

**LOGISTICS UK**

# Compliance Report Webinar

## Keeping Your Vehicles Compliant

20<sup>th</sup> March 2024



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# LOGISTICS UK

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\*Calls may be recorded for training purposes

## 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 wont be able to deal with technical issues during the webinar.

## Questions?

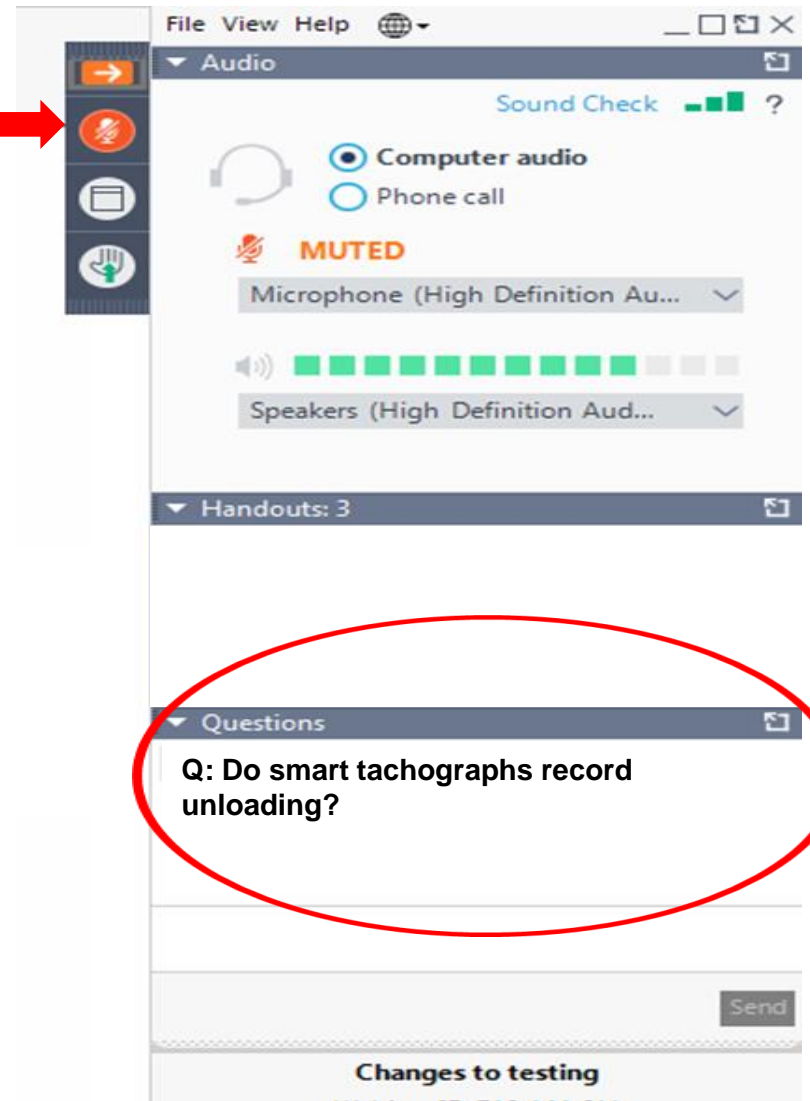
**Please use the question box to ask any questions throughout the webinar.**

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

# Introduction – How to ask questions



Ensure this shows as Muted



# Compliance Report

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- Introduction – operator licensing.
- Compliance report.
- Data – what does the report highlight.
- Roadside encounters.
- Annual test results.
- How do we improve.
- Driver walkaround checks.
- Vehicle maintenance.



## Compliance – operator licensing

Operator licensing in some form, has been part of the road transport industry since the Road Traffic Act of 1933.

Main purpose of goods vehicle operator licensing:

- ensure the safe and proper use of goods vehicles.
- protect the environment around operating centres.

Operator licensing system divides Great Britain into eight traffic areas.

Operator licensing in each traffic area is regulated by a Traffic Commissioner (TC).

Vehicle operations in scope of the goods vehicle operator licensing regulations.



## Compliance – operator licensing

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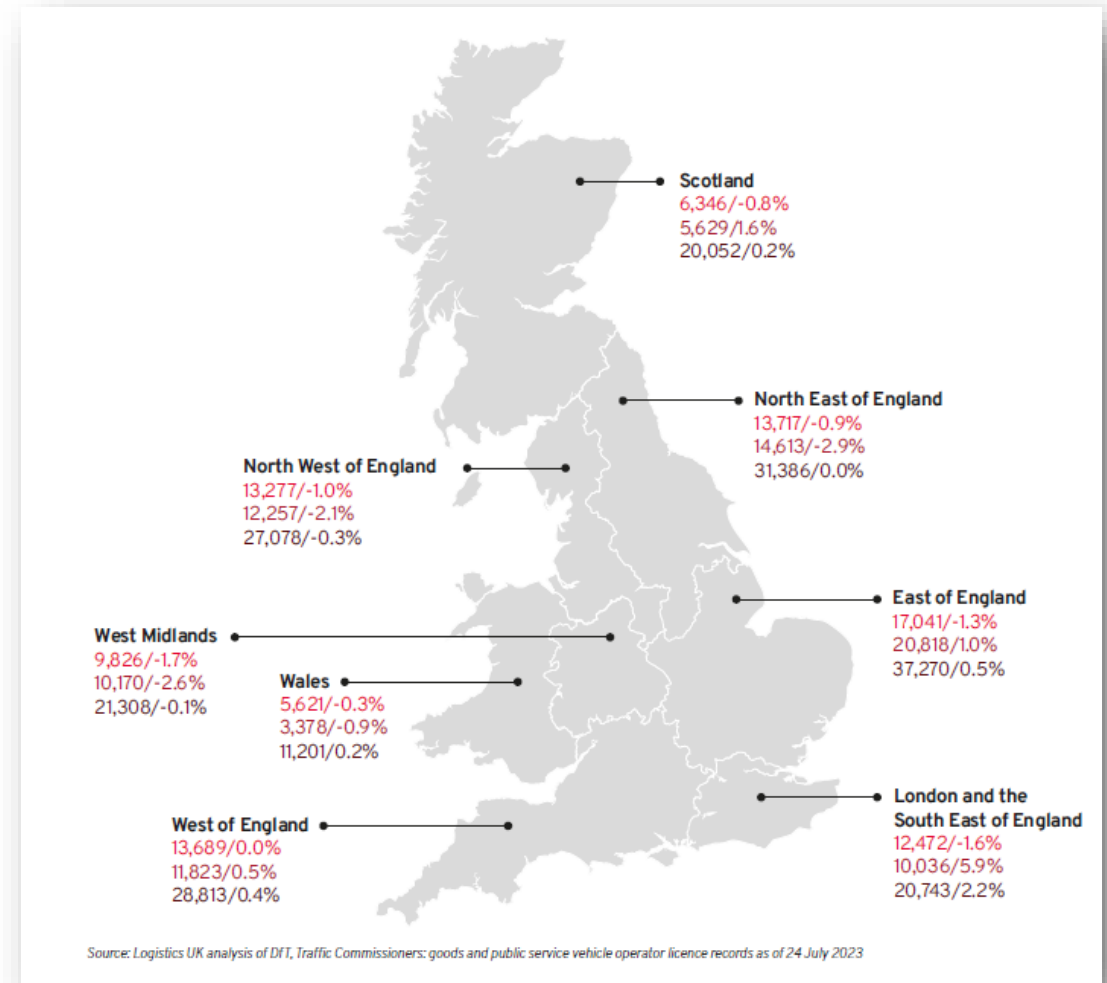
Licence type held with Great Britain (GB) in 2023:

- Restricted – 34,174.
- Standard International – 9,819.
- Standard National – 24,558.



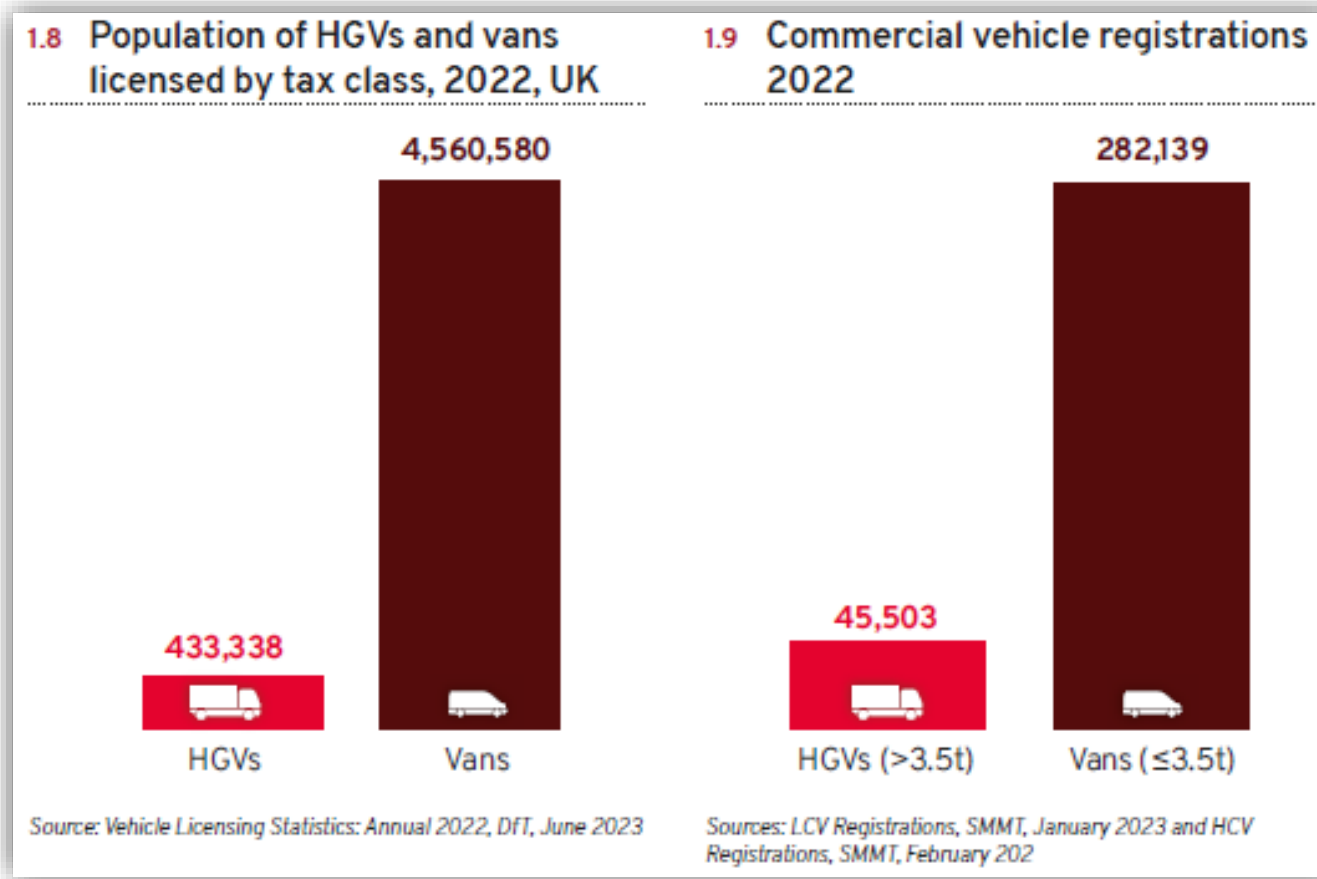
## Vehicles specified on licence?

- **Restricted – 91,989.**
- **Standard International – 88,724.**
- **Standard National – 197,851.**





## Licensed vehicles by tax class 2022/23 -



### Senior Traffic Commissioner's Statutory Document review:

- Upper tribunal decision.
- Operator frequently swapping vehicles on Operator's Licence.
- Number of vehicles 'operated' to remain within the licence margin.



# Operator Licensing - vehicles in possession

- July 2022, Upper Tribunal Ruling:

*‘Operators must specify all goods vehicles in their possession on their operator’s licence, even if they are not used on a public road all the time’.*

- Statutory Document Consultation closed in January 2023.
- Consultation outcome published in March 2023:

*‘In interpreting the legislation and case law, the Senior Traffic Commissioner has concluded that a vehicle which is the subject of a SORN does not require authority on the operator’s licence, although it may still be relevant to the capacity of the operating centre if stored at those premises.’*



## SENIOR TRAFFIC COMMISSIONER

Statutory Document No. 0

### INTRODUCTION TO OPERATOR LICENSING, THE STATUTORY GUIDANCE AND STATUTORY DIRECTIONS

This document is issued pursuant to section 4C of the Public Passenger Vehicles Act 1981 (as amended). Representative organisations have been consulted in accordance with that provision.

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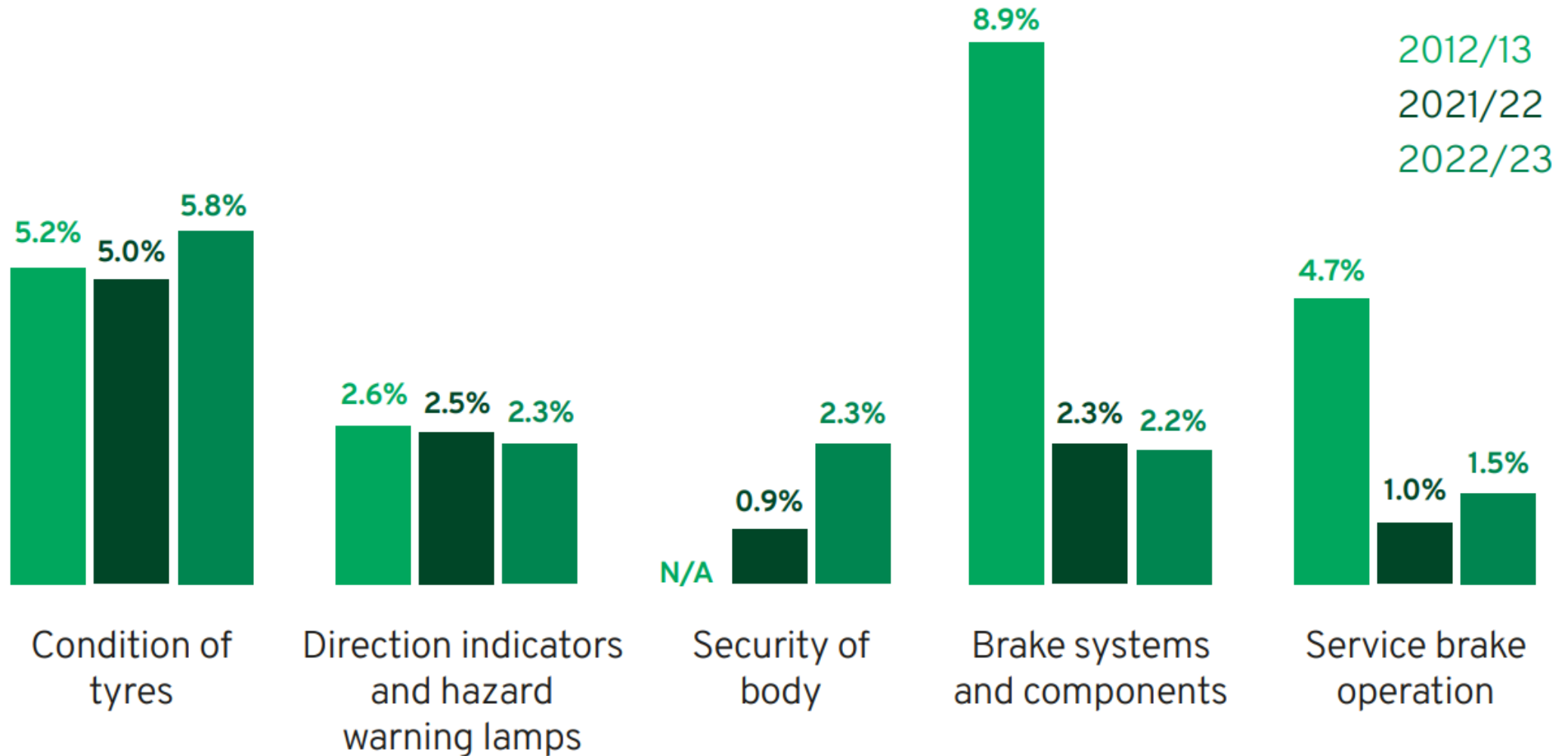
# Compliance Report

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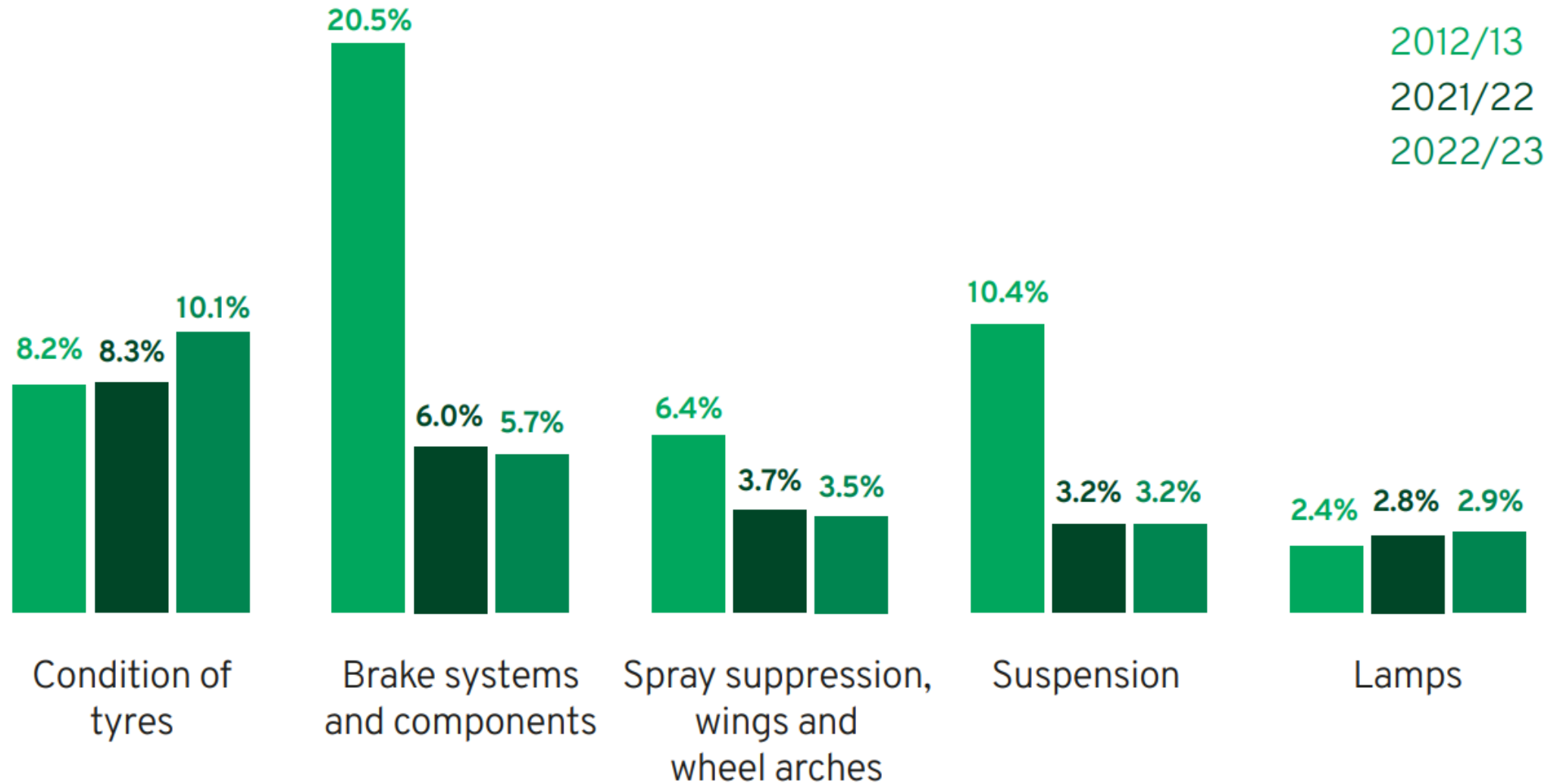
Let's take a look at what the Stat's tell us!

# Top five prohibition defects at roadside and operator's premises (HGV's)



## Top five prohibition defects at roadside and operator's premises (Trailers)

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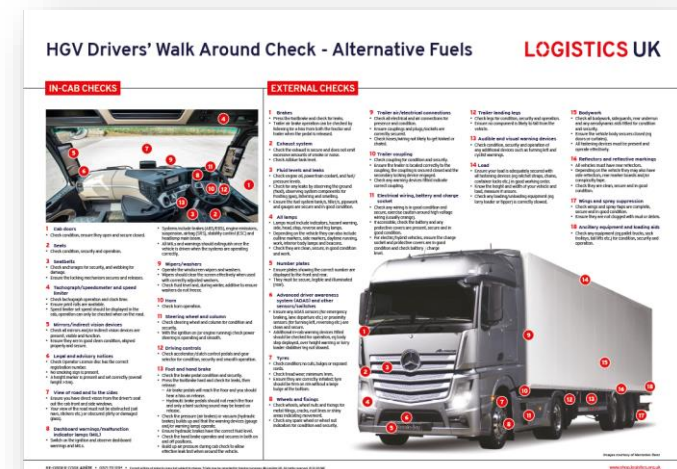


Where do we go from here?



# Drivers walk around checks

- Forming part of the overall maintenance system, the drivers' role of checking their vehicle is very important.
- Drivers should be trained in completing effective walk around checks with documentary evidence to support.
- Training should include how to complete the physical inspection and, correct completion of reports and processes, to ensure defects are notified and repairs are completed.





### How can we improve?

- Driver training – choose relevant driver CPC courses.
- Gate checks.
- Auditing.



## Drivers walk around checks - areas to focus on

- Lamps.
- Tyres.
- Spray suppression.
- Windscreen washers.
- Dashboard warning lights.



- Outline marker lamp inoperative.
- Amber side marker lamp inoperative.
- Registration plate lamp inoperative.

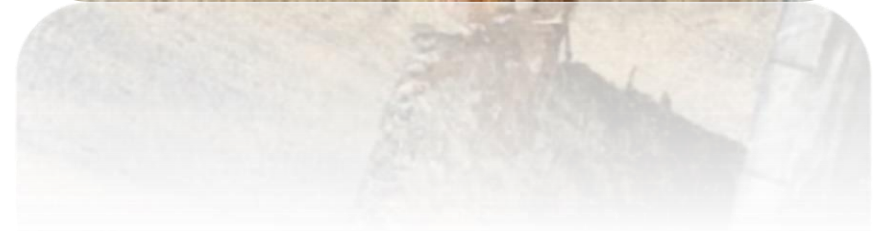


- Tyre cut to cords.
- Tyre under inflated.
- Tyre exposing cords.



## Roadside defect – spray suppression

- Spray suppression flap blocked/dirt contaminated.
- Spray suppression flap not covering full width of tyre/s.
- Spray suppression flap missing.





- Any wiper missing.
- Any wiper damaged or worn.
- Wiper does not move over an adequate area.
- Do not work continually when switched on.
- Windscreen washers not working or not providing sufficient fluid to clear the screen.

# Roadside defect – dashboard warning lamps

- Any lamps that remain illuminated, should be investigated.
- Any component forming part of ADAS missing/damaged/disconnected/malfunctioning.
- Emissions Warning Lamps.

### Guidance for workshop staff on checking Advanced Driver Assistance Systems (ADAS) on HGVs

#### Briefing note

Advanced Driver Assistance Systems (ADAS) are becoming increasingly more common on today's trucks and trailers; however, there is very little guidance available from manufacturers or the authorities on how to check these systems. Logistics UK has worked with its members to produce some simple guidance on checking these systems which we hope other users will find of use.

Please note, this guidance is correct at the time of writing, though new systems may have been developed and fitted to vehicles since this publication.

#### Warning lamp confirmation of operation/malfunction

Most manufacturers' warning lamp systems work on a 'fill and forget' basis - the system will check itself and tell the driver if there is a problem. When the ignition is switched on, a 'system check' is undertaken. This usually results in all the 'tell-tale' warning lamps (see below) illuminating for a few seconds and then extinguishing, unless a system is active (eg, the fuel level is low or the handbrake is applied) or the system is faulty (see below left).

These warning lamp systems are all usually fitted within the driver's dashboard, but there are some that may not be (eg, close proximity indicator lamps are fitted to external mirrors - see below) but which have the same type of checking functionality so need to be checked during the warning lamps' activation period. This may necessitate the check being performed several times (see below right).

Any ADAS warning lamps that remain illuminated may indicate a fault in the system, so should be investigated. Should the safety of the vehicle be compromised, the faults will need to be resolved before the vehicle is put into service.



What about the annual test?

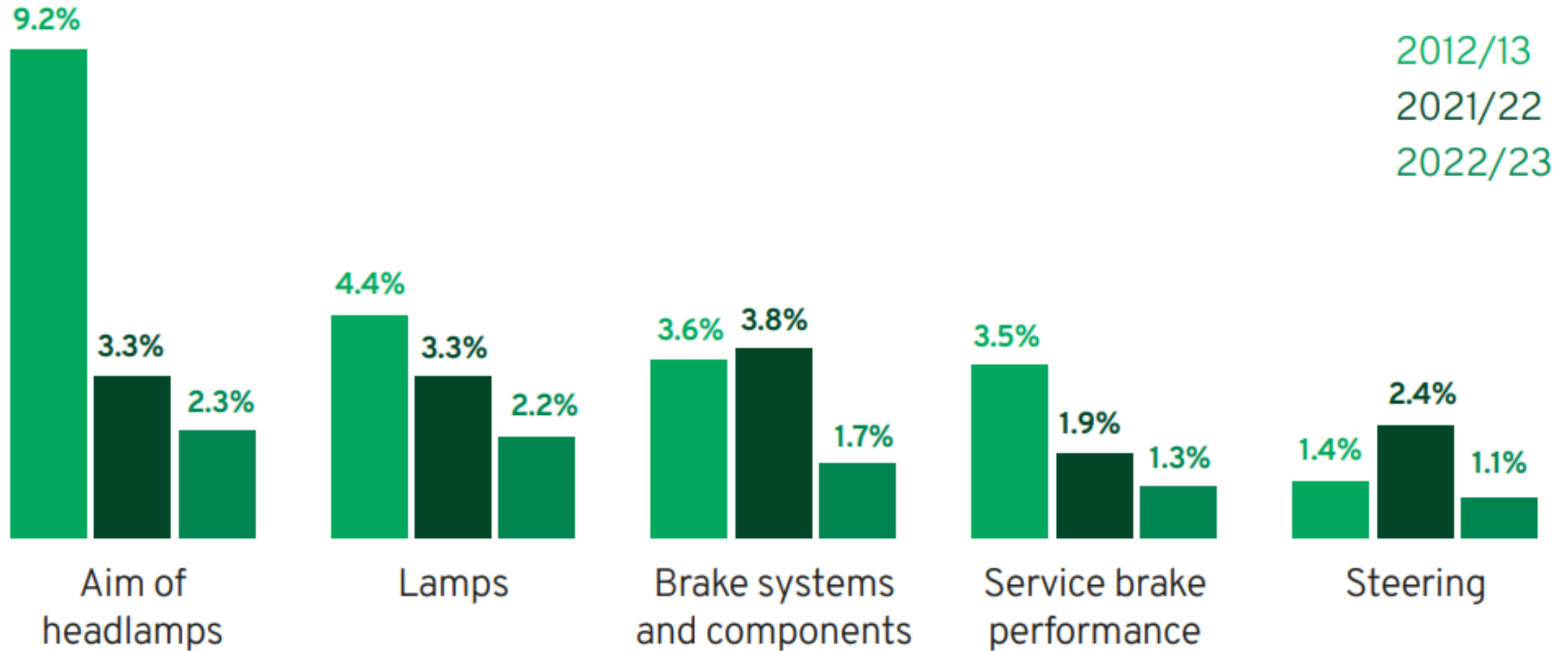
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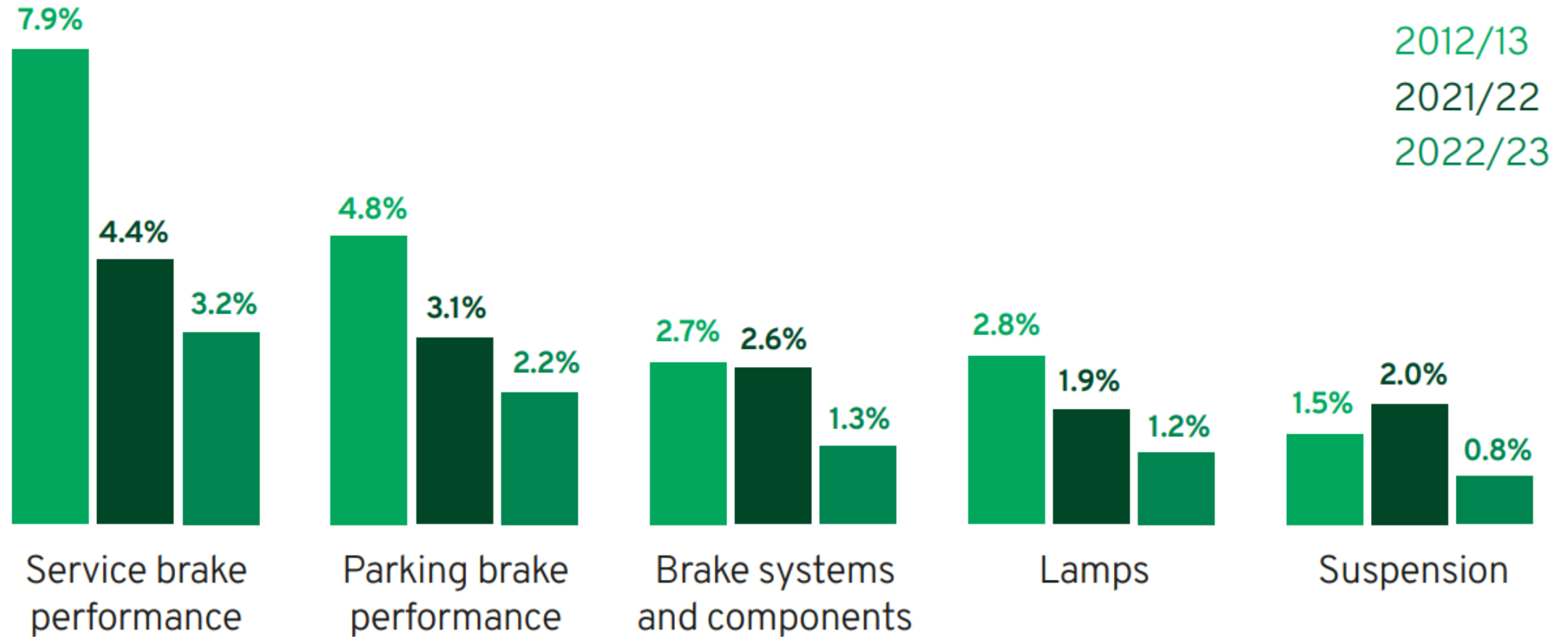
## Top five annual test fail items - HGV

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## Top five annual test fail items - trailers

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What's the best course of action?





How can we improve:

- Maintenance providers.

What is their annual test pass rate?

- Technician training.

IRTEC Inspection Licensing

- Understanding your inspection report.

Brake testing guides

## Annual test failure – markers and reflectors

- Every motor vehicle/trailer must have two RED reflectors facing the rear.
- Trailers manufactured from 1 October 1990, require two WHITE reflectors facing towards the front.
- Reflectors have specific height placements on vehicle/trailer:
  - Front reflectors.  
(trailers only)
  - Rear reflectors.  
(Triangular on Trailers)
  - Side reflectors.



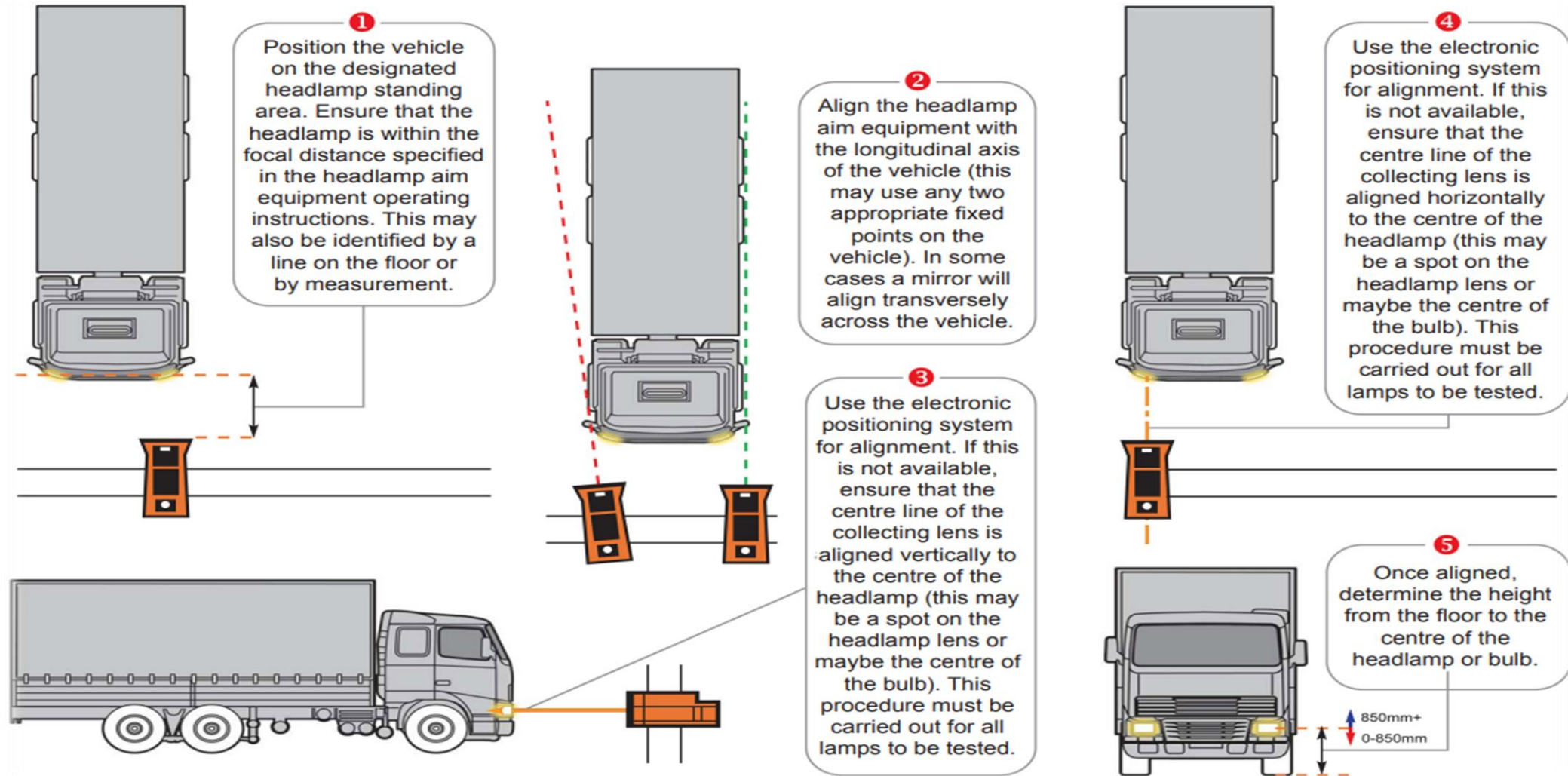
## Annual test failure - headlamps

### General checks before annual test:

- Is the headlamp free of condensation, the lens clean and the reflector in good condition?
- Has the bulb of the headlamp been changed?
- Are these secure?
- Is the vehicle fitted with headlamps that dip to the right?
- Are the adjusters easily accessible?
- Does the in-cab headlamp adjustment device work?
- Correctly set up.



# Annual test failure - aim of headlamps



## Annual test failure - suspension

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### Vehicle

13% on deteriorated rubber/bonded bushes.

13% for insecure suspension components.

9% for fractured leaf springs.

8% for damaged, worn or distorted components.

8% on air leaks.

### Trailer (air suspension, valves, pipes and bellows)

23% for components displaced, deflated, kinked/damaged.

12% for being insecure.

10% for shock absorber being insecure/damaged.





## Annual test failure - steering

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The steering mechanism is another vital component of HGV maintenance with 11% of test failures being on steering.

What to look out for?

- Inspect your power steering.
- Check the hydraulic fluid level.
- Check for leaks.
- Roughness or stiffness in operating the steering wheel.
- Retaining or locking device missing/ineffective.



What are the legal requirements?

Operators must satisfy themselves that the methods used to assess brake performance are sufficient to meet the requirements of *Regulation 18 of The Road Vehicle (Construction and Use) Regulations 1986 18 (1)* :

"Every part of every braking system and of the means of operation thereof fitted to a vehicle shall be maintained in good and efficient working order and be properly adjusted."

Annual test failure - brake system and components

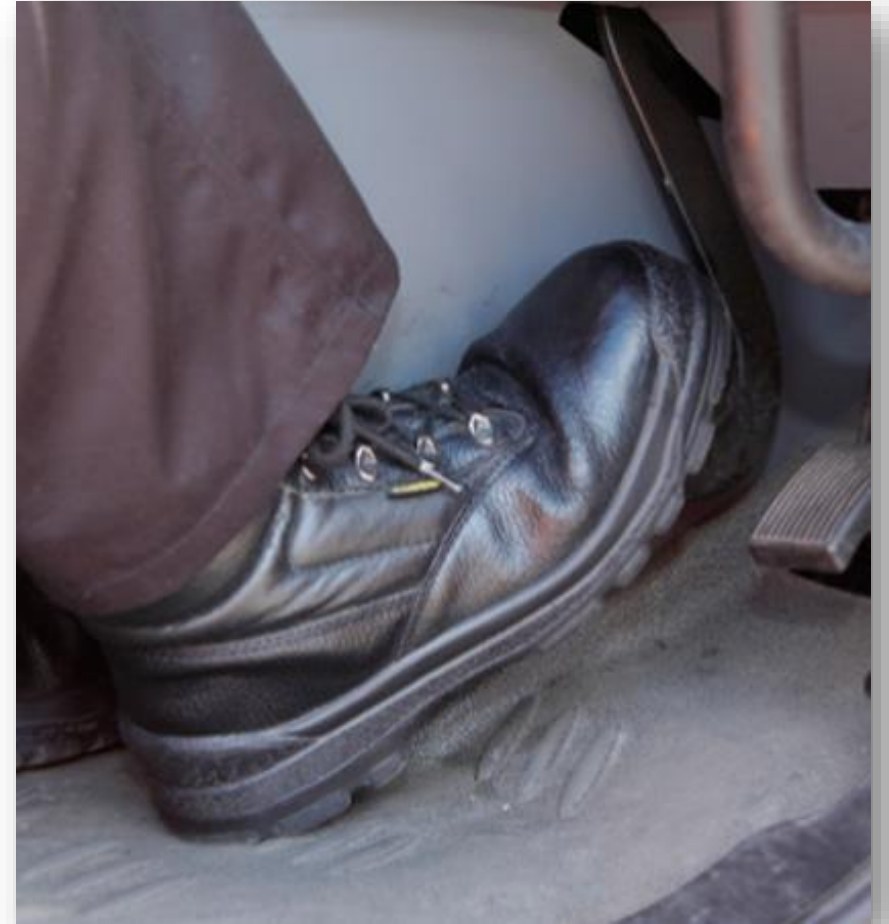
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## Annual test failure - service brake performance

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- Trailers - failing to achieve the overall brake percentage performance.
- Vehicles – significant brake imbalance.



## Annual test failure - parking brake

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### Trailer parking brake performance:

- 89% of failure in this area are for failing to achieve the overall percentage brake performance.



### Roller Brake Testing (RBT)

Where do the laden requirements come from?



## Roller brake testing equipment – what do we need to look for? **LOGISTICS UK**

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- Uncontaminated.
- Calibrated.

- Good condition.
- Clean.



# Roller brake testing – what do we need to look at to improve? **LOGISTICS UK**

- Condition of equipment.



- Conduct.



- User error.

DETAILED BRAKE TEST RESULTS Full Test 1804

Dip Number : 91878 Type Approved GVTS: Registration No [REDACTED]  
 Vehicle Make : SCANIA Date : 16/02/2023 Time : 13:07:12  
 Vehicle Type : 3 AXLE TRACTOR UNIT GVW : 27000 (kg) GVW:50000 (kg)

axle	weight	Service N/S	Service O/S	Braking N/S	Braking O/S	TIME LAG	QUALITY	MAX. IMBALANCE	MAX. FORCE
axle 1	8274 kg	Pass	Pass	Pass	Pass		Pass	914 kgf	914 kgf (L)
axle 2	9822 kg	Pass	Pass	Pass	Pass		Pass	1185 kgf (22%)	1185 kgf (L)
axle 3	6599 kg	Pass	Pass	Pass	Pass		Pass	646 kgf	646 kgf (L)

EST SUMMARY  
 Required Vehicle Weight = 24695kg

HAZE SYSTEM	PASS VALUE	TEST VALUE	RESULT
Service	50% GVW	33% (FWD)	PASS (Locks)
Secondary	25% GVW	20% (FWD)	PASS (Locks)
Secondary	25% GVW	16%	PASS (Locks)
Braking	12% GVW	11%	PASS (Locks)

OVERALL RESULT: PASSED\*\*

*Checked 16/02/2023*

V03.420/V0522/406/AUTO



## Brake testing – in summary

- Good, clean, and calibrated equipment, housed in a suitable area.
- Appropriate loading, 50% min, ideally over 65%.
- Correct details entered, and current to the vehicle/trailer brakes.
- Positioned correctly and chocked as required.
- Results analysed **FULLY**, looking for potential issues not just a **PASS!**



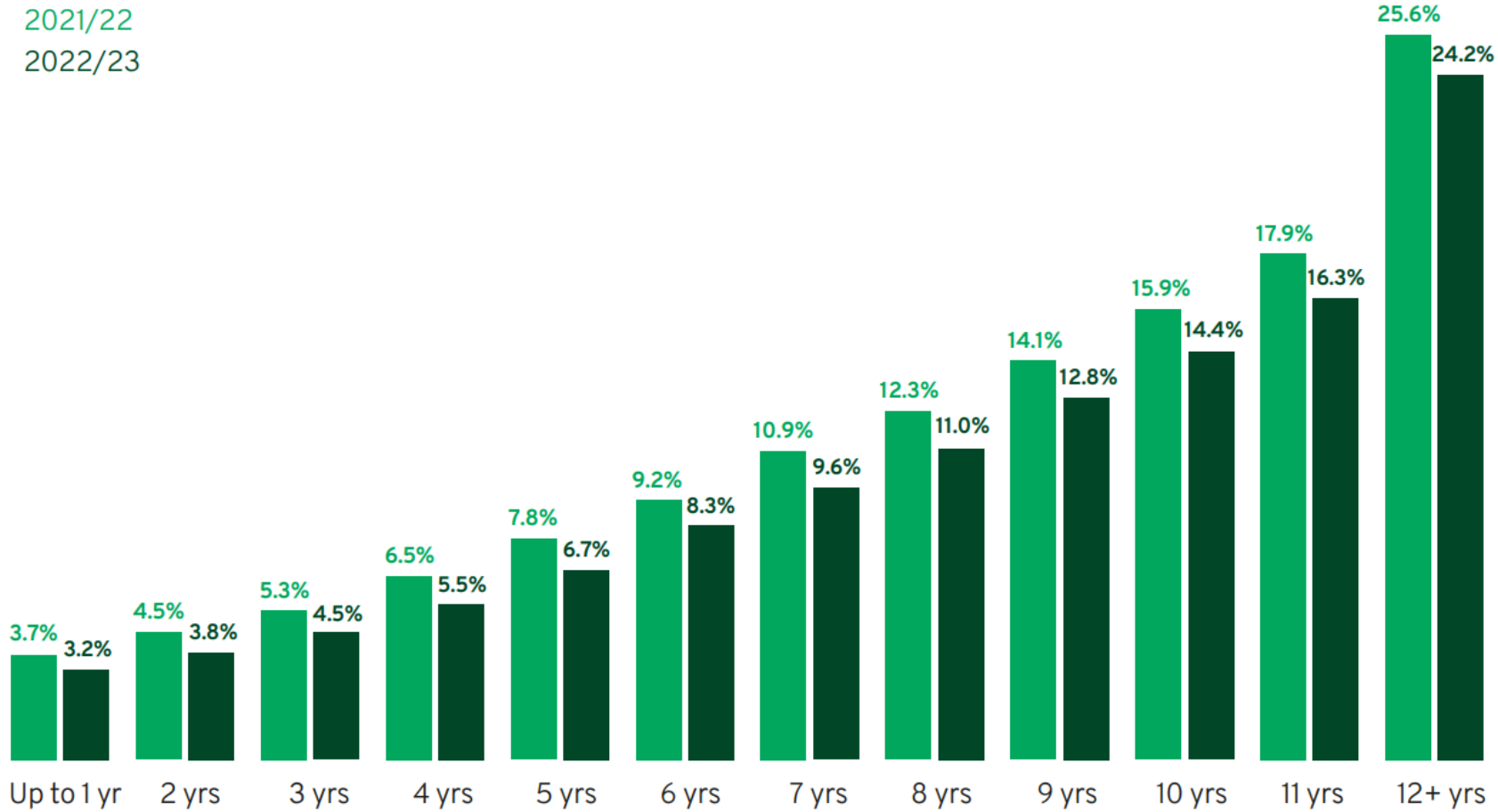
## Fleet profile



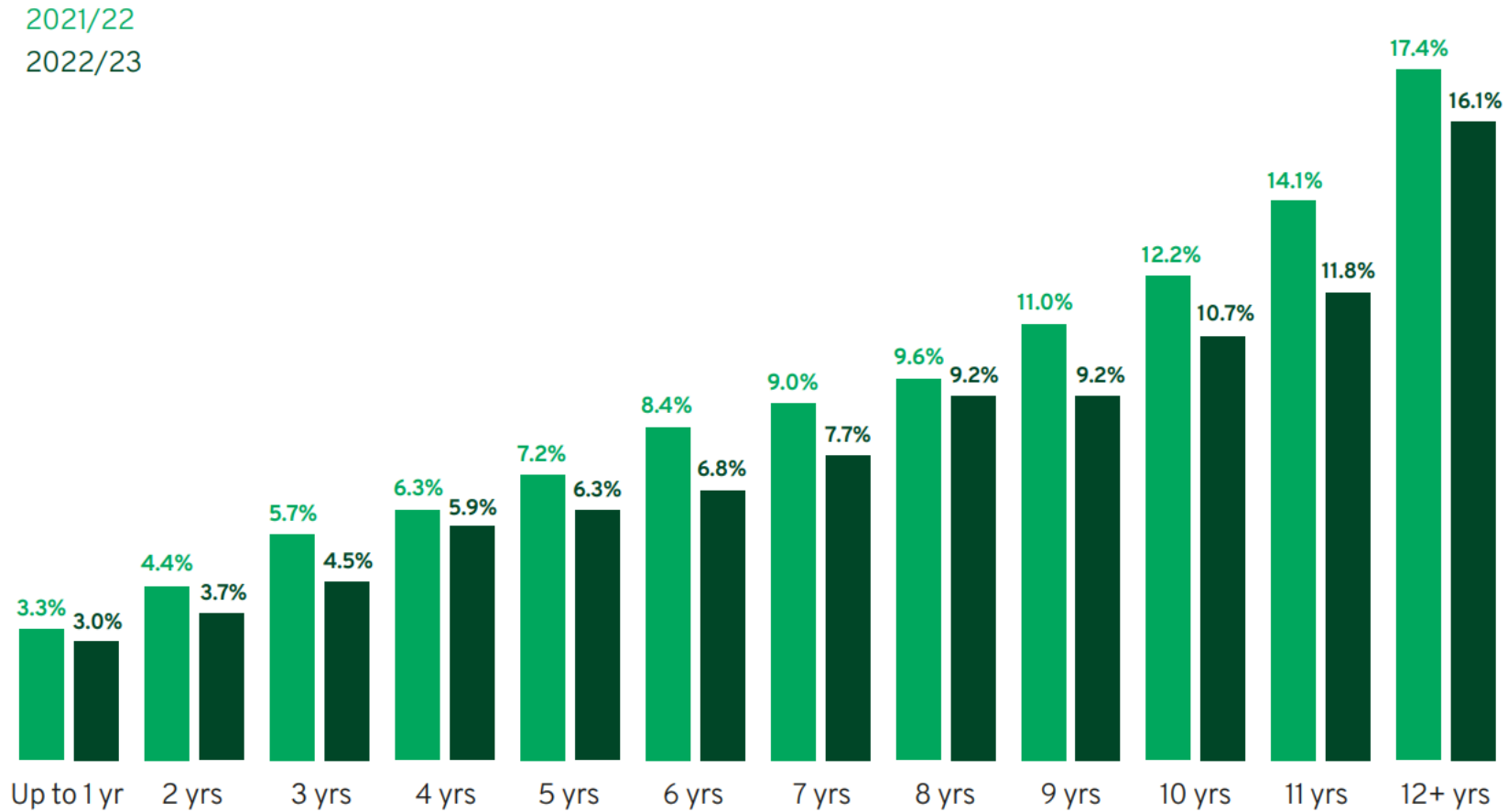
- What about fleets with an older fleet profile?
- Do they come out worse in the data?
- Should they come out worse?



# Initial test fail rate by HGV age



# Initial test fail rate by trailer age



## Is the age your fleet a contributing factor?

- Initial test failure rates increase with age.
- What can be done about it?
  - Inspection intervals shortened.
  - Increase workshop staffing levels.
  - More highly skilled staff.

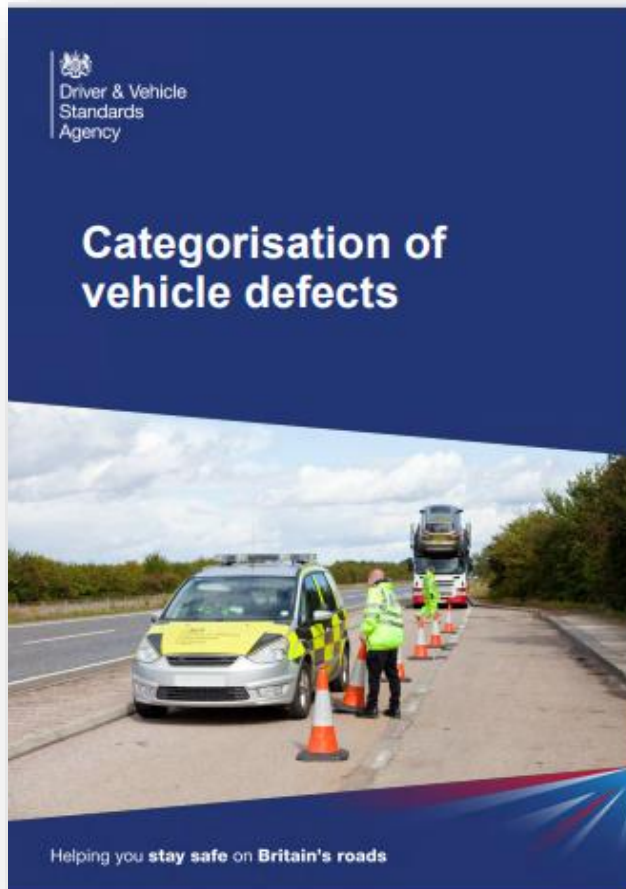


How serious is the defect – where to look?

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Categorisation of defects

Enforcement sanctions policy



**If unsure call the Member Advice Centre**



Vehicle compliance and emissions.



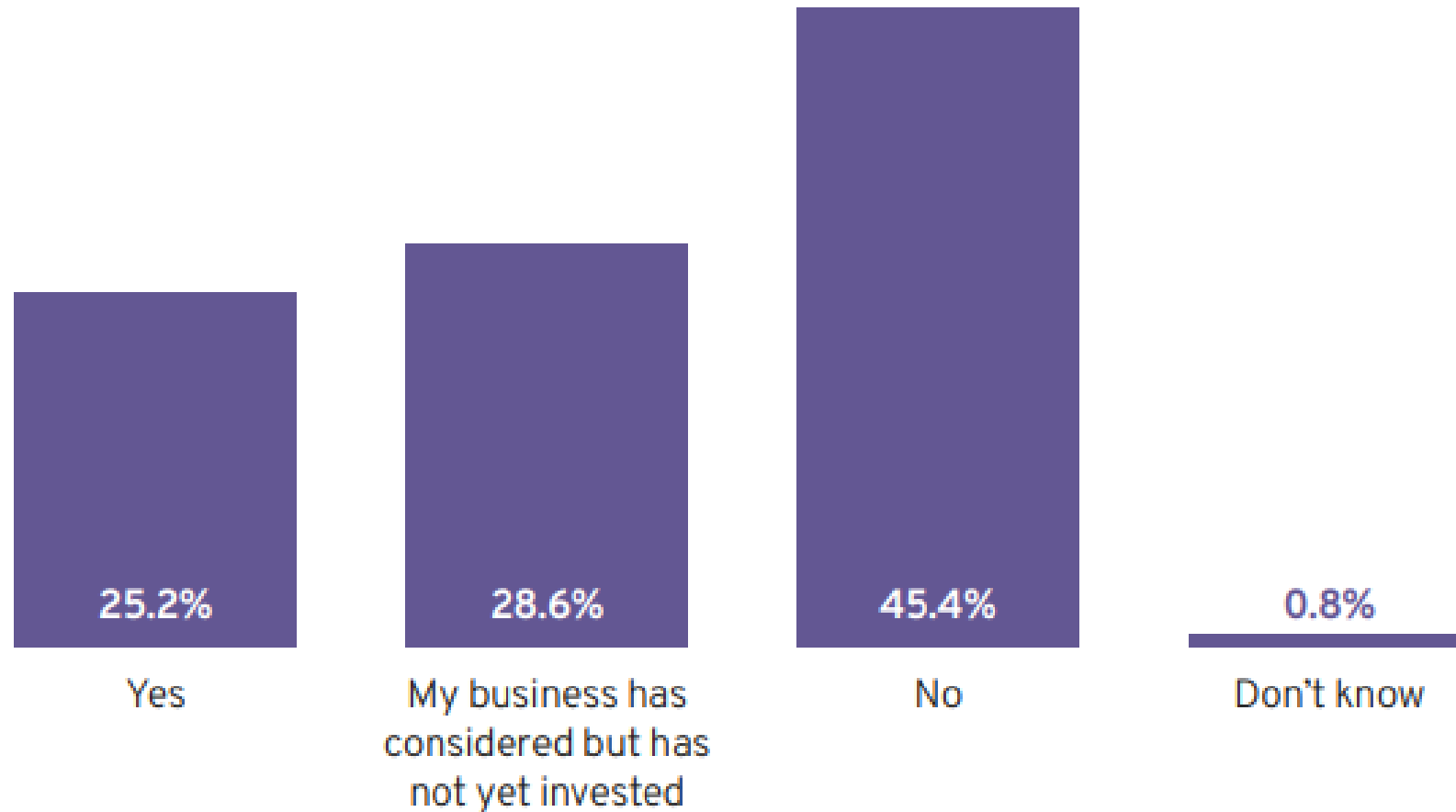


Where do vehicle emissions fit in?

- Clean Air Zones. (CAZ)
- Low Emission Zones. (LEZ)
- Ultra Low Emission Zones. (ULEZ)

## Have you invested in alternative fuels technology?

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Source: Logistics Performance Tracker, Q2 2023, Logistics UK, August 2023

## 6.5 What impact do you expect CAZs to have on your business operations?



Source: Logistics Performance Tracker, Q2 2023, Logistics UK, August 2023

- Continued frustrations with EV charge points:
  - Poor signage.
  - Location of charge points.
  - Issues with the charging cables.
  - Adequate access to parking spaces for commercial vehicles.

# In summary

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**MAC Fact Sheet**

## Driver walk around checks – what to look out for

**Who is responsible for the checks?**  
The driver is responsible for the checks. The employer is responsible for ensuring the driver is trained and equipped to perform the checks. The employer is also responsible for ensuring the vehicle is in a safe condition for use.

**Defect categories**  
At the around-the-vehicle and trailer (if any) checks, the driver should look for any defects that could affect the safe operation of the vehicle. Defects should be reported to the employer and repaired before the vehicle is used.

**Defect category completion**  
All the inspection items provided in the employer's checklist should be completed. If a defect is found, it should be reported to the employer and repaired before the vehicle is used.

Category	Defect Category	Defect Category	Defect Category
1	1. Condition of the vehicle	2. Condition of the trailer	3. Condition of the trailer
2	2. Tyres	3. Lights	4. Brakes
3	3. Steering	4. Suspension	5. Exhaust
4	4. Windscreen	5. Mirrors	6. Horn

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## The Compliance Report 2023

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## Brake test report

Logistics UK Compliance Guide

Edition 1 | September 2023

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## 10 year old tyre ban

Briefing note

**Legislation**  
The Road Vehicle (Tyres and Tyre Markings) Regulations 2000 (SI 2000/1013) were amended in 2012 to introduce a 10-year ban on the use of certain types of tyres on motor vehicles.

**How will it be applied**  
From 1 January 2023, the 10-year ban will apply to all new motor vehicles. The ban will apply to all new motor vehicles, regardless of whether they are used for private or commercial purposes.

**Exemptions**  
There are exemptions for the following:  
- Tyres fitted to motor vehicles used for agricultural or forestry purposes.  
- Tyres fitted to motor vehicles used for off-road purposes.  
- Tyres fitted to motor vehicles used for racing purposes.

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## Working safely with alternatively fuelled vehicles

Briefing note

**Types of alternatively fuelled vehicles**  
- **Liquefied Natural Gas (LNG)**  
- **Compressed Natural Gas (CNG)**  
- **Electric powered vehicles**  
- **Electric hybrid vehicles**

**Liquefied Natural Gas (LNG)**  
- High energy content and volatility.  
- High gas pressure.  
- High gas density.  
- High gas velocity.  
- High gas temperature.  
- High gas pressure.  
- High gas density.  
- High gas velocity.  
- High gas temperature.

**Compressed Natural Gas (CNG)**  
- High energy content and volatility.  
- High gas pressure.  
- High gas density.  
- High gas velocity.  
- High gas temperature.

**Electric powered vehicles**  
- High energy content and volatility.  
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**Electric hybrid vehicles**  
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## Guidance for workshop staff on checking Advanced Driver Assistance Systems (ADAS) on HGVs

Briefing note

**Warning lamp confirmation of operation/mafunction**  
Most manufacturers' warning lamp systems work on a 'fill and forget' basis – the system will check itself and tell the driver if there is a problem. When the ignition is switched on, a 'system check' is undertaken. This usually results in all the 'fill and forget' warning lamps (see below) illuminating for a few seconds and then extinguishing, unless a system is active (eg. the fuel level is low or the handbrake is applied) or the system is faulty (see below left).

**Retreaded tyres**  
From 1 January 2023, the implementation regarding a ban on tyres aged 10 years and older (M+S tyres, buses and coaches) came into effect in England, Scotland, and Wales. Northern Ireland continued the ban on 13 November 2023, which aligns Northern Ireland with the changes introduced in Great Britain (GB) in 2023.

**What about roadside enforcement?**  
The Local Enforcement of Vehicle Regulations (LEVR) is the legislation that gives the police the power to enforce the Road Vehicle (Tyres and Tyre Markings) Regulations 2000 (SI 2000/1013) in Great Britain. The LEVR is enforced by the police and the DVSA.

**What about the 10-year ban?**  
The 10-year ban on the use of certain types of tyres on motor vehicles was introduced in 2012. The ban applies to all new motor vehicles, regardless of whether they are used for private or commercial purposes.

## Upcoming activities and events

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### Member briefing

- Vehicle maintenance – working with gas vehicles and MOT failures: 24<sup>th</sup> April
- Compliance briefings: 1<sup>st</sup> May – 23<sup>rd</sup>

<https://logistics.org.uk/memberbriefings24>

### Events

- Decarbonisation Solutions Forum: 18<sup>th</sup> April

<https://logistics.org.uk/events/currently-live/decarbonisation-solutions-forum>

- Operating Light Commercial Vehicles: 21<sup>st</sup> May

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

### Freight councils and forums

- Engineering Forums: 30<sup>th</sup> April – 16<sup>th</sup> May
- Freight Councils: 1<sup>st</sup> May – 6<sup>th</sup> June

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

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## Logistics UK Support

- 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.

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The screenshot shows the Logistics UK website interface. At the top left, there is a logo for 'Logistics magazine' with 'Logistics' in a large white font on a red background and 'magazine' in a smaller font above it. To the right of this is the 'LOGISTICS UK' logo in red and blue. Below the logos is a red navigation bar with four white text links: 'News', 'Features', 'eNews', and 'Compliance'. The main content area has a dark blue background. At the top of this area is a white headline: 'Logistics businesses need planning reform to scale up site development opportunities'. Below the headline is a photograph of an industrial site with a large metal structure and some vegetation in the foreground. Underneath the photo is a paragraph of text: 'Logistics UK has written to Secretary of State for Levelling Up, Housing and Communities Michael Gove and Shadow Minister for Housing and Planning Mathew Pennycook about the importance of planning reform to suggest the logistics sector.' Below this is another paragraph: 'This follows the launch of a government consultation on brownfield land and intervention by the government on London Plan'. At the bottom of the article is a link that says 'READ MORE >>'.

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