LOGISTICS UK

Member Briefing Webinar

Vehicle maintenance:

- Working with gas vehicles
- MOT failures

24th April 2024

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House rules

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Webinar House Rules

- Please keep your microphone/telephone **muted**.
- The webinar will be recorded.
- The webinar will be available on the Logistics UK website.
- We won’t be able to deal with technical issues during the webinar.

Questions?

Please use the question box to ask any questions throughout the webinar.

Unanswered questions and answers will be available to view on the Logistics UK website.

Introduction – How to ask questions

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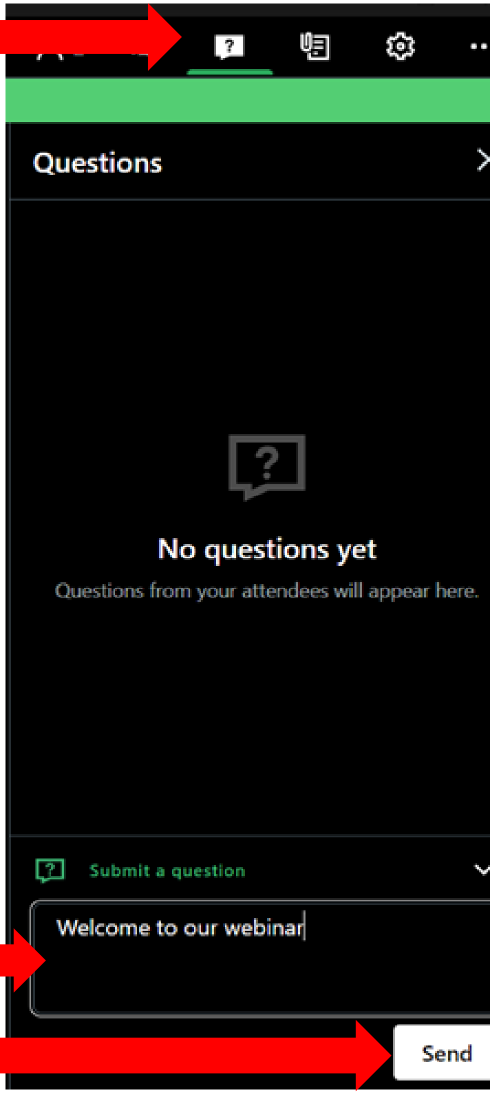
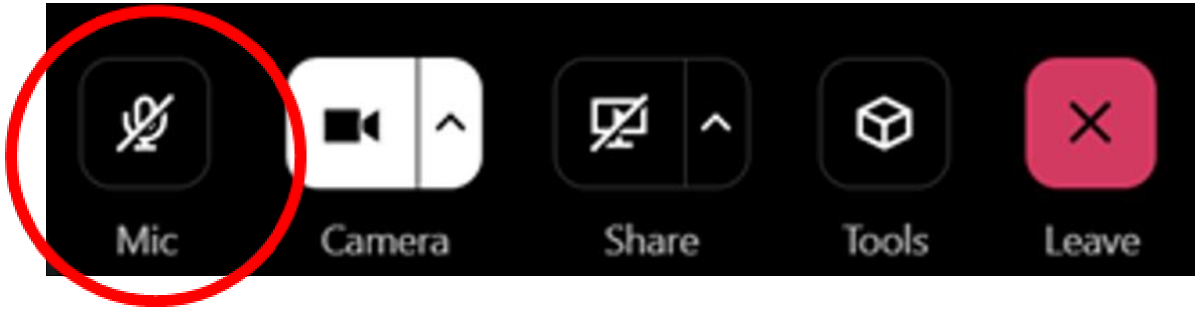
Open question pane





Type question here

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Gas Fuelled Vehicles

April 2024

The Management of Health and Safety at Work Regulations 1999

Risk assessment

3.—(1) Every employer shall make a suitable and sufficient assessment of—

a) the risks to the health and safety of his employees to which they are exposed whilst they are at work; and
b) the risks to the health and safety of persons not in his employment arising out of or in connection with the conduct by him of his undertaking.

HSE
Health & Safety
Executive

Compressed Natural Gas (CNG)

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- CNG is mainly methane though may contain some ethane, propane and butane.
- CNG is compressing natural gas at high pressures circa 200-300 bar.
- CNG vapours are not toxic, however, they can reduce the oxygen content of an atmosphere, especially in confined spaces.

Risks: Flammability.

Explosion from high pressure containers.

Potential from asphyxiation.

Liquified Natural Gas (LNG)

- As with CNG, LNG is mainly methane though may contain some ethane, propane and butane.
- LNG is created by cooling natural gas to -161ºC thereby creating a liquid.
- This liquid is colourless, odourless, and non-toxic, but it is an extremely cold (cryogenic) fluid.
- At ambient pressure and temperature, 1 litre of LNG will expand to 600 litres of natural gas.
- Although LNG vapours are not toxic, LNG is classified as a simple asphyxiant and as such can reduce the oxygen content of an atmosphere, especially within confined spaces.

Risks: Flammability.
Skin burns from extremely cold surfaces – cryogenics.
Potential from asphyxiation.

Hydrogen (H_2)

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- Is an odourless, tasteless, colourless, and highly combustible gas.
- It is lighter than air, so rise and disperse.
- Although non-toxic, it is a simple asphyxiant and can displace oxygen, particularly in confined spaces.
- Hydrogen burns as a very pale flame with no smoke, as such it can be hard to detect fires.
- Hydrogen can be stored as either a compressed gas or as a cryogenic liquid at ambient pressures and temperatures 1 litre of liquid hydrogen would expand to 848 litres of hydrogen gas.
- When stored as a compressed gas in pressurised cylinders or tanks it will be stored at pressures in the region of 350 - 700 bar.

Risks: Flammability – with hard to detect fires.

Skin burns from extremely cold surfaces – cryogenics.

Explosion from high pressure containers.

Potential from asphyxiation.

Risk

Competency

Safety

Functional activities:

1) Drivers and refuellers
2) Engineers and technicians
3) Breakdown & recovery

Staff competence & safety:
1) Drivers & Refuellers

Staff competence: Drivers & Refuellers

Knowledge level:

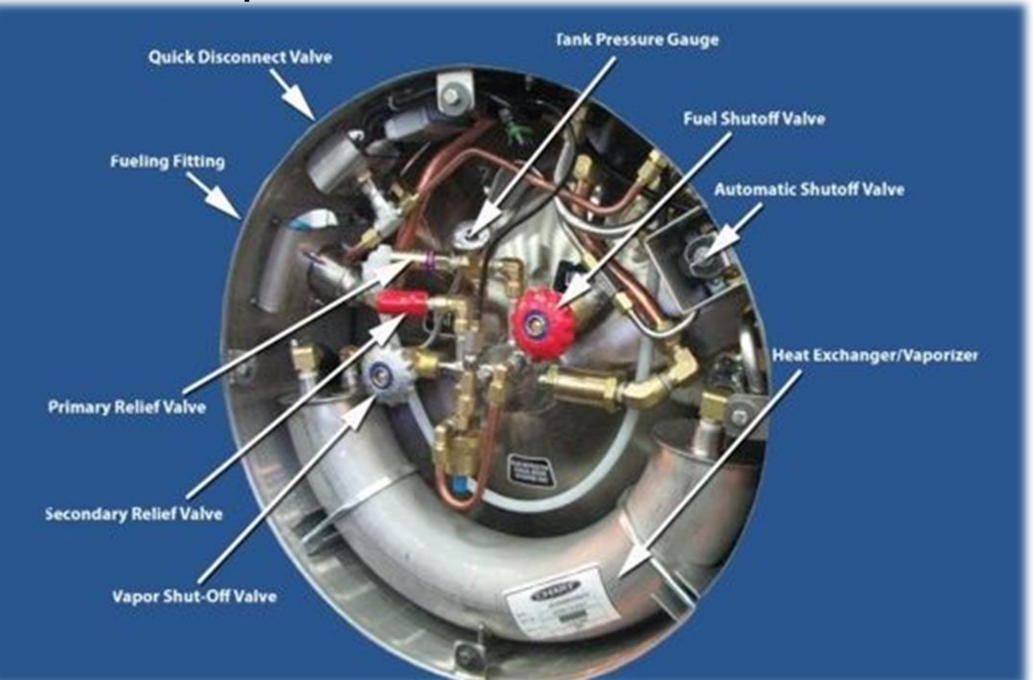
Equivalent to Electric Vehicle Awareness (Level 1), with modules that include:

- Types of gas vehicles available and their differences.
- Hazards associated with CNG/LNG/Hydrogen systems.
- Working safely around gas vehicles, including refuelling.
- How to isolate a gas system.

Staff competence: Drivers

Daily walkaround checks:

- Gas leaks may not see seen but heard, and/or smelled – gas detection monitors may assist.
- Drivers should include a visual check of the fuel pressure gauge to ensure this is within safety tolerances (see manufacturers recommendations).
- Drivers should be made aware of any fuel cut-off valves fitted to the vehicle and how/when to operate.



Staff competence: Drivers / Refuellers

Refuelling:

- Whoever undertake refuelling needs to be trained and provided with all the necessary safety equipment.
- In all cases, before refuelling, ensure that both vehicle and hose connections are clean and undamaged.
- For **LNG** and **Hydrogen** fuels, PPE (gloves & eye protection) must be worn – should also wear long sleeves top, long pants and enclosed shoes.

LNG

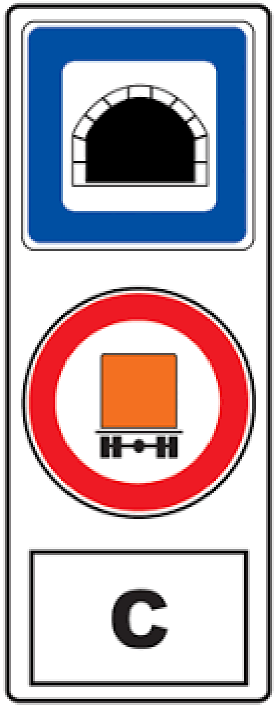
CNG

Safety: Restrictions of infrastructure

There may be a restriction on the use of some road tunnels, underground areas (parking) or ferries.

The company, as part of their route planning, will need to:

- Evaluate routes to identify any restrictions, and where necessary…..
- Undertake a risk assessment, and
- Provide instructions to drivers.



Safety: Breakdowns

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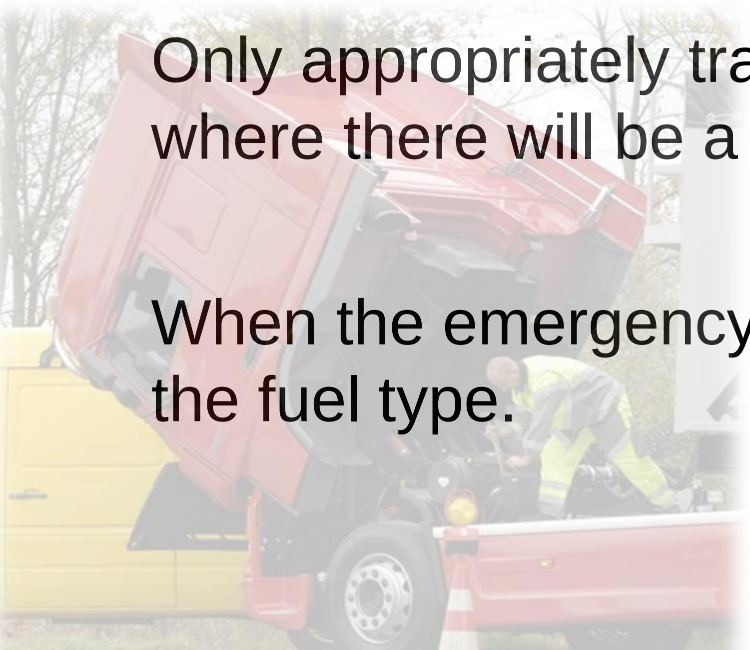
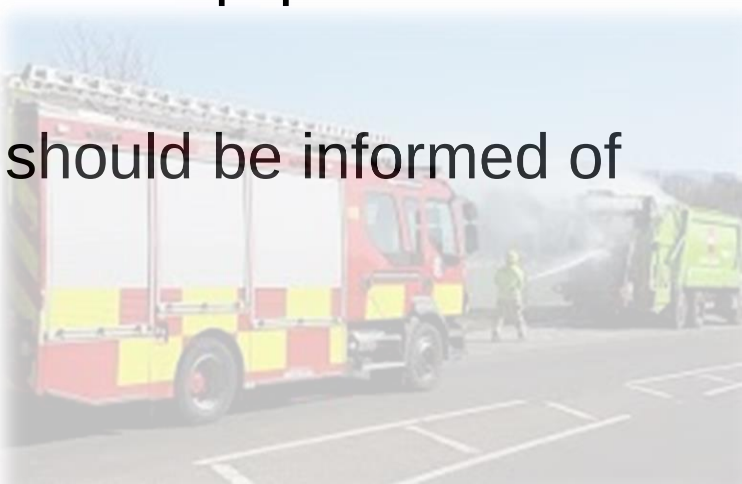
The company should:

- Provide instructions to drivers as to what action to take should the vehicle breakdown.
- Inform the recovery/repair agent of the vehicle’s fuel type.

Only appropriately trained persons should attend breakdowns of gas vehicles where there will be a requirement to work on the gas installation/equipment.

When the emergency services are called to incidents, they should be informed of the fuel type.





Staff competence & safety:
2) Engineers / technicians

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Staff competence: Safety inspections

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Knowledge level:

Equivalent to Electric Vehicle Routine Maintenance (Level 2), with modules that include:

- CNG/LNG/Hydrogen vehicle system components and operation.
- Hazards surrounding gas vehicles.
- How to reduce the risks to yourself and others when working on gas vehicles.
- Safely preparing gas vehicles for inspections and entering workshops.
- How to vent systems safely.

Plus, a skills assessment on how to:

- Undertaking safety checks prior to preparing to inspect a gas vehicle.
- Undertake venting process safely.

Staff competence: Servicing/maintenance/repair

Knowledge level:

Equivalent to Electric Vehicle System Repair and Replacement (Level 3), with modules that include:

- Working safely on a gas vehicle.
- Using information to carry out the task.
- Carrying out repairs on gas systems.
- Processes for isolating and discharging gas.
- Standards to be applied for installation and pressure testing of tanks, pipes and components.
- Recording information and making suitable recommendations.

Plus, a skills assessment on how to:

- Isolate and discharge gas storage systems.
- Remove, install and check replacement tanks, pipes and components.

Staff competence: Body damage/repairs

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Knowledge level:

Equivalent to at least Electric Vehicle Routine Maintenance (Level 2), plus modules that include:

- Processes for isolating and discharging gas.
- Standards to be applied for installation and pressure testing of tanks, pipes and components.

Plus, a skills assessment on how to:

- Isolate and discharge gas storage systems.
- Remove, install and check replacement tanks, pipes and components.

Scope and limitations of activities: As for “Inspections” and or “Servicing / maintenance / repairs”.

Safety

Dynamic Risk Assessments – Knowledge:

- Of knowing what action to take and when.

Pre-inspection checks – Prior to vehicle entering workshop:

- Equivalent to gas test on a drivers walkaround check equivalent to Electric Level 1, plus
- The ability to ventilate system if necessary.

Scope and limitations of activities – No undertaking of repair to gas system, without:

- The necessary Level 3 training and
- Correct facilities/tools.

Staff competence & safety:

3) Breakdown/recovery

Staff competence & safety: Breakdown/recovery

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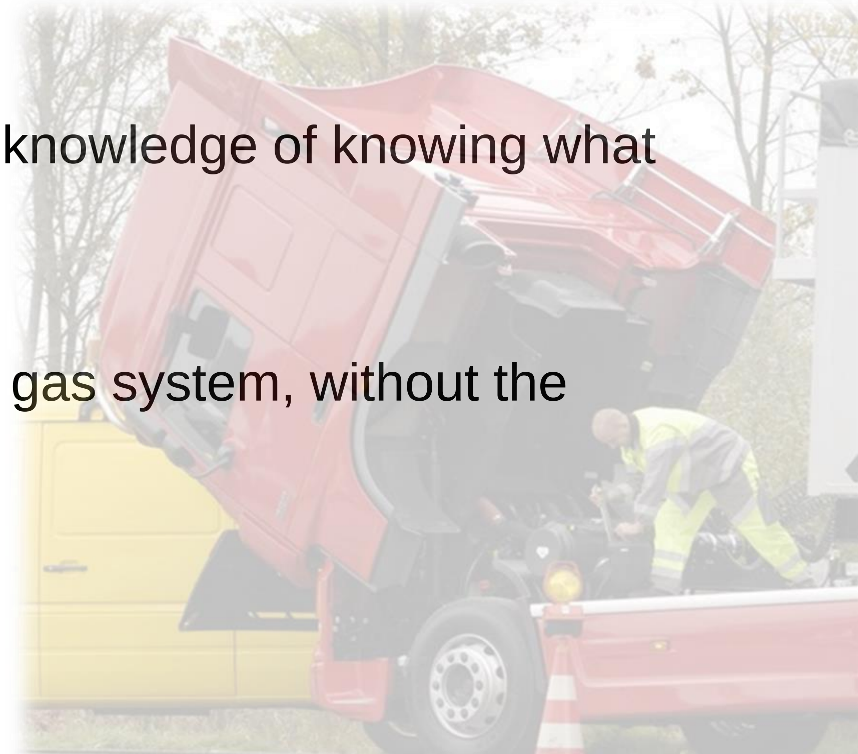
Knowledge level

Equivalent to Electric Hazard Management (Level 2), with modules that include:

- Those in Level 1, plus
- Knowledge required to work safely around gas vehicles.

Safety measure – Requirements for dynamic Risk Assessments, knowledge of knowing what action to take and when.

Scope and limitations of activities – No undertaking of repair to gas system, without the necessary Level 3 training and correct facilities/tools.



Workshop provisions

Workshop safety: The law

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Under “The Management of Health and Safety at Work Regulations”, it’s a legal requirement to undertake Risk Assessments.

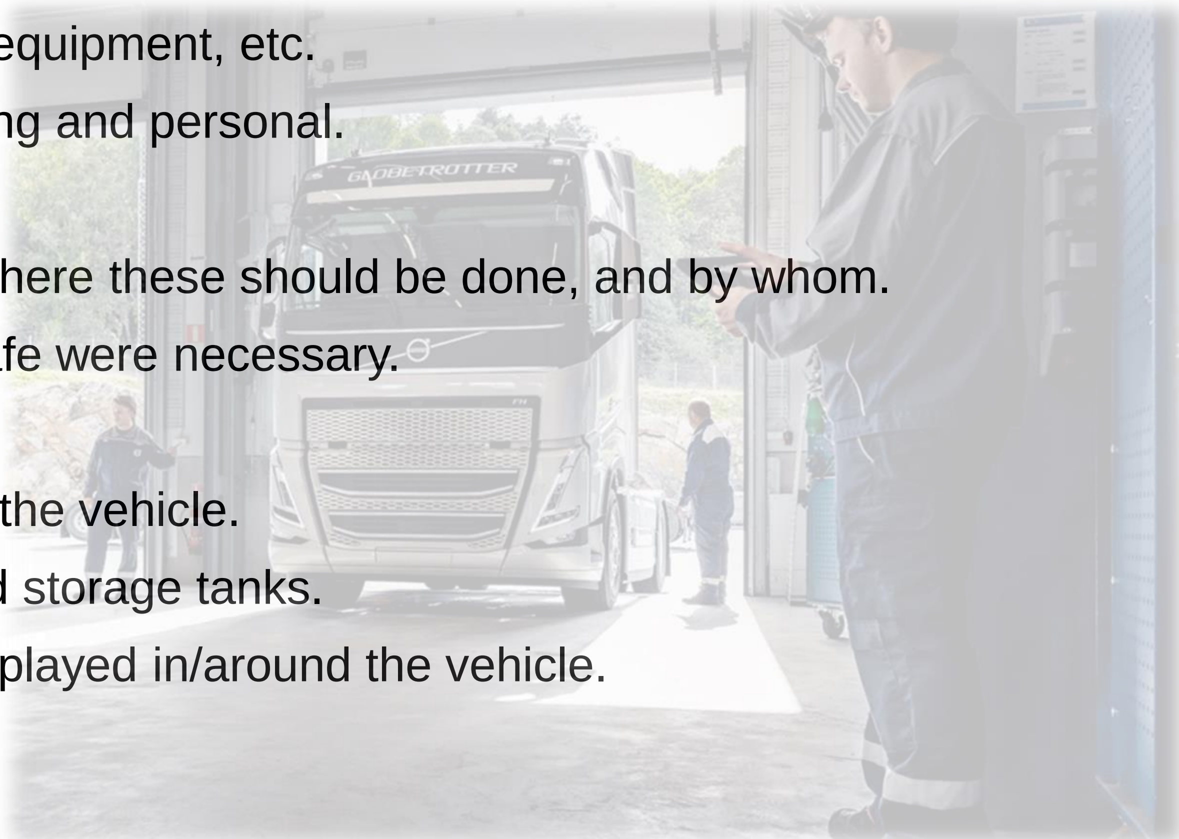
As these vehicles present a different risk to that of diesel-powered vehicles, then you need to consider the suitability of your current risk assessments for these types of vehicles.

Regulations that should be given some considerations are:

- Dangerous Substance and Explosive Atmosphere Regs 2002 (DSEAR).
- Control of Major Accident Hazards Regs 2015 (COMAH).

Workshop safety: Risk assessments

- Undertaken by a competent person.
- Risk assessment must include a DSEAR assessment (must be reviewed every 5-years).
- The risk assessment should include (this is not an exhaustive list):
  - Fire precautions/evacuation notices, warning signs, equipment, etc.
  - Requirements for Gas detectors – both for the building and personal.
  - Lighting & ventilation, detection, alarms.
  - Requirements for venting, when its necessary and where these should be done, and by whom.
  - Tool/equipment requirements/usage – intrinsically safe were necessary.
  - PPE requirements and their usage.
  - Working practices that can be undertaken in/around the vehicle.
  - Working at height if applicable – i.e. for roof mounted storage tanks.
  - Warning signs and safety notices that need to be displayed in/around the vehicle.



What next?

What next: Actions

- ➢ Increase knowledge.
- ➢ Expand training provisions.
- ➢ Push for accredited courses.
- ➢ Spread best practice.

Working with gas powered vehicles

Guidance document

When purchasing new gas powered vehicles, they are frequently maintained by the main dealer network utilising their trained staff who are specialised to their particular product. For those running their maintenance in house, options for training staff on maintaining these vehicles becomes more limited. If or when the vehicles move into the second-hand market, training options for maintenance staff become almost non existent.

Logistics UK has been working with members to identify both training requirements and training provisions for gas powered vehicles. This guidance document highlights the risk to those who may operate and/or work on gas powered vehicles, and outlines a framework of suggested training to be undertaken to demonstrate a minimum level of competence.

Background

In regard to vehicle propulsion systems, motor vehicle apprenticeships and continuous professional development (CPD) of engineers/technicians has, over the past decades, primarily been focused on petrol and diesel internal combustion engines (ICE). Over the past few years and in fitting with the drive towards net zero emissions, there has been a trajectory towards the acquisition of vehicles powered by alternative fuels – one such source is gas.

Over the past five years the motor vehicle industry has been upskilling itself for the rise in electric vehicles and there are now a variety of technical training courses widely available for engineers/technicians to develop their competence in this area. However, what is not widely available are the same courses for gas powered vehicles, possibly due to this being a power source concentrated mainly for heavy vehicles, where vehicle volumes are substantially lower than that for cars.

Working with Logistics UK members established that beyond training offered by original equipment manufacturers (OEM) when purchasing their gas vehicles, there is little else available on the wider market. This is of concern as those vehicles are likely to go into the second-hand market in a few years and there is currently no training available to those who are not buying new vehicles. This potentially leading to a knowledge gap in the industry and hence a rise in the Health and Safety (H&S) risk for those working on such vehicles, their employers, and those in the vicinity.

What is LNG, CNG, LPG and H_2?

Liquified Natural Gas (LNG)

- Mainly methane though may contain some ethane, propane and butane.
- LNG is created by cooling natural gas to -161°C thereby creating a liquid.
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Fig 1: LNG vehicle

[Working with gas powered vehicles]

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“Let’s be careful out there”

1981 – 1987

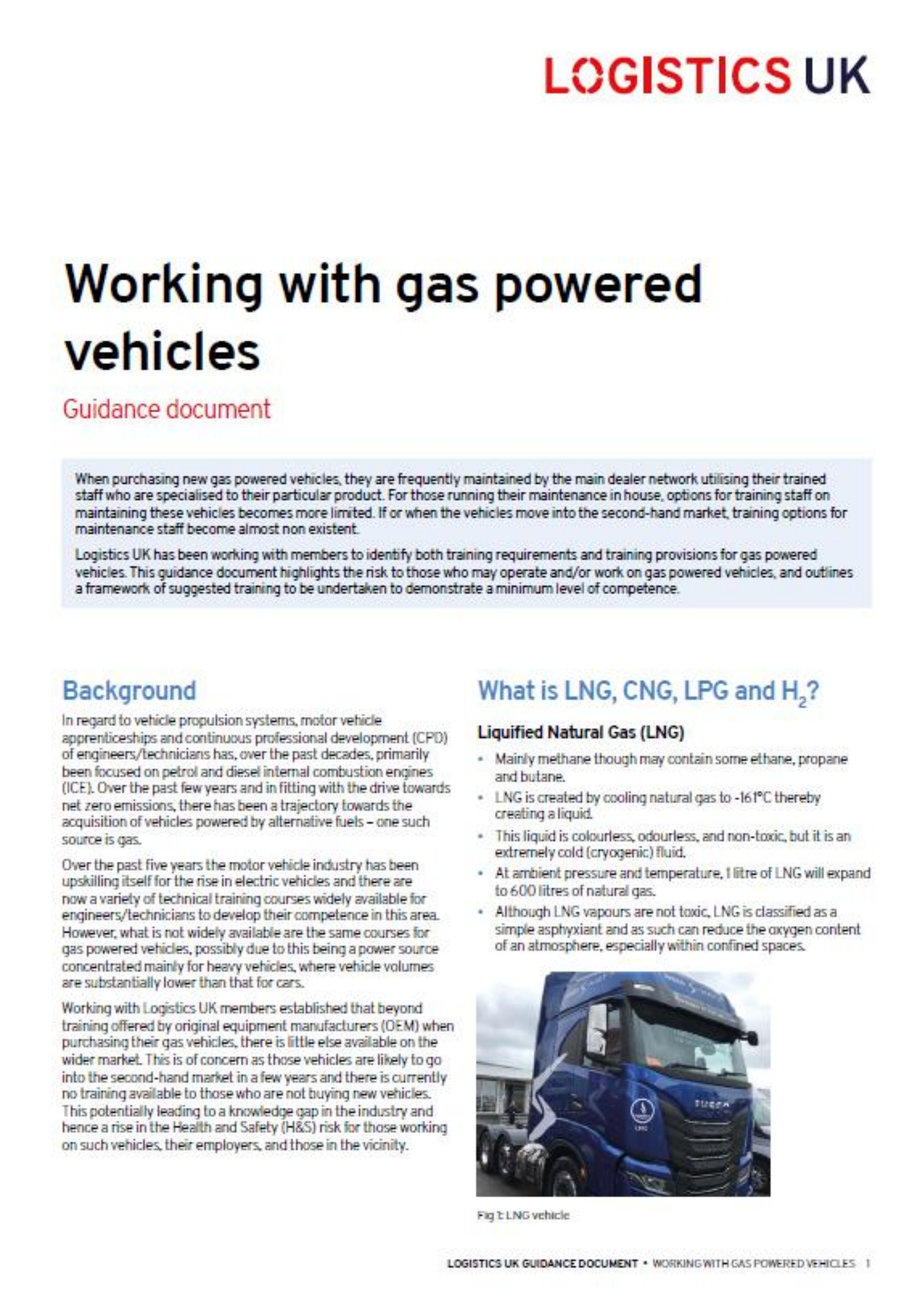

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Fig 1: LNG vehicle

LOGISTICS UK GUIDANCE DOCUMENT • WORKING WITH GAS POWERED VEHICLES 1

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[Working with gas powered vehicles]

MOT failures

The main defect items presenters miss, which DVSA don't!

And what you can do about this.

April 2024

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MOT outcomes

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Although HGV MOT fail rates have continued to drop year on year, the top failure items tend to remain the same.

Initial fail rate

	2013 to 2014	2014 to 2015	2015 to 2016	2016 to 2017	2017 to 2018	2018 to 2019	2019 to 2020	2020 to 2021	2021 to 2022	2022 to 2023
HGV	21.60%	19.90%	17.20%	17.20%	15.50%	15.00%	12.00%	12.33%	13.19%	11.70%
Trailer	14.90%	13.90%	12.30%	12.00%	11.50%	11.50%	9.68%	8.96%	10.14%	8.95%

HGV

1	Aim of Headlamps
2	Lamps
3	Brake Systems and Components
4	Service Brake Performance
5	Steering
6	Suspension
7	Condition of Tyres

Trailer

1	Service Brake Performance
2	Parking Brake Performance
3	Brake Systems and Components
4	Lamps
5	Suspension
6	Rear Markings and Reflectors
7	Spray Suppression, Wings etc
8	Condition of Tyres

What defects and why?

Service Brake Performance (IM 71): Defects

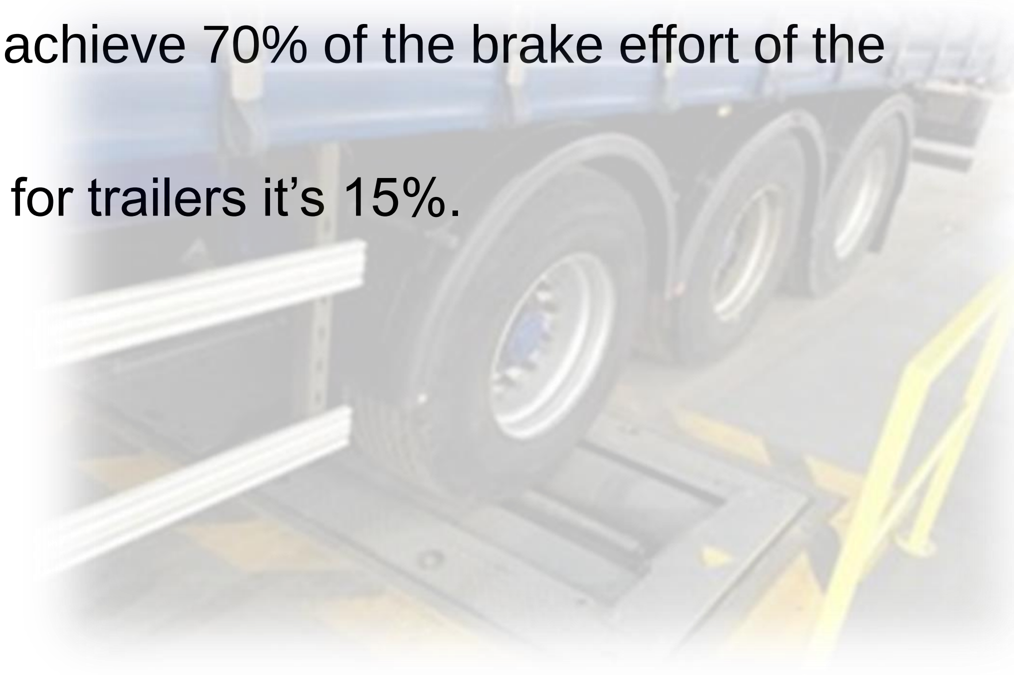
Top 10 position: Trailer No 1, Vehicle No 4

Trailers: 76% of all IM 71 defects are failing to achieve the overall percentage brake performance.

Vehicles: 53% of all IM 71 defects are for significant brake imbalance (failing to achieve 50% of the brake effort of the other wheel across an axle.

The other main IM 71 defect is major imbalance – failing to achieve 70% of the brake effort of the other wheel across an axle.

For vehicles this accounts for 28% of all IM 71 defects, and for trailers it's 15%.



Service Brake Performance (IM 71): Guidance

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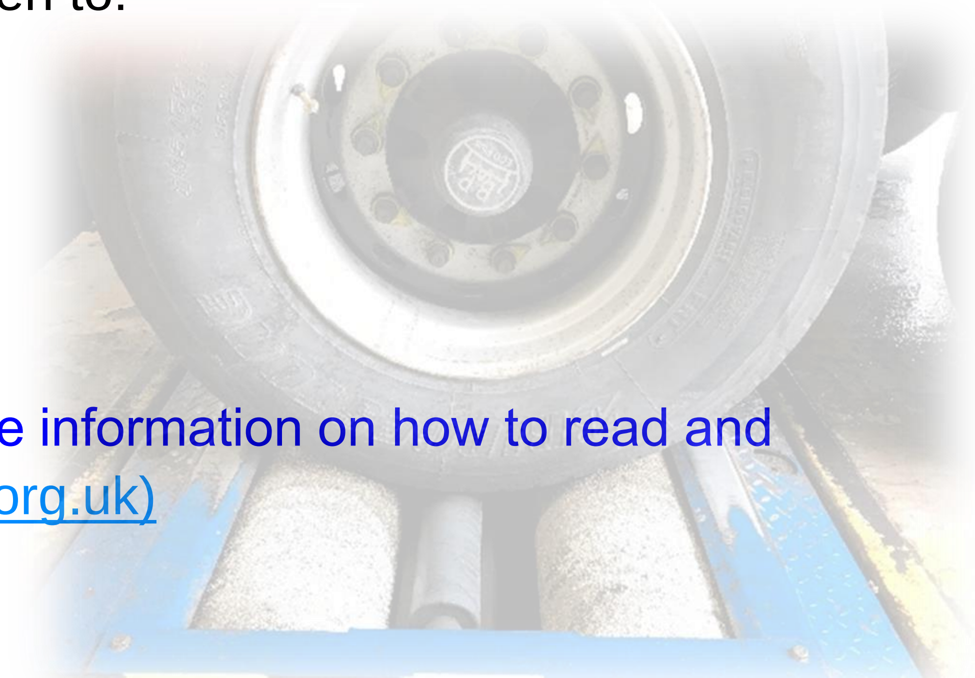
- Undertake a RBT test (on an approved and calibrated machine) as part of your preparation.
- Do test in the same condition as that to which it will be MOT tested – laden where necessary.
- Operation should be undertaken in the same manner as that of the MOT.
- Applying the brakes slooooooowly!!!!
- Analyse the results fully – particular interest should be given to:
  - Low figure lock-outs, or
  - High percentage imbalances across an axle.

  As these may indicate a potential brake problem!



Logistics UK's Brake Test guidance documents provides more information on how to read and understand brake test reports – go to GetFile.aspx (logistics.org.uk)

Headlamps Aim (IM 67): Defect & Guidance

Top 10 position: Vehicle No 1

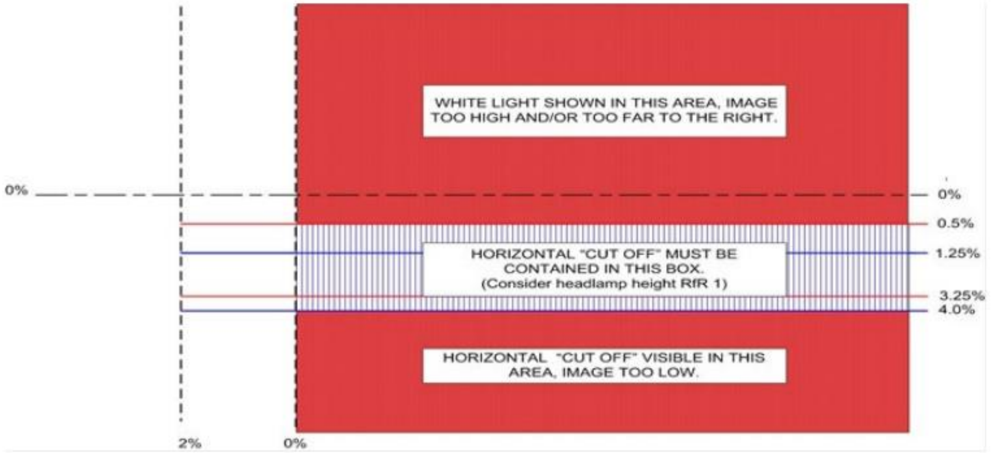
86% of all failures for IM 67 are due to a headlamp beam being too high, or low.

Guidance:

- Always check the vehicles headlamps in the same condition as it will be presented for MOT.
- For example, if it is to be loaded for test, check it in its loaded state.
- Ensure the suspension has settled – this may require some dynamic braking events.
- Have the tools available to adjust.

European checked on Dipped Beam

Align the headlamp aim testing equipment to the vehicle in accordance with the manufacturer's instructions.



Parking Brake Performance (IM 73): Defect & Guidance

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Top 10 position: Trailer No 2

89% of IM 73 trailer failures are for failing to achieve the overall percentage brake performance.

Guidance:

- Undertake a RBT test (on an approved and calibrated machine) as part of your preparation.
- Do test in the same condition as that to which it will be MOT tested – laden where necessary.
- Operation should be undertaken in the same manner as that of the MOT.
- Analyse the results fully.

Lamps (IM 63): Defects

Top 10 position: Vehicle No 2, Trailer No 4

79% of all vehicle lamp failures, and 83% of trailer lamp failures are due to an obligatory lamp missing or inoperative.

Logistics UK inspections suggest that the lamps most overlooked are outline marker lamps – those that are fitted upwards of the eye line.

Lack of clarity on implementation dates for obligatory lamps, may also contribute to this!

Lamps (IM 63): Guidance 1 of 2

End outline marker lamps: are required to be fitted to:

- Vehicles first used from 1 April 1991.
- Trailers manufactured from 1 October 1990.

and which in both cases are more than 2.1m wide.

Rear fog lamps: must be fitted to vehicles first used, and trailers manufactured from 1 April 1980.

Reversing lamps: are required for motor vehicles first registered from 1 September 2009.

Front fog lamps: only applies to vehicles first registered from 1 March 2018.

Lamps (IM 63): Guidance 2 of 2

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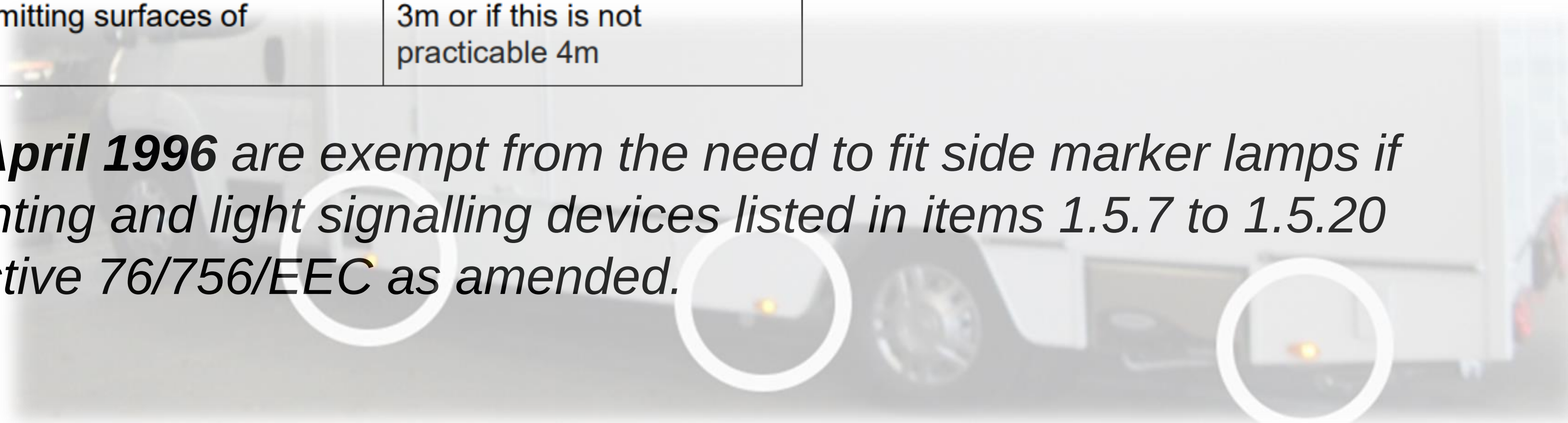
Side marker lamps: must be fitted to:

- Vehicles with an overall length exceeding 6m first used from 1 April 1991.
- Trailers with an overall length exceeding 6m manufactured from 1 October 1990.
- Trailers with an overall length exceeding 9.15m manufactured before 1 October 1990.

Two or more marker lamps must be fitted at each side to ensure that the following is complied with:

Maximum distance of the foremost marker lamp from the front of the vehicle or trailer, including any drawbar	4m
Maximum distance of the rearmost marker lamp from the rear of the vehicle or trailer	1m
Maximum distance between the light emitting surfaces of adjacent marker lamps	3m or if this is not practicable 4m

Vehicles first used before 1 April 1996 *are exempt from the need to fit side marker lamps if they are fitted with all of the lighting and light signalling devices listed in items 1.5.7 to 1.5.20 of Annex 1 of Community Directive 76/756/EEC as amended.*



Braking Systems & Components (IM 59): Defects

Top 10 position: Trailer No 3, Trailer No 3

The main IM 59 defects are:

- Brake actuators, master/wheel cylinders, valves and servos:
    - Leaking air or fluid.
    - Cracked.
    - Excessively damaged or corroded.
- Braking system & components:
    - Damaged or deformed flexible hoses.
    - Excessively corroded brake pipes.

Other main defects relate to braking components with ineffective, insecure or missing locking device on a brake rod/linkage/slack adjuster, etc!

Braking Systems & Components (IM 59): Guidance

Air/Fluid leaks:

- Always check the whole braking system and hoses under full pressure, using an assistant where necessary.

Condition of components:

- Moving components should be assessed via repeated operation, checking for security and operation.
- Ensure vehicle and components are reasonably clean – so you can evaluate their condition.
- Where there are replacement components, check they've been fitted correctly and completely, look out for:
  - Missing split pins.
  - Loose locking/retaining nuts.

Steering (IM 54): Defects

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Top 10 position: Vehicle No 5

- 29% of all IM 54 defects relate to ball joint:
    - Covers missing.
    - Insecure.
    - Excessively damaged, or
    - Severely deteriorated.
- 11% are where a steering component, wheel or tyre is fouling the vehicle.
- 8% relate to retaining or locking devices being ineffective, not fitted, or insecure

Steering (IM 54): Guidance

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Condition of components: same as the guidance for brakes.

Components fouling:

- If possible, check for fouling over the whole steering range.
- Undertake function with the vehicle in the condition it will be presented for test.

Locking devices:

- Check for the presence and security.
- Where replacement components are fitted/identified, check they have been fitted correctly and completely.

Using a tapping hammer:

- These as an effective tool to check for security of fixing of loose components.

Suspension (IM 48): Defects

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Top 10 position: Vehicle No 6, Trailer No 5

There are a variety of defects noted in this area.

Vehicle main defects:

- 13% for deteriorated rubber or bonded bushes.
- 13% for insecure suspension components.
- 9% for fractured leaf springs.
- 8% for damaged, worn or distorted components.
- 8% for air leaks.

Trailers main defects: air suspension, valves, pipes and bellows:

- 23% for components displaced, deflated, kinked and/or damaged.
- 12% for being insecure.
- 10% are for shock absorber being insecure and/or damaged.

Suspension (IM 48): Guidance

Condition of components:

- Components need to be reasonably clean for a meaningful evaluation to be made of their condition.
- Check for presence.
- Check mounting points, as well as components.
- Listen for air leaks.

Condition of Tyres (IM 08): Defects

Top 10 position: Vehicle No 7, Trailer No 8

- 36% of vehicle tyre failure defects and 40% of trailers, are for exposed ply or cords.
- 31% of vehicle tyre failure defects 45% for trailers, are due to cuts in a tyre deep enough to reach the ply or cords.
- 14% of vehicle tyre failure defects are due to the tyre, fitted on a front steered axle, being over 10 years old!

Condition of Tyres (IM 08): Guidance

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Condition of tyres:

- Check the whole 360º of a tyre for cuts and/or exposed ply or cords – rotate tyres.
- Both the tread area and both side walls of each tyre should be examined.

Where a cut (of 25mm or 10% of the section width) is seen, then further investigation should be made to ensure that the cut does not reach the ply or cords – **care should be taken to avoid injury, sharp implements should not be used.**

Age of tyres: try to identify tyre age marking and note this on your records.

NOTE: No tyre over the age of 10 years should be fitted to the front steered axle of an HGV.

Tyre code and meaning look like this:

Week: 50

Year: 2019

Markers & Reflectors (IM 62): Defects

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Top 10 position: Trailer No 6

88% of all failure items in this category are for reflectors, either:

- Missing.
- Incorrectly positioned, or
- Showing the wrong colour.

Markers & Reflectors (IM 62): Guidance

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Reflectors:

- Every motor vehicle and trailer requires 2 red reflectors facing to the rear.
- Trailers manufactured from 1 October 1990 require two white reflectors facing to the front.

Front Reflectors (trailers only): The maximum height from the ground is 900mm, if this is impractical it can be 1500mm. White front reflectors must be fitted to the front of each section of a combination trailer.

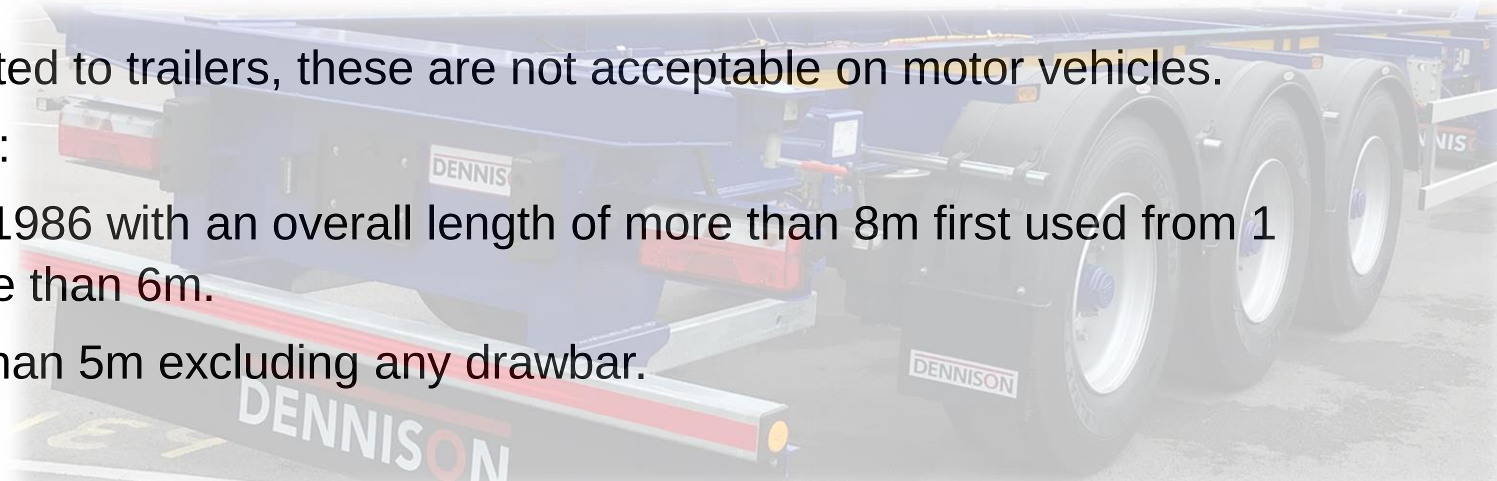
Rear Reflectors: The maximum height from the ground is 900mm, though there are some exceptions:

- If 900mm is impractical it can be 1500mm.
- For vehicles used before 1 April 1986 and trailers manufactured before 1 October 1985 the maximum height is 1525mm.

Triangular shaped reflectors can only be fitted to trailers, these are not acceptable on motor vehicles.

Side reflectors: are required to be fitted to:

- Motor vehicles first used before 1 April 1986 with an overall length of more than 8m first used from 1 April 1986 with an overall length of more than 6m.
- Trailers with an overall length of more than 5m excluding any drawbar.



Spray Suppression (IM 14): Defects

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Top 10 position: Trailer No 7

- 47% of failures are due to the spray suppression being clogged with mud or debris.
- 23% of failures are a result of the dimensional requirements not being complied with.

Spray Suppression (IM 14): Guidance

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Spray suppression is required on the following:

Motor Vehicles	Trailers
a. exceeding 12 tonnes design GVW, and first used from 1 April 1986.	a. exceeding 3.5 tonnes design GVW and manufactured from 1 May 1985.
	b. exceeding 16 tonnes design GVW with 2 or more axles, whenever manufactured.

Cleanliness:

Ensure the cleaning of a vehicle for inspection includes spray suppression – to do this effectively requires the use of a high-pressure jet washer.

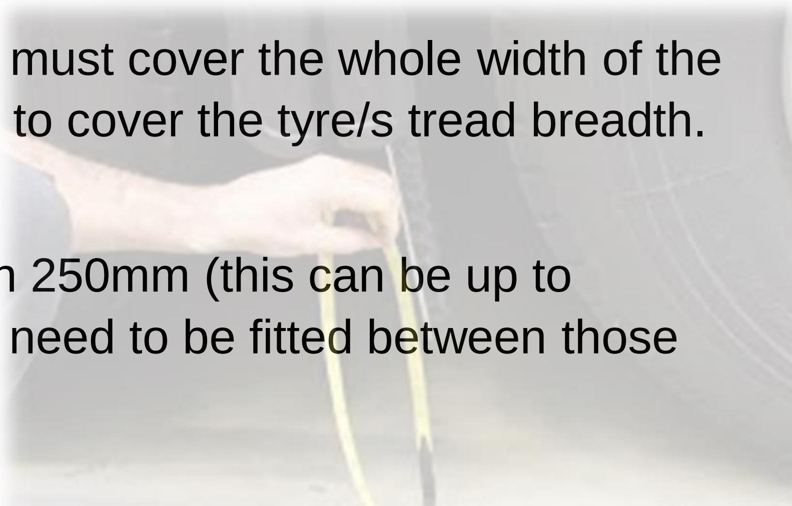
Dimensional requirements:

There are requirement for different types of spray suppression (see Inspection Manual), the general rules are:

- **Height of the flap from the road** – 200mm, this can be increase to 300mm in some circumstances.
- **Width of coverage** – for vehicles/trailers first used from 01st April 2000 it must cover the whole width of the tyre/s. For vehicles/trailers first used before 01st April 2000, it only needs to cover the tyre/s tread breadth.

Fitment between wheels:

For multi-axle arrangements, if the distance between the tyres is greater than 250mm (this can be up to 290mm in some circumstances), then additional spray suppression flaps will need to be fitted between those tyres.



So, what can we do?

Top MOT fail items

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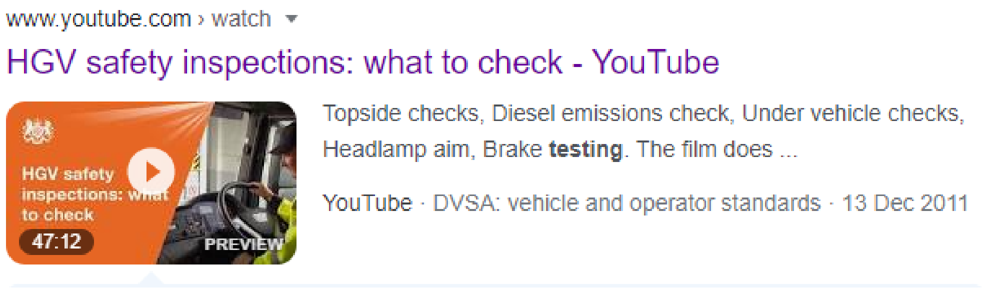
What can <u>YOU</u> do?

- ➢ Share these slides to highlight the main defects in the top failure items.
- ➢ Promote inspection standards, not MOT standards.
- ➢ Invest in Safety Inspection training.
- ➢ Commit to progressive technical training.
- ➢ Undertake CPD – use current documents/videos, ie:

https://www.youtube.com/watch?v=VJwTN2jQfMM



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MOT failures

The main defect items presenters miss, which DVSA don't!
(And what you can do about this)

Guidance document

The Driver and Vehicle Standards Agency (DVSA) are responsible for carrying out vehicle annual tests (MOT). Although HGV MOT fail rates have continued to drop year on year, the top failure items tend to remain the same.

Logistics UK has been analysing the detail behind these failures, to identify the main causes. This guidance document highlights the common failure items and provides ideas on how to ensure those preparing vehicles for MOT don't miss the defects DVSA will identify.

HGV

		Year	
		2022-23	2021-22
1	Aim of headlamps	2.26%	3.34%
2	Lamps	2.15%	3.33%
3	Brake systems and components	1.71%	3.80%
4	Service brake performance	1.27%	1.86%
5	Steering	1.13%	2.43%
6	Suspension	0.99%	2.59%
7	Condition of tyres	0.79%	5.27%

Trailer

		Year	
		2022-23	2021-22
1	Service brake performance	3.20%	4.36%
2	Parking brake performance	2.17%	3.12%
3	Brake systems and components	1.32%	2.65%
4	Lamps	1.21%	1.91%
5	Suspension	0.82%	1.95%
6	Rear markings and reflectors	0.47%	0.77%
7	Spray suppression, wings etc	0.45%	1.06%
8	Condition of tyres	0.43%	2.15%

Introduction

DVSA Vehicle Assessors (VA) carry out the vehicle inspections utilising the HGV Inspection Manual to provide details of what items get inspected and the reasons for rejection. Defects not meeting the minimum standard are categorised into one of three categories depending on their severity:

- Minor – deficiencies having no significant effect on the safety of the vehicle/trailer or impact on the environment and other minor non-compliances.
- Major – deficiencies that may prejudice the safety of the vehicle/ trailer, have an impact on the environment, put other road users at risk or other more significant non-compliances.
- Dangerous – deficiencies constituting a direct and immediate risk to road safety or having an impact on the environment.

Note: The MOT inspection is the minimum acceptable standard of roadworthiness and doesn't allow for further deterioration in service as a normal preventative maintenance inspection should.

Our analysis used DVSA data for the top failure items 2022-23 and defect description data 2023-24 (up to and including 15 November 2023).

Each defect category is listed and analysed to identify the main causes with prevention guidance.

Service brake performance (vehicle – No 4, trailer – No 1)

For 'service brake performance', the main defect for trailers (76%) is failing to achieve the overall percentage brake performance.

The main defect for vehicles (53%) is significant brake imbalance (failing to achieve 50% of the brake effort of the other wheel across an axle). DVSA categorise this as a 'Dangerous' defect and could result in prohibition action and possible follow-up action.

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MOT Failures –
The main defect items presenters miss, which DVSA don't!
(And what you can do about this)

Upcoming activities and events

Freight council

- Regional councils over the UK: 1 May – 23 May
- Customs and Trade Council: 9 May

https://logistics.org.uk/membership/logisticsuk-councils

Forums and working groups

- Engineering Forums: 30 Apr – 16 May

https://logistics.org.uk/membership/logisticsuk-councils

Member briefing – face to face sessions

- Compliance update over the UK: 1 May – 23 May

https://logistics.org.uk/memberbriefings24

Events

- Operating Light Commercial Vehicles: 21 May

https://logistics.org.uk/events/currently-live/operating-light-commercial-vehicles-2024

Logistics UK Support

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- Member advice centre. MAC
- E-News and Logistics magazine.
- Operator Licence Compliance Information Service (OLCIS).
- Training – Driver CPC, Transport Manager, Vehicle inspection.
- Consultancy and Audits.
- Vehicle Inspections.
- Shop.
- Logistics UK Vision - Drivers hours and working time monitoring.


magazine Logistics

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Logistics UK responds to Department of Transport announcement on HGV theory tests for young people

“Allowing young people to start their driver theory training before obtaining their provisional licences will kickstart their route into becoming HGV drivers.

“However, it is worth remembering that driving a vehicle of this size is a technically challenging occupation, which is highly regulated for a reason, and we will be ensuring as part of the consultation that all the necessary training for qualification as a safe and compliant driver is still achieved before taking to the roads.”

READ THE FULL ARTICLE >>

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Customer Service Centre
0371 711 2222*
customerservices@logistics.org.uk

*Calls may be recorded for training purposes

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