (270 and 275) have been introduced to ensure that drivers understand the use of emergency areas on hard shoulders and offer advice on identifying the safest places to stop in the event of a breakdown or incident.

270	New Rule to add images and ensure readers understand:	<ul style="list-style-type: none">• A place of relative safety is where the people and vehicles involved in a breakdown or other incident are less likely to be at risk from moving traffic.• The safest place to stop in the event of a breakdown or incident is a location which is designed for parking.• On motorways and other high-speed roads, the safest place to stop is a service area.• Other places of relative safety on motorways and other high-speed roads include lay-bys, emergency areas and hard shoulders.• Hard shoulders provide less protection than other places of relative safety.
275	New Rule to ensure readers understand:	<ul style="list-style-type: none">• Emergency areas are located along motorways without hard shoulders or where the hard shoulder is used some of the time as an extra lane.• How to recognise an emergency area.• Emergency areas are for emergency use only.

The table below highlights the amended rules.

Rule	Description	Applicable from 14 September 2021
91	Updated rules for drivers and motorcyclists to ensure readers understand:	<ul style="list-style-type: none">• Drivers need to get sufficient sleep before a long journey.• Emergency areas and hard shoulders on motorways are not to be used for rest breaks in the event of driver sleepiness.• Information exists in Rule 262 on appropriate places to take a break when travelling on motorways.
97	Updated to ensure readers understand:	<ul style="list-style-type: none">• Drivers MUST have a valid licence and insurance.• Vehicles MUST be in a legal and roadworthy condition.• Basic vehicle maintenance and safety checks should be carried out before drivers set off.• Sufficient vehicle fuel or charge is required for each planned journey.• For emergency use, drivers are recommended to take a charged mobile telephone, containing emergency numbers, and high-visibility clothing.

January 2022

- Amendment of 35 existing rules.
- Introduction of 12 new and renumbered rules.
- New section on the Hierarchy of Road Users.

The 'Hierarchy of Road Users' places those road users most at risk in the event of a collision at the top of the hierarchy. This does not, however, remove the need for everyone to behave responsibly. The road users most likely to be injured in the event of a collision are:

- Pedestrians.
- Cyclists.
- Horse riders.
- Motorcyclists.
- Children.
- Older adults.
- Disabled people.

Changes to the Highways Code: Hierarchy of Road Users

Briefing note

On 29 January 2022, the Driver and Vehicle Standards Agency (DVSA) will publish changes to the Highways Code. The changes made include the amendment of 35 existing rules, the introduction of 12 new and renumbered rules and a new section on the Hierarchy of Road Users.

The changes are focused on responsibilities and junctions. The introduction of a hierarchy of road users ensures those who can do the greatest harm have the greatest responsibility to reduce the danger or threat they may pose to others. The changes also clarify the existing rules on pedestrian priority on pavements, which state that drivers and riders should give way to pedestrians crossing or waiting to cross the road. Furthermore, the changes establish guidance on safe passing distances and speeds when overtaking cyclists or horse riders, and ensures they have priority at junctions when travelling straight ahead. A major change is the addition of a Hierarchy of Road Users.

Logistics UK has been engaging with the review of the Highway Code since 2020 through consultation responses and meetings with the Department for Transport (DfT) officials. In our response to the consultation on these proposals, we were very concerned about presumed liability arising from the Hierarchy of Users (new rule 1) and comments about cyclists passing large vehicles to the left. Whilst these are still a concern, our calls for all road-users to understand their responsibility for the safety of others has been heeded. As a result, some of the wording has been amended in line with our response, particularly in relation to the Hierarchy of Users rule and new guidance on changing pedestrian and cyclist priorities and passing large vehicles to the left (rules 8, 67 and 163). We also asked for stronger guidance regarding bicycle training, which, following direct engagement with officials working on the review, has been added to Annex 1.

Hierarchy of Road Users

The 'Hierarchy of Road Users' places those road users most at risk in the event of a collision at the top of the hierarchy. This does not, however, remove the need for everyone to behave responsibly. The road users most likely to be injured in the event of a collision are:

- pedestrians,
- cyclists,

- horse riders,
- motorcyclists,
- children,
- older adults, and
- disabled people.

The following 'H' rules clarify this.

Rule H1

It is important that all road users are aware of The Highway Code, are considerate to other road users and understand their responsibility for the safety of others.

Everyone suffers when road collisions occur, whether they are physically injured or not. But those in charge of vehicles that can cause the greatest harm in the event of a collision bear the greatest responsibility to take care and reduce the danger they pose to others. This principle applies most strongly to drivers of large goods and passenger vehicles, vans/minibuses, cars/taxis and motorcycles. Cyclists, horse riders and drivers of horse-drawn vehicles likewise have a responsibility to reduce danger to pedestrians.

None of this detracts from the responsibility of all road users, including pedestrians, cyclists, and horse riders, to have regard for their own and other road users' safety.

Always remember that the people you encounter may have impaired sight, hearing or mobility, and that this may not be obvious.

Rule H2

Rule for drivers, motorcyclists, horse-drawn vehicles, horse riders and cyclists

At a junction, you should give way to pedestrians crossing or waiting to cross a road into which or from which you are turning.

March 2022

Rule 149 has been updated:

- The offence is triggered by **any** use of a hand-held mobile phone or similar device while driving.
- The offence covers devices that are capable of interactive communication and that the offence applies even if that capability is switched off.
- Drivers must not pick up a phone or similar device to dial a number and they must not use a hand-held device whilst stationary in traffic.
- Describes the new exemption for when the driver is stationary and holding a phone to make a contactless payment for goods or services that they will receive at that time or afterwards.

Type Approval

Annual Testing



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Nov/Dec 2021 consultation did not take place.

Current plans:

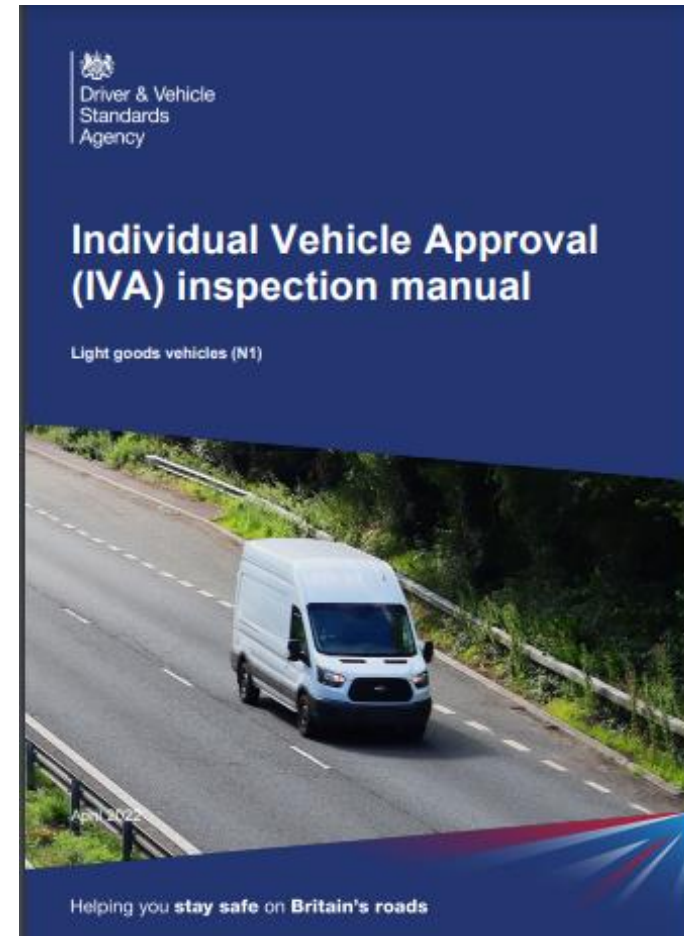
- Won't be changing IVA in any significant way.
- Creating a mirror image of the EU Type Approval scheme for GB.
- The Department for Transport (DfT) has launched a public consultation on **vehicle type approval – establishing a GB road vehicle approval scheme**. <https://www.gov.uk/government/consultations/vehicle-type-approval-establishing-a-gb-road-vehicle-approval-scheme>

Inspection Manual Updates N1

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(to 31 March 2022)



(From 1 April 2022)

Remote Assessment Procedures

- Booking invitations will be sent out via Central bookings rather than by Examiner.
- Underside Inspection Facilities -
 - Will probably not need this for some O1-O2 trailers without a body.
 - If the customer has no underside inspection facility, the test will be stopped.



To improve Vehicle Approvals customer service, they have put into place a dedicated telephone number : **01156 713 129**.

Through this, dedicated agents will respond to calls relating to **bookings** and **payments** for either :

- Motorcycle Single Vehicle Approval (MSVA),
- Individual Vehicle Approval (IVA), or
- Certificate of Initial Fitness (COIF) scheme related examinations.

Please note : This number is only for the above services and any other calls cannot be transferred to other departments. For IVA general enquiries, the DVSA Customer Services Centre number (National Number) must still be used (**0300 123 9000**).



Public service vehicle (PSV) inspection manual



Heavy goods vehicle (HGV) inspection manual



Categorisation and vehicle defect



Enforcement sanctions policy

May 2022



- **IM03**–Seat Belts & SRS –wording changes (SB1/SB2) to checks for additional seats fitted.
- **IM16**–Passenger/driver doors & emergency exits:
safety systems prevented passenger trapping not applicable for power operated emergency doors.

All over advert note to include tints & anti vandal film.

- **IM21**–Fire extinguisher note updated (at least one extinguisher... BSEN3...).
- **IM59**–Halt brake note updated (various vehicles/axles).



- **IM14**–Spray Suppression, wings & wheel arches exits – removal of deficiency 2b(ii) as it is already addressed.
- **IM26**–Reference to speed limiter measurement removed.
- **IM48**–procedure for reinflating collapsed air bags reworded & wording for fractured air bag pedestals updated.
- **IM63**–Reverse lamps –not obligatory on trailers.
- **IM66**–Side repeater indicator lamps combined with side marker lamps.



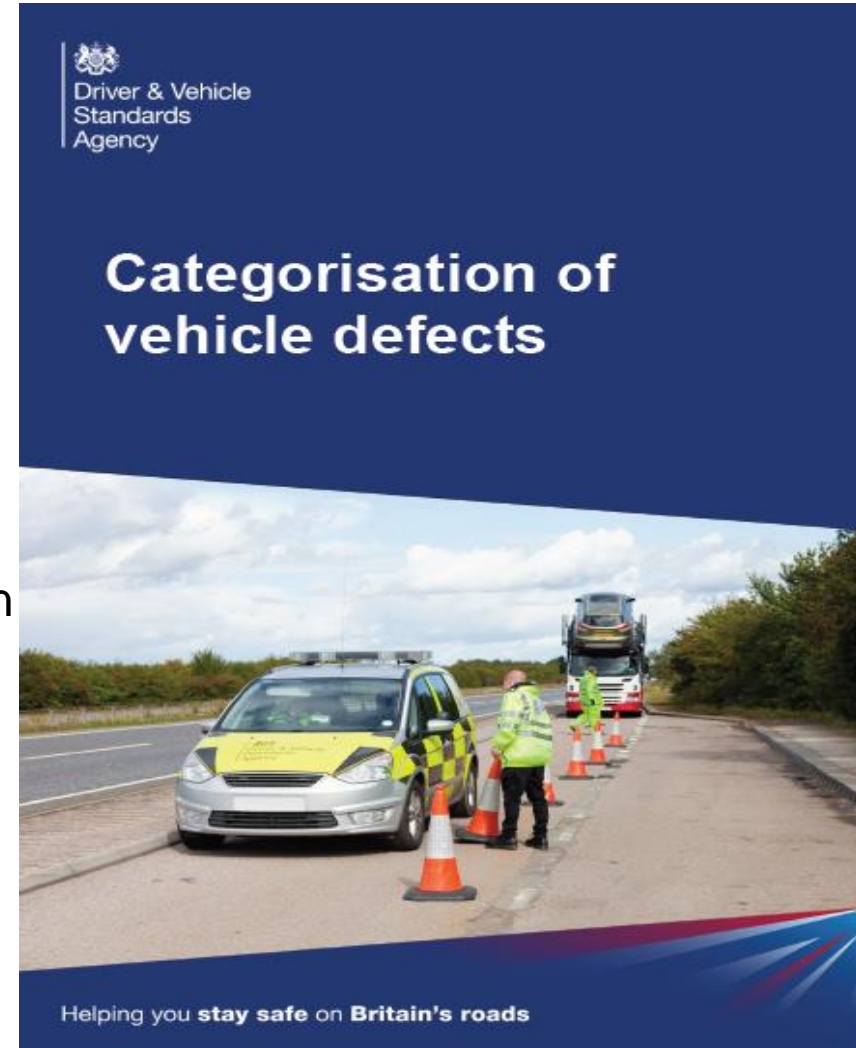
Driver & Vehicle
Standards
Agency

Heavy goods vehicle (HGV) inspection manual



Categorisation of Defects

- **IM03** – Added immediate prohibition for obligatory seat belt missing if seat in use, delayed prohibition if not in use.
- **IM07** – Note 6 amended – FRT – tyre unsuitable for use on driven or steered axle, “TRAILER USE ONLY”, Directional Tyres and asymmetrical tyres.
- **IM19** – All previous notes relating to Load Security removed.
- **Section 6** – Advanced Driver Assistance Systems (ADAS) – New section title, description of defect and sanction. Inspection notice for any component forming part of the ADAS missing/damaged/disconnected/malfunctioning.

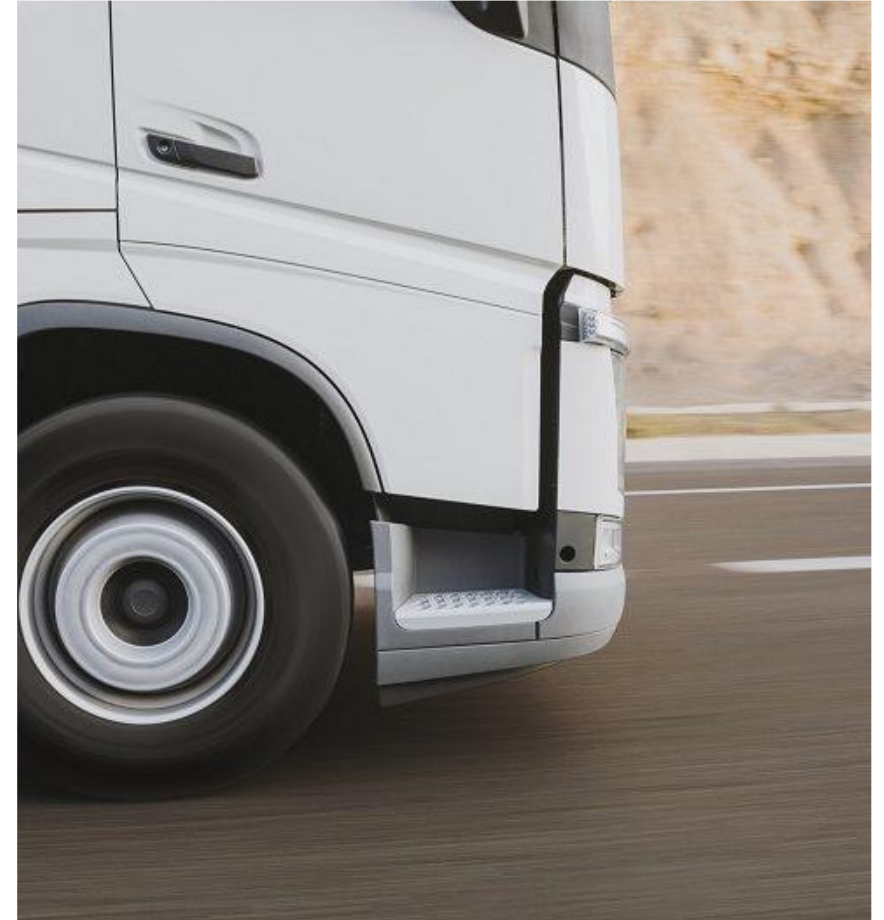


Categorisation of Defects-IM 07

IM 07 –FRT (Free Rolling Tyres) tyres will no longer be accepted on front steered axles (UNECE Reg 54/109).

UNECE Regulation 'Definition' –3.1.15/54 –3.2.16/109.

The inscription "FRT" (Free Rolling Tyre) in case of tyres designed for the equipment of trailer axles and axles of motor vehicles other than front steering and drive axles.



Categorisation of Defects-IM 19



Containers and Crane Support Legs

Part 1: Public Service, Heavy Goods and

Code of Defect	Severity of Defect	Action	
Notes 6 to 22)	Stacked loaded skips (see note 17)	I	
	Stacked empty skips not nested and secured by lashings (see notes 17, 21)	I	
	Insecure skip, tipping hooks not engaged.	II	
	Load in a tipper above the height of the fixed sides (see note 10)	I	
	Vehicle/trailers carried by "piggyback" without adequate securing (see note 11)	I	
	Vehicles not secured by lashings on all wheels or three lashings and two chocks (see notes 12, 20)	I	
	Loose items on a flatbed or low-loader. (see note 18)	I	
	Less than four lashings on heavy plant equipment and machinery (see notes 9, 13)	I	
	Less than two chocks on wheeled heavy plant equipment (see note 9)	I	
Continued overleaf...			

**Revision of UK and
International Road
Haulage Rules
(Mobility Package)**



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- Written manually on a chart
- Written manually on a printout from a digital or smart tachograph
- Made by using the manual input facility of a digital or smart tachograph.



Operator Licence required for international operations used for hire and reward.

Vehicles between 2.5t and 3.5t GVW.

- Vans
- Cars and trailers

Financial standing requirements

	HGV only fleet	Mixed fleet	Van only fleet
1 st Vehicle	£8000	£8000	£1600
2 nd and subsequent HGVs	£4450	£4450	n/a
2 nd and subsequent Vans	n/a	£800	£800

Transport Manager

- Employ a qualified TM
- Hire an external TM
- Apply for period of grace

Operating Centre

- No advertisement

Maintenance

- As per Licence intervals

Interim Licence



The Department for Transport (DfT) has launched a public consultation on **vehicle type approval – establishing a GB road vehicle approval scheme**.

<https://www.gov.uk/government/consultations/vehicle-type-approval-establishing-a-gb-road-vehicle-approval-scheme>

<https://www.gov.uk/government/news/proposed-legal-change-to-support-medical-licensing-applications>

<https://www.gov.uk/government/publications/load-securing-vehicle-operator-guidance/load-securing-vehicle-operator-guidance>



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Thank you

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0370 605 0000**

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