



**LOGISTICS UK**

**Member Briefing**

**Compliance Update**

May 2024

- EU General Safety Regulations
- Communication with the Traffic Commissioners
- The importance of effective driver walk round checks
- DVSA - digitisation
- Driver CPC
- Fatigue
- Roller brake testing

# EU General Safety Regulation

(GSR)



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- Implemented through vehicle and component 'type approval'
- Introduces 'safety measures'
- Measures that directly support driver called ADAS
- Mandatory from 7 July for:
  - New vehicles
  - New types





- Mandatory from 7 July 2024 for:
  - New vehicles

## Safety Measure

Intelligent speed assistance

Driver drowsiness warning

Emergency stop signal

Reversing detection

Alcohol interlock facilitation

Cyber security update



## EU General Safety Regulation

- Mandatory from 7 July 2024 for:
  - New cars and vans only

### Safety Measure

Emergency lane keeping

Advanced emergency braking

Event data recorder



- Mandatory from 7 July 2024 for:
  - New trucks and buses only

## Safety Measure

Blind spot information

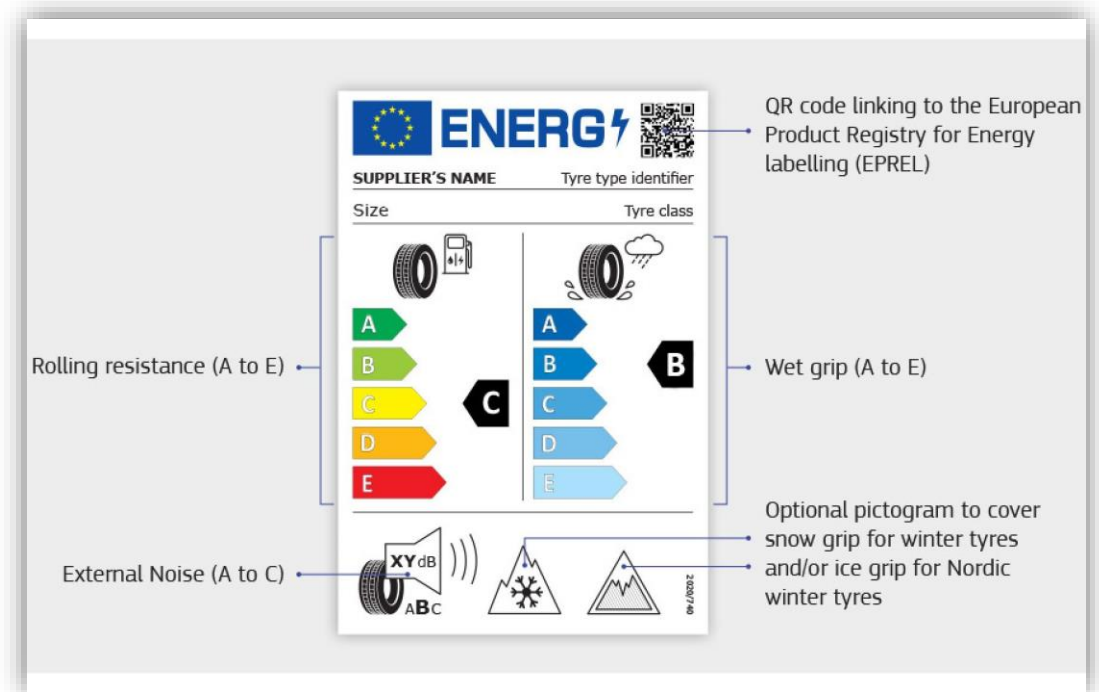
Pedestrian collision warning

Tyre pressure monitoring  
(trucks, buses and vans)



# EU General Safety Regulation

- Mandatory from 7 July 2024 for:
  - New types



## Safety Measure

Advanced distraction warning

Tyre assessed in worn condition



- Safety measures to become mandatory on:
  - New car and van types only

### Safety Measure

Advanced emergency braking

Enlarged head impact zone



- Mandatory from 7 July 2024 for:
  - New automated vehicle types only

## Safety Measure

Event data recorder

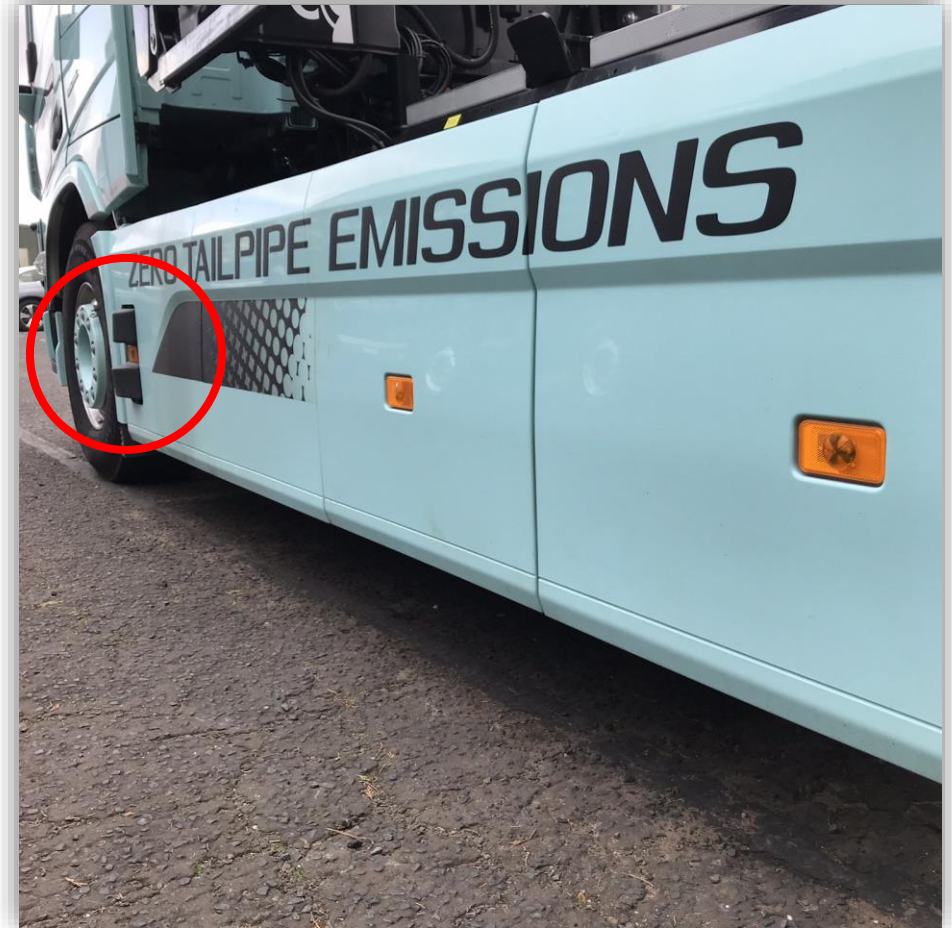
Driver availability monitoring

Platooning  
(automated trucks)



# EU General Safety Regulation

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## GSR implementing legislation

- UNECE Regulation 159 – Moving Off Information System (MOIS)
- UNECE Regulation 151 – Blind Spot Information System (BSIS)

**DVS Progressive Safe System requirements for blind spot information and moving off systems are not identical, but they are aligned.**

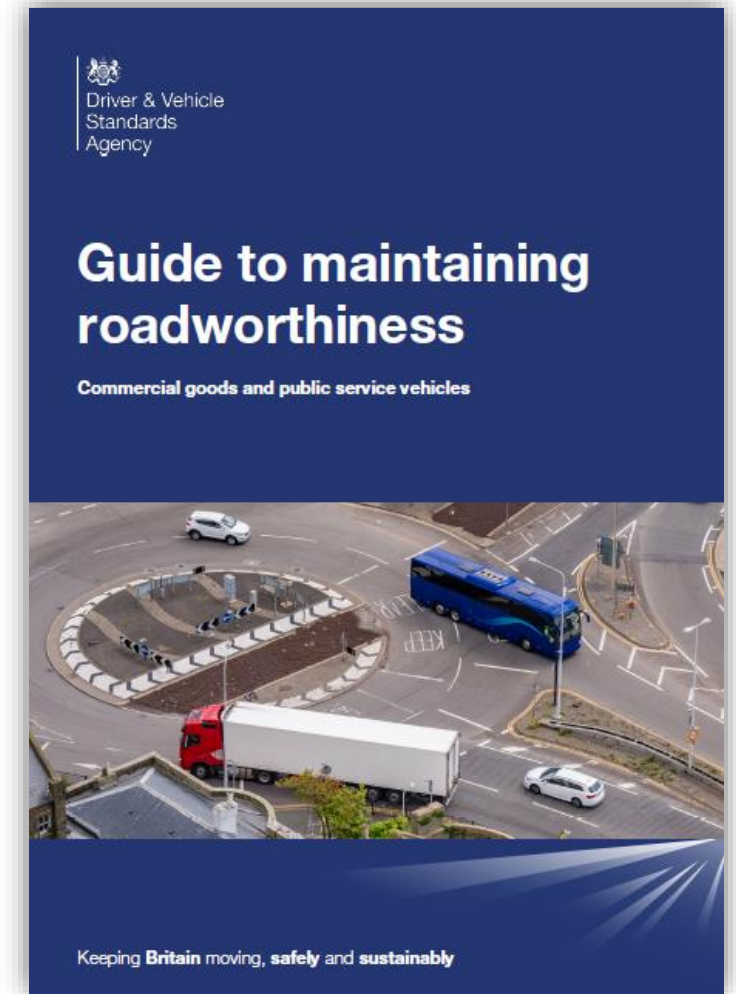
[Briefing note - DVS](#)





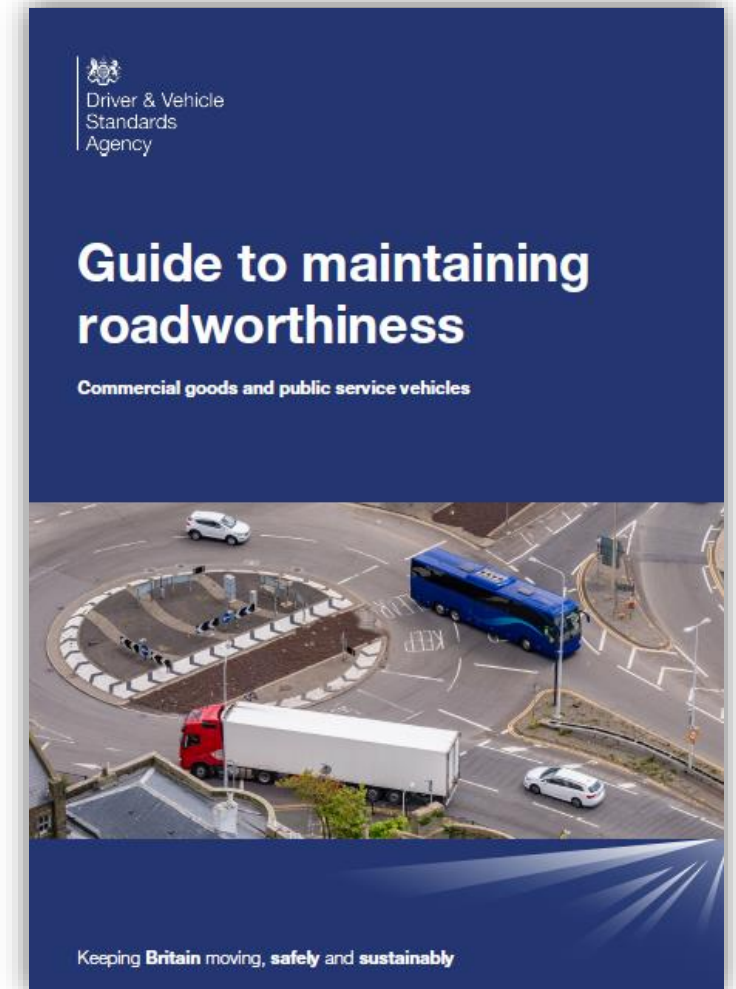
## The Guide To Maintaining Roadworthiness

- *'It should be remembered that a correctly functioning ADAS is designed to support a driver, not replace them.'*



## The Guide To Maintaining Roadworthiness

- *‘The driver is always responsible for the safe operation of any vehicle under their control. It is therefore essential that staff are adequately trained to confirm that any ADAS fitted is functioning correctly and that faults highlighted are rectified before a vehicle is used on the highway.’*



## ADAS driver checks

- Various sensors and cameras
- Mostly self-checking
- Faults displayed on dashboard





## ADAS maintenance

- Support safety critical systems
- Effective maintenance procedures essential
- It is **vital** that ADAS work is carried out by a competent person

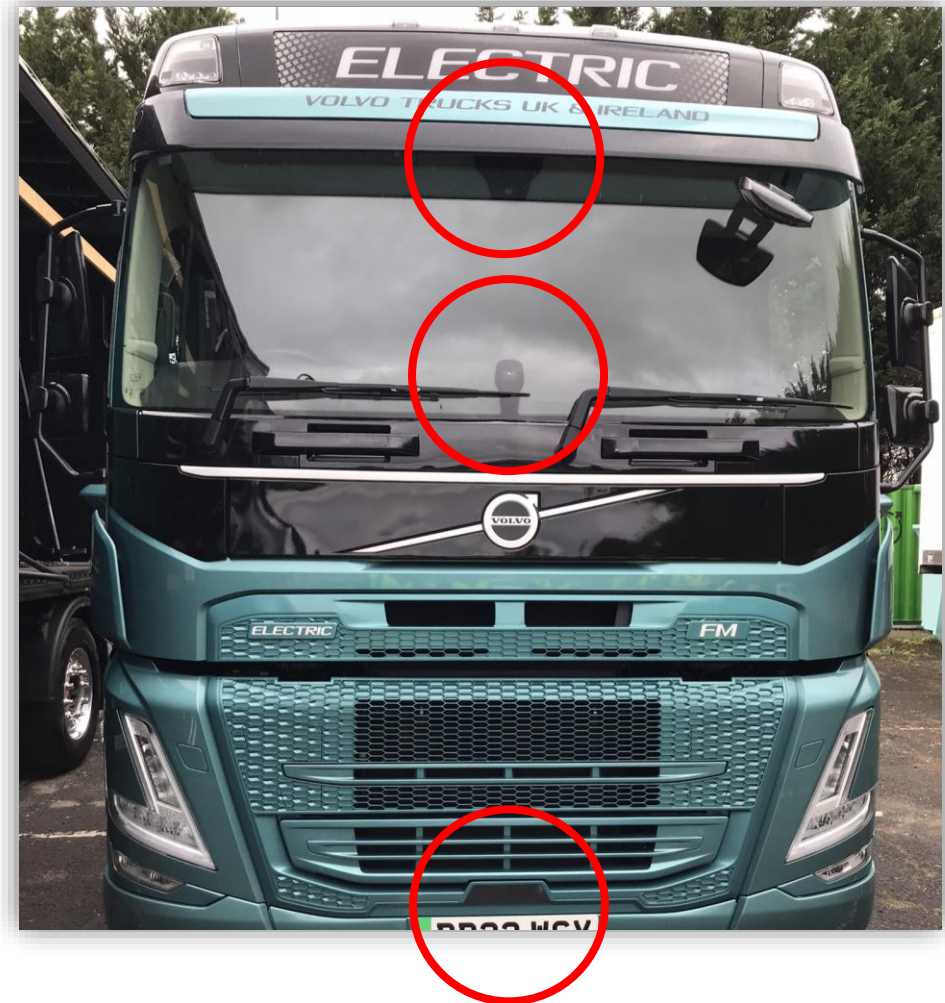




## ADAS maintenance

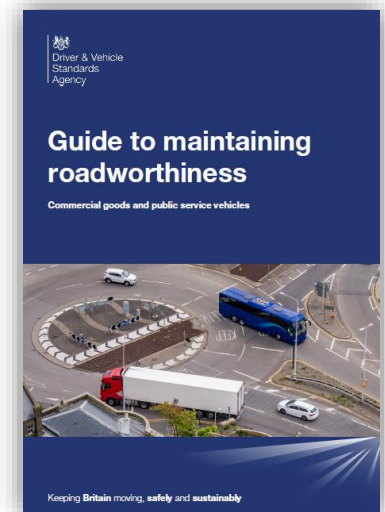
- Maintenance should be fully documented
- Cameras and sensor calibration should be checked:
  - Windscreen replacement
  - ADAS device fault
  - Engine control unit fault
  - Wheel alignment
  - Mechanical or body repair affecting geometry

[Briefing note - ADAS](#)



## Switching off ADAS

- Systems allow deactivation
- Most reset automatically
- *Guide to Maintaining Roadworthiness says:*
  - *‘Operators should have a documented policy on action to be taken if the ADAS system is defective or is deactivated.’*



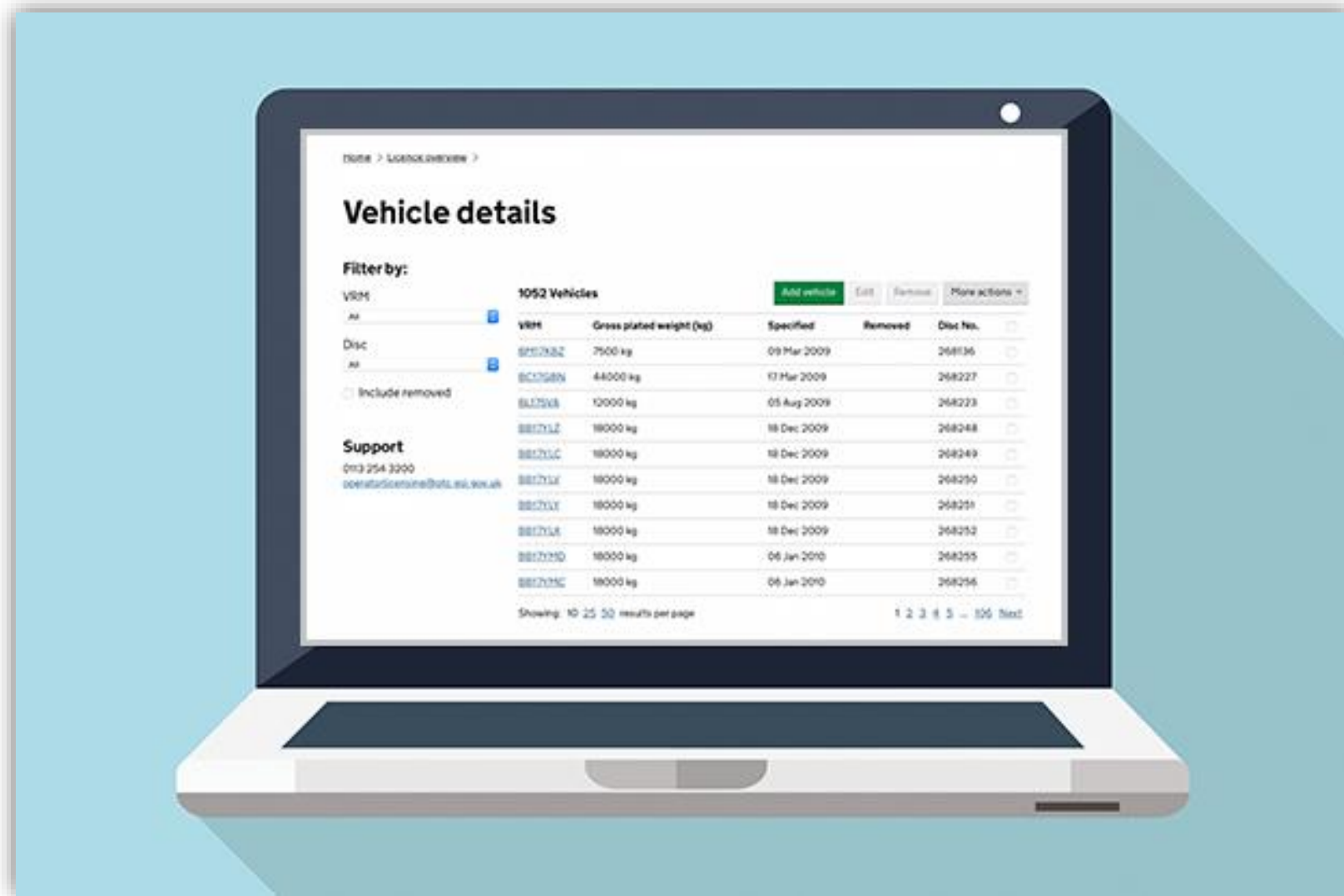
# Communication with the Traffic Commissioners

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# Communications with the Traffic Commissioners

Conviction of an operator	within 28 days
Conviction of an employee	within 28 days
Bankruptcy of operator/partner/Director	within 28 days
Liquidation/administration/receivership/company voluntary arrangement (CVA)	before order/appointment is made
Change in name or legal form of undertaking	within 28 days
Death of operator/partner	as soon as possible
Change of licence type	Application required as no authority until grant
Change in operating centre	Application required as no authority until grant
Change in address of establishment	within 28 days
Change of director	as soon as possible
Change of partner	as soon as possible
Change of transport manager	within 28 days
Change of maintenance contractor/arrangements	as soon as possible
Removal of vehicle/trailer	within 21 days
Addition of vehicle/trailer	within 1 month if within the margin otherwise application required as no authority until grant





## Period of grace

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What is a period of grace?

- Professional competence – met by an individual who holds a Transport Manager Certificate of Professional Competence (CPC)
- Financial standing – met by demonstrating access to the required level of finance which depends on the number of vehicles authorised
- Stable and effective establishment – met by having an established premises in Great Britain, where core business documents are kept and have access to one or more vehicles



## How long is the period of grace

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- Three-month grace period
- Legally capped at six months
- Nine months in the case of either:
  - Death
  - Incapacity of the transport manager
- Revocation of the operator's licence

Applications for a period of grace should be sent to:  
[enquiries@otc.gov.uk](mailto:enquiries@otc.gov.uk)



Don't leave things to the last minute!

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- Don't leave things to the last minute
- Submit as soon as possible
- Ask for help if required



**ASAP**





# Importance of effective driver walk round checks

# Driver walk round 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
- Training should include correct completion of reports and processes, to ensure:
  - Defects are notified
  - Repairs are completed
  - There is an audit trail



How can we improve?

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



## Areas to focus on

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What should we be focussing on?

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

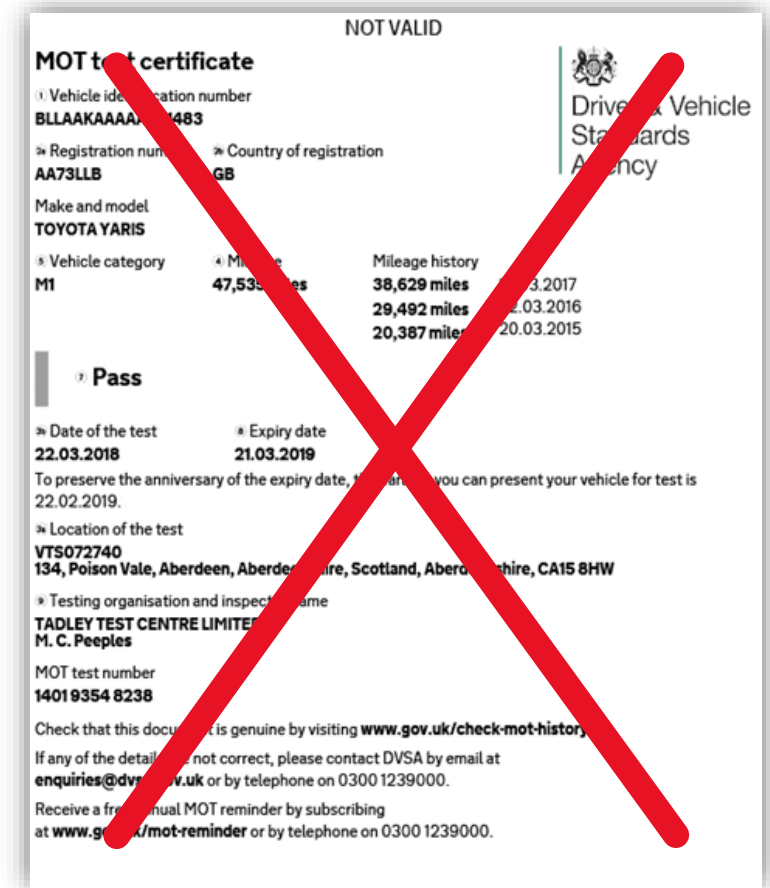




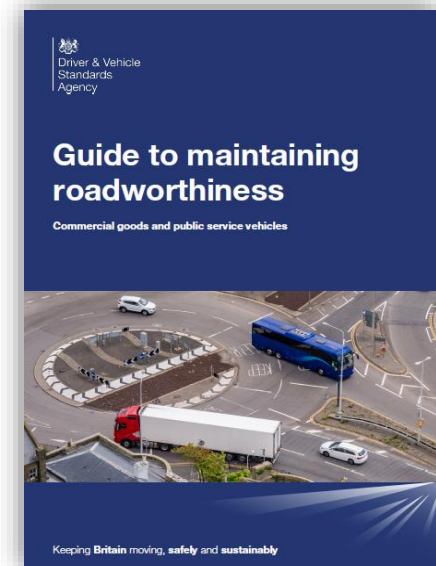
# DVSA - Digitalisation

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- 29 April 2024, DVSA will stop printing MOT pass certificates
- DVSA's digital transformation project for heavy vehicle testing
- Plans to move towards a digital first approach in the light vehicle MOT scheme also
- Enhance the user experience



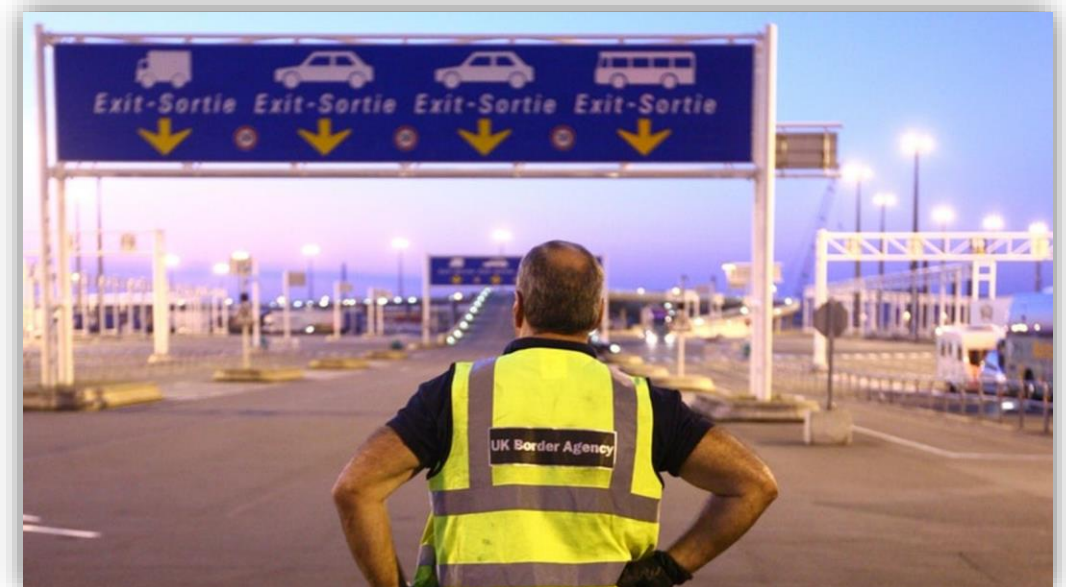
- Manage your Vehicle Testing digital service (MyVT)
- Ability to capture data quickly and test results in real time
- MOT history service (MOTH)
- View/download copy of pass certificate
- Publications will be updated



- Working with frontline colleagues including Traffic Commissioners
- Provides most up to date and secure way to check MOT
- Still print a copy under certain circumstances
- Digitally aligning whole process across vehicle testing



Office of the  
Traffic Commissioner

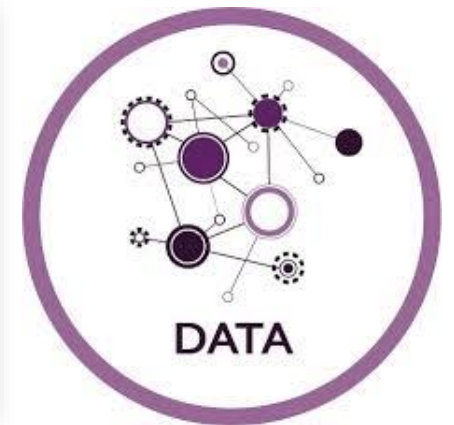
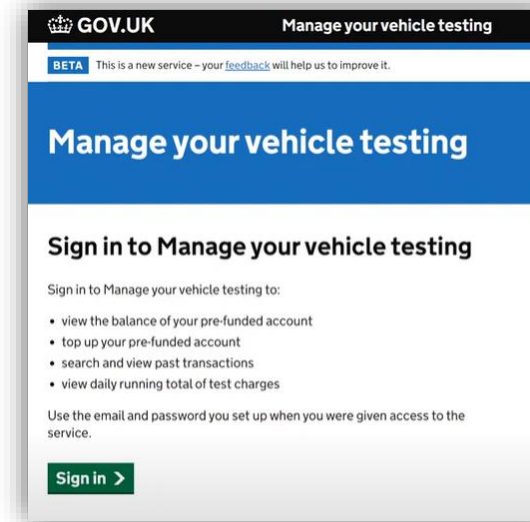




## Digitisation – MyVT service

- Log into the MyVT service and create an account
- Add team members who will also use the service
- DVSA's strategic plan to 2025 and vision to 2030
- Using new technologies and utilising data

[DVSA webinar](#)



- Progress in vehicle testing for HGV's
- Driver assist systems
- Introduction of Particulate Number (PN) testing for diesel engines
- Key to vision is ensuring the service is easy to use



## Digitisation – future focus

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- Improving the application, payment and booking processes
- Online payments
- Prioritise areas with fewer ATF's, bring more ATF's onboard where required
- Working with DfT and industry in reviewing the evidence and opportunities

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**Authorised  
Testing Facility**



Department  
for Transport

Driver Certificate of  
Professional Competence  
(DCPC)

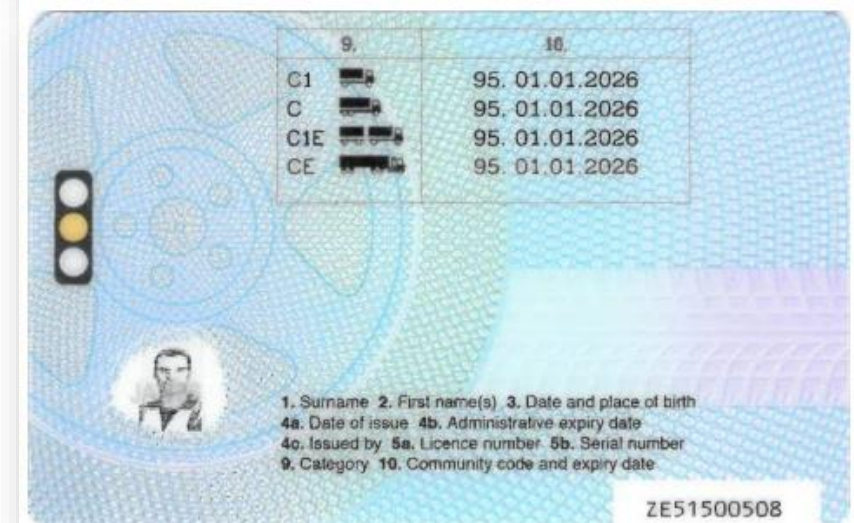


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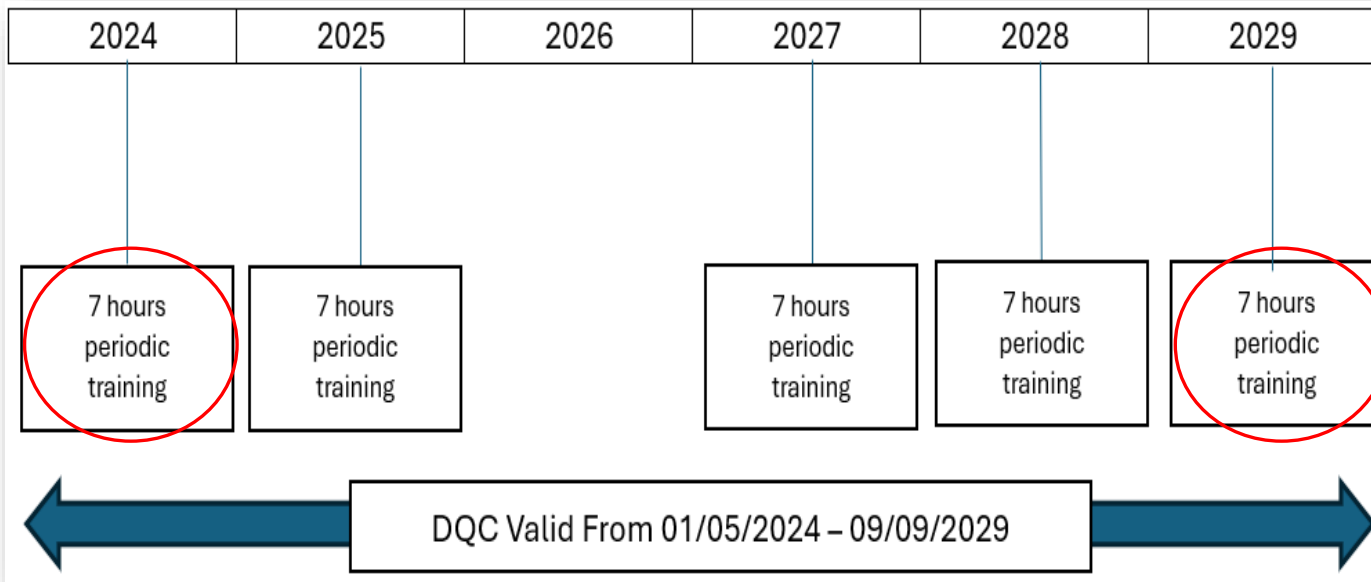


## Driver CPC - DQC

- Driving vehicles that require a vocational licence entitlement
- Does not apply to category B licence vehicles or out of scope vehicles
- Driver Qualification Card
- Deadline: 9 September 2024

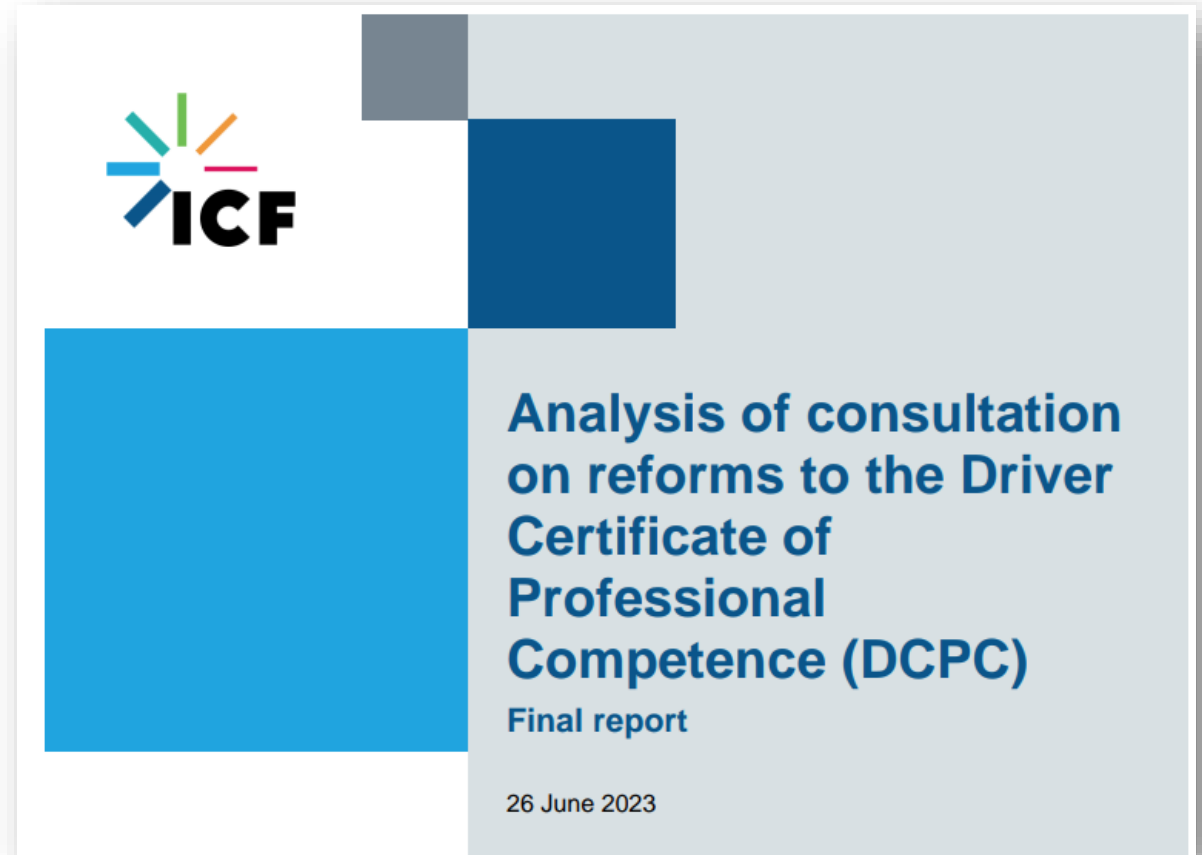


- [Check your Driver CPC periodic training hours](#)
- Pay attention to the course dates and status of each course
- Each course has its own five-year validity to consider alongside DQC validity



DRIVER CPC - CARRIAGE OF DANGEROUS GOODS - DAY 2	05/07/2022	7	Used
DRIVER CPC - CARRIAGE OF DANGEROUS GOODS - DAY 3	06/07/2022	7	Used
DRIVER CPC - CARRIAGE OF DANGEROUS GOODS IN TANKS	07/07/2022	7	Used
ROAD SAFETY MATTERS	17/01/2023	7	Invalid
YOUR PLANET MATTERS	20/11/2023	7	Invalid

- Introduce a new National DCPC
- Reducing the minimum course length to 3.5 hours
- Periodic test?



Fatigue

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### Causes

- Time of day or shift work
- Long driving periods
- Medication
- Meals
- Comfortable vehicles
- Disturbed sleep and stress

### Cures?

- Caffeine / energy drinks
- Opening the window
- Turning up the radio
- Technology
- Sleep

## Fatigue – accident statistics

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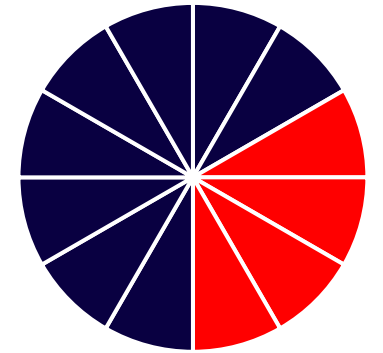
**10 to 20%** accidents are fatigue related

**4 in 10** involve commercial vehicles

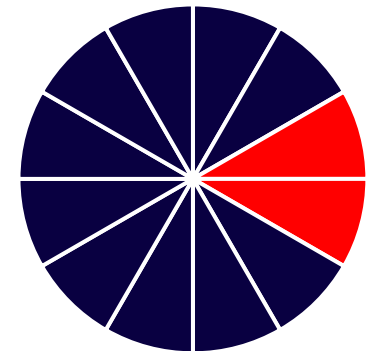
**1 in 8** fallen asleep at the wheel

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**2am – 6am**



**2pm – 4pm**

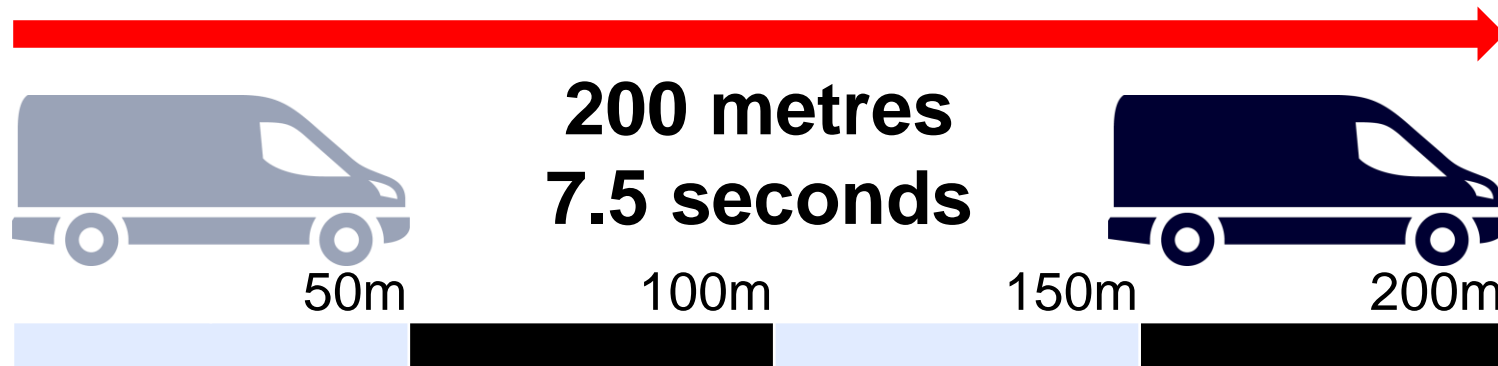


# Fatigue – microsleeps

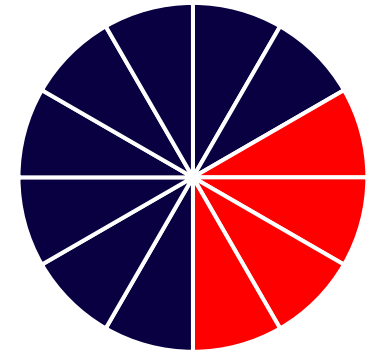
## What are they?

- Lasts between 2 and 30 seconds
- No control of vehicle in this time
- Little to no recollection of it happening

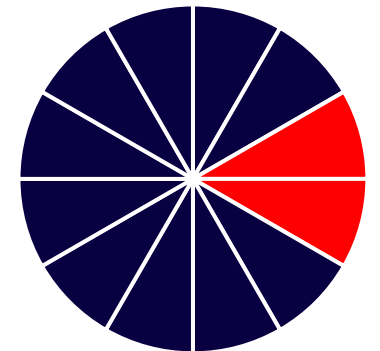
**1 in 3 admitted to experiencing them**



**2am – 6am**



**2pm – 4pm**



# Roller brake testing

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## Brake assessment methods

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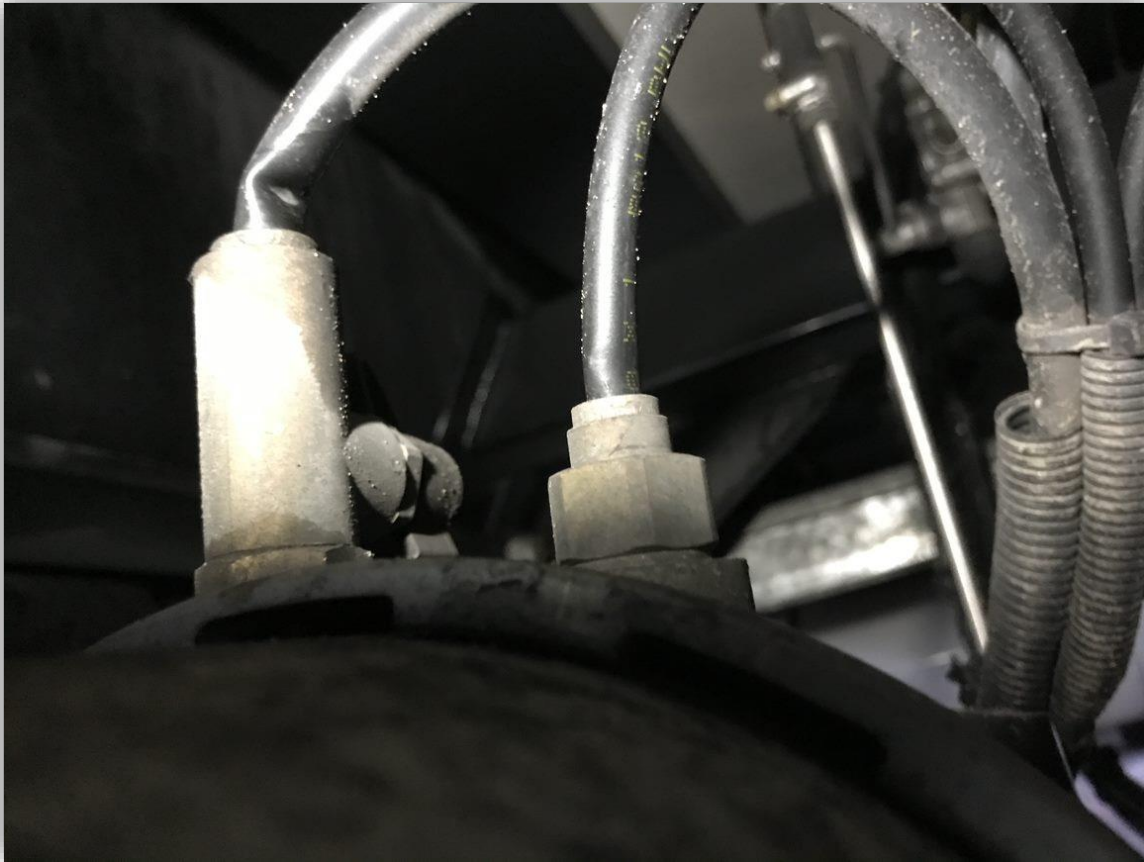
## Brake assessment requirements

- Where do the brake testing requirements come from?
  - Regulation 18 (1) - The Road Vehicle (Construction and Use) Regulations 1986:
  - *'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.'*
- Roller Brake Testing (RBT)
- Load on the axle increases the test effectiveness



## Roller brake test – the basics before the test is carried out **LOGISTICS UK**

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- Let's look at the basics – **sounds obvious?**
- Pipes and connections thoroughly checked before carrying out the brake test for:
  - Kinks
  - Damage
  - Leaks
- Corrosion or deterioration

## Annual test – laden brake testing

What about the annual test?

- Laden brake testing required, unless exempt
- Laden brake testing requirements
  - Regulation 18 (4) (b) - The Road Vehicle (Construction and Use) Regulations 1986
- Braking efficiency must be met by a goods vehicle when operated at its maximum design weight





## DTP number information

- DTP contains a wealth of information about the vehicle/trailer on a comprehensive data base including:
  - Axle design weights
  - Service brake operation
  - Secondary brake distribution
  - Park brake operation

Driver & Vehicle Standards Agency		ROAD TRAFFIC ACT 1988 SECTIONS 41, 49, 57 & 58 EXAMINATION OF GOODS VEHICLES		H94900013457	
Plate		VTC 6T Rev 2010		DTP Ref. No. 06193A	
Reg./Ident. Mark.	Vehicle Identification No.	Variant			
Type Approval No.					
Manufacturer/Model				Speed Limiter Exempt	
SCANIA /R620				N	
Function (See note 3)	ARTIC R	Year of Original Registration	04/03/13	Year of Manufacture	2013
(1) Description of Weights Applicable to vehicle	(2) Weights not to be exceeded in Gt. Britain		(3) Design Weights (if higher than shown in column 2)		
Gross Weight (See notes 1 & 4)	26000		26500		
Train Weight (See note 2)	44000		50000		
Max. Train Weight (See note 5)	44000				
Axle Weights (Axe numbered from front to rear) (See note 1)	Axle 1	7500		Date of Issue <b>DEPARTMENT FOR 07/01/21 TRANSPORT GREAT BRITAIN</b>	
	Axle 2	11500			
	Axle 3	7500			
	Axle 4				
<b>NOTES</b> 1. A reduced gross weight and/or axle weight may apply in certain cases to a vehicle towing or being towed by another. 2. The MAXIMUM permissible train weight can vary depending on the type of suspension and trailer drawn. 3. If the last letter in the function box is 'R' road friendly suspension is fitted. 4. All weights shown are subject to the fitting of correct tyres. 5. This weight applies to combined transport operations.					Tyre use conditions applicable to vehicle <b>2B</b>

## Conducting the actual test (to get the best results)

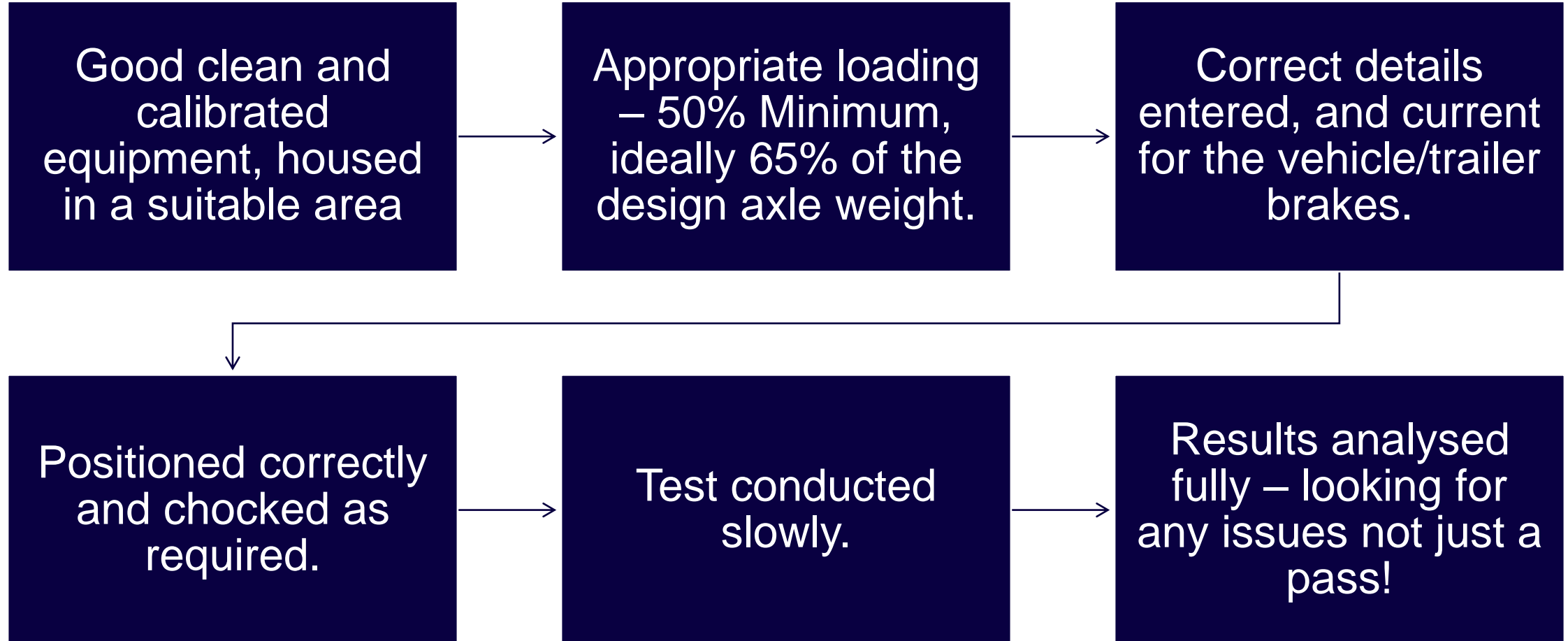


- Load correctly
- Confirm correct Dtp number
- Position vehicle correctly
- Apply the brakes slowly and gradually to obtain the highest readings
- Slow application of the brake would not be used for the applied test



## Brake testing - in summary

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# Brake test report guidance



## [Brake test report](#)

### 4.1 How to calculate brake performance

All brake test reports calculate brake performance using the following formula:

$$\text{Brake performance (\%)} = \frac{\text{Brake effort}}{\text{Weight}} \times 100$$

Add together the braking forces from each wheel, to get the total braking effort. Divide this number by the weight (either GVW, GTW, TAW). Then multiply by 100.

#### EXAMPLE - Service brake

Axle 1: N/S 1,250kgF O/S 1,130kgF

Axle 2: N/S 2,170kgF O/S 2,300kgF

Brake force = 1,250 + 1,130 + 2,170 + 2,300 = 6,850

Weight = 12,000GVW

Brake performance (%) = (6,850 / 12,000) X 100 = 57 (%)

### 4.2 Overview of the brake test report

The brake report has three main sections:

#### 1 Vehicle/trailer details

These should be checked to ensure the details relate to the correct vehicle or trailer and to its designed weights. If they do not, the test results may not be relevant.

#### 2 Brake performance, by axle

For a meaningful brake test, axles should ideally be loaded 50-65% of their design weight - these weights can be found on the plating certificate of a vehicle/trailer (see Annex A for an example). The results are judged against a minimum requirement, so if operators fail to take note of these results then they may continue to run a defective vehicle/trailer.

#### 3 Test summary and overall result

This is the part some operators only focus on - but should not!

#### 1 Vehicle/trailer details

DETAILED BRAKE TEST RESULTS - FULL TEST						11244
License pl. no.	[REDACTED]			Chassis no.	[REDACTED]	
DTP Number	5192 Type Approved			GVTS	[REDACTED]	
Vehicle Make	VOLVO			Date	05/04/2019	Time 10:42
Vehicle Type	3 AXLE TRACTOR UNIT			GVW	25700 kg	GTW 44000 kg
<b>AXLE 1 6608 kg</b>						
Service	N/S	BIND	TIME LAG	OVALITY	IMBALANCE	MAX. FORCE
	O/S	Pass	Pass	Pass	2417 kgF	2417 kgF (L)
		Pass	Pass	Pass	2308 kgF (- 5%)	2308 kgF (L)
Secondary	N/S	Pass	Pass		1964 kgF	1964 kgF
	O/S	Pass	Pass		1630 kgF (- 17%)	1630 kgF
Parking	N/S				2334 kgF	2334 kgF
	O/S				2094 kgF (- 10%)	2094 kgF
<b>AXLE 2 2319 kg</b>						
Service	N/S	BIND	TIME LAG	OVALITY	IMBALANCE	MAX. FORCE
	O/S	Pass	Pass		650 kgF	650 kgF (L)
		Pass	Pass		687 kgF (- 5%)	687 kgF (L)
<b>AXLE 3 5585 kg</b>						
Service	N/S	BIND	TIME LAG	OVALITY	IMBALANCE	MAX. FORCE
	O/S	Pass	Pass		1384 kgF	1384 kgF
		Pass	Pass		973 kgF (- 30%)	973 kgF

#### 2 Brake performance, by axle

## What's the alternative to RBT?

### Electronic braking performance monitoring system (EBPMS)

- Enables the braking performance of a trailer monitored and recorded during everyday operations under a variety of operating conditions
- Autonomously collects data during every braking event, analysing the data over time to produce a braking performance value.

### BrakePlus Braking Performance Report

Trailer details:

Vehicle Operator:	TIP HQ
TIP Reference No:	1959554
Fleet No:	[REDACTED]
Chassis No:	[REDACTED]
Licence Plate:	[REDACTED]

Braking performance details:

Brake Performance Value:	<b>60 % of g</b>
Report Date:	May 11 2023
Date Range:	10/02/2023 to 11/05/2023
Duration:	90 days
Number of Brake Events:	1130

Result: PASS

Note

'Date range' is the period to which the Braking Performance Value applies

If the result indicated is 'Unqualified', it is likely that BrakePlus has insufficient braking event data to be able to produce a valid Braking Performance Value. An alternative method may be required to assess braking performance.

If the result indicated is 'Low Performance' (or if BrakePlus otherwise identifies braking deficiencies), the vehicle operator, as defined in the DVSA 'EBPMS Industry Standard Specification' document, needs to ensure appropriate action is taken to investigate, remedy and evidence any reported defects, as detailed in the DVSA publication 'Guide to Maintaining Roadworthiness'.

## The future?

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- Realtime reporting
- Vehicle/Trailer connectivity
- Individual brake monitoring – recording heat
- Alternative to current MOT test method



## Upcoming activities and events

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### Member briefing webinar

- Public services: 11th Jun

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

### Events

- Fleet Engineer: 19th Jun

<https://logistics.org.uk/fleet-engineer>

### Forums and working groups

- Van Policy Working Group: 25<sup>th</sup> Jun
- Environment Working Group: 27<sup>th</sup> Jun

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

### Awards

- Van Awards – deadline for entries: 12<sup>th</sup> Jul

<https://logistics.org.uk/vanawards24>

- Logistics Awards – deadline for entries: 12<sup>th</sup> Jul

<https://logistics.org.uk/logistics24>

# LOGISTICS UK





## 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

# LOGISTICS UK



The screenshot shows the Logistics UK website. At the top left, there is a red banner with the word "Logistics" in white, with "magazine" written in smaller text above it. To the right of this banner is the "LOGISTICS UK" logo. Below the banner is a red navigation bar with four white links: "News", "Features", "eNews", and "Compliance". The main content area has a dark blue background. At the top of this area is the headline "Logistics UK responds to Labour's 'Build It In Britain' announcement". Below the headline is a photograph of Michelle Gardner, Deputy Policy Director at business group Logistics UK, wearing glasses and speaking. Under the photo, there is a quote from her: "Speaking about the announcement, Michelle Gardner, Deputy Policy Director at business group Logistics UK said: 'The UK's international trade connections have fallen behind our competitors in recent years, so it is vital that there is renewed focus on our ports and other logistics infrastructure, as well as work to reduce border friction and paperwork.'" Below the quote, it says "Plus, Labour's 'grey belt' and £1.8 billion port investment announcements evaluated." At the bottom of the article preview, there is a link that says "READ THE FULL ARTICLE >>".

Member Advice Centre

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\*Calls may be recorded for training purposes

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