

## Virtual Member Briefing – Dangerous goods update and Member Advice Centre frequently asked questions

---

### Questions and answers

**Q. Are tachograph cards able to hold 56 days of data?**

A. It depends on the amount of entries. The SM-1 cards hold a specific amount of data (designed for 28 days) which equates to around 46 activity changes per day. Over 56 days it reduces to half that to exceed the capacity of the card. The SM-2 cards do have additional capacity built in so won't be an issue.

**Q. You gave us a list of hundreds of changes to ADR rules, but you didn't say why. For example, there were many references to hydrogen - is that simply due to technical developments, or is something else going on?**

A. Thanks for the feedback. Yes, as hydrogen technical developments take place, the ADR requirements are amended to accommodate the changes and any known learnings.

**Q. Why does a driver with both HGV and PSV with different expiry dates have to do 70 hours CPC**

A. PSV started a year before HGV so the schemes were not aligned. There is now cross recognition of the two schemes but must be declared to the training provider before the start of the course to ensure it is correctly recorded.

**Q. How can we access the fact sheet?**

A. Thanks for your question, the link is in the slide, you will receive a link to the slides in an email post briefing.

**Q. I'm hearing an update of the GTMR has been issued before April 2025 - is this true?**

A. An update was published in November 2024, which also contained detail of the planned changes in April 2025.

**Q. Do you have to notify the Traffic Commissioner (TC) if the driver receives a speed awareness course?**

A. In order to ensure a consistent and fair approach, the starting point should be that attendance at an awareness course is be treated as an offence, meaning that if a driver is given an awareness course you should notify the TC.

**Q. What if speeding offence was not in a goods vehicle over 3.5t maximum authorised mass (MAM)?**

A. As professional drivers they should notify the Traffic Commissioner in these cases as well. Section 1 of DVLA's guidance for large goods vehicle drivers references this, the link to which is [here](#).

**Q. Is there another way of cross recognition of CPC as DVSA are saying they can't do it so the driver will have done 105 hours by 2028.**

A. The driver will need to have taken the initial CPC in both HGV and PSV before the hours are cross recognised, and must notify the training company when booking the courses.

**Q. What are AT vehicles?**

A. AT is an ADR vehicle specification category for vehicles intended to carry dangerous goods in bulk. There are three others, two for EX which is explosives, and FL for flammable liquids.

**Q. What is gallium?**

A. A replacement for mercury which we believe is used in thermometers.

**Q. Any current plans within the UK to change driver records to 56 days?**

A. No

**Q. What are assimilated driver hours?**

A. Government have decided that retained EU law is replaced with 'assimilated' so when we discuss EU drivers' hours rules we will now refer to this as assimilated drivers' hours rules.

**Q. What is the definition of E-learning in relation to Driver CPC?**

A. Online training that is undertaken without the supervision or direction of a tutor.

**Q. If others load your vehicle or trailer what should we do?**

A. Have discussions with your team and the other company or companies that are responsible for loading as to what the expectations are. Make sure everyone knows their roles and responsibilities in the process. If the driver is unsure, check with a responsible, competent person.