



**LOGISTICS UK**

# Virtual Member Briefing

## Compliance Calendar

14 January 2025



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Head of Compliance Information

Tom Griffith  
Manager – Member Advice Centre



# LOGISTICS UK

## Member Advice Centre

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## Customer Service Centre

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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 won't be able to deal with technical issues during the webinar.

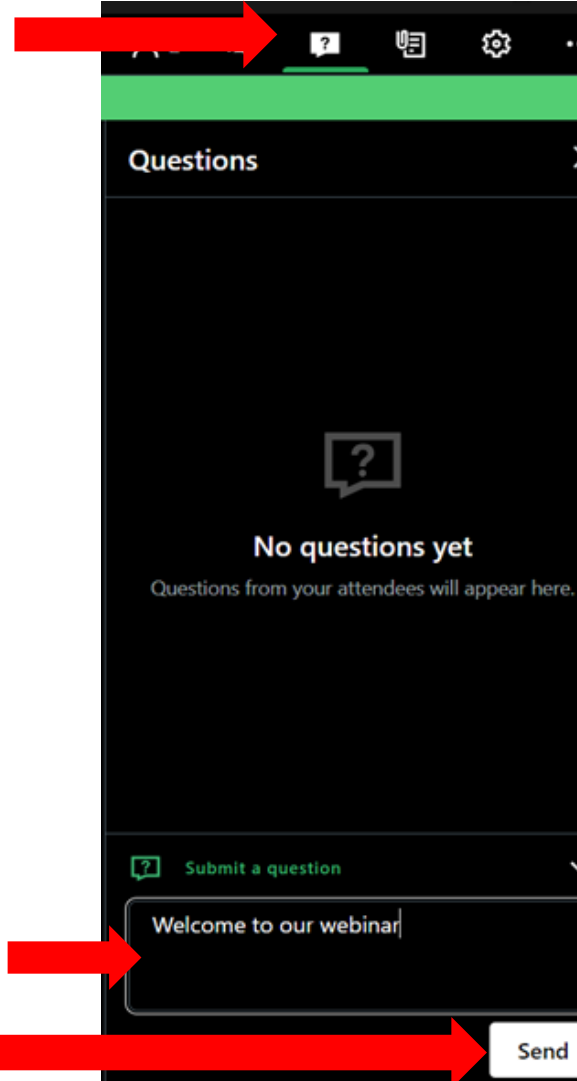
## Questions?

**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.*

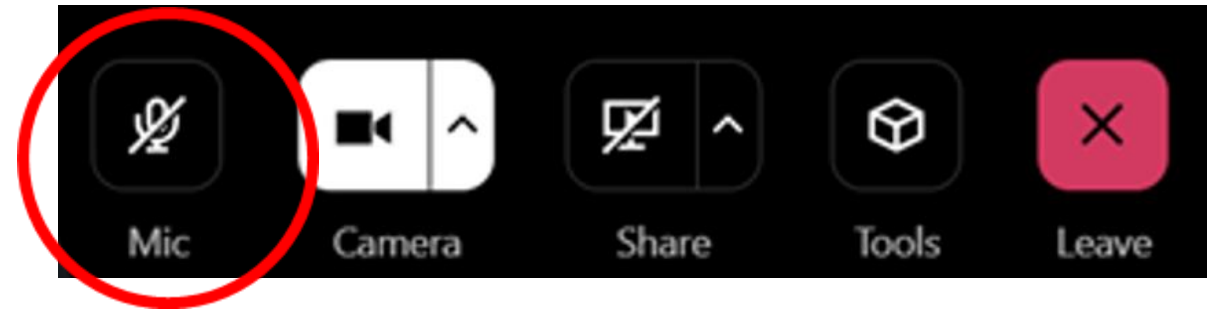
# Introduction – How to ask questions

Open question pane



Type question here

Click to send



**2024 – 2025**

- A look over the horizon...



## Office of the Traffic Commissioner

- GB and NI operator licence administration.
- Public inquiries for the North-East of England.
- Moving to new address:

Office of the Traffic Commissioner (Licensing)

Quarry House  
Quarry Hill  
Leeds  
LS2 7UE



DfI Central Licensing Office

Quarry House  
Quarry Hill  
Leeds  
LS2 7UE



## 'Not for EU' labelling expanded

- Northern Ireland Retail Movement Scheme – Phase 2.
- All milk and dairy products included.
- No decision on being applied to products retailing throughout the whole UK.



## Direct Vision Standard (DVS)

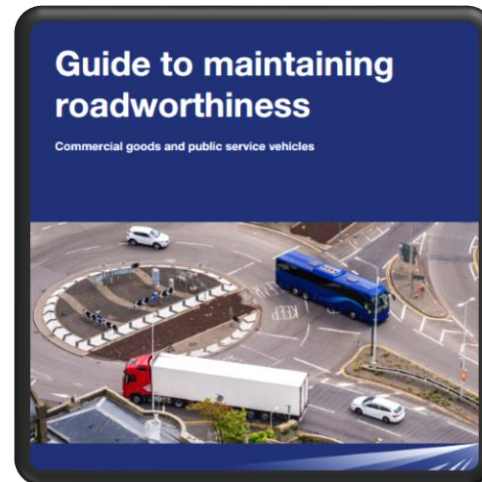
- Phase 2.
- Progressive safe systems.
- 6 month grace period – if registered.
- Grace ends 4 May 2025.





## Guide to Maintaining Roadworthiness (GTMR)

- Industry benchmark for maintenance systems.
- Updated advice for brake testing using a decelerometer.
- Addition of EBPMS park brake performance procedures.



# Guide to maintaining roadworthiness changes

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- New subtitle added.
- Added version control.
- Added a change table.
- Updated 'What happened at the end of the test'.
- Added additional links to vehicle safety recalls.
- Additional advice for outsourcing maintenance work.
- Maintenance Provision Rating Scheme. [Click for MPRS](#)
- Updated advice in 'wheels and tyres'.
- Updated advice for using a decelerometer.
- Added a new section 5.3(a) – Brake testing from April 2025.
- Removed DVSA accreditation for EBPMS.
- Updated parking brake performance procedures for EBPMS.
- Added example of brake performance risk assessment.

  
Driver & Vehicle  
Standards  
Agency

## Guide to maintaining roadworthiness

Outlining the regulatory requirements  
and industry best practice

Commercial goods and public service vehicles



October 2024

Keeping Britain moving, safely and sustainably

## EU Entry and Exit System (EES)

- IT system for registering travellers from non-EU countries.
- Implementation will take a 'phased approach'.
- Replaces passport stamping with scanning.
- Ireland not operating EES for travellers from UK.





## 20mph speed limit – Wales

- Introduced default limit in September 2023.
- Listened to the logistics sector, change of stance.
- Should be seeing noticeable changes.





## Alternatively fuelled vehicles

- Changes to NI weight limits proposed.
- Zero emission vehicles can increase up to 2t.
- Legislation expected in 2025.



Type	No of axles	ICE MAM
Rigid	2	18t
	3	25-26t
Bendy bus	3	28t
Artic	4	26-38t
	5 or 6	40t

## Driver CPC changes

- Introduction of National and International CPC.
- Returning to professional driving.
- Driver CPC card change.





## Load Security Code of Practice

- Benchmark for loading, unloading and carrying goods safely on all road going vehicles.
- Revised version published.
- Categorisation of Defects also updated.

**Securing loads on HGVs and goods vehicles**

From: [Driver and Vehicle Standards Agency](#)

Published: 20 July 2023

Updated: 9 December 2024 - [See all updates](#)

Search this manual

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**Load security code of practice - update**

Briefing note

Revised in July 2023, the Load Security Code of Practice (LSCoP) offers guidance for transporting and securing loads on the road. Following feedback from users and stakeholders, including Logistics UK, a revised and updated version was published on 9 December 2024.

This briefing note provides an overview of the changes and includes comment on key observations, the updated LSCoP can be found [here](#).

**Requirements**

Load Vehicle Certification and the Regulations – Regulation 522 relates directly to loads on vehicles loading.

The load must be so loaded and secured that all items are secured, if necessary by physical restraint other than its own weight, weight in its own container, the load's design or its own ability to be secured to any person or property by reason of the load or any part thereof falling or detaching from the vehicle or by reason of any other movement of the load or any part thereof in relation to the vehicle.

This is the most appropriate for road security when transporting vehicles on the road in UK-licensed vehicles, and Traffic Commissioners if the vehicle is used for hire or reward.

It is then by the Driver and Vehicle Standards Agency (DVSA) and the Vehicle Certification Agency (VCA) with input from industry stakeholders, the Load Security Code of Practice (LSCoP) provides a benchmark for the transport of goods, including which load practices which are acceptable and which are not. The LSCoP provides guidance that operators need to have in mind when developing their own policies and procedures, which should be as good or better than the LSCoP.

Notes that enforcement officers (ENOs) should refer to an operator's manual, the LSCoP and the relevant legislation when they are asked to check the load on a vehicle. The LSCoP is updated in line with the changes detailed in this briefing note.

**Scope**

The LSCoP applies to all vehicles transporting loads on the road including light and heavy vehicles, large and small, where the responsibility lies with the driver and operator. Commercial transport operations where loads can be heavy, mobile and the LSCoP also applies to loading and unloading activities, and any those carried out by the transporter, but also any carried out by a contracted company that loads the vehicle.

**Updates**

The LSCoP has had a number of updates which have been added to it as a result of feedback, with the most recent update being the addition of a new section on the use of vehicles which are used for hire or reward. For more information on the updates and how they affect your business, see the updates page [here](#) and the further updates are added in real time.

**Section 1 - Responsibility for load security**

**Risk assessments**

New sections have been added detailing responsibilities for operators and self-employed people. A separate risk assessment is not required for every load and it is sufficient for an operator to have a general risk assessment for a specific load and any other loads. However, a different form of risk assessment or different methods to use a separate assessment would be required.

**Operator responsibilities**

The briefing note has been added at the bottom and

LOGISTICS UK - LSCoP 2024 (REVISED) - 09 DECEMBER 2024

[Briefing note](#)

[Load Security Code of Practice](#)

[Categorisation of Defects](#)



## EU drivers' hours records

- Production of record sheets, manual entries and printouts.
- Extended from last 28 days to last 56 days.
- Applies to international journeys from the UK.
- UK legislation unaffected.





## Smart tachograph 2 – retrofit

- Applies to vehicles on international journeys.
- The following will need to be upgraded:
  - Analogue tachographs.
  - Digital 1b tachographs.



## 20mph speed limit – Cornwall

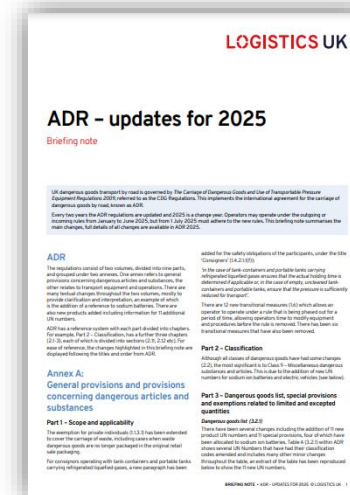
- Piloted during 2022.
- Aiming to reduce death and serious injuries.
- First rural area to introduce speed limits from 30mph.
- Roads reviewed on a case-by-case basis.



**2024/2025**

## Dangerous goods – ADR

- Dangerous goods rules updated.
- Both rules in use until June 2025.
- Must adhere to new rules from July 2025.



Briefing note

ADR 2025





## Fleet Operator Recognition Scheme (FORS)

- Voluntary accreditation scheme.
- Version 7 becomes the required standard.
- Various changes including renamed 'Environmental impact' section.



Credit: FORS

## Electronic Travel Authorisation (ETA)

- Requirement for non-visa travellers entering UK.
- Similar to USA's ESTA.
- Lasts two years.
- Allows stay for up to six months.



## Border Target Operating Model (BTOM)

- Safety and security declarations introduced.
- UK Single Trade Window introduction paused.



## Office of the Traffic Commissioner – digitalisation

- TM1 – application to add a transport manager to a licence.
- GV80A – application to change type of licence/notification of change of transport manager.
- SUR1 – application to surrender an operator's licence.





## Vehicle Certification Agency (VCA)

- VCA implements *full GB type approval scheme*:
  - Northern Ireland – UK (NI) Scheme type approval.
  - Great Britain – GB Scheme type approval.



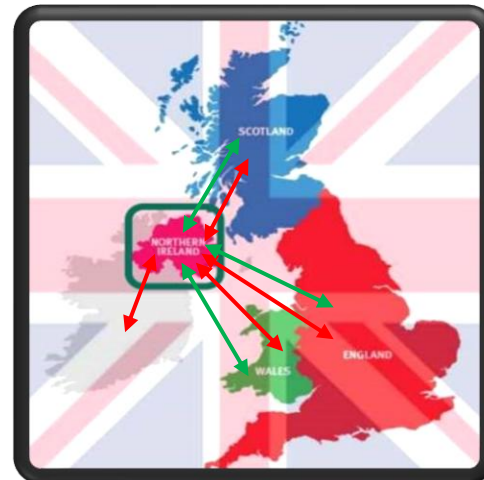
Category	Type	Introduction date
M	Cars, buses and coaches	1 July 2023
N	Goods vehicles	1 July 2023
O	Trailers	1 February 2025





## Northern Ireland Green Lane

- Expanded to include qualifying freight and parcels.
- Customs checks and duties:
  - Not required for movements within UK (Green lane).
  - Required for international movements (Red lane).



Freight/parcel type	Scheme registration
Consumer GB to NI	UK Carrier Scheme
Business to business	UK Internal Market Scheme

## Vehicle Excise Duty

- Introduced for electric, hybrid and alternative fuel vehicles.
- Rate subject to change.
- Does not include vehicles >3.5t MAM.

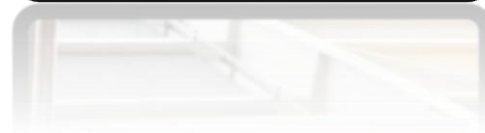


Vehicle type	VED from 2025
Electric and low emission cars	> Apr 2017 - £190 < Apr 2017 - £20
Hybrid and AFVs	> Apr 2017 - £190 < Apr 2017 - varies
Van	£335



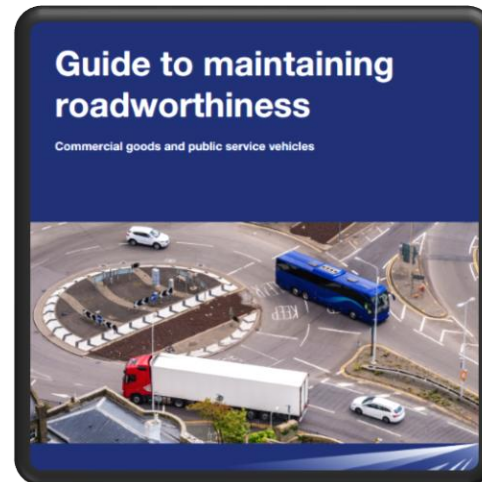
## Import control system 2

- Extended to include road transport imports into EU.
- Safety and security declarations required.
- Submissions remain responsibility of operator.



## Guide to Maintaining Roadworthiness (GTMR)

- Section 5.3(a) added.
- Brake performance evaluation at every PMI.
- Laden brake testing at least four times per year.



## Brake performance assessment from April 2025 (Section 5.3a)

- There is an expectation that every safety inspection will include a brake performance assessment using either:
  - A roller brake tester (RBT).
  - A suitable electronic brake performance monitoring system (EBPMS).
  - A decelerometer with temperature readings.
- If EBPMS is not used, it is expected there is a minimum of four laden brake tests per annum.
- Where laden brake tests are not carried out, then a risk assessment must be available.
- If EBPMS used, report must be evaluated before safety inspection, signed, dated, and retained.
- Brake tests can be conducted up to 14 days before the safety inspection date; to allow operators to conduct a laden brake tests during the vehicle/trailer normal activities, without the need to specially load it.

### **“Acceptable reasons” for not carrying out a laden brake assessment**

- Vehicles under normal operating conditions are lightly laden.
- Dangerous goods vehicles.
- Livestock carriers.
- Noxious load carriers.
- Furniture removal vehicles.
- Vehicles operating at 50% or more of their permitted axle weights.
- Public service vehicles.

**Generic list – not exhaustive**

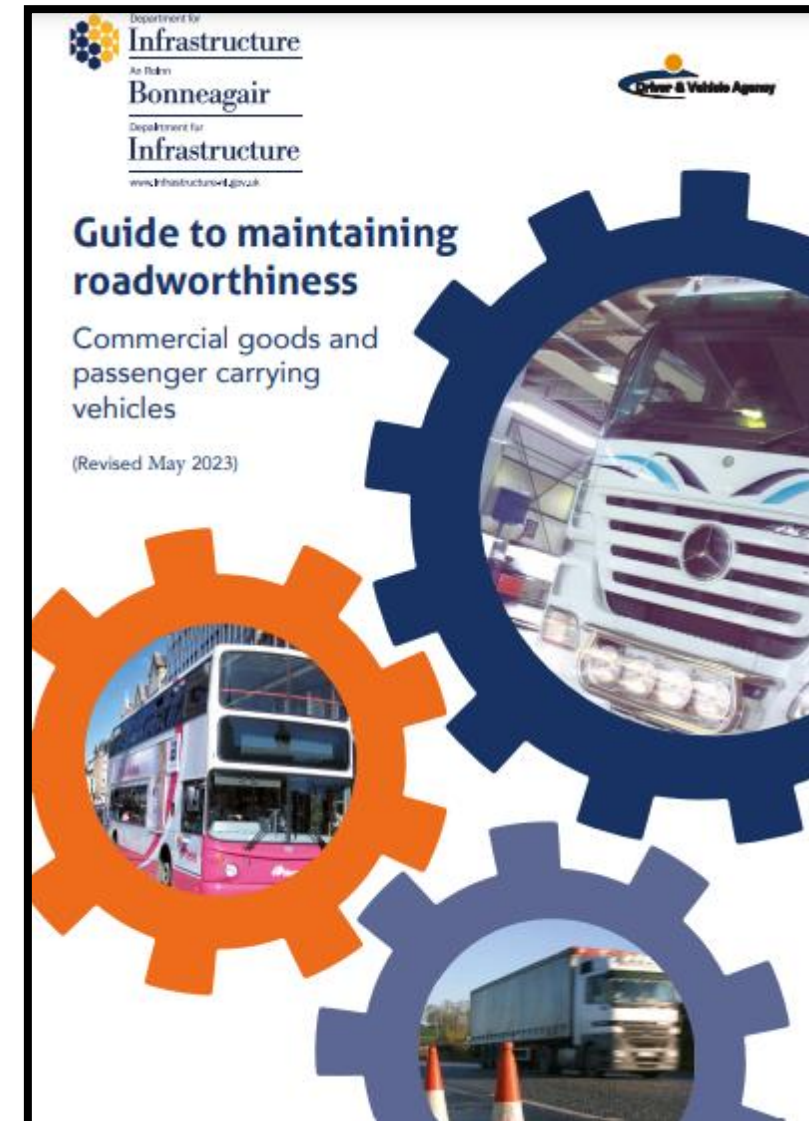
**If you are not laden brake testing or using EBPMS, a risk assessment will be required**

## Guide to maintaining roadworthiness changes

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### Guide to Maintaining Roadworthiness (GTMR)

- Industry benchmark for maintenance systems.
- Review expected to include Advanced Driver Assistance Systems (ADAS).
- Revised version expected early 2025.



## Silvertown tunnel

- Link between Silvertown and the Greenwich Peninsula.
- Dedicated goods vehicle and bus lane.
- Tolls introduced between 06:00-22:00.



Vehicle type	Peak (£)	Off peak (£)
Motorcycle	2.50	1.50
Car/small van	4.00	1.50
Large van	6.50	2.50
HGV	10.00	5.00





## LCVs used on international transport

- Transport manager needed, there was three options:
  - Employed TM ✓
  - External TM ✓
  - Temporarily recognised TM – no longer an option ✕



## 'Not for EU' labelling expanded

- All retail goods should be individually labelled.
- Some exceptions such as:
  - Box or signage may not have to be labelled.
  - Products not subject to EU controls like confectionary.





## Smart tachograph 2 – retrofit

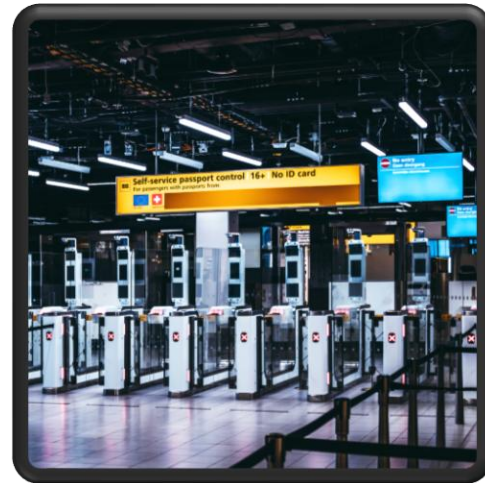
- Applies to vehicles on international journeys.
- Smart tachograph 1 will need to be upgraded.
- All vehicles on international journeys will require ST2.





## European Travel Information and Authorisation System (ETIAS)

- Requirement for British and other non-EU/Schengen citizens.
- Lasts three years.
- Allows stay for up to 90 days in any 180 day period.



## 20mph speed limit – Scotland

- Implementing 20mph speed limits by end of 2025.
- Delivered by the local authorities.
- Recognised that some roads may need adjustment after monitoring.



## Policy issues

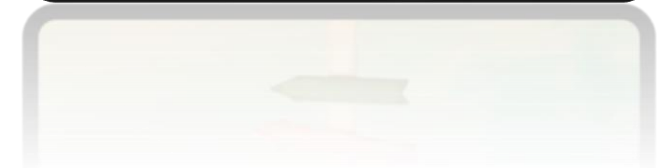
- Alternative fuel 4.25t training derogation removal.
- HGV and PSV annual test review.
- Traffic Commissioner function review.
- Jersey operator licence scheme.
- Consultation - 4.25t AFVs comparable to 3.5t ICE vehicles.

## Member Advice Centre



[mac@logistics.org.uk](mailto:mac@logistics.org.uk)

0370 605 0000\*



**MAC**



# Upcoming activities and events

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## Events

- Virtual member briefing - [Briefing](#)
  - 12 Feb – Dangerous goods update and MAC frequently asked questions

## Member engagement

- Freight councils - [Councils](#)
  - 14 Jan – 4 Feb – 13 regional councils over the UK
- Engineering forum - [Engineering](#)
  - 21 Jan – 30 Jan – four meetings across UK
- Public affairs working group - [Public](#)
  - 13 Feb – London
- Customs and trade solutions working group - [Customs](#)
  - 19 Feb – Virtual
- Innovation working group - [Innovation](#)
  - 27 Feb – London/virtual





# Logistics UK support

# LOGISTICS UK



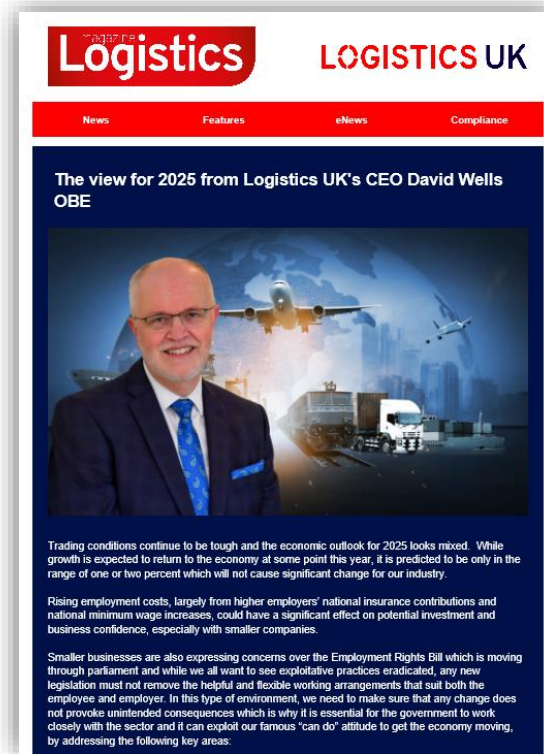
**LOGISTICS UK**  
Weekly news

8 January 2025

Your weekly member email from Logistics UK sharing the latest updates addressing industry-relevant developments, legislation and compliance updates and campaigns to help you stay informed.

In this issue:

- Consultation opens on zero emission vans and regulatory flexibility.
- New consultation on phasing out the sale of new petrol and diesel vans from 2030 and support for the Zero Emission Transition.
- TfL confirms Silvertown Tunnel opening will take place on 7 April 2025.
- Tachograph retrofitting for goods journeys crossing and recrossing the UK / Ireland border.
- Logistics UK Member Advice Centre fact sheets.



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News Features eNews Compliance

### The view for 2025 from Logistics UK's CEO David Wells OBE



Trading conditions continue to be tough and the economic outlook for 2025 looks mixed. While growth is expected to return to the economy at some point this year, it is predicted to be only in the range of one or two percent which will not cause significant change for our industry.

Rising employment costs, largely from higher employers' national insurance contributions and national minimum wage increases, could have a significant effect on potential investment and business confidence, especially with smaller companies.

Smaller businesses are also expressing concerns over the Employment Rights Bill which is moving through parliament and while we all want to see exploitative practices eradicated, any new legislation must not remove the helpful and flexible working arrangements that suit both the employee and employer. In this type of environment, we need to make sure that any change does not provoke unintended consequences which is why it is essential for the government to work closely with the sector and it can exploit our famous 'can do' attitude to get the economy moving, by addressing the following key areas:



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