



LOGISTICS UK

Member Briefing

Compliance Update

May 2025

- Expired photocard driver licences.
- Section 88.
- Driver CPC reforms.
- Updates to ADR.
- Operating alternatively fuelled vehicles 3.5 - 4.25t.
- Driver welfare: managing workforce.
- DVSA's Guide to Maintaining Roadworthiness: brake testing.

Expired Photocard Licence

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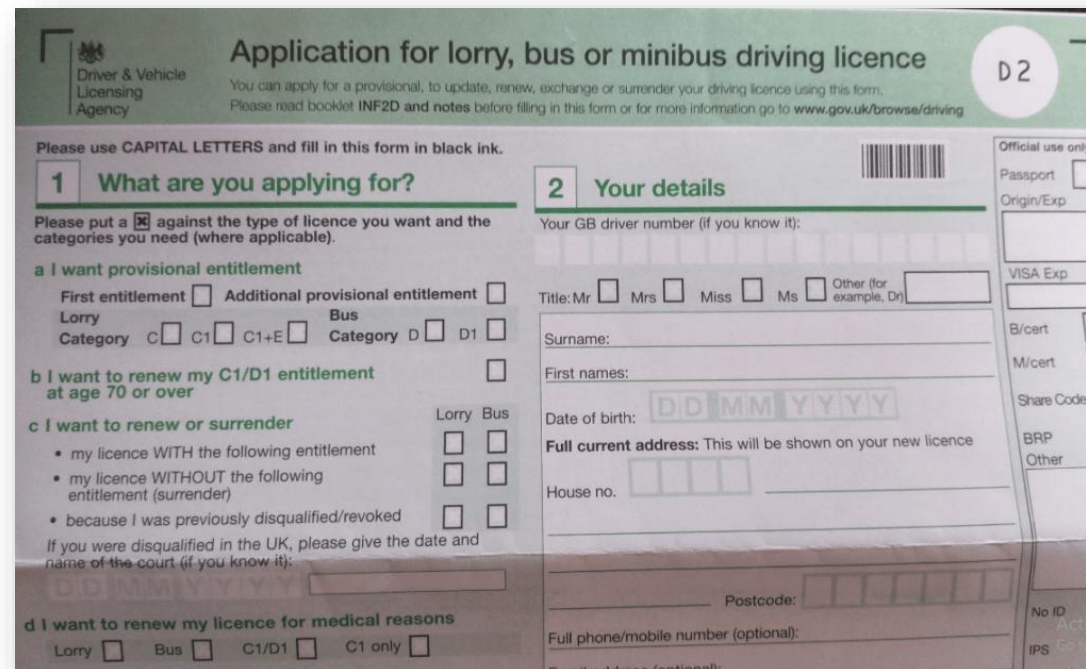
Expired photocard licence



DVLA forms

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Order D2 and D4 forms.



Driver & Vehicle Licensing Agency

Application for lorry, bus or minibus driving licence

You can apply for a provisional, to update, renew, exchange or surrender your driving licence using this form. Please read booklet INF2D and notes before filling in this form or for more information go to www.gov.uk/browse/driving

D2

Please use CAPITAL LETTERS and fill in this form in black ink.

1 What are you applying for?

Please put a ☒ against the type of licence you want and the categories you need (where applicable).

a I want provisional entitlement

First entitlement ☐ Additional provisional entitlement ☐

Lorry ☐ Bus ☐

Category C ☐ C1 ☐ C1+E ☐ Category D ☐ D1 ☐

b I want to renew my C1/D1 entitlement at age 70 or over ☐

c I want to renew or surrender

- my licence WITH the following entitlement ☐ Lorry ☐ Bus ☐
- my licence WITHOUT the following entitlement (surrender) ☐
- because I was previously disqualified/revoked ☐

If you were disqualified in the UK, please give the date and name of the court (if you know it):

d I want to renew my licence for medical reasons

Lorry ☐ Bus ☐ C1/D1 ☐ C1 only ☐

2 Your details

Your GB driver number (if you know it):

Title: Mr ☐ Mrs ☐ Miss ☐ Ms ☐ Other (for example, Dr) ☐

Surname:

First names:

Date of birth: DD MM YYYY

Full current address: This will be shown on your new licence

House no.:

Postcode:

Full phone/mobile number (optional):

Email address (optional):

Official use only

Passport ☐

Origin/Exp ☐

VISA Exp ☐

B/cert ☐

M/cert ☐

Share Code ☐

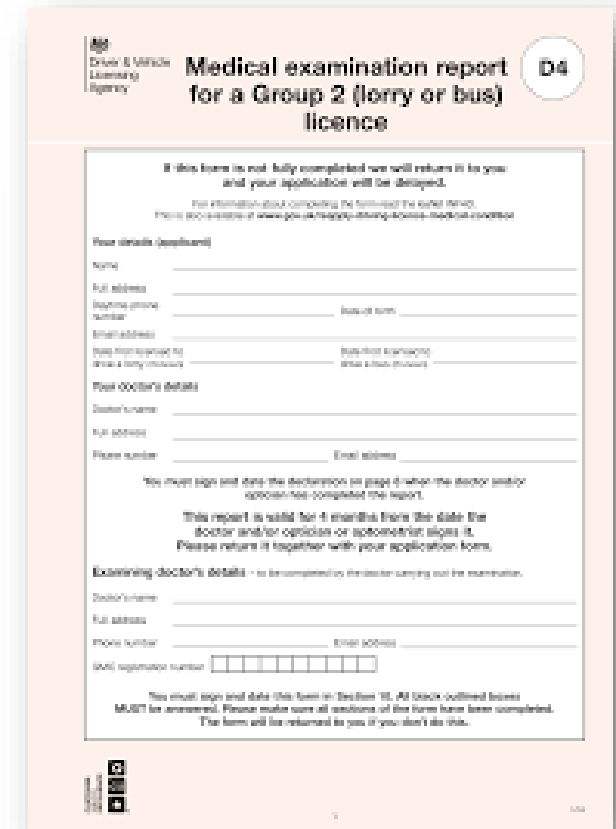
BRP ☐

Other ☐

No ID ☐

Active ☐

IPS ☐



Driver & Vehicle Licensing Agency

Medical examination report for a Group 2 (lorry or bus) licence

D4

If this form is not fully completed we will return it to you and your application will be delayed.

For information about completing the form visit the website www.gov.uk/browse/driving/medical-examination

Your details (applicant)

Name:

Full address:

Home phone number:

Business phone number:

Email address:

Passport approved to drive a lorry/minibus ☐ (Passport approved to drive a lorry/minibus) ☐

Your doctor's details

Doctor's name:

Full address:

Phone number:

Email address:

Place number:

Postcode:

Examinations

You must sign and date the declaration on page 4 when the doctor and/or optician has completed the report.

This report is valid for 4 months from the date the doctor and/or optician or optometrist signs it. Please return it together with your application form.

Examinations

Examinations completed by the doctor carrying out the examination.

Doctor's name:

Full address:

Phone number:

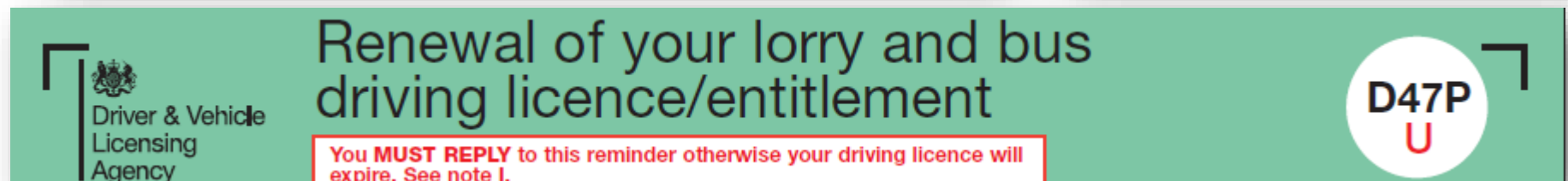
Email address:

Place number:

Postcode:

Declaration

You must sign and date this form in Section 15. All ticked (outlined boxes) MUST be answered. Please make sure all sections of the form have been completed. The form will be returned to you if you don't do this.



Driver & Vehicle Licensing Agency

Renewal of your lorry and bus driving licence/entitlement

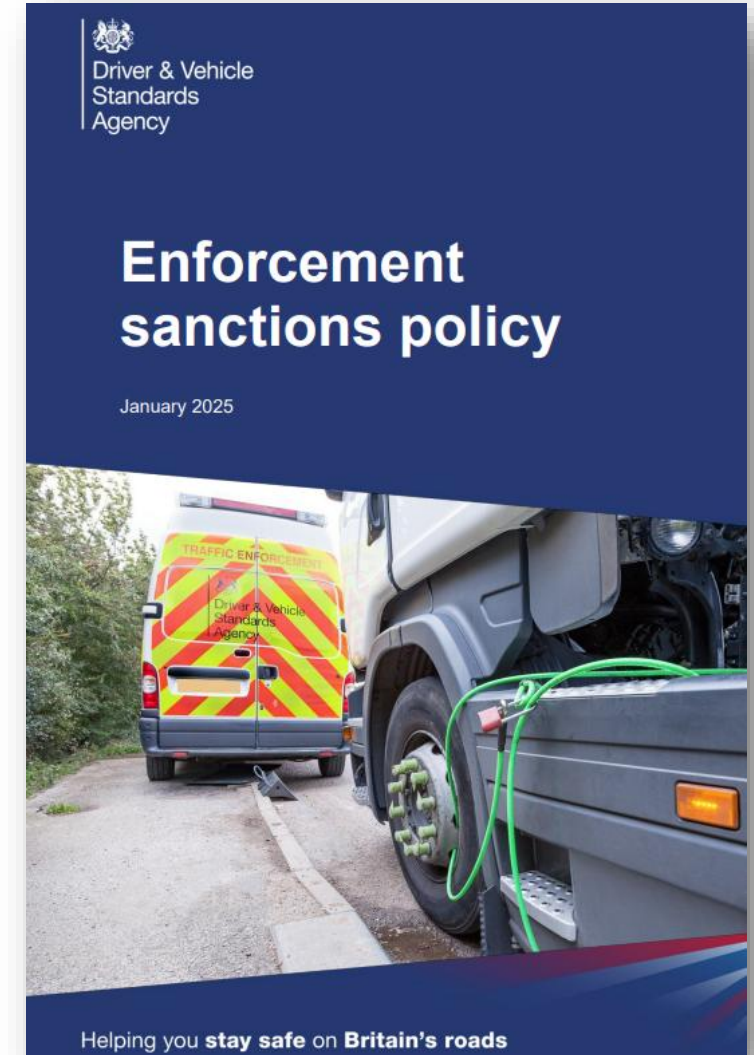
D47P

You MUST REPLY to this reminder otherwise your driving licence will expire. See note 1.

Enforcement Sanctions Policy

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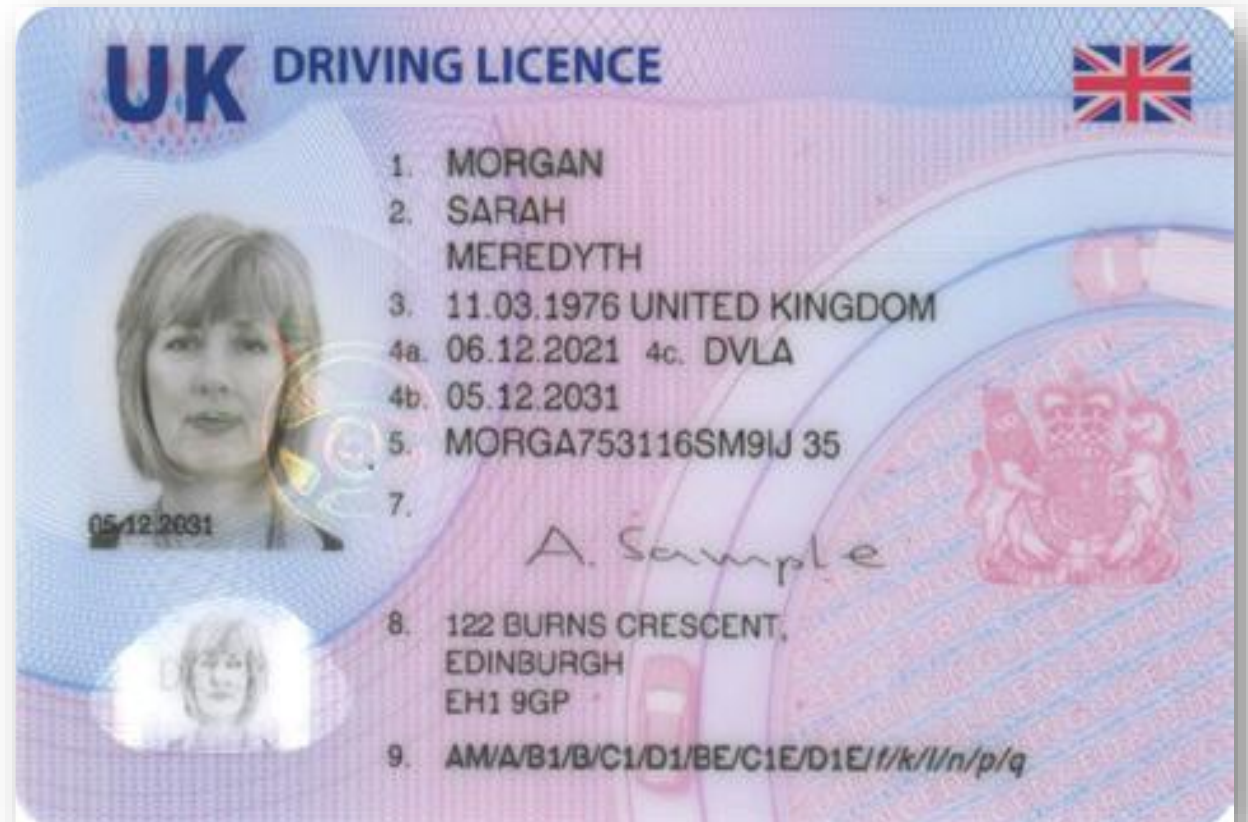
- Verbal warning issued to drivers who 'fail to have photograph updated'.
- Possible fine up to £1,000.



Driving licence number

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MORGA-753116-SM-9IJ 35.



Driving licence number

LOGISTICS UK

MORGA-753116-SM-9IJ 35

- Part one - five digits MORGA.



Driving licence number

LOGISTICS UK

MORGA-753116-SM-9IJ 35

- Part one - five digits MORGA.
- Part two – six digits 753116.



Driving licence number

LOGISTICS UK

MORGA-753116-SM-9IJ 35

- Part one - five digits MORGA.
- Part two – six digits 753116.
- Part three – two digits SM.



Driving licence number

LOGISTICS UK

MORGA-753116-SM-9IJ 35

- Part one - five digits
MORGA.
- Part two – six digits
753116.
- Part three – two digits
SM.
- Part four – three digits
random security digits.



Driving licence number

LOGISTICS UK

MORGA-753116-SM-9IJ 35

- Part one - five digits MORGA.
- Part two – six digits 753116.
- Part three – two digits SM.
- Part four – three digits random security digits.
- Part five – two digits licence issue number.



INF188/6 (Section 88)

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Driver Licensing – INF188/6

What is INF188/6?

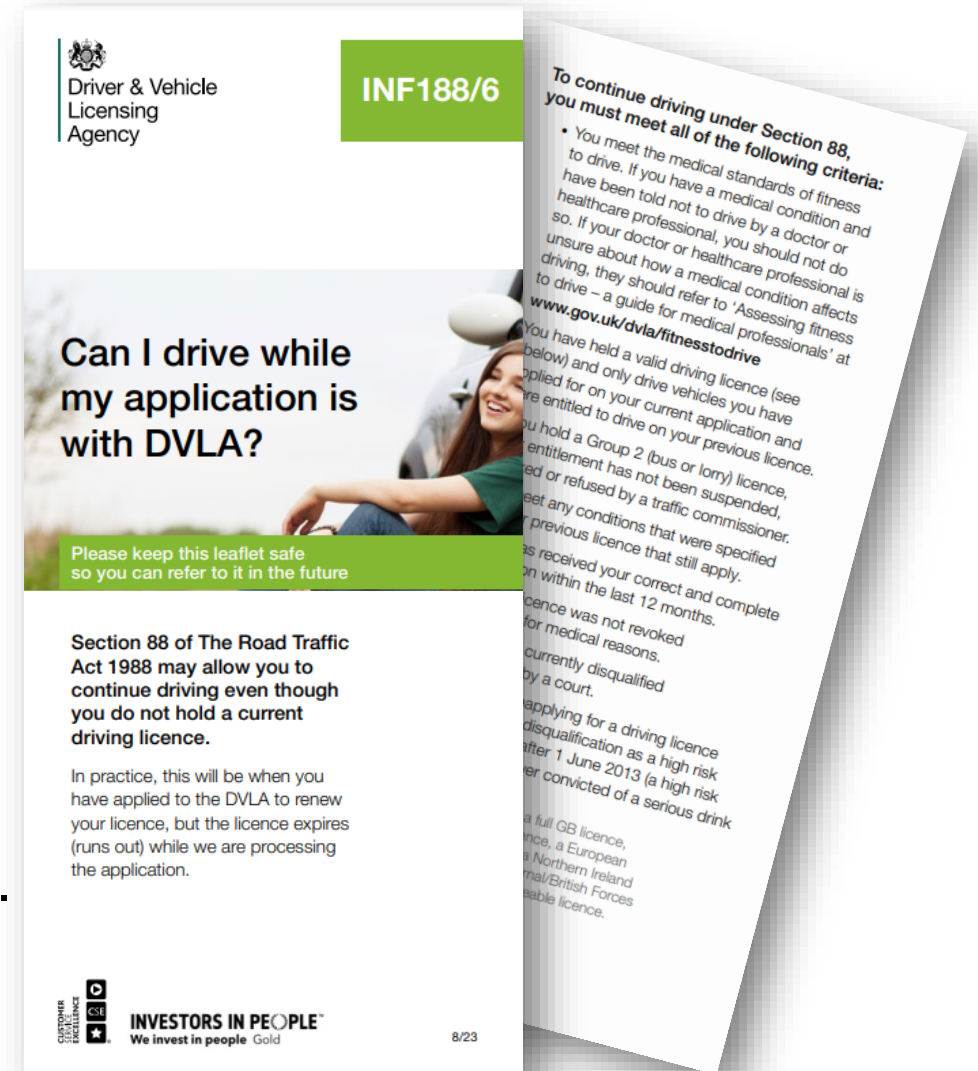
“Section 88 of the *Road Traffic Act 1988* allows for a temporary extension of a vocational driving licence under specific conditions.”

Who does it apply to?

- Drivers renewing a licence due to expiry, medical conditions.

Eligibility criteria?

- Fit to drive.
- Valid licence previously held.
- No refusal notification.
- Still meet specified conditions on your previous licence.
- Application submitted to the DVLA.
- Not refused/revoked for medical reasons.
- Not disqualified.



Section 88 – Limitations

- Not an automatic right.
- Not valid outside the UK.
- Temporary validity.
- Employer policies.

Road Traffic Act 1988

UK Public General Acts > 1988 c. 52 > Part III > Requirement to hold licence > Section 88

Table of Contents **Content** More Resources ?

◀ Previous: Provision Next: Provision ▶ Plain View Print Options

What Version ? Changes over time for: Section 88 ?

88 Exceptions.

(1) Notwithstanding section 87 of this Act, a person may drive or cause or permit another person to drive a vehicle of any class **[F1]** at any time if—

[F2](a) the driver has held—

(i) a licence under this Part of this Act to drive vehicles of that or a corresponding class, or

[F3](ia) a Community licence to drive vehicles of that or a corresponding class, or

(ii) a Northern Ireland licence to drive vehicles of that or a corresponding class, or

(iii) a British external licence or British Forces licence to drive vehicles of that or a corresponding class, or

(iv) an exchangeable licence to drive vehicles of that or a corresponding class, and

(b) either—

(i) a qualifying application by the driver for the grant of a licence to drive vehicles of that class for a period which includes that time has been received by the Secretary of State, or

[F4](ii) a licence to drive vehicles of that class granted to him has been revoked or surrendered in pursuance of section 99(2A), (3) or (4) of this Act otherwise than by reason of a current disqualification or of its having been granted in error and he has complied with any requirements imposed on him under section 99(7B) of this Act, and

(c) any conditions which by virtue of section 97(3) or 98(2) of this Act apply to the driving under the authority of the licence of vehicles of that class are complied with.

[F5](1A) An application for the grant of a licence to drive vehicles of any class is a qualifying application for the purposes of subsection (1)(b)(i) above if—

(a) the requirements of paragraphs (a), (b) so far as it relates to initial evidence and (c) of section 97(1) of this Act have been satisfied;

Driving licence – INF188/6 (Section 88)

- Section 88 should not be relied upon as an option for drivers who leave renewing their licence until the last minute.

- [Logistics UK Vocational driver licence renewal – section 88 Fact Sheet.](#)

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MAC Fact Sheet

Vocational driver licence renewal – section 88

Renewing a vocational driving licence is a critical aspect of maintaining a legal, robust, and efficient transport operation.

Whether you're a haulage company, a passenger transport service, or a delivery business, staying compliant with the regulations is essential.

This Fact Sheet explores the process for renewing a vocational driving licence and details the requirements in place should drivers' renewals be delayed beyond the expiry date of their existing licence.

- No photo enclosed. This can be checked if required by looking at the expiry date on the photo on the driving licence.
- No signature by the driver on the declaration section.
- No D4 medical enclosed (if required) with the application form.

If delays to the renewal mean that a new licence hasn't been received before the expiry date of the old one, the driver may have to stop driving vehicles requiring vocational entitlement!

Section 88

As a vocational driver (category C, C1, C+E, D etc) your 'group two' driving entitlement has enhanced requirements over a light vehicle licence holder.

Once a driver reaches the age of 45, the vocational licence entitlement must be renewed to continue driving. This then continues every five years until the age of 65, after which the entitlement must be renewed every year.

To renew, DVLA (DVA for Northern Ireland) will send a renewal application approximately 60 days from the licence expiry. The application includes a D4 medical report form (DL1 for Northern Ireland) which must be completed by a doctor and may also require input from an optician.

As professional drivers, the responsibility ultimately lies with the licence holder for ensuring they are fully complying with their licence terms, and operators have a duty to ensure all drivers working for their business are compliant.

Delays to renewals

Apart from the late submission of applications, there are several common reasons why applications are rejected and sent back to drivers which delay the renewal process. These are:

- Eyesight questions not answered.
- Failure to ensure the Doctor has completed the medical report blood pressure question.

As a safeguard, and only intended as a last resort, *The Road Traffic Act 1988* contains section 88 which may allow drivers to temporarily continue driving after the expiry their licence providing the following specific conditions are met:

- A correct and complete vocational licence renewal form has been received by DVLA/DVA in the last 12 months. Send using a tracked and traceable postal service to provide confirmation of receipt. Inputting your email and mobile number onto the form will ensure DVLA are able to send updates via SMS and email.
- The doctor must have told the driver they are fit to drive. If the Doctor is unsure, further guidance is available on GOV.UK – [Assessing fitness to drive](#).
- The driver's vocational group two licence entitlement has not been suspended, revoked or refused by a traffic commissioner.
- Any conditions specified on the driver's previous licence that still apply continue to be met, for example wearing eyesight correction.

Driver CPC reform

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Driver CPC – what you need to know?

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Two qualification options:

- International Driver CPC (for UK and EU driving).
- National Driver CPC (for UK-only driving).

Flexible training options:

- Shorter course durations.
- Increased e-learning hours.

Return to driving support:

- New pathways for drivers returning after a break.



National Driver CPC

- For UK-only driving.
- Courses as short as 3 hours 30 minutes.
- Split course scheduling allowed.
- Up to 12 hours of e-learning permissible.

International Driver CPC

- 35 hours of periodic training every five years.
- Courses must be at least seven hours long.
- Maximum of 12 hours of e-learning.



Returning to professional driving – For CPC's expired between 60 days and two years:

- Four options available to regain qualification:
 1. International CPC with a seven-hour 'return to driving module'.
 2. National CPC with a seven-hour 'return to driving module'.
 3. 35-hour National CPC training.
 4. 35-hour International CPC training.

For CPC's expired for over two years:

1. Complete 35 hours of training.



Driver CPC – driver qualification cards (DQC's)

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National Driver CPC card.



International Driver CPC card.



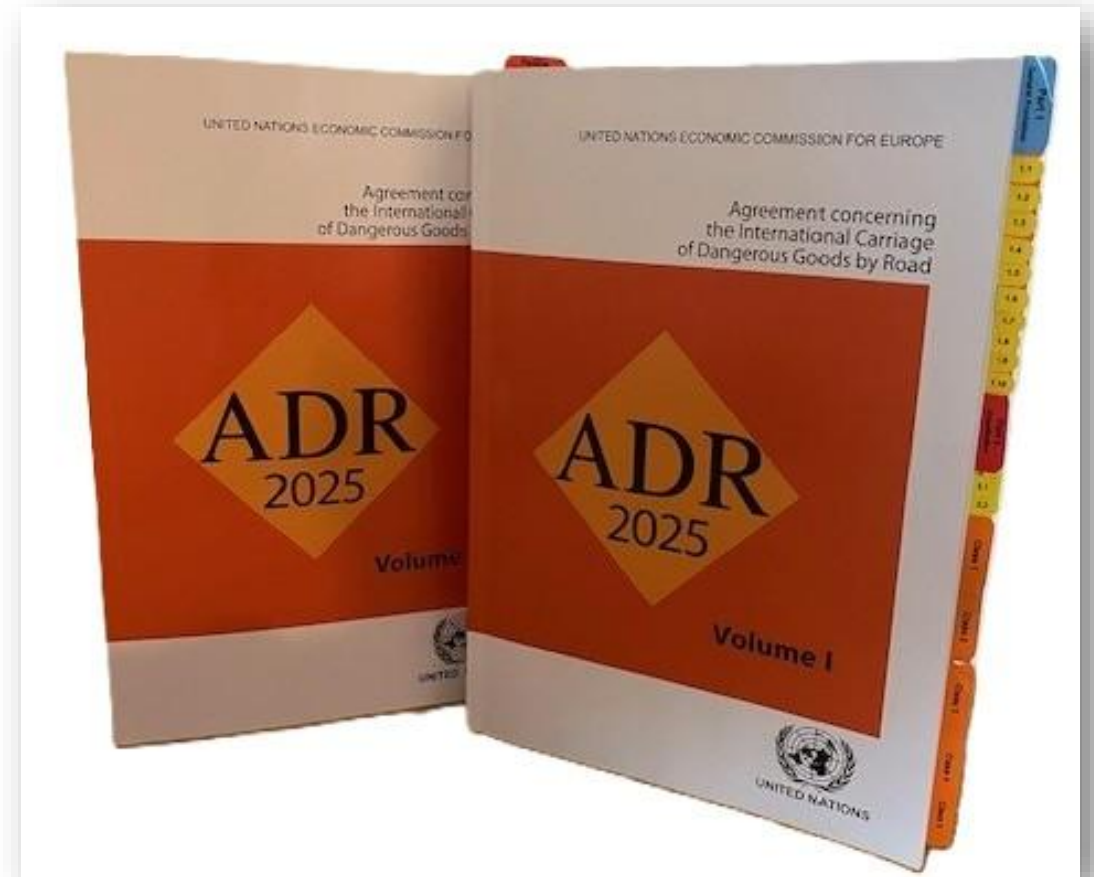
Updates to ADR

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ADR 2025 - update

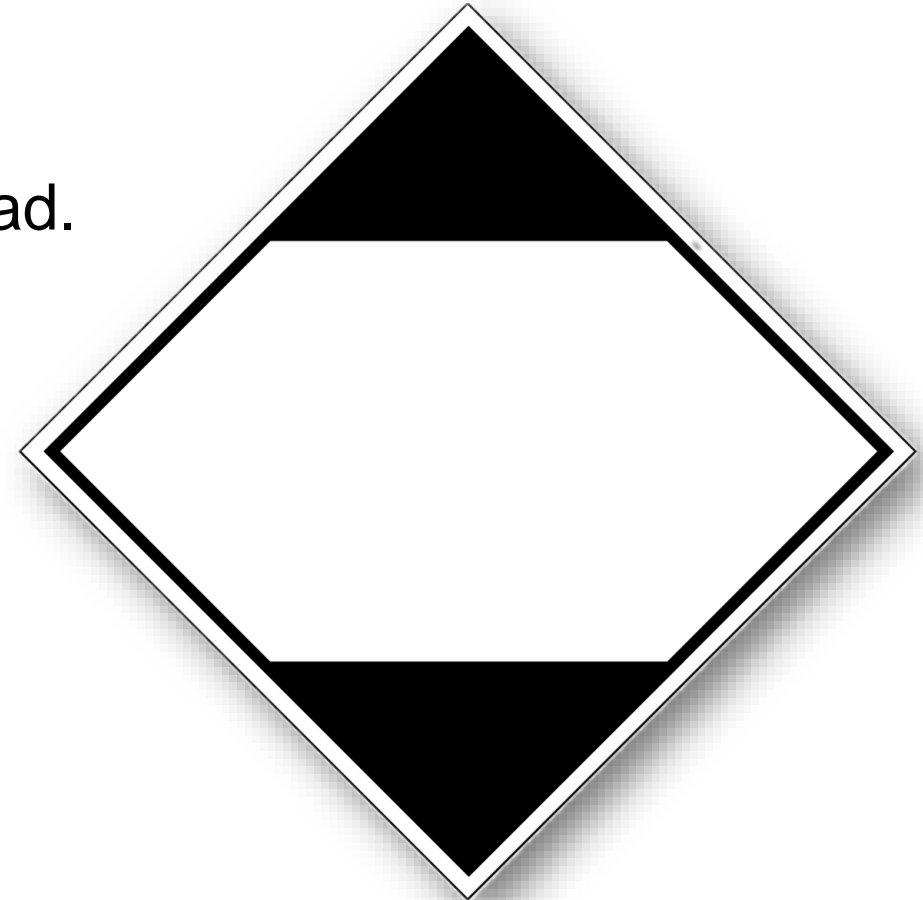
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- The new version (ADR 2025) came into force on 1 January 2025.
- Please refer to the [ADR 2025 Agreement concerning the International Carriage of Dangerous Goods by Road UNECE](#) for the full updates.
- [Logistics UK member briefings.](#)
- [Logistics UK ADR 2025 updates briefing note.](#)



3.4 – Dangerous goods packed in Limited Quantities (LQ)

8.2.3 - Training of persons other than the drivers holding a certificate in accordance with 8.2.1. involved in the carriage of dangerous goods by road.



What does driver awareness training look like and who does it affect?

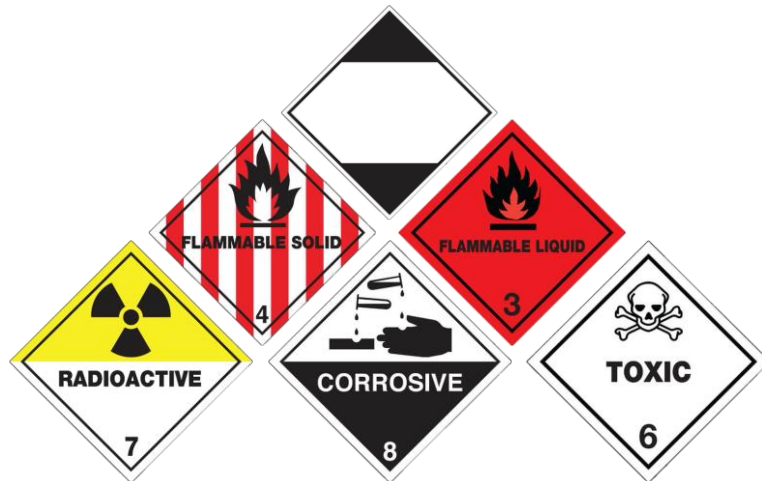
- Formal training requirements contained in ADR (1.3).
- Affects all staff involved in movement of dangerous goods.
- ADR certificate holders already qualified.



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- Dangers of the goods being moved.
- Mixed packing.
- Correct paperwork.



DANGEROUS GOODS DECLARATION, SHIPPING NOTE & CONTAINER/VEHICLE PACKING CERTIFICATE									
Carrier/Inland consignee (sender)		1. Customs identification		2. Exporter's reference					
		3. Booking number		4. Forwarder's reference					
Consignee		5. UN38.3 test results in accordance with ICAO Regulations for airworthy goods		6. Shipper's reference					
		7. Shipper		8. Emergency contact		9. Transport operator		10. Shipping date	
Freight forwarder		11. International carrier		12. For use of receiving authority only					
Other UN transport details		13. I hereby declare that the contents of this consignment are fully and accurately described below by the proper shipping name, and are classified, packaged, marked and labeled/carcassed and are in all respects in proper condition for transport according to the applicable international and national governmental regulations and in accordance with the provisions shown overleaf. The shipper must complete and sign box 17.		14. To this DECLARATION/ACTIVITY, please refer to the general provisions described below subject to your published regulations and conditions (including those in the Annex)					
Weight and Point of Loading		15. Net weight (kg) of goods		16. Gross weight (kg) of goods		17. Net volume (m³) of goods		18. Gross volume (m³) of goods	
Point of discharge and destination		19. Proper marks, proper UN hazard class, Proper Shipping Name, and the Class, the Packing Group, Additional information may be required depending on the mode and/or substance.		20. Number and kind of packages, description of goods					
		21. Place and date		22. Signature of declarant					
		23. Declaration made by (Name, Address, Telephone, Fax, E-mail, Signature, Stamp)		24. Declaration made by (Name, Address, Telephone, Fax, E-mail, Signature, Stamp)					
Shipper/Shipping Name (Trade names alone are unacceptable)		25. Name of Company		26. Name/Status of Declarant		27. Place and date		28. Signature of declarant	
CONTAINER/VEHICLE PACKING CERTIFICATE		29. I hereby declare that the goods described above have been packed/loaded into the container/vehicle identified below in accordance with the provisions shown overleaf.		30. THIS DECLARATION MUST BE COMPLETED AND SIGNED BY THE CONTAINER/VEHICLE PACKING CERTIFICATE HOLDER (APPLICABLE TO ALL PACKING METHODS)		31. Container identification number/box registration number		32. Seal number(s)	
		33. Container/vehicle size and type		34. Tare (kg)		35. Net gross weight (kg)		36. Net volume (m³)	
HAZARD DETAILS		DOCK/TERMINAL RECEIPT		RECEIVING AUTHORITY REMARKS		37. Name and telephone number of shipper preparing this note			
38. Shipper's name		39. Receiver's name		40. Received the above number of packages/containers/vehicles in satisfactory condition and in full accordance with above details		41. Name and telephone number of receiver			
42. Vehicle no.		43. Date and time		44. Signature of declarant		45. Signature of receiver			
46. Driver's signature		47. Receiving authority's name and date		48. Signature of declarant		49. Signature of receiver			

Driver awareness training



- Do not open the packages.
- Correct handling and labels.
- Procedures leakages and spillages.
- Products labelled correctly.



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Driver awareness training

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- Load security.
 - [Logistics UK load security briefing note.](#)
- Procedures in the case of accidents.
- Correct PPE (if required).



ADR 1(C) Certificate

Old interpretation and understanding

- If the ADR1(C) expired in the month of the MOT expiry date, then the vehicle could still be used to carry dangerous goods until the ADR1(C)/MOT test.

Clarification

- Operators will no longer be able to carry dangerous goods on a vehicle that has an expired ADR1(C) certificate.

[Dangerous goods vehicles: get an MOT and ADR test](#)

Certificate of Approval for Vehicles carrying certain Dangerous Goods

Department for Transport Competent authority for the United Kingdom Driver & Vehicle Standards Agency REPLACEMENT Driver & Vehicle Agency

This certificate testifies that the vehicle specified below fulfils the conditions prescribed by the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)

1 Certificate number 653540	2 Vehicle manufacturer OSHKOSH	3 Vehicle Identification Number	4 Registration number (if any)
--------------------------------	-----------------------------------	---------------------------------	-----------------------------------

5 Name and business address of carrier, owner or operator

6 Description of vehicle
ARTIC TRACTOR

7 Vehicle designation(s) according to 9.1.1.2 of ADR (delete what is not appropriate)
(XXXXX) (XXXXX) (FL) (XXXXX) (AT) (XXXXX)

8 Endurance braking system
() Not applicable (X) The effectiveness according to 9.2.3.1.2 of ADR is sufficient for a total mass of the transport unit of 40.5t

9 Description of the fixed tank(s)/battery-vehicle (if any)

9.1 Manufacturer of the tank	9.1
9.2 Approval number of the tank/battery vehicle	9.2
9.3 Tank manufacturer's serial number/ Identification of elements of battery vehicle	9.3
9.4 Year of manufacture	9.4
9.5 Tank code according to 4.3.3.1 or 4.3.4.1 of ADR	9.5
9.6 Special provisions according to 6.8.4 of ADR (if applicable)	9.6

10 Dangerous goods authorised for carriage
The vehicle fulfils the conditions required for the carriage of dangerous goods assigned to the vehicle designation(s) in no. 7

0.1 In the case of an EX/II or EX/III vehicle
() goods of Class 1 including compatibility group J
() goods of Class 1 excluding compatibility group J

0.2 In the case of a tank-vehicle/battery vehicle
() only the substances permitted under the tank code and any special provisions specified in no.9 may be carried or
() only the following substances (Class, UN number and if necessary packing group and proper shipping name) may be carried

Any substances which are not liable to react dangerously with the materials of the shell, gaskets, equipment and protective linings (if applicable) may be carried.

REPLACEMENT

Operating alternatively
fuelled vehicles (AFVs)
between 3.5 and 4.25t

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Driving 4.25t alternatively fuelled vehicles

- [Logistics UK category B concession briefing note.](#)
- **Operator licensing:**
 - Exemptions within Great Britain.
 - In scope if used internationally.
- **Plating and testing:**
 - N1 to N2: heavy goods vehicle.
 - Annual test after 12 months.
 - DVSA test at heavy goods vehicle standards.
- [Department for Transport consultation: Zero emission vans: regulatory flexibility.](#)
 - Annual test to MOT network.
 - First test after three years.
 - Remove from assimilated drivers' hours rules.

Category B driving licence concession for alternatively fuelled commercial vehicles

Briefing note

The following briefing highlights the Department for Transport's (DfT's) concession that allows a driver who holds a category B driving entitlement to drive an alternatively fuelled vehicle (AFV) above 3.5t maximum authorised mass (MAM) and up to 4.25t MAM. A Statutory Instrument laid before Parliament in February 2025 proposes to remove the need for category B licence holders to undertake five hours additional training before operating 4.25t electric vans and will allow the same towing capabilities as internal combustion engine (ICE) equivalents. Subject to parliamentary approval, the changes are expected to come into force in Spring 2025.

In summary, the following will apply when driving a vehicle under the provisions of this concession:

Application	Applies to a category B (Group 1) driving licence holder
Training requirement	When the Category B concession came into force in 2019, there was a requirement for drivers to complete five hours of training on the driving of an alternatively fuelled vehicle (AFV) with a MAM exceeding 3.5t up to 4.25t MAM. Following a consultation outcome in 2023, a Statutory Instrument in February 2025 proposes to remove the statutory training requirement. Subject to parliamentary approval, the changes are expected to come into force in Spring 2025.
Driver Certificate of Professional Competence (CPC)	As the driver is driving the vehicle on a category B licence they are not in scope of Driver CPC. If driving under category C or C1 licences, Driver CPC will be required.
Testing	Exempt for an electrically propelled motor vehicle first registered before 1 March 2015. All other vans 3.5t and below will be subject to testing (MOT) in their third year after initial registration; a van over 3.5t will be subject to testing (HGV) one year after registration.
Operator licensing	Exempt if vehicle is fuelled entirely by alternative fuels, has a permissible laden mass not exceeding 4.25t and currently operated in Great Britain (The general operator licence exemption for electrically propelled vehicles of all weights now only applies to such vehicles in use before 1 March 2015).
Drivers' hours and tachograph rules	Exempt if used for the carriage of goods within a 100km radius from the base of the undertaking and propelled by means of natural or liquefied gas or electricity.
Trailers	The original concession does not permit a category B licence holder to tow a trailer, however the Statutory Instrument laid in February 2025 proposes to allow the same towing capabilities as internal combustion engine (ICE) equivalents. Subject to parliamentary approval, the changes are expected to come into force in Spring 2025.
Legislative requirements	Drivers will be required to abide by all current laws governing the use of vehicles heavier than 3.5t, unless otherwise exempt, including vehicle taxation and type approval requirements. Speed limiters will be required on all goods vehicles over 3.5t.
Validity	The concession originally applied until May 2023, but the Government have since confirmed that they have no plans to remove this flexibility. Authorised vehicles shall not be driven outside the territory of Great Britain.

Please refer to the Logistics UK Yearbook regarding established exemptions that could apply.

¹ The Goods Vehicles (Plating and Testing) (Miscellaneous Amendments) Regulations 2017 (20) - removed the general exemption for electric vehicle (other types of alternatively fuelled vehicles are not exempt)

AFV: Classification confirmation



Taxed
Tax due:
1 May 2025



MOT
No details held by DVLA



Taxed
Tax due:
1 June 2025



MOT
No details held by DVLA

► [Incorrect tax status?](#)

► [Incorrect MOT status?](#)

► [Incorrect tax status?](#)

► [Incorrect MOT status?](#)

! If you've just bought this vehicle the [tax](#) or [SORN](#) doesn't come with it. You'll need to [tax](#) it before driving it.

! If you've just bought this vehicle the [tax](#) or [SORN](#) doesn't come with it. You'll need to [tax](#) it before driving it.

Vehicle Details

Vehicle make	FORD
Date of first registration	May 2022
Year of manufacture	2022
Cylinder capacity	0 cc
CO ₂ emissions	0 g/km
Fuel type	ELECTRICITY
Euro status	Not available
Real Driving Emissions (RDE)	Not available
Export marker	No
Vehicle status	Taxed
Vehicle colour	GREY
Vehicle type approval	N1
Wheelplan	2 AXLE RIGID BODY
Revenue weight	3500 kg
Date of last V5C (logbook) issued	22 May 2024

DVLA services

[Tax your vehicle](#)

[Get a vehicle logbook \(V5C\)](#)

[Driver and vehicles account: sign in or set up](#)

[Register your vehicle as off the road \(SORN\)](#)

[Change your vehicle's tax class](#)

[Tell DVLA you've sold, transferred or bought a vehicle](#)

[Update your vehicle's address](#)

[Report an untaxed vehicle](#)

[Check you're not buying a stolen vehicle](#)

[Check if your vehicle can run on E10 petrol](#)

DVSA services

[Check the MOT history of a vehicle](#)

Vehicle Details

Vehicle make	FORD
Date of first registration	June 2023
Year of manufacture	2023
Cylinder capacity	0 cc
CO ₂ emissions	0 g/km
Fuel type	ELECTRICITY
Euro status	Not available
Real Driving Emissions (RDE)	Not available
Export marker	No
Vehicle status	Taxed
Vehicle colour	GREY
Vehicle type approval	N2
Wheelplan	2 AXLE RIGID BODY
Revenue weight	3900 kg
Date of last V5C (logbook) issued	5 June 2023

DVLA services

[Tax your vehicle](#)

[Get a vehicle logbook \(V5C\)](#)

Department for Transport
Driver & Vehicle Standards Agency
Plating Certificate
Vehicle Identification No. YTOA
Variant

Registration Mark: YTOA
Vehicle Identification No. YTOA
Variant

Manufacturer/Model: Ford
Year of Original Registration: 2023
Speed Limit: Exempt

Function (See note 3):
(1) Description of Weights Applicable to vehicle
(2) Weights not to be exceeded in Gt. Britain
(3) EEC Maximum permitted weights
(4) Design Weights (if higher than shown in column 3)

Gross Weight (See notes 1 & 4):
Train Weight (See note 2):
Max. Train Weight (See note 3):

Length: a. Coupling centre to vehicle foremost part (See note 5)
b. Coupling centre to vehicle rearmost part (See note 7)
Width: c. Coupling centre to vehicle rearmost part (See note 7)

Maximum Kingpin Load (See note 10):
Replacement

NOTES (See notes 1 to 11) (d) of the Road Traffic Act 1930
(a) An alteration made in the structure or fixed equipment of the vehicle which carries the carrying capacity or towing capacity of the vehicle.
(b) An alteration affecting any part of a braking system or the steering system with which the vehicle is equipped or of the means of the operation of that system.
(c) Any other alteration made to the structure or fixed equipment of the vehicle which renders or is likely to render the vehicle unsafe to travel on roads at any weight equal to any weight shown in column (2) of the plating certificate.
(d) The plating certificate is issued in accordance with the provisions of the Road Traffic Act 1930 and the Regulations made under that Act.

Department for Transport
Driver & Vehicle Standards Agency
Plating Certificate
Vehicle Identification No. YTOA
Variant

Registration Mark: YTOA
Vehicle Identification No. YTOA
Variant

Manufacturer/Model: Ford
Year of Original Registration: 2023
Speed Limit: Exempt

Function (See note 3):
(1) Description of Weights Applicable to vehicle
(2) Weights not to be exceeded in Gt. Britain
(3) EEC Maximum permitted weights
(4) Design Weights (if higher than shown in column 3)

Gross Weight (See notes 1 & 4):
Train Weight (See note 2):
Max. Train Weight (See note 3):

Length: a. Coupling centre to vehicle foremost part (See note 5)
b. Coupling centre to vehicle rearmost part (See note 7)
Width: c. Coupling centre to vehicle rearmost part (See note 7)

Maximum Kingpin Load (See note 10):
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NOTES (See notes 1 to 11) (d) of the Road Traffic Act 1930
(a) An alteration made in the structure or fixed equipment of the vehicle which carries the carrying capacity or towing capacity of the vehicle.
(b) An alteration affecting any part of a braking system or the steering system with which the vehicle is equipped or of the means of the operation of that system.
(c) Any other alteration made to the structure or fixed equipment of the vehicle which renders or is likely to render the vehicle unsafe to travel on roads at any weight equal to any weight shown in column (2) of the plating certificate.
(d) The plating certificate is issued in accordance with the provisions of the Road Traffic Act 1930 and the Regulations made under that Act.

Cat B derogation authorisation applies when:

- Driving an AFV only in Great Britain.
- Drivers hold a relevant full licence which allows them to drive AFV's in category B.
- They have completed a minimum of five hours' training with a registered instructor.
- The AFV they drive has a maximum authorised mass (MAM) of more than 3.5t and does not exceed 4.25t.
- They are not driving with a trailer.
- The driving is for the transportation of goods.



AFV, over 3.5 - 4.25t: Towing and Driver CPC

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Towing:

- Cannot tow a trailer.
- Statutory Instrument proposes to allow same towing capabilities as ICE vehicles.



Driver CPC:

- Currently required if using C1 or C entitlement to drive, unless a specific exemption applies.
- Not required when using category B entitlement.



Driver welfare – managing workforce

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Health and Safety at Work Act 1974 Section 2

“It shall be the **duty of every employer to ensure**, so far as is reasonably practicable, **the health, safety and welfare** at work of all his employees.”

Health and Safety at Work Act 1974 Section 7

“It shall be the **duty of every employee** while at work **to take reasonable care for the health and safety of himself and of other persons** who may be affected by his acts or omissions at work.”

Statutory document 5 – Legal entities

“**A company may in many ways be likened to a human body.** It has a brain and nerve centre which controls what it does... Some of the people in the company are mere servants and agents who are nothing more than the hands to do the work and cannot be said to represent the mind and will. **Others are directors and managers who represent the directing mind and will of the company, and control what it does.** The state of mind of these managers is the state of mind of the company and is treated by the law as such.”

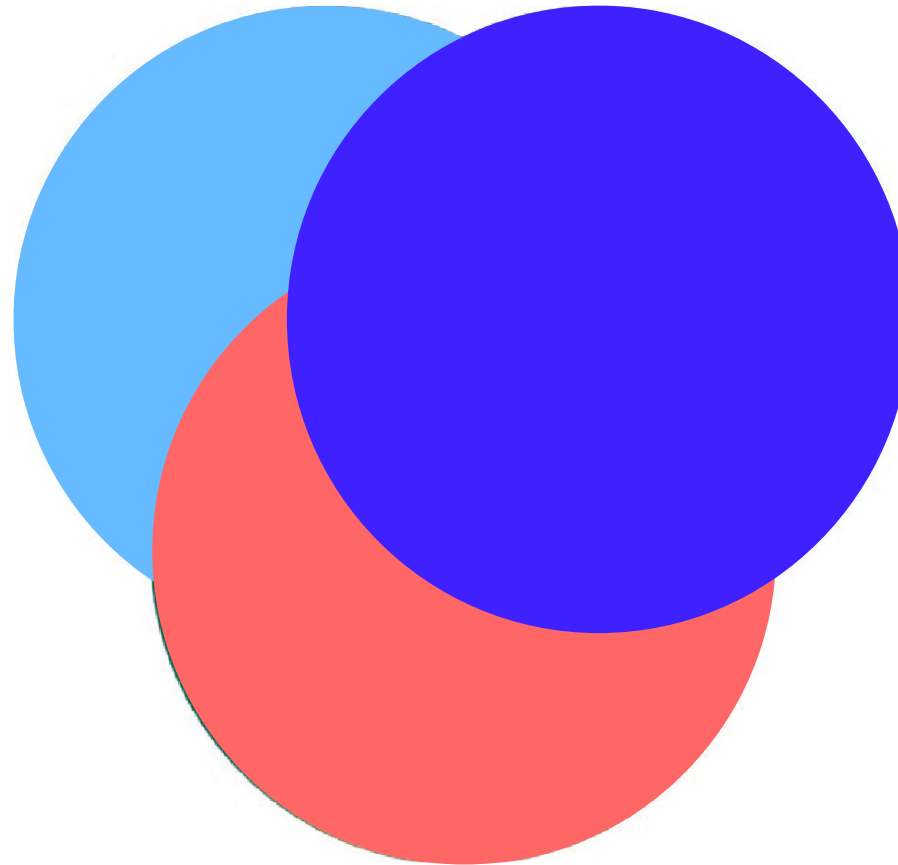
What are human factors?

Individual

- Attitudes.
- Skills.
- Habits.
- Personalities.

Job

- Tasks.
- Environment.
- Procedures.
- Workload.

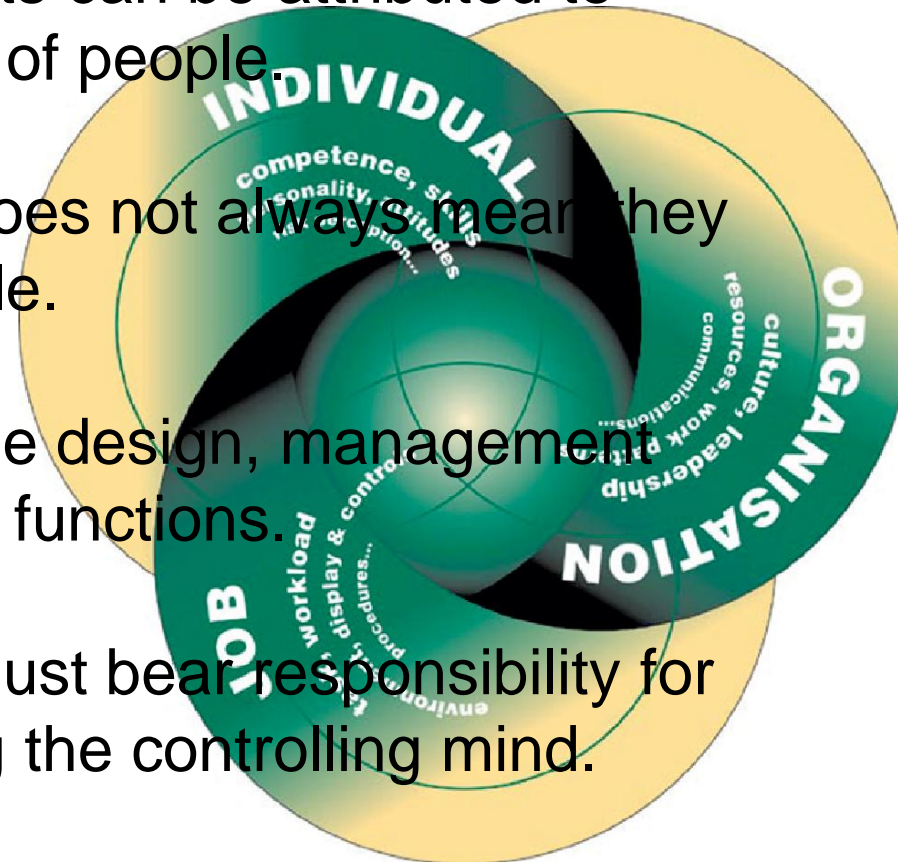


Organisation

- Culture.
- Leadership.
- Resources.
- Communications.

What happens when things go wrong?

- Up to 80% of incidents can be attributed to actions or omissions of people.
- Direct involvement does not always mean they are wholly responsible.
- Look for failures in the design, management and decision-making functions.
- Everyone involved must bear responsibility for an incident, including the controlling mind.



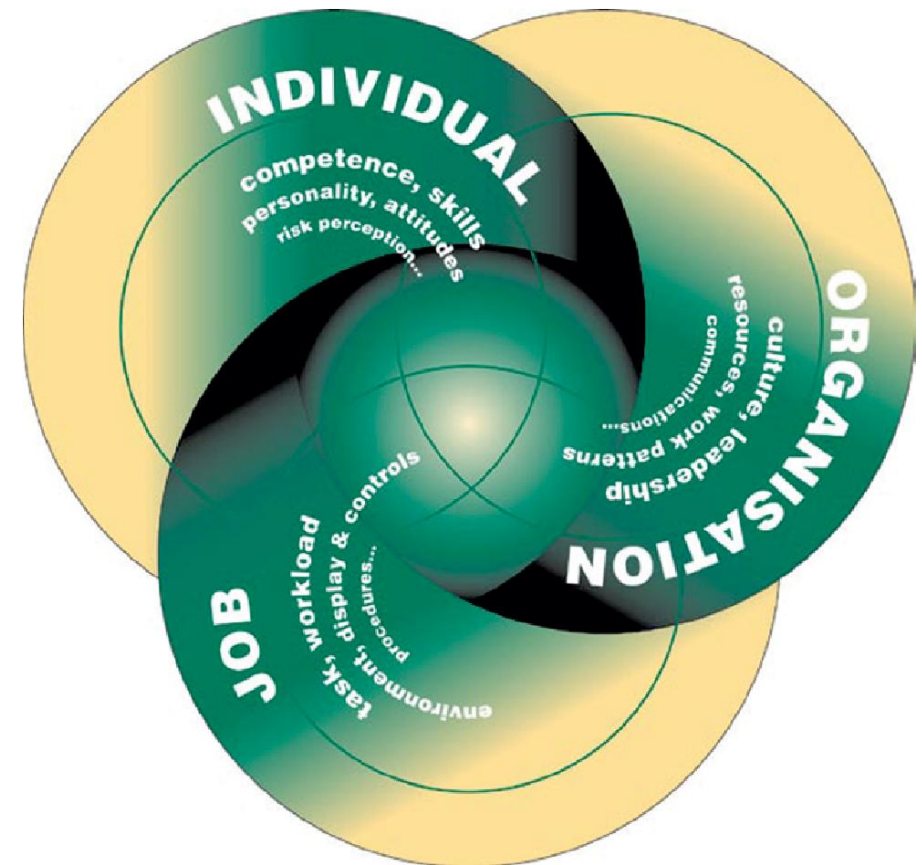
Are we set up to fail?

Individuals process information differently:

- Training.
- Design of equipment and procedures.
- Culture of the organisation.

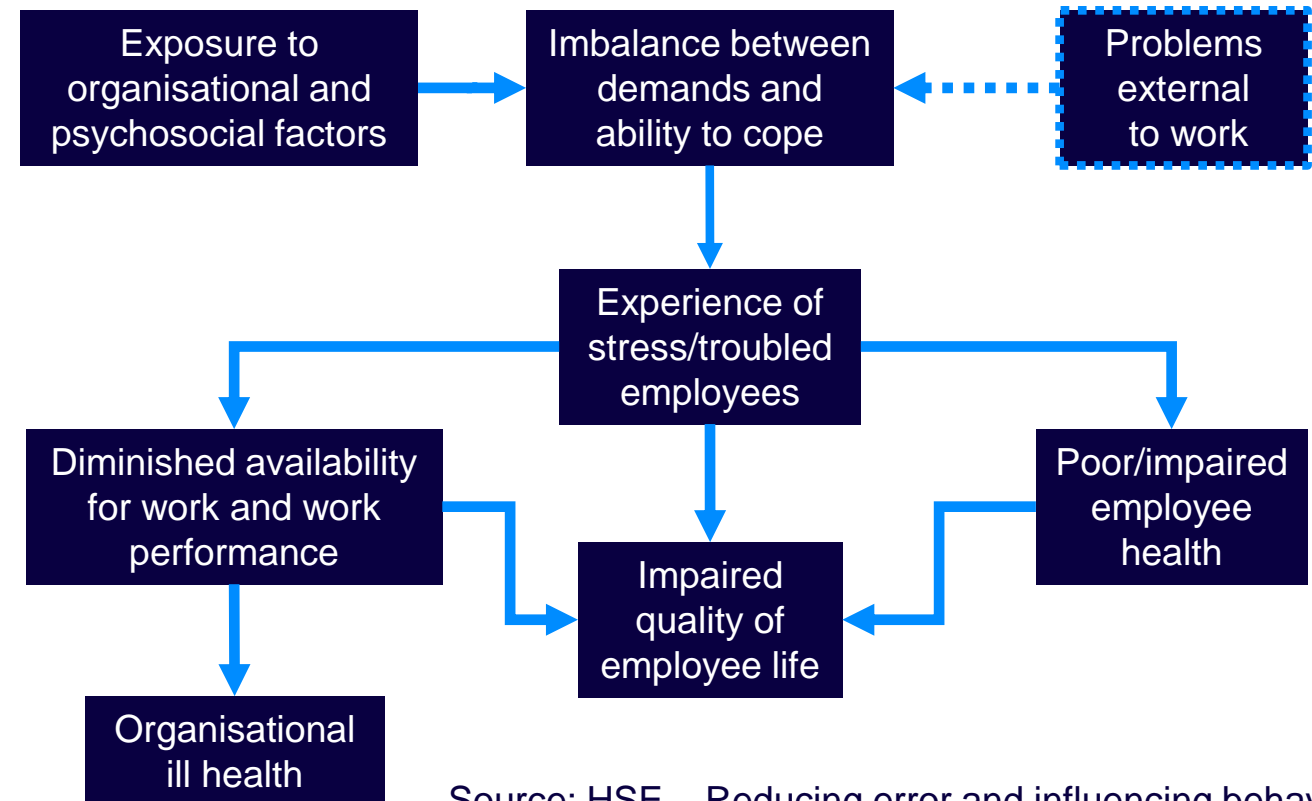
Develop systems which are error-tolerant and prevent errors occurring.

Reducing human error involves far more than taking disciplinary action against an individual.



The reaction that people have to excessive pressure or other types of demands placed upon them. It arises when they worry that they can't cope.

- Demands of the job.
- Work overload.
- Other people at work.



1 in 3

experienced violence

1 in 4

considering leaving the role

1 in 4

experienced abuse most days

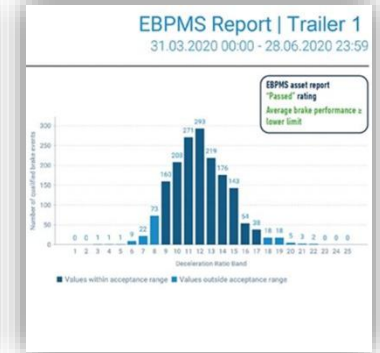
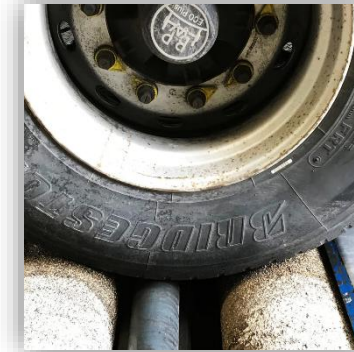


Guide To Maintaining Roadworthiness

Brake testing

Brake performance assessment from April 2025 (Section 5.3)

- 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.
 - A plate tester.
- If EBPMS is **not** used, it is expected there is a minimum of **four** laden brake tests per annum.



Why all the fuss about laden brake testing?

A laden vehicle means:

- More weight is pushing the tyre into the road, increasing the grip.
- More grip allows the maximum effort to be achieved out of a brake relative to its design.



Laden brake testing – the bike

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Laden brake testing – the 8 wheeler

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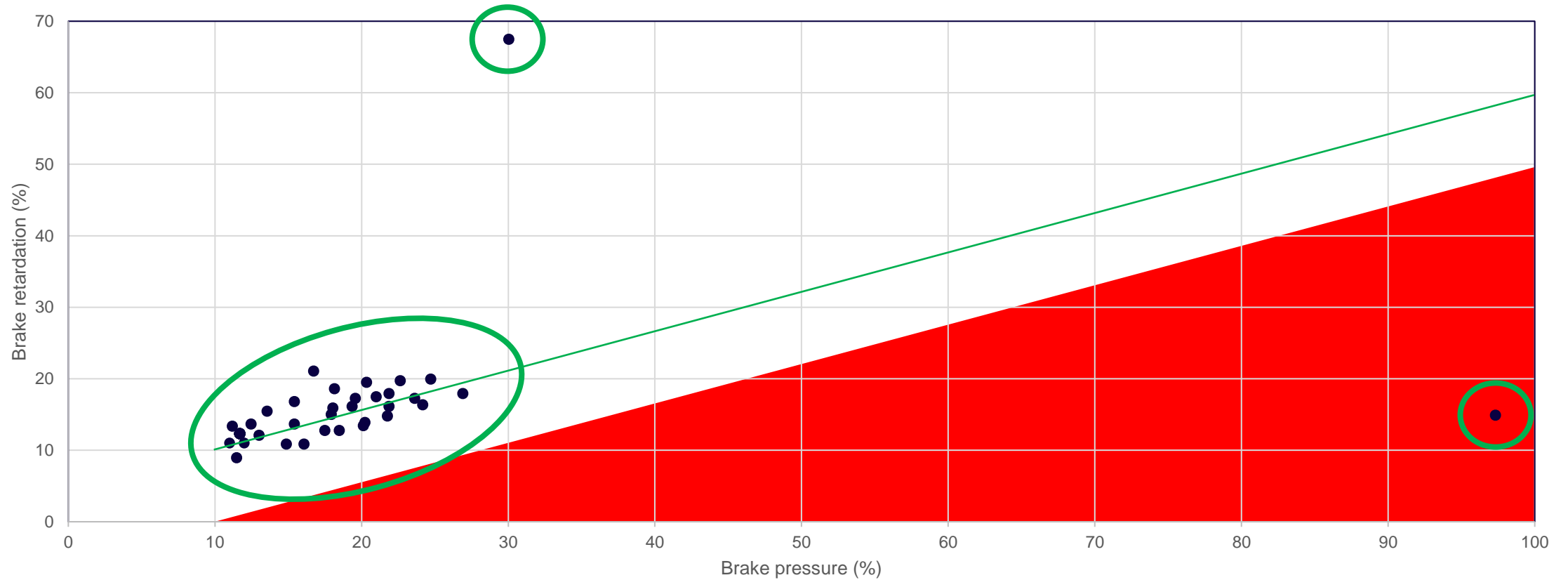
Roller brake tester

- Most common and accepted method.
- Brake force is calculated.
- Checks include:
 - Binding.
 - Ovality.
 - Imbalance.
- Weight applied statically.
- Remember to apply the brake progressively.



Electronic brake performance monitoring system (EBPMS) **LOGISTICS UK**

EBPMS Performance



EBPMS reporting

- Performance figure provided.
- Competent person needs to evaluate the report.
- Sufficient braking events required.
- Doesn't measure individual wheels.
- Doesn't measure park brake.



TRAILER BRAKE PERFORMANCE REPORT

Start Date: 02/04/2021 23:51:00, Vehicle Name: TR0002
770_TrailerBPREport v1.0 Report executed: 07/04/2021 13:54 By admin

Brake Performance Status
Satisfactory

Brake Performance Value
0.446

Evaluation Period
14/03/2021 to 03/04/2021

Number of Samples
10,000

Margin of Error
0.81%

Green: BPV > 0.3
Amber: 0.2 < BPV <= 0.3
Red: BPV <= 0.2



Page 1 of 1

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BrakePlus Braking Performance Report

Trailer details:

Vehicle Operator: TIP HQ
TIP Reference No: 1650554
Fleet No:
Chassis No:
Licence Plate:

Braking performance details:

Brake Performance Value: **60 % of g**
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'.



TIP Trailer Services UK Limited, Trafford Point, Twining Road,
Trafford Park, Manchester, M17 1SH
T +44 (0)161 858 2000 W www.tipeurope.co.uk E info@tipeurope.com

GTMR – parking brake performance

- Confirm EBPMS is working correctly.
- Perform a tug test.
- Check all park brake components at safety inspection.
- Checks evidenced in reporting system.



- Measures the whole vehicle.
- Provides an overall efficiency.
- Only suitable for rigid vehicles.
- Doesn't measure individual wheels.
- Temperature check required.

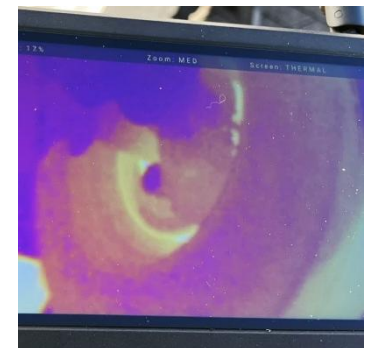
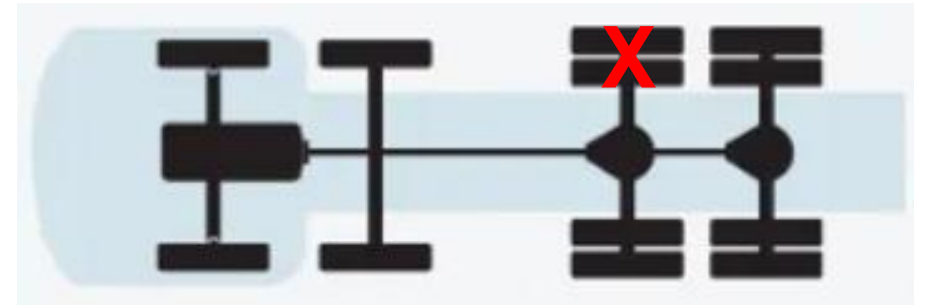


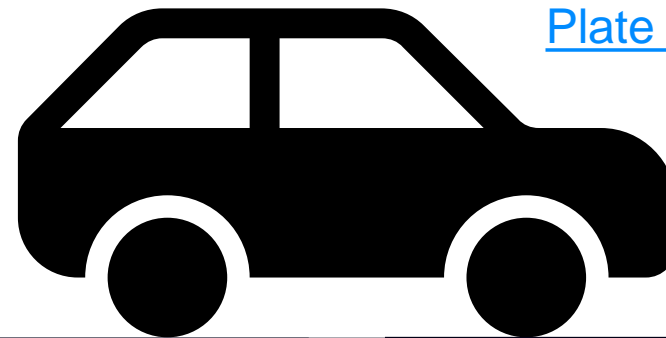
Plate brake tester

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- Dynamic test, brake force is measured.
- Reports imbalance L-R and F-R.
- Can accommodate all wheel drive vehicles.
- Suitable for lighter vehicles only.
- Not commonly used in UK.



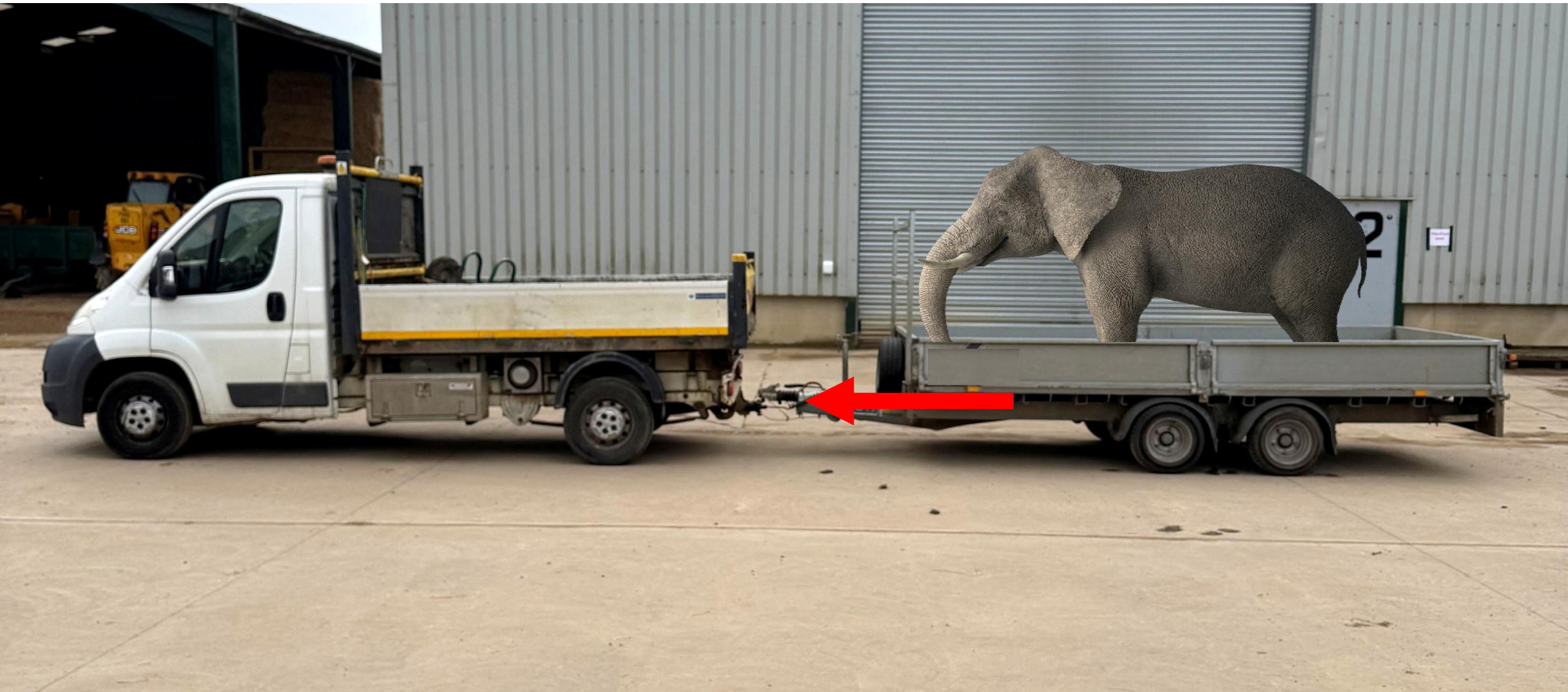
Axle 1	Nearside 526kg	Offside 514kg
Axle 2	Nearside 281kg	Offside 274kg



[Plate Brake Tests - SafeTstop](#)

Small trailer brake testing

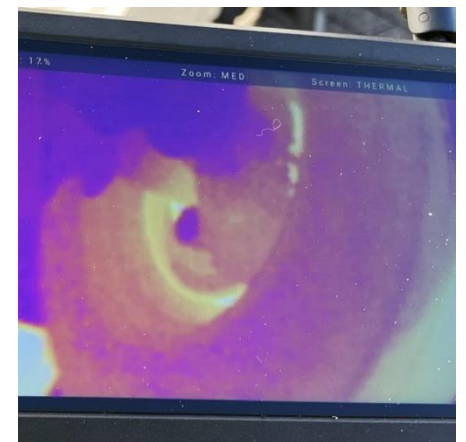
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Small trailer brake testing

The guide advises one or more of the following:

- Spin each wheel and apply the handbrake.
- Carry out a drag test.
- Carry out a gradient test.
- Carry out a laden road test with temperature checks.



Brake performance assessment from April 2025 (Section 5.3a)

- 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.
- If EBPMS, RBT or plate tests are used, report must be evaluated before safety inspection, signed, dated, and retained.

PART 4: DECLARATION

Inspection completed by(Name of inspector)			Signature of inspector.....			Date.....		
I[Name of competent person] consider the above defects have been rectified satisfactorily and the vehicle is now in a safe and roadworthy condition.								
Signature			Position.....			Date.....		
This report should be completed and available to the operator before the vehicle is returned to service. The operator is always responsible for ensuring the vehicle is roadworthy before being used on the road!								

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- Where laden brake tests are not carried out, then a risk assessment must be available.

Arduous work – constant heavy loads
General haulage – trunking
Lightly loaded vehicles – easy operating conditions
Off road – difficult conditions
Vehicle / trailer – 12 years or older

- Completed by a competent person.

Yes
Other
Decelerometer with temperature
Unladen RBT

- Reviewed annually.

Furniture removal
Noxious
More than 50% of permitted weight
PSV
Other
More than 65% axle weights > 70% of the time
ADR
Livestock
Not applicable

- One assessment can apply to vehicles if the risk is the same.

- Any operational changes and the risk must be re-evaluated.

Keeping Britain moving, safely and sustainably

Annex 7 - Example of a brake risk assessment template

Operator details	
Operator name:	O Licence number:
Vehicle / trailer details	
Vehicle registration:	Trailer ID:
Make:	Model:
Age:	Body type:
Odometer/hub reading:	
Working environment	
Type of operation:	
Safety inspection	
Next inspection date:	
Last inspection date:	Odometer/hub reading:
Was a laden brake test conducted at the last inspection?	
If no, what brake assessment method was used?	
Reason for not carrying out a laden brake test	
What is the reason?	
If 'other', state reason:	
What method will be used for this inspection?	
Competent person declaration	
Name:	Signed:
Position:	Date:
I confirm I have completed this assessment and to the best of my knowledge this information is correct.	
Operator declaration	
Name:	Signed:
Position:	Date:
I confirm I am aware of the contents of this assessment and to the best of my knowledge this information is correct. I am aware a brake performance assessment is still required.	

Important Notes:

If any work is carried out on any part of the brake system at the time of the safety inspection which may affect the brake performance, it is the operators responsibility to ensure that the braking system complies with the minimum braking requirements upon completion of the work.

“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.



Generic list – not exhaustive

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

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

- 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

- Ensure your fleet manager/engineer/s, or maintenance provider/s have read the updated version.
- Check your maintenance provisions, maintenance contract/s, or R&M contract/s have brake performance assessment included.
- Ensure the necessary laden brake testing (or EBPMS evaluations) provisions are in place.
- Where laden brake testing (or an EBPMS evaluation) will not be undertaken at every safety inspection, have the necessary risk assessments completed.
- [Logistics UK Guide to Maintaining Roadworthiness changes – April 2025 briefing note.](#)

Member Advice Centre

0370 605 0000*

MAC@logistics.org.uk

Customer Service Centre

0371 711 2222*

customerservices@logistics.org.uk

*Calls may be recorded for training purposes

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Upcoming activities and events

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Events

- Virtual member briefing - [Briefing](#)
 - 18 Jun
- Fleet Engineer – [Fleet Engineer](#)
 - 3 Jun, Warwickshire
- Transport Manager – [Transport Manager](#)
 - 17 Sep – 2 Dec
- Logistics Awards – [Logistics Awards](#)
 - 11 Dec, London

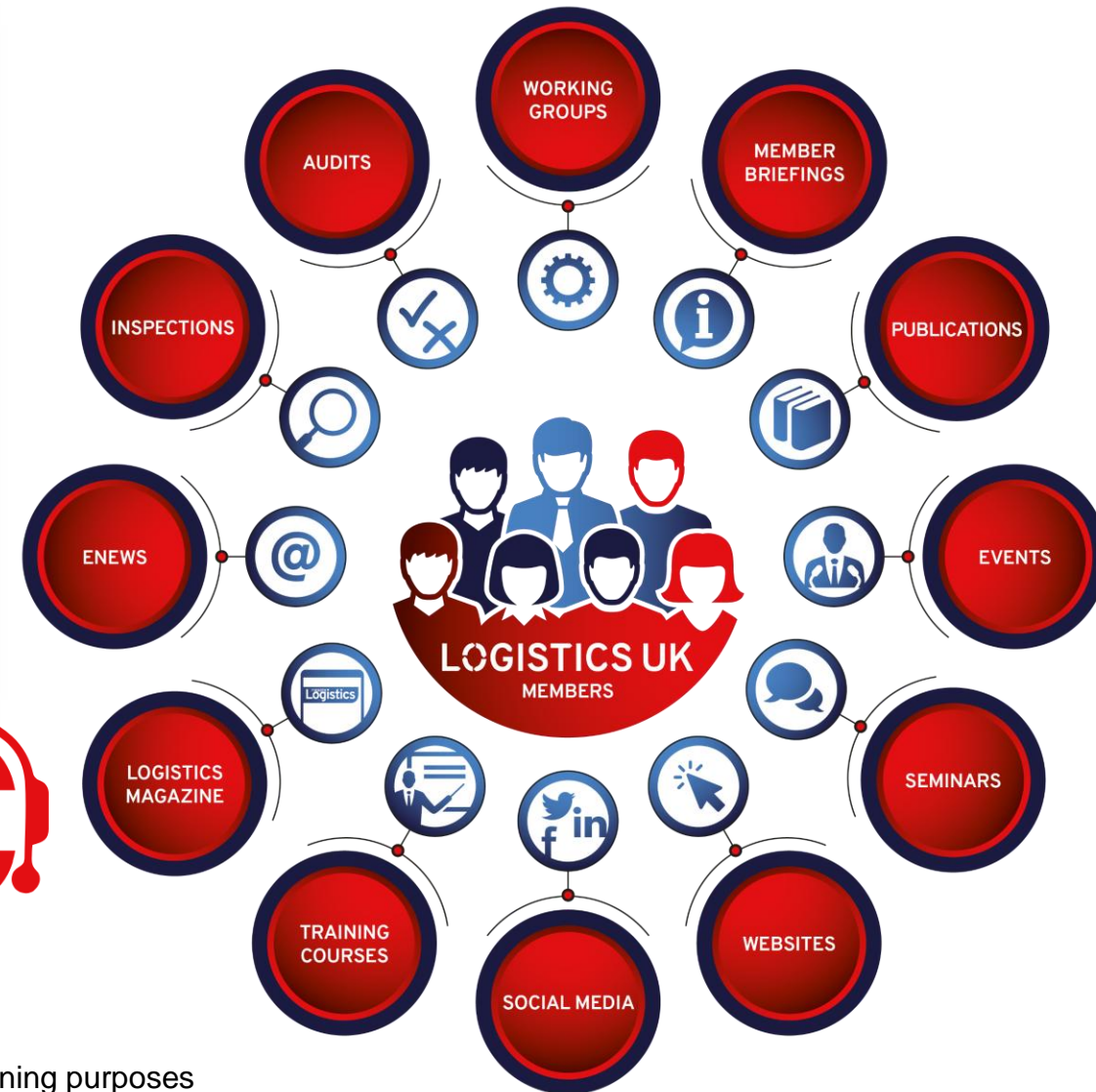
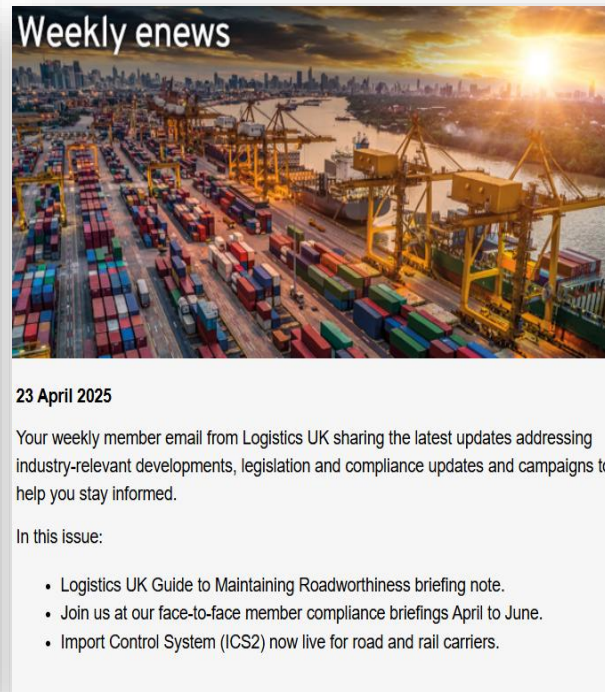
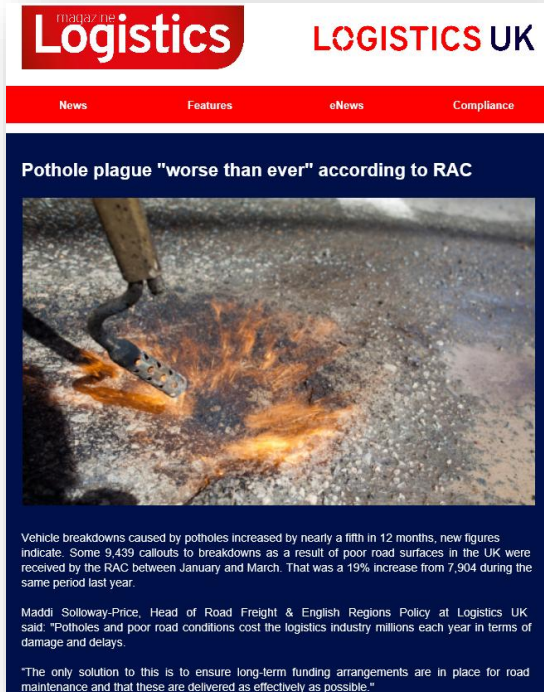
Member engagement

- [Urban and Last Mile Deliveries working group](#)
 - 10 Jun
- [Environment working group](#)
 - 11 Jun



Logistics UK support

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