



LOGISTICS UK

Virtual Member Briefing

Public services update

18 June 2025



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LOGISTICS UK

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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?

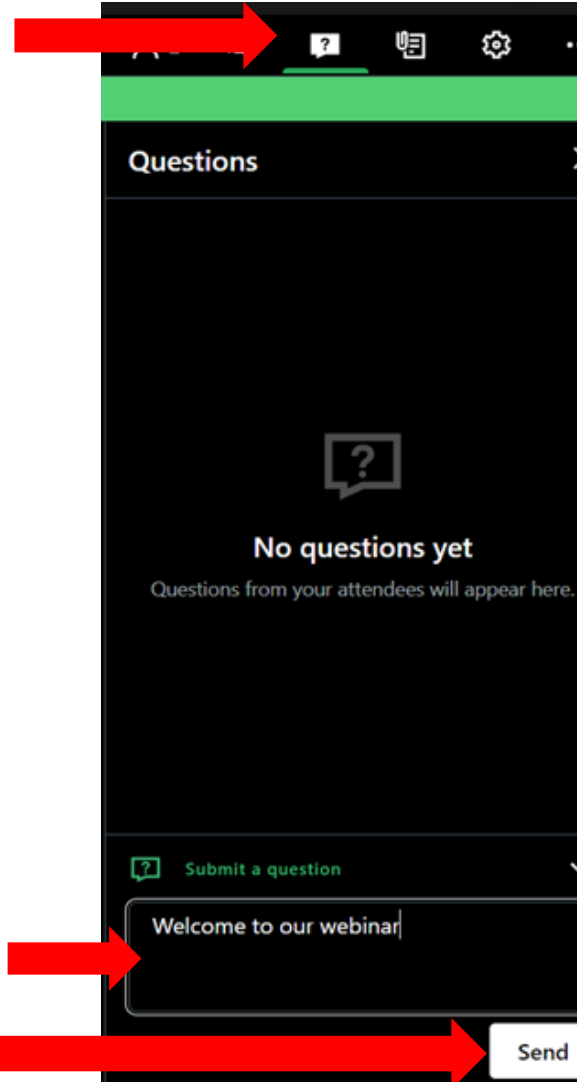
Please use the question box to ask any questions throughout the webinar.

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

Introduction – How to ask questions

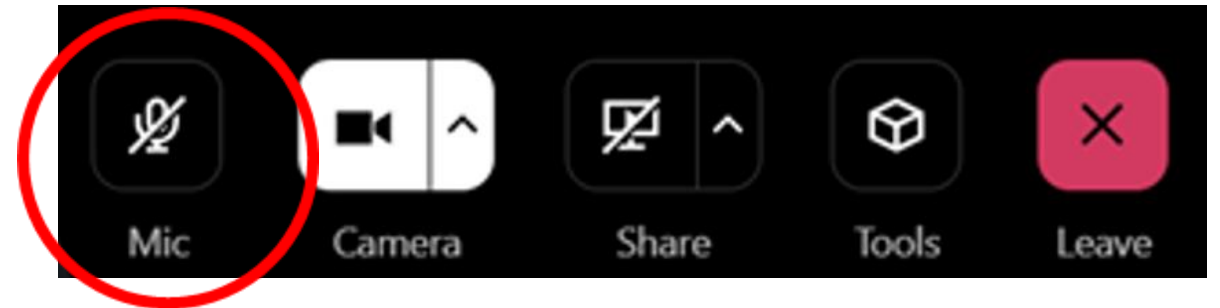
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Open question pane



Type question here

Click to send



- Operator Licensing.
- Door-to-door household waste collections.
- Using a tachograph to record GB domestic hours.
- Driver CPC reforms.
- Driving passenger carrying vehicles.
- Regulatory requirements for tractors.
- ADR 2025 changes: limited quantities and dangerous goods awareness training.
- Alternative/zero emission vehicles.
- Brake testing.

Operator licensing

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- Local authorities' functions are defined as business uses under the *Goods Vehicles (Licensing of Operators) Act 1995*.
- Traffic Commissioner will treat all licence holders equally, regardless of their sector.
- Misconception that local authorities do not fall into scope of many the same requirements as a company moving pallets of goods up a motorway.



Goods Vehicles (Licensing of Operators) Act 1995

CHAPTER 23

ARRANGEMENT OF SECTIONS

Functions of traffic commissioners

Section

1. Functions of traffic commissioners.

Operators' licences

2. Obligation to hold operator's licence.
3. "Standard" and "restricted" licences.
4. Temporary exemptions.

Vehicles authorised to be used under a licence

5. Vehicles authorised to be used under operator's licence.
6. Maximum numbers of vehicles.

Operating centres

7. Operating centres to be specified in operators' licences.

Applications for licences

8. Applications for operators' licences.
9. Convictions etc. subsequent to the making of an application.
10. Publication by traffic commissioner of notice of application for licence.
11. Publication in locality affected of notice of application for licence.
12. Objections to, and representations against, issue of operators' licences.

Determination of applications

13. Determination of applications for operators' licences.
14. Determinations where objections etc are made on environmental grounds.
15. Issue of operators' licences.
16. Duration of operators' licences.

Refuse collection derogation

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Refuse collection derogation

Vehicles used in connection with ... door-to-door household refuse collection or disposal.

- [Logistics UK refuse collection derogation briefing note.](#)

Refuse collection derogation

Briefing note

European Regulation 561/2006 replaced Council Regulation 3820/85 on drivers' hours from 11 April 2007. Many areas of the rules, including the scope, definitions, liabilities, responsibilities as well as the hours rules themselves changed. This note aims to summarise the events in relation to the derogation for vehicles used in connection with refuse collection and disposal.

The change to the legislation on 11 April 2007

Article 4(6) of Council regulation 3820/85 contained an exemption from the EU drivers' hours rules for 'vehicles used in connection with ... refuse collection and disposal ...'. Over the years there have been a number of significant court rulings dealing with this exemption. Common themes have included a direct and close involvement with the exempted activity, the principle of a general service in the public interest and the limited and secondary nature of the transport activity.

In Regulation 561/2006, the wording of the concession was amended to introduce the words 'door-to-door household'. The implementation of the legislation in the UK is the responsibility of the Department for Transport (DfT). The DfT adopted the derogation without further conditions into the UK legislation via *The Community Drivers' Hours and Recording Equipment Regulations 2007*, which came into force on 2 July 2007. The new wording of the derogation is contained in paragraph 8 of the schedule to the regulations, as follows: 'Any vehicle which is being used in connection with - ... (c) door-to-door household refuse collection or disposal ...'

Original opinion from the DfT

The change of the wording of the concession to include the words 'door-to-door household' created difficulties for those in the sector when attempting to determine the effect on certain refuse collection operations. This was particularly true for those rounds which included the collection of waste from commercial or non-residential properties, such as schools or local shops.

Ultimately, interpretation of the law is solely a matter for the courts. However, an opinion from the relevant government department may help operators to understand the intention of the legislation more clearly. Logistics UK had over many months

presented legal and environmental arguments to DfT that the exemption from drivers' hours regulations for commercial waste collections should not be lost in the event that the same vehicles also collected similar waste from households, from the same streets, in the same vehicles. Following these representations, Logistics UK wrote to the Department requesting formal clarification of the derogation in relation to mixed commercial and residential waste.

The DfT took legal advice and responded to the above request in a letter dated 30 April 2007. It stated:

'Refuse collection and disposal.

The national derogation is explicit in this regard as it talks about household refuse only. So no mixed loads are permissible, no matter the percentage of commercial waste involved.'

Reconsideration

In July 2007 Logistics UK was advised by the DfT that its solicitors were revisiting the Department's interpretation of the EU drivers' hours derogation for door-to-door household refuse collection to assess any correlation with the EC Landfill Directive that defines 'municipal' waste as 'waste from households, as well as waste which, because of its nature or composition, is similar to waste from households'. DfT also advised that in the meantime, their previous advice on door-to-door household refuse collection continued to be valid.

Revised DfT opinion

On 7 December 2007, DfT advised Logistics UK that it had concluded that there was scope for interpreting the derogation more widely than first thought. DfT's current view, as enforced by DVSA, is that in order to be considered as exempt from the EU rules on drivers' hours and tachographs, a door-to-door

‘Door-to-door in the context of this derogation does not mean every single door. It means a succession of households from which such waste is collected, so it is fine to collect green waste only from those households subscribing to the service.’



Collecting fly tipped waste – DVSA interpretation

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‘Whilst fly-tipping collections might appear not fall within the derogation, councils have a statutory duty to collect fly-tipped rubbish from land that they have responsibility for. They are therefore not doing it as a commercial operation to supplement their income because they have no choice.’

To use the derogation, the collection of fly-tipped waste should be carried out either by a public authority or by a private undertaking under contract to a public authority, the essence being that the public authority would have control.



Using a tachograph to record GB/NI domestic drivers' hours rules

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Use of tachographs on GB domestic drivers' hours rules

- Ignore the tachograph.
- Use a log book with the tachograph set to out of scope.
- Use the digital tachograph to record domestic drivers' hours rules.

[Logistics UK 'Recording domestic hours using tachograph' Fact Sheet and Compliance Sprint animation.](#)

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MAC
Fact Sheet

Recording Domestic Hours Using Tachograph

Vehicles used for the carriage of goods that are out of scope or exempt from the EU drivers' hours rules are subject instead to domestic drivers' hours rules of the relevant country.

This Fact Sheet examines the issues surrounding operations subject to the GB domestic drivers' hours rules when using a digital tachograph to provide records.

Requirements

Under the domestic drivers' hours rules, depending on your operation, some drivers are not legally required to keep written records. Regulation 12 of the Drivers' Hours (Goods Vehicles) (Keeping of Records) Regulations 1987 requires driving records to be kept for vehicles driven within scope of operator licensing, but there are exemptions depending on the time/distance driven.

Definition of driving

For clarity, in GB legislation, Section 103(3) of the 1968 Transport Act defines driving as where 'a person is at the driving controls of the vehicle for the purpose of controlling its movement, whether it is in motion or is stationary with the engine running'. The flowchart opposite will help to determine if operations are required to keep records.

Operations that fall into box A could choose not to keep any records. This Fact Sheet however, relates to those who are likely to choose to keep optional records for management purposes utilising the tachograph.

Those whose operations fall within Box B are legally required to keep records. If operators choose to use a tachograph rather than a log book to make legally required records, they must comply with ALL of the rules in relation to the tachograph's fitment and use, including driver card use, downloading (driver cards within 28 days and the vehicle unit (VU) within 90 days) and production of records at the roadside.

Record keeping options

For domestic hours operations, there are several options in relation to the use of vehicles fitted with digital tachograph recording equipment.

```
graph TD
    Q1[Does the driver drive a vehicle in scope of operator licensing* on this day?] -- No --> A[NO RECORDS REQUIRED BY LAW FOR THAT DAY  
Optional records may be used for management purposes.]
    Q1 -- Yes --> Q2[Does the driver drive for more than four hours on this day?²]
    Q2 -- No --> A
    Q2 -- Yes --> Q3[Does the driver drive outside a 50km radius of the vehicle's operating centre on this day?]
    Q3 -- No --> A
    Q3 -- Yes --> B[RECORDS REQUIRED BY LAW FOR THAT DAY  
Drivers must use either log books, or tachograph records that comply with all the legal requirements on their use.]
```

¹ This exemption does not apply to drivers of Crown vehicles which would have needed an operator's licence if the vehicles had not been Crown property. If this is the case answer 'yes' to this question in the flowchart.

² Any off-road driving carried out for agriculture, forestry, quarrying, building work, civil engineering or road maintenance does not count towards this total.

Ignore the tachograph

This may be the preferred option for operations or vehicles that are entirely out of scope of EU rules. Records would need to be kept in a log book.

Use a log book with the tachograph set to out of scope

This may be the preferred option for those operations or vehicles that are mostly, but not entirely, out of scope of the EU rules. Where analysis for EU rules compliance must be carried out for drivers using the vehicle, the out of scope flag on the tachograph recording will help to qualify periods where vehicles have been driven without a drivers' card.

Use the digital tachograph to record domestic drivers' hours rules

This may be the preferred option for regular mixed driving operations or vehicles, or for those managers who wish to standardise record keeping across a mixed fleet.

Driver CPC reforms

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Driver CPC – what you need to know?

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.



Driving passenger carrying vehicles

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Section 19 and 22 permits

- Allow the holder to operate transport services for hire or reward without the need for a full public service vehicle (PSV) operator's licence.
- Any organisation operating without a view to profit, concerned with:
 - Education.
 - Religion.
 - Social welfare.
 - Recreation.
 - Other activities of benefit to the community.
- Section 22 bus permits are issued to bodies that are concerned for the social and welfare needs of one or more communities, and that want to run a local bus service on a non-profit making basis.



Employees driving minibuses

Vehicles used for the non-commercial carriage of passengers or goods:

- *'The driver makes the journey for their own purposes eg in connection with a hobby and not to earn income. If there is a financial contribution towards that hobby, such as sponsorship, then the contribution does not exceed the total cost of the hobby.'*
- *No payment is made, either to the operator or the driver, for carriage per se.*
- *Any financial contributions made does not exceed the running costs of the vehicle for that journey (eg contributions towards the fuel costs).'*

Driver & Vehicle Licensing Agency

INF52

Large vehicles you can drive using your car, bus or lorry licence

For more information, go to www.gov.uk/browse/driving

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CUSTOMER EXCELLENCE CSE

5/25

Operating tractors

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Definition

- Tractor is defined in *EU Regulation 167/2013*. It essentially covers vehicles being a motor vehicle designed to 'pull, push, carry and actuate' equipment to perform agricultural or forestry work. Telescopic handlers (telehandlers) can also be type approved as tractors.



Tractors – Regulatory requirements

Driver licensing

- Category F or a vocational entitlement C1, C, or CE.
- Being considered in driver licence call for evidence.

Drivers' hours and tachograph

- Vehicles used or hired without a driver by agricultural, horticultural, forestry, farming or fishery undertakings for carrying goods as part of their own entrepreneurial activity within a radius of 100 km from the base of the undertaking.
- Limited to 40kph (25mph).

Driver CPC

- Limited to 45kph (28mph).

Operating Licensing

- Tractors, including agricultural tractors, used for the specific purposes within 15 miles of a farm, forestry or estate.



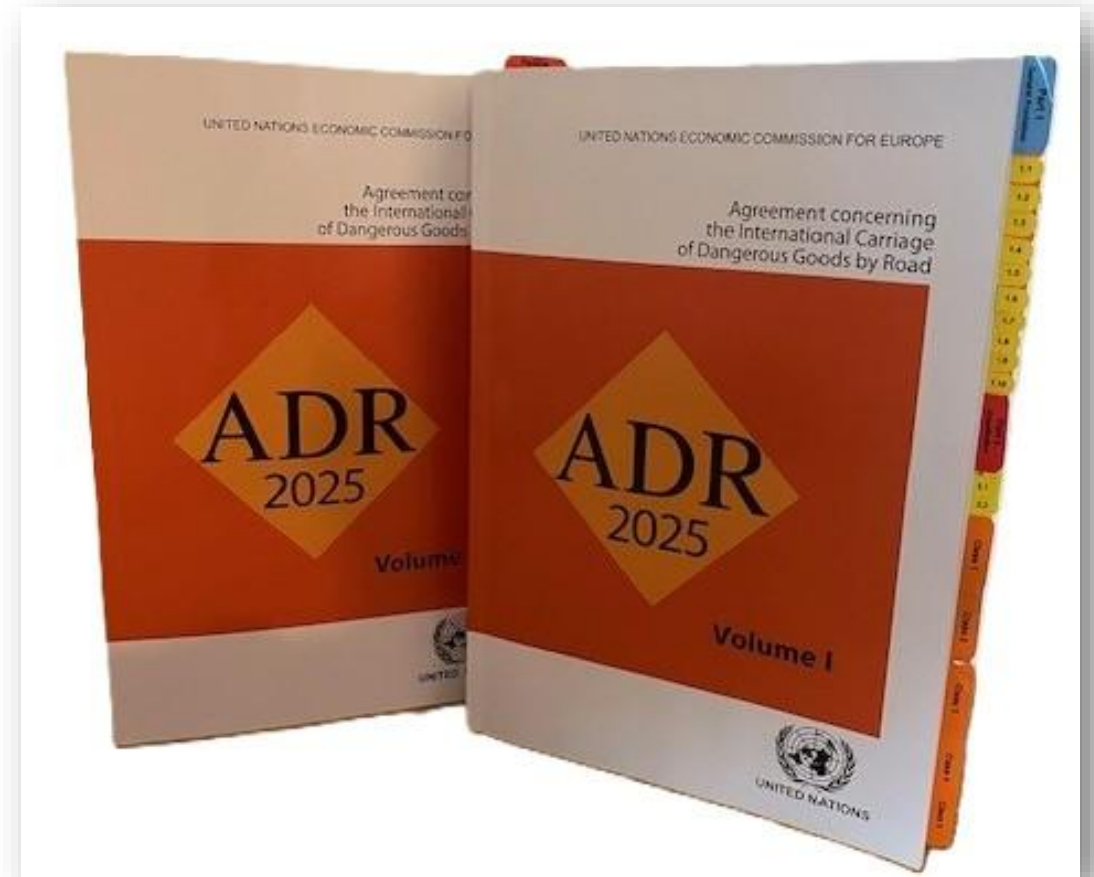
Updates to ADR

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ADR 2025 - update

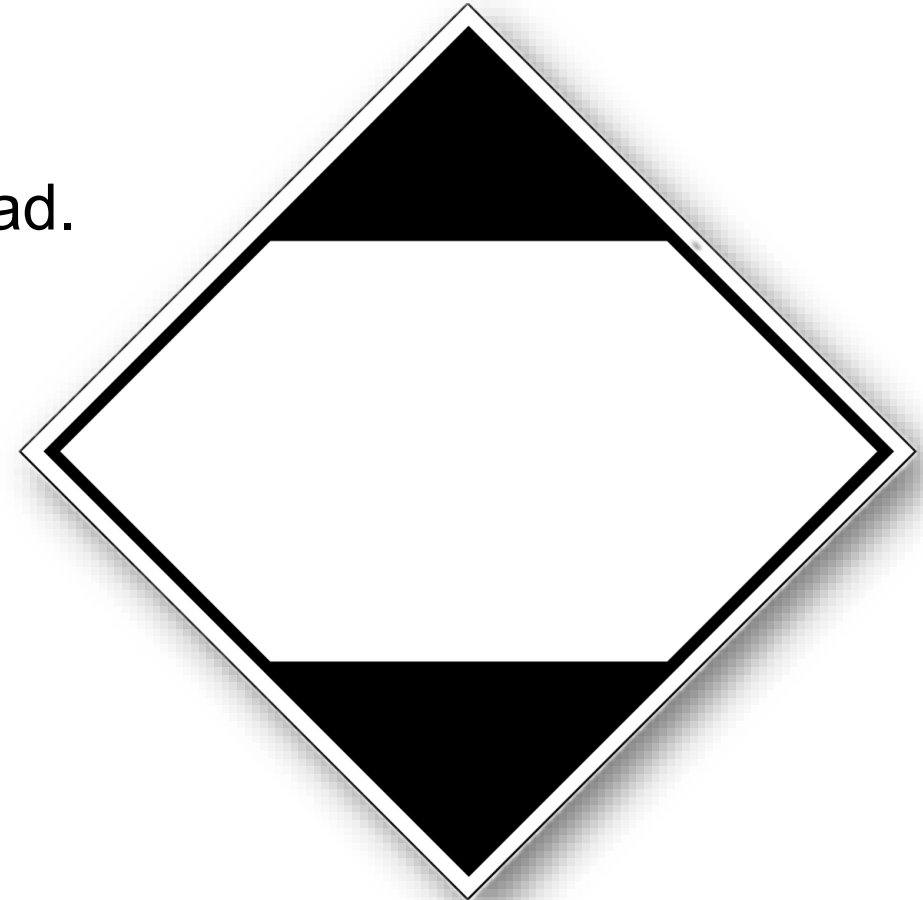
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- The new version (ADR 2025) came into force on 1 January 2025.
- Please refer to the [ADR 2025 Agreement concerning the International Carriage of Dangerous Goods by Road UNECE](#) for the full updates.
- [Logistics UK member briefings.](#)
- [Logistics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

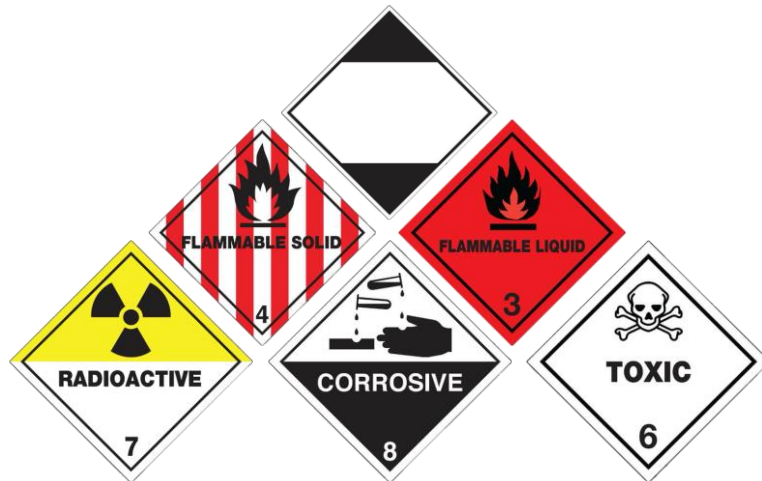
- Formal training requirements contained in ADR (1.3).
- Affects all staff involved in movement of dangerous goods.
- ADR certificate holders already qualified.



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



DANGEROUS GOODS DECLARATION, SHIPPING NOTE & CONTAINER/VEHICLE PACKING CERTIFICATE															
Carrier telephone, company, website		1. Customs identification		1.1											
Consignee		2. UN3383 (biohazard) in accordance with ICHG Regulations (see accompanying gross list)		3. Exporter's reference		1.2									
				Shipping number		1.3									
				Forwarder's reference		1.4									
Freight forwarder		4. International carrier		5. For use of receiving authority only											
										1.5					
										1.6					
Other UN transport details		6. 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 labelled in accordance with the applicable international and national governmental regulations and in accordance with the provisions shown overleaf. The shipper must complete and sign box 17.		1.7											
1.8		7. To this DECLARATION/ACTIVITY, please refer to the general provisions described below subject to your published regulations and conditions (including those set in boxes 18 to 20)		1.9											
1.9															
1.10															
1.11		1.12		1.13		1.14		1.15							
1.16		1.17		1.18		1.19		1.20							
1.21		1.22		1.23		1.24		1.25							
1.26		1.27		1.28		1.29		1.30							
1.31		1.32		1.33		1.34		1.35							
1.36		1.37		1.38		1.39		1.40							
1.41		1.42		1.43		1.44		1.45							
1.46		1.47		1.48		1.49		1.50							
1.51		1.52		1.53		1.54		1.55							
1.56		1.57		1.58		1.59		1.60							
1.61		1.62		1.63		1.64		1.65							
1.66		1.67		1.68		1.69		1.70							
1.71		1.72		1.73		1.74		1.75							
1.76		1.77		1.78		1.79		1.80							
1.81		1.82		1.83		1.84		1.85							
1.86		1.87		1.88		1.89		1.90							
1.91		1.92		1.93		1.94		1.95							
1.96		1.97		1.98		1.99		2.00							
2.01		2.02		2.03		2.04		2.05							
2.06		2.07		2.08		2.09		2.10							
2.11		2.12		2.13		2.14		2.15							
2.16		2.17		2.18		2.19		2.20							

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) or
zero emission vehicles
(ZEVs) between 3.5 and
4.25t

Driving 4.25t alternatively fuelled vehicles

- 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.

Alternatively fuelled and zero emission vehicles

Briefing note

The following briefing highlights the rules and regulations surrounding the use of alternatively fuelled vehicles (AFV) and zero emission vehicles (ZEV), between 3.5t and 4.25t maximum authorised mass (MAM), as a result of the changes introduced by *The Motor Vehicles (Driving Licences) (Amendment) (No. 2) Regulations 2025*.

In summary, the following applies when driving and operating an AFV or ZEV between 3.5t and 4.25t in Great Britain:

Application	Applies to a category B (Group 1) driving licence holder
Driver Certificate of Professional Competence (CPC)	If the driver is driving a zero emission vehicle on a category B licence, they are not in scope of Driver CPC. If driving an alternatively fuelled vehicle 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 ¹ . All other light commercial vehicles (LCV) 3.5t and below (category N1) will be subject to testing (MOT) in their third year after initial registration. A LCV over 3.5t (category N2) 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	Zero emission vehicles can be used to tow trailers up to a combination MAM of 7t, in line with the current category BE driving licence regulations.
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.

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

Background

In July 2018, the government laid legislation² that allows a holder of a category B driving licence to drive an alternatively fuelled vehicle not exceeding 4.25t, provided that it is not driven outside of Great Britain. This was further supported by legislation³ exempting such vehicles from operator licensing. Note however,

that the law was changed in 2018 regarding electric vehicles not meeting the definition above. In this case the exemption from operator licensing was then only applicable to those in use before March 2015.

The concession came into force on 29 April 2019 and required a driver wishing to take advantage of the concession to undertake a minimum of five hours of training. In addition, the vehicle could

¹ The Goods Vehicles (Plating and Testing) (Miscellaneous Amendments) Regulations 2017 (19) - removed the general exemption for electric vehicle (other types of alternatively fuelled vehicles are not exempt)

² 24 August 2018 - The Motor Vehicles (Driving Licences) (Amendment) Regulations 2018.

³ 01 September 2018 - The Goods and Motor Vehicles (Miscellaneous Amendments) Regulations 2018 amended the Goods Vehicles (Licensing of Operators) Regulations 1995 and the Motor Vehicles (Tests) Regulations 1981.

AFV vans: Classification confirmation

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Tax due:

1 May 2025

MOT

No details held by DVLA



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. YTOGA
Variant

Registration Mark: YTOGA

Year of Original Registration: 2023

Function: (See note 3)

(1) Description of Weights Applicable to vehicle (See notes 1 & 4)

(2) Weights not to be exceeded in Gt. Britain (See note 5)

(3) EEC Maximum permitted weights (See note 6)

(4) Design Weights (See note 7)

Gross Weight (See notes 1 & 4)

Train Weight (See note 2)

Max. Train Weight (See note 3)

Axle Weights (See note 5)

Axle 1

Axle 2

Axle 3

Axle 4

Maximum Kingpin Load (See notes 1 & 4)

Replacement

NOTES

1. A reduced gross weight and/or axle weight may apply in certain cases to a vehicle owing to being towed by another.

2. The Maximum permissible train weight may vary depending on the type of suspension used.

3. If the train is in the function box is 'B' road freely suspension is fitted.

4. All weights shown are subject to fitting of correct tyres.

5. The weight applies to combined transport operations.

6. This dimension only applies to certain vehicles of certain types and series - trailers.

7. This dimension only applies to trailers.

8. If there is no weight shown in the column this is because there is no EEC marked rating to the weight.

9. All weights in Kilograms - all dimensions in Millimetres.

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

Registration Mark: YTOGA

Year of Original Registration: 2023

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Max. Train Weight (See note 3)

Axle Weights (See note 5)

Axle 1

Axle 2

Axle 3

Axle 4

Maximum Kingpin Load (See notes 1 & 4)

Replacement

NOTES

1. A reduced gross weight and/or axle weight may apply in certain cases to a vehicle owing to being towed by another.

2. The Maximum permissible train weight may vary depending on the type of suspension used.

3. If the train is in the function box is 'B' road freely suspension is fitted.

4. All weights shown are subject to fitting of correct tyres.

5. The weight applies to combined transport operations.

6. This dimension only applies to certain vehicles of certain types and series - trailers.

7. This dimension only applies to trailers.

8. If there is no weight shown in the column this is because there is no EEC marked rating to the weight.

9. All weights in Kilograms - all dimensions in Millimetres.

ZEVs, over 3.5 - 4.25t: driving licence

The Motor Vehicles (Driving Licences) (Amendment) (No. 2) Regulations 2025.

- 10 June 2025: Category B concession abolished.
- Category B entitlement for ZEVs up to 4.25t.
 - Category B limit of 3.5t for internal combustion engine vehicles.
- No requirement to undertake five hours additional training.

Draft Regulations laid before Parliament under paragraphs 2(2) and 5(5) of Schedule 5 to the Retained EU Law (Revocation and Reform) Act 2023, for approval by resolution of each House of Parliament.

DRAFT STATUTORY INSTRUMENTS

2025 No.

RETAINED EU LAW REFORM

ROAD TRAFFIC

The Motor Vehicles (Driving Licences) (Amendment) (No. 2) Regulations 2025

Made - - - -

Coming into force

The Secretary of State makes these Regulations in exercise of the powers conferred by section 101(2) of the Road Traffic Act 1988 (“the 1988 Act”)(a) and sections 14(2) and 20(1)(a) of the Retained EU Law (Revocation and Reform) Act 2023 (“the 2023 Act”)(b).

The Secretary of State has consulted such representative organisations as the Secretary of State thinks fit in accordance with section 195(2) of the 1988 Act.

The Secretary of State is a relevant national authority for the purposes of section 14(2) of the 2023 Act(c).

In accordance with paragraphs 2(2) and 5(5) of Schedule 5 to the 2023 Act, a draft of this instrument has been laid before Parliament and approved by a resolution of each House of Parliament.

Citation, commencement and extent

1.—(1) These Regulations may be cited as the Motor Vehicles (Driving Licences) (Amendment) (No. 2) Regulations 2025.

(2) These Regulations come into force on the twenty-first day after the day on which they are made.

(3) These Regulations extend to England and Wales and Scotland.

(a) 1988 c. 52. Section 101 was amended by paragraph 15 of Schedule 1 to S.I. 1996/1974.

(b) 2023 c. 28.

(c) See section 21(1) of the Retained EU Law (Revocation and Reform) Act 2023 for the definition of “relevant national authority”.

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

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Towing:

- Can now tow a trailer, up to combination of 7t.
 - 4.25t ZEV limited to towing a trailer of 2.75t MAM.



Driver CPC:

- Not required when using category B entitlement.



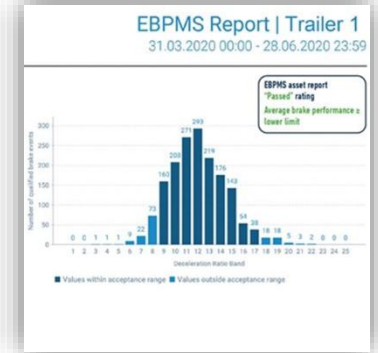
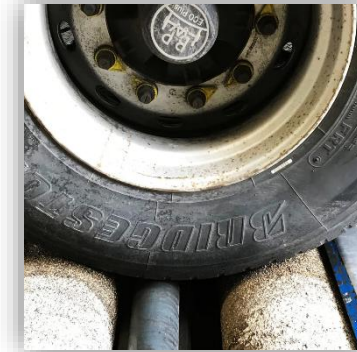
[Logistics UK category B concession briefing note.](#)

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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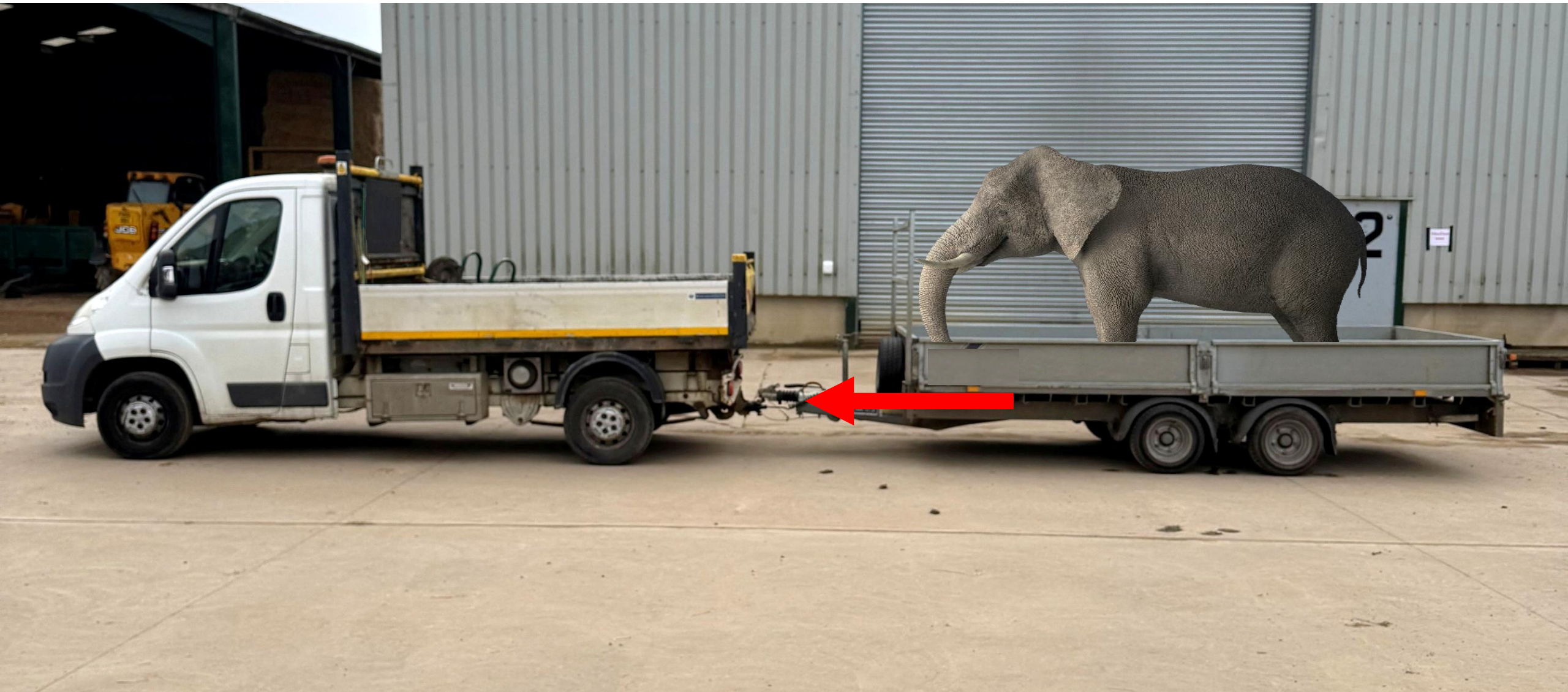
Laden brake testing – the 8 wheeler

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Small trailer brake testing

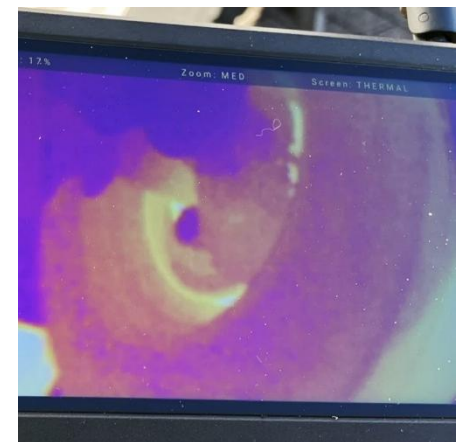
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Small trailer brake testing

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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Risk assessment

- 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.](#)

Upcoming activities and events

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Events

- Virtual member briefing – [Managing drivers – Managing drivers – a legal perspective](#)
 - 10 Jul
- Transport Manager – [Transport Manager](#)
 - 17 Sep – 2 Dec
- Logistics Awards – [Logistics Awards](#)
 - 11 Dec, London

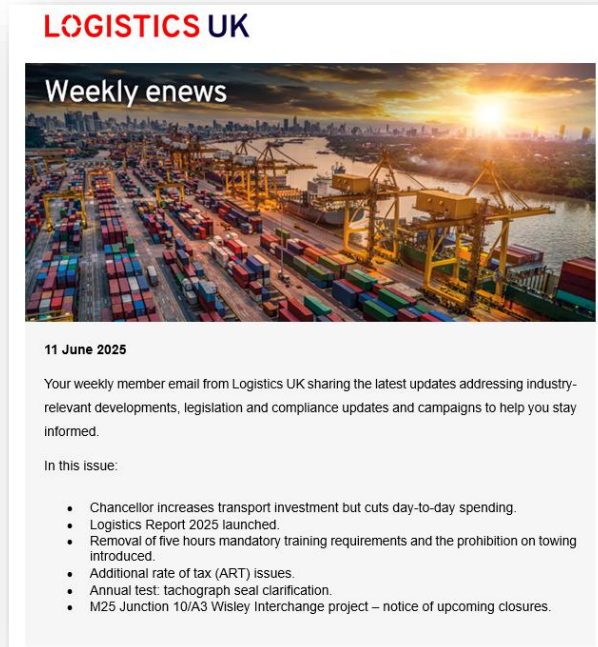
Member engagement

- Waste forum working group – [Waste Forum](#)
 - 4 Sep, Birmingham
- Utilities services working group – [Utilities Services](#)
 - 11 Sep, TBC



Logistics UK support

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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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