



LOGISTICS UK

Virtual Member Briefing

Keeping your vehicles compliant

19 March 2025



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LOGISTICS UK

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

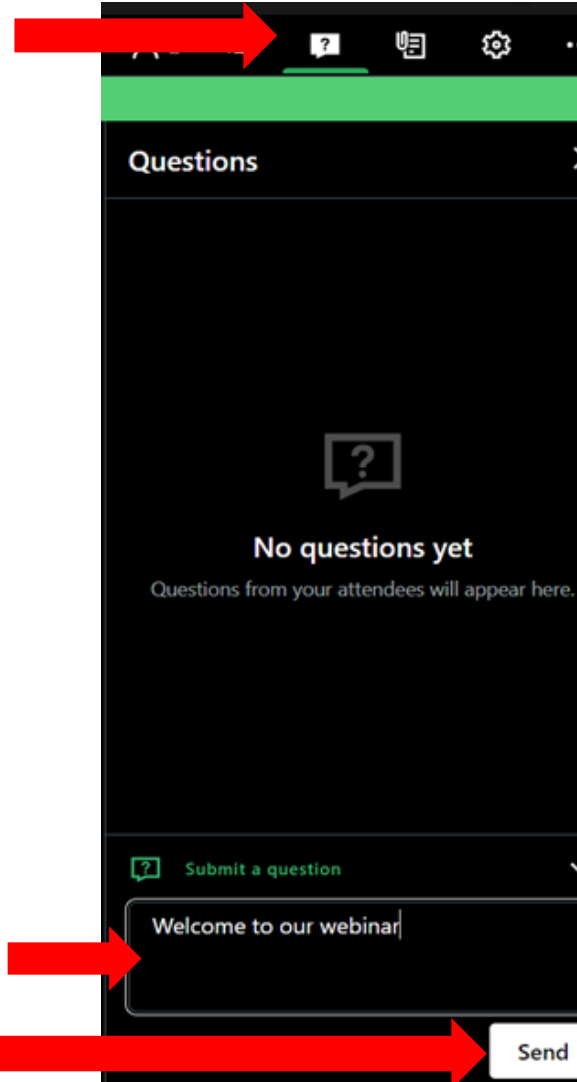
Questions?

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.

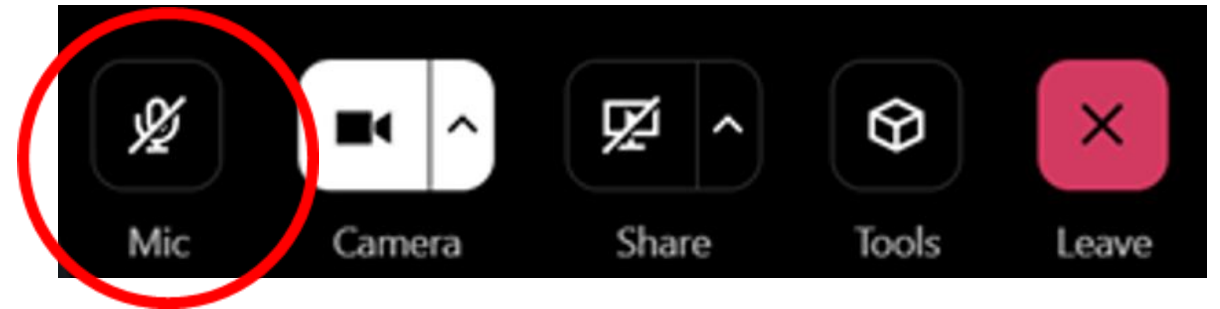
Introduction – How to ask questions

Open question pane



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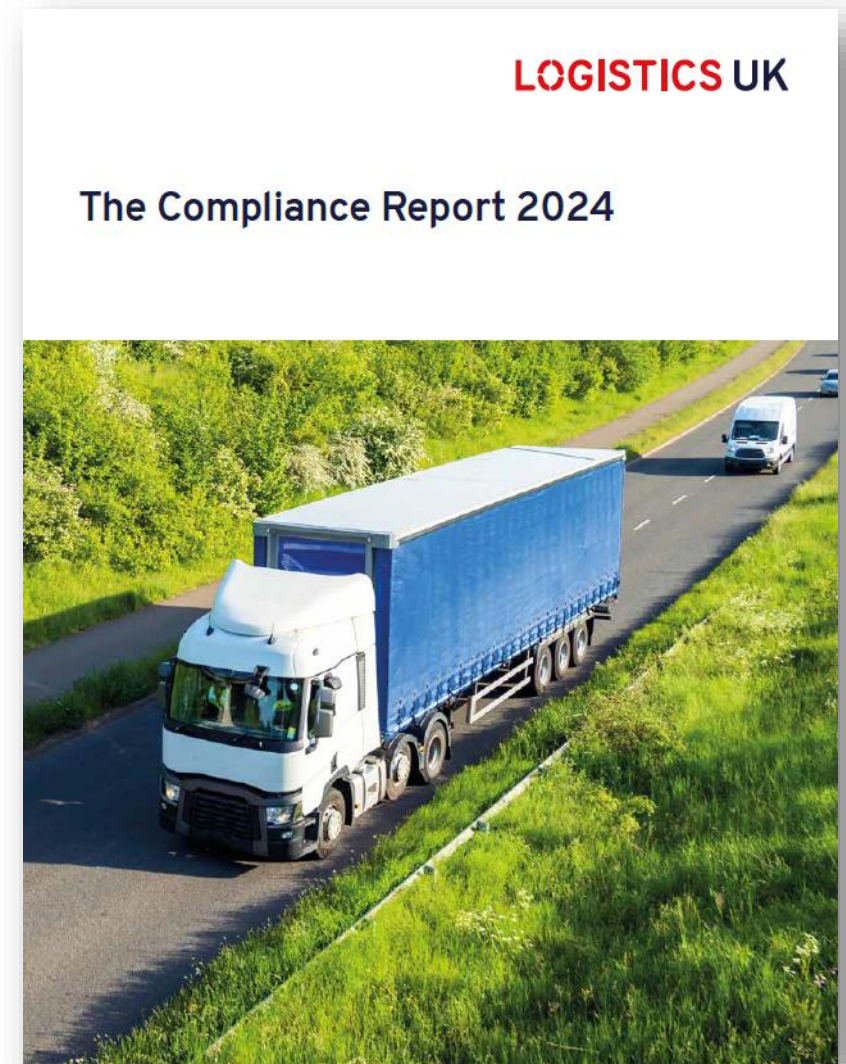
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Compliance Report

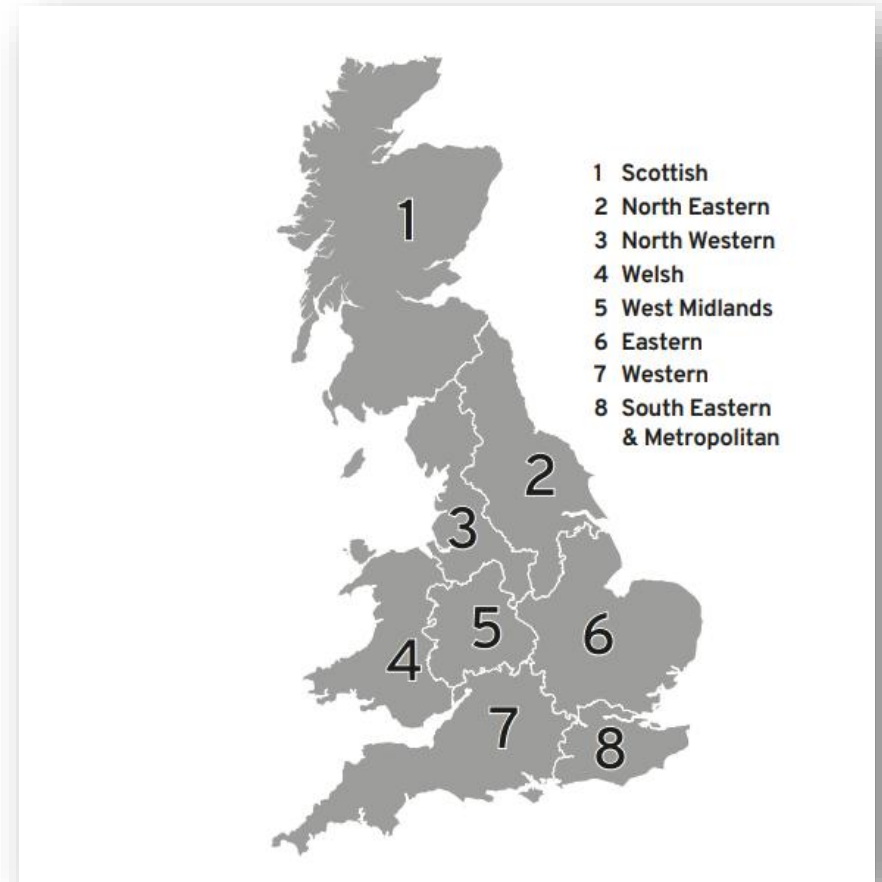
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- [Logistics UK Compliance Report 2024.](#)
- Operator licensing.
- Public inquiries.
- Tests and inspections.
- Compliance and emissions.
- Accidents.
- HGV drivers and vocational entitlements.



Operator licensing

- Main purpose of goods vehicle operator licensing:
 - Ensure the safe and proper use of goods vehicles.
 - Protect the environment around operating centres.
- Operator licensing system divides Great Britain into eight traffic areas, with each area regulated by a Traffic Commissioner.
- Northern Ireland regulated by Transport Regulation Unit and partners.



Operator licence types

Licence type held with Great Britain (GB) in July 2024:

- Restricted: 33,230.
- Standard International: 9,713.
- Standard National: 23,590.

Licence type held with Northern Ireland (NI) in March 2024:

- Restricted: 3,084.
- Standard International: 1,863.
- Standard National: 315.

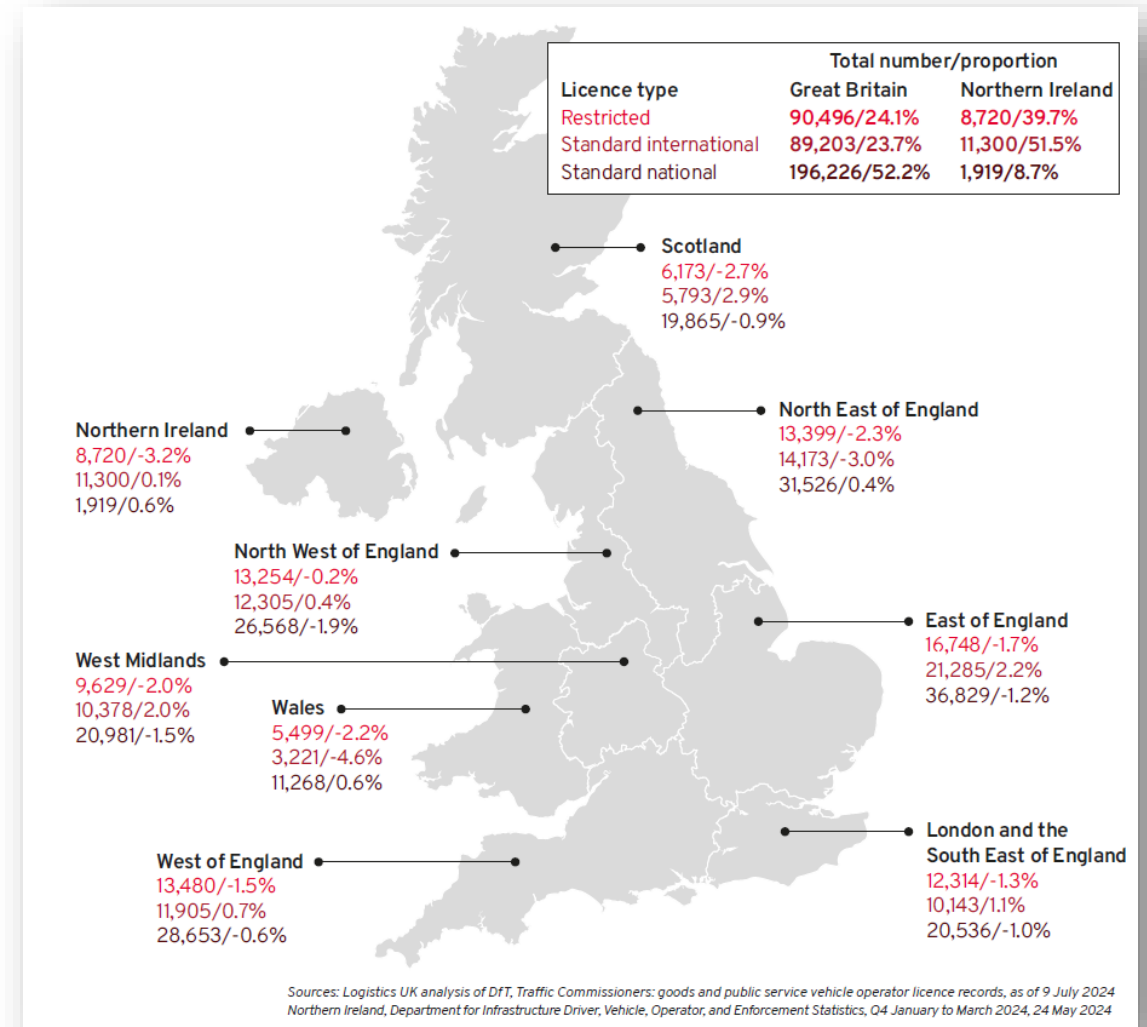
Vehicles specified on operator licences

Number of specified vehicles on GB licences July 2024:

- **Restricted: 90,496.**
- **Standard International: 89,203.**
- **Standard National: 196,226.**

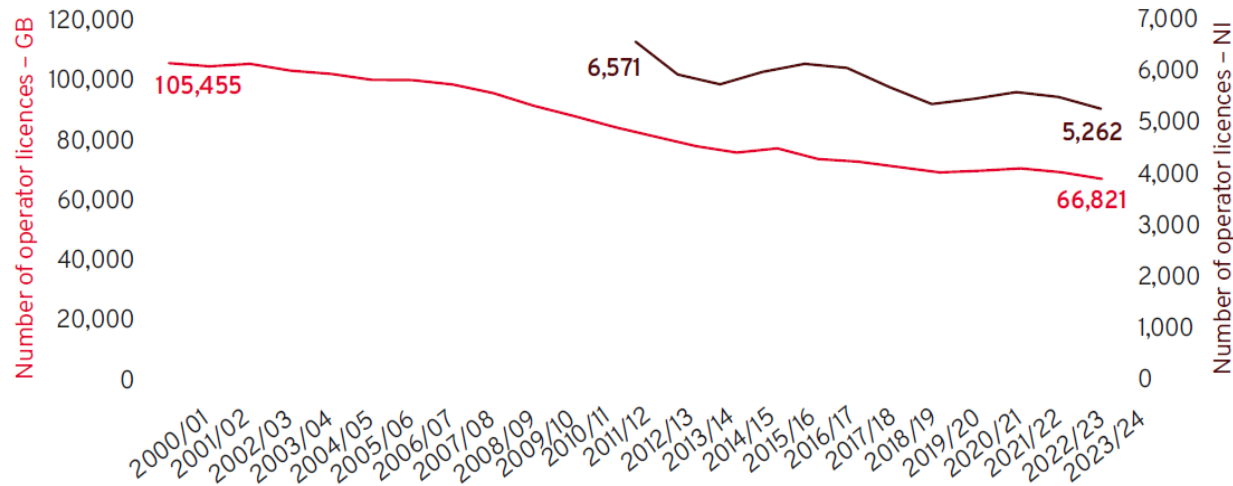
Number of specified vehicles on NI licences March 2024:

- **Restricted: 8,720.**
- **Standard International: 11,300.**
- **Standard National: 1,919.**



Number of licences and specified vehicles

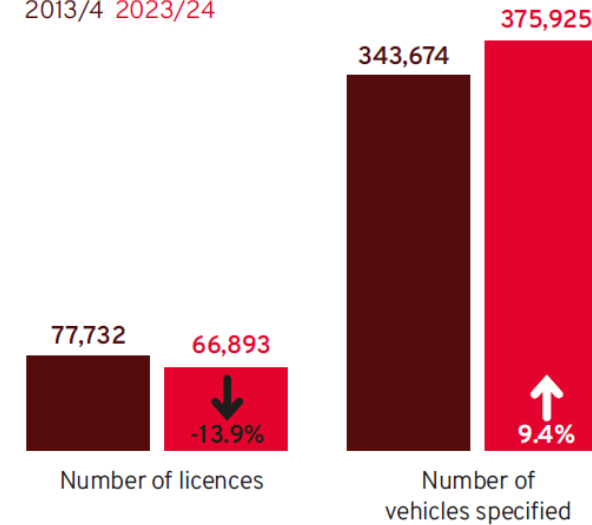
1.3 Decline in the number of goods vehicle operator licences in Great Britain and Northern Ireland



Sources: Annual Report to the Secretary of State 2022-23, Transport Commissioners for Great Britain, September 2024
Northern Ireland, Department for Infrastructure Driver, Vehicle, Operator, and Enforcement Statistics, Q4 January to March 2024, 24 May 2024

1.4 Operator licences and specified vehicles (GB)

2013/4 2023/24



Sources: Logistics UK analysis of DfT, Traffic Commissioners: goods and public service vehicle operator licence records as of 9 July 2024
Annual Report to the Secretary of State 2013-14, Transport Commissioners for Great Britain, July 2014

Public inquiry action

- Formal hearing with the Traffic Commissioner.
- 2023/2024 outcomes:
 - 31% revoked.
 - 40% suspended or curtailed.
 - 25% formal warning.
- Open to the public!
- [Regulatory decisions about truck, bus and coach operator licences and safety standards.](#)
- [Transport Regulation Unit: Applications and Decisions.](#)

3.1 Goods vehicle operators - action taken at PI for non-compliance

Year	Number of public inquiries completed	Licence revocations	Licence suspensions	Curtailed or conditions imposed	Notification of formal warning	Disqualification of licence holder under Section 28	Disqualification of transport manager	No action taken
2023-24	842	261	79	259	214	70	108	46
2022-23	861	280	108	216	310	57	99	60
2021-22	920	302	89	241	276	82	119	67

Source: Annual Report to the Secretary of State 2023-24, Transport Commissioners for Great Britain, September 2024

Driver conduct cases: action

Common examples drivers attend conduct hearings:

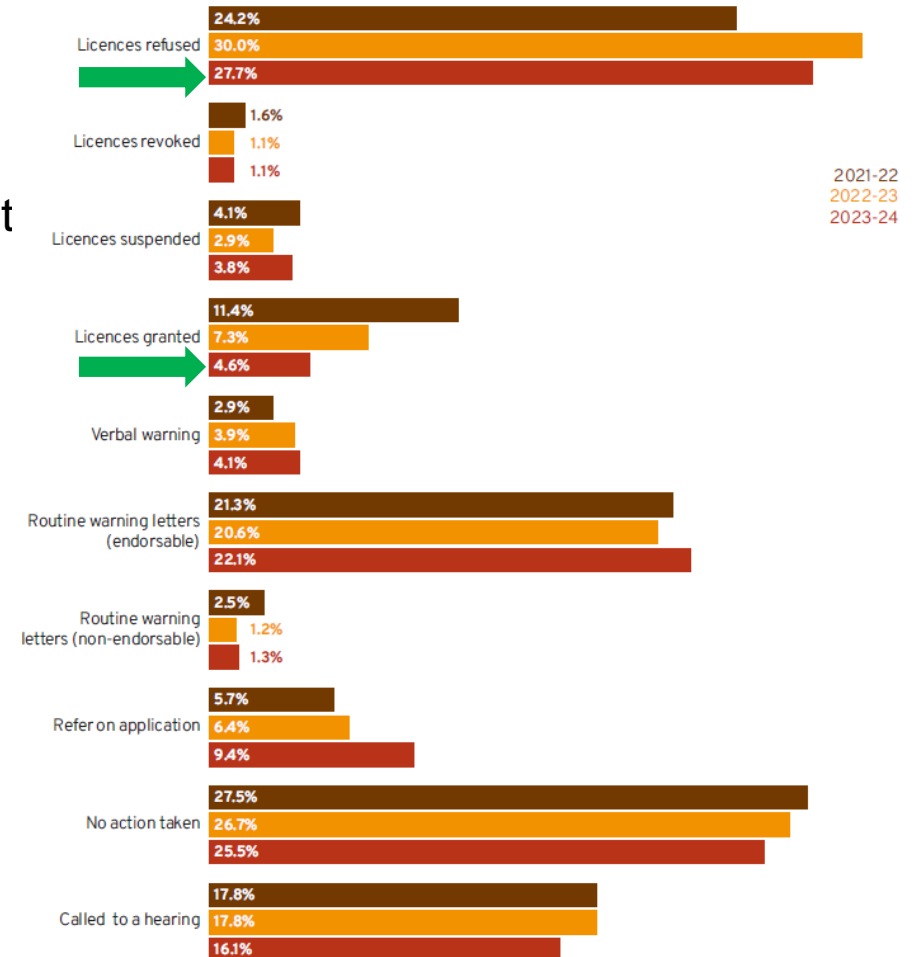
- Driving disqualification over three years, or multiple disqualifications.
- Provisional applicants applying for vocational entitlement with a disqualification over one year.
- Two or more convictions for using mobile phone, or a single offence in a commercial vehicle.
- Drivers' hours and tachographs offences.

Common action from conduct hearings:

- Licences refused.
- Routine warning letters.

[Regulatory decisions made about the conduct of professional drivers.](#)

3.4 HGV and PSV driver conduct cases - action against drivers



Source: Annual Report to the Secretary of State 2023-24, Transport Commissioners for Great Britain, September 2024

HGV operator licences in OCRS bands

- Northern Ireland OCRS queries: dvtaenforcements@infrastructure-ni.gov.uk.
- [Understanding and managing your Operator Compliance Risk Score \(OCRS\)](#).

2.15 Percentage of HGV operator licences in each OCRS band, 2023/24

HGV OCRS Bands	2019/20	2021/22	2022/23	2023/24
Green	61.0%	70.6%	70.8%	66.9%
Amber	16.0%	16.6%	16.5%	15.3%
Red	10.0%	12.4%	12.3%	11.2%
Blue	0.3%	0.5%	0.5%	0.6%
Unknown	13.0%	0.0%	0.0%	6.0%

Source: Response to Logistics UK Freedom of Information request (ref: 2407-053002 CCMS: 00380113), by DVSA, August 2024

2.17 Types of HGVs checked (GB)

Vehicle type	Number of vehicles checked
Vehicles in DVSA earned recognition scheme	186
Vehicles not in DVSA earned recognition scheme	2,308
Vehicles with unknown DVSA earned recognition status	19
Total vehicles checked	2,513

Source: Commercial vehicle fleet compliance checks 2010-2022, DVSA

2.1 HGV MOT pass rates categorised by OCRS banding (green and blue most compliant)

	2021/22			2022/23			2023/24		
OCRS band	Overall Pass	PRS	Fail	Overall Pass	PRS	Fail	Overall Pass	PRS	Fail
Blue	98.3%	1.4%	1.7%	98.4%	1.0%	1.7%	98.5%	1.0%	1.6%
Green	95.9%	2.8%	4.3%	96.6%	2.4%	3.6%	96.8%	2.2%	3.4%
Amber	86.0%	6.9%	14.3%	85.7%	6.7%	14.6%	85.1%	7.2%	15.2%
Red	73.4%	8.1%	27.0%	72.0%	8.6%	28.5%	68.8%	7.8%	31.9%
Grey*	84.8%	5.5%	15.6%	85.7%	5.6%	14.7%	84.3%	5.6%	16.2%

*Note: a grey operator is one where DVSA does not have sufficient data to score it.

Source: Response to Logistics UK Freedom of Information request (ref:2406-049534) by DVSA, June 2024

2.2 Trailer MOT pass rates categorised by OCRS banding (green and blue most compliant)

	2021/22			2022/23			2023/24		
OCRS band	Overall Pass	PRS	Fail	Overall Pass	PRS	Fail	Overall Pass	PRS	Fail
Blue	96.6%	1.4%	3.4%	97.5%	1.1%	2.6%	97.6%	1.0%	2.4%
Green	92.8%	2.2%	7.2%	93.6%	2.0%	6.4%	93.6%	1.9%	6.4%
Amber	85.3%	4.1%	14.7%	85.9%	3.3%	14.1%	87.5%	3.3%	12.5%
Red	77.9%	7.7%	22.1%	78.3%	5.7%	21.7%	79.8%	4.5%	20.2%
Grey*	92.3%	2.3%	7.7%	93.1%	2.0%	6.9%	93.2%	1.9%	6.8%

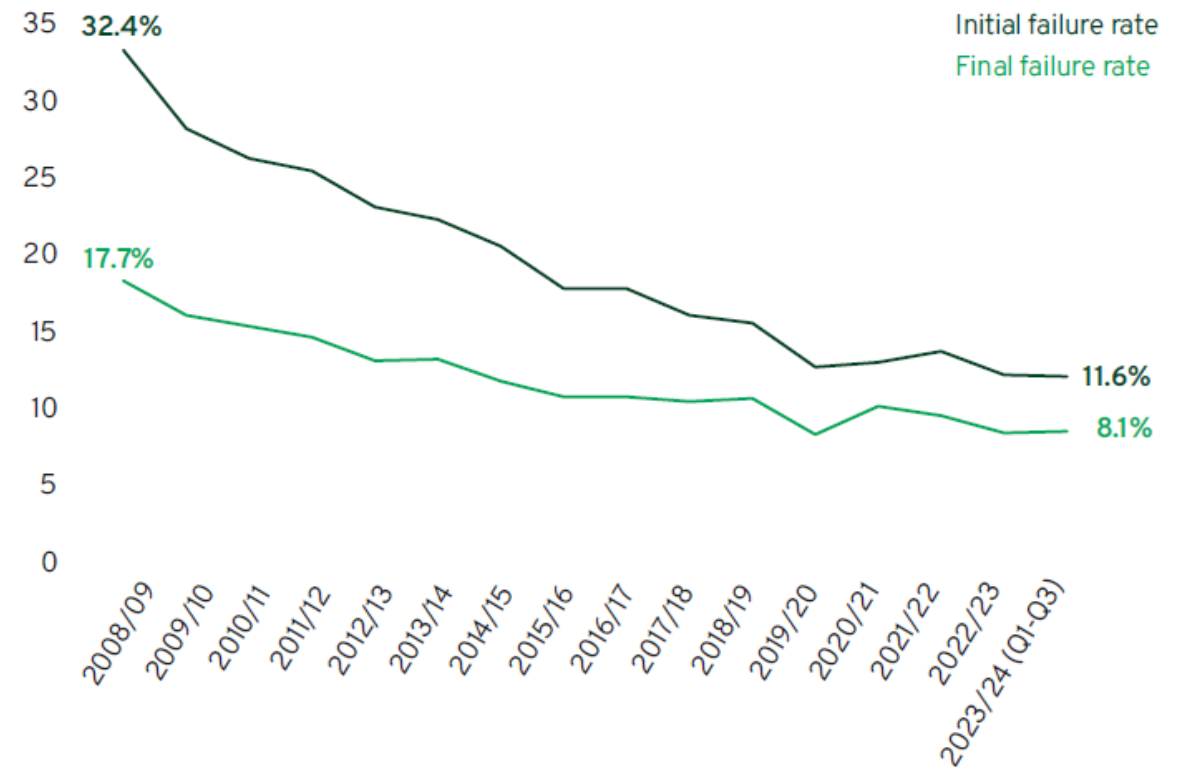
*Note: a grey operator is one where DVSA does not have sufficient data to score it.

Source: Response to Logistics UK Freedom of Information request (ref:2406-049534) by DVSA, June 2024

Annual test failure rates

- Consistent decline in failure rates:
 - Improved vehicles compliance?
 - Ongoing improvements in maintenance and compliance standards?
- [Logistics UK MOT failures guidance document.](#)

2.3 HGV initial and final MOT failure rates 2008/09 to 2023/24

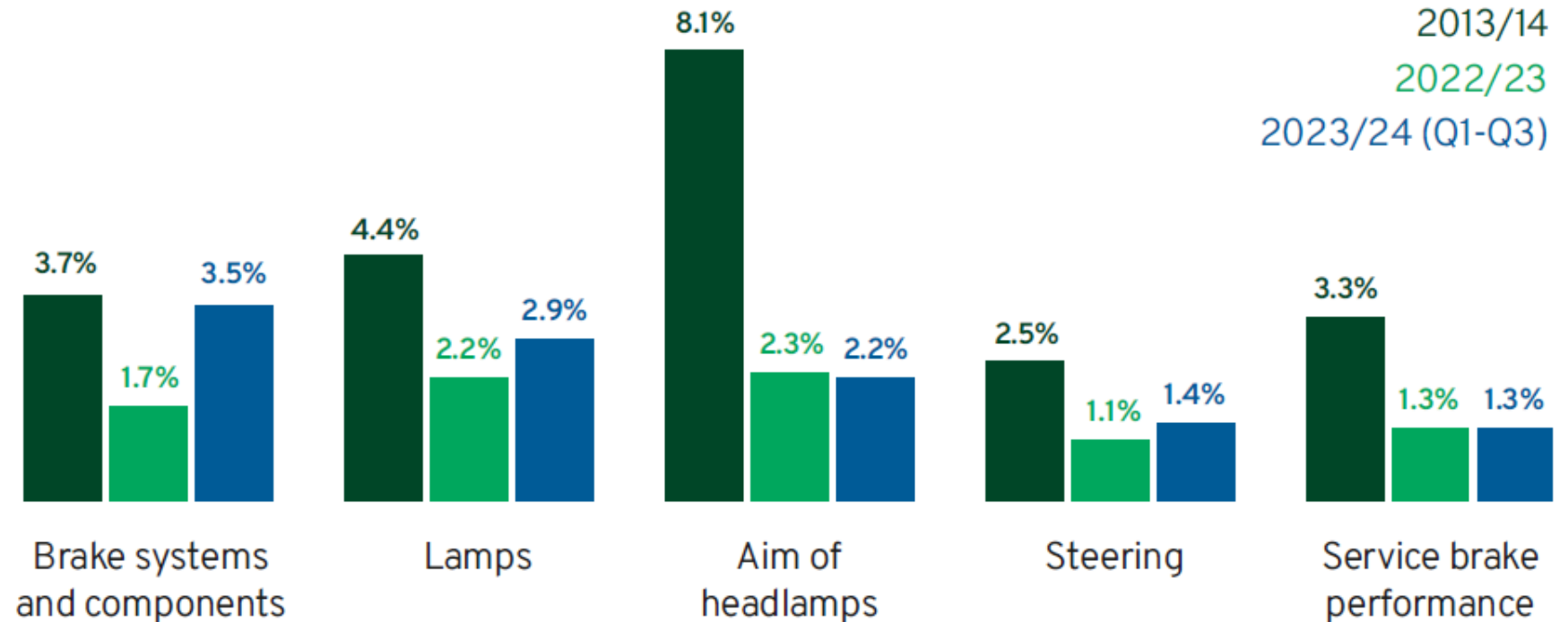


Source: Commercial vehicle testing data for Great Britain, DVSA, March 2024

Top five fail items – HGVs and trailers

[Logistics UK MOT failures guidance document.](#)

2.5 Top five fail items HGVs



Source: Commercial vehicle testing data for Great Britain, DVSA, March 2024

Note: These data sets give the percentage of vehicles tested where the item was listed as a reason for failure. Vehicles can fail for one or more items, so these percentages cannot be added to give a total fail rate for these items.

Daily walkaround checks

- At least one walkaround check in every 24-hour period the vehicle/trailer is in service.
- Include all interior and exterior items that can be safely assessed without the use of a workshop.
- Improving quality of walkaround checks:
 - Record keeping.
 - Suitable training.
 - Gate checks.
- [Driver walkaround checks Fact Sheet and Compliance Sprint animation.](#)

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Fact Sheet

Driver walk around checks – what to look out for

We all know that drivers are legally responsible for the condition of their vehicle and/or trailer while in use. We also know that carrying out a walk around check before use, and continuously monitoring its condition during use, is vital to achieving this. These checks are an important part of a robust maintenance system, which is your first line of defence when it comes to detecting faults.

But what defects are commonly found, and what areas should be subjected to increased diligence? This Fact Sheet explores the most common defects located during an inspection and their relationship with a drivers' walk around check.



Outline marker lamp inoperative

Defect categories

At the annual test, different vehicle and trailer (asset) components and systems inspected are categorised under sections within the relevant Inspection Manual which describes the deficiency criteria. For enforcement, the same categories are utilised within the Categorisation of Defects Manual, which contains criteria for issuing prohibitions or inspection notices.

Normally, assets would be prepared for annual test, whereas inspections completed for enforcement purposes such as roadside checks would normally encounter assets operationally, ie unprepared. Additionally, enforcement work is frequently targeted towards non-compliant operators utilising the operator compliance risk score (OCRS).

DVSA publish statistics for both annual testing and enforcement showing which defect categories do not meet the minimum standard and either fail the annual test or receive a prohibition.

Logistics UK's vehicle inspection service (VIS) inspects assets in operational environments which are usually not prepared or targeted, defects located are also categorised utilising DVSA categories.

Defect category comparison

All the inspection types previously described categorise defects in line with the DVSA categories allowing a comparison to be made, see Table 1. A direct comparison is not possible, as the different inspection types are all carried out in varying conditions within the asset's maintenance

Table 1

Ranking order	DVSA Annual Testing Failure 2021-2022 Quarter 4*	DVSA Enforcement Prohibitions 2021 - 2022 Quarter 4*	VIS Roadworthiness Inspection Annual Testing Failure 2022*
1	Condition of tyres	Condition of tyres	Lamps
2	Brake system and components	Direction indicators and hazard warning lamps	Condition of tyres
3	Oil leaks	Brake system and components	Spray suppression, wings and wheel arches
4	Suspension	Lamps	Brake system and components
5	Steering	Steering	Steering

How serious is the defect? Where to look?

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[Categorisation of vehicle defects.](#)



[Enforcement sanctions policy.](#)



[HGV inspection manual.](#)



[DVA Heavy vehicle inspection manual.](#)

[DVA Categorisation of defects manual.](#)

Safety inspections

- Focus on preventative, not reactive maintenance.
- Time-based programmes.
- Operator legally responsible for condition of vehicle, authorisation of repair work and record keeping.
- Include assessments of specialist equipment associated with vehicle/trailer's activity and performance.

DVSA Guide to Maintaining Roadworthiness:

Operating conditions	Frequency
A Lightly loaded vehicles – easy operating conditions	10-13 weeks
B General haulage – trunking	6-10 weeks
C Arduous work – constant heavy loads	4-6 weeks
D Off road – difficult conditions	4 weeks
E Vehicle/trailer 12 years or older	6 weeks

DVA Guide to Maintaining Roadworthiness:

Operating Conditions	Frequency
Lightly loaded vehicles - easy operating conditions	13 to 6 weeks
General haulage – trunking	10 to 5 weeks
Arduous work – constant heavy loads	8 to 4 weeks
Off road - difficult conditions	4 weeks
Vehicle 12 years or older	6 weeks

Euro VI in the UK

- No new petrol or diesel cars to be sold from 2030.
- All new cars and vans 100% zero emission by 2035.
- Introduction of (Ultra) Low Emission Zones and Clean Air Zones.
- [Logistics UK Clean Air Zone briefing note](#).

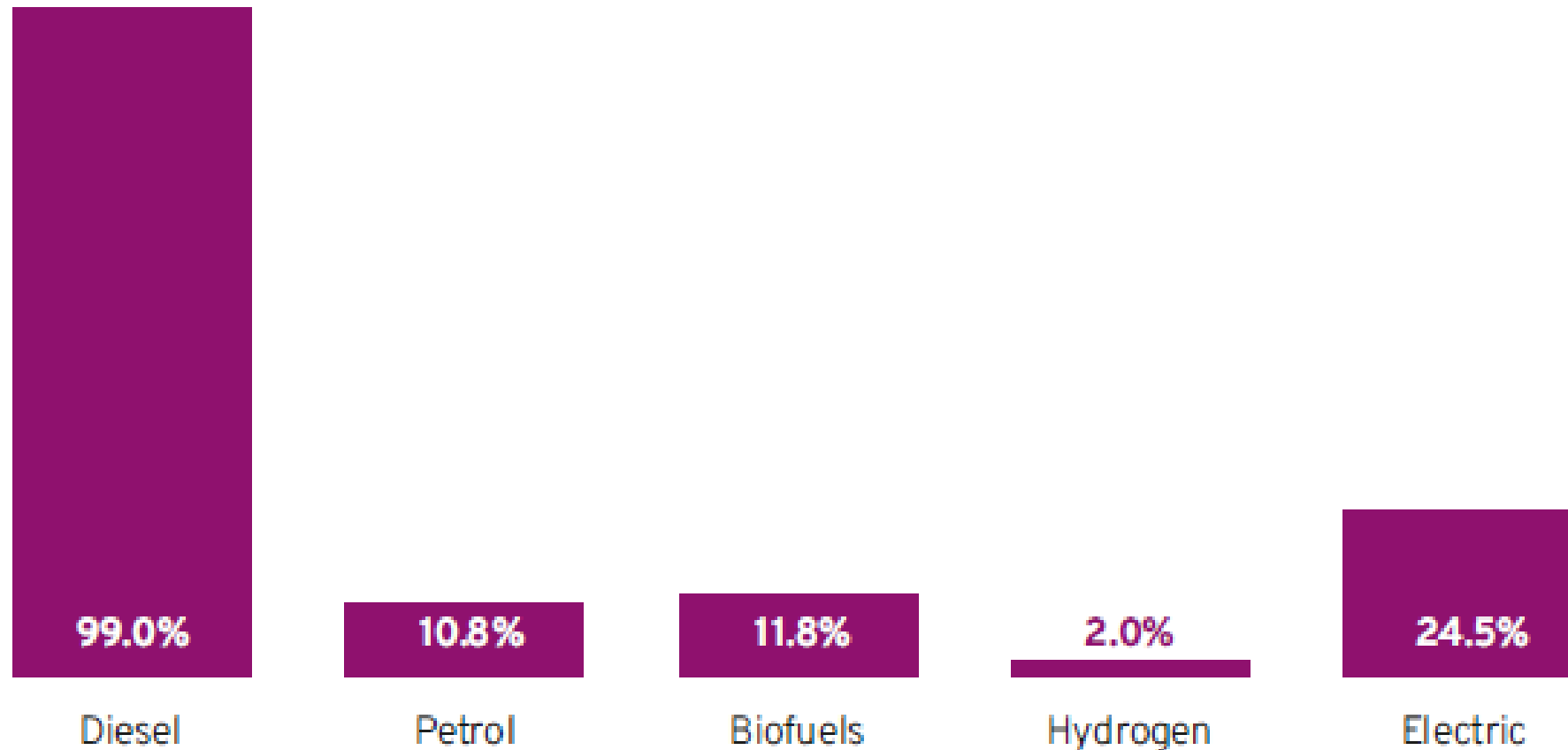
4.1 Proportion of Euro VI HGVs in the UK

Year	Total licensed vehicles (thousands)	Total Euro VI (thousands)	Proportion Euro VI
2014	496.6	37.3	7.5%
2015	506.1	85.2	16.8%
2016	517.0	134.3	26.0%
2017	523.2	181.7	34.7%
2018	524.5	225.5	43.0%
2019	525.7	270.3	51.4%
2020	510.0	297.5	58.3%
2021	529.2	337.5	63.8%
2022	536.5	367.6	68.5%
2023	535.0	390.1	72.9%
2024P	543.6	412.2	75.8%
2025P	550.8	457.9	83.1%
2026P	558.0	504.8	90.5%

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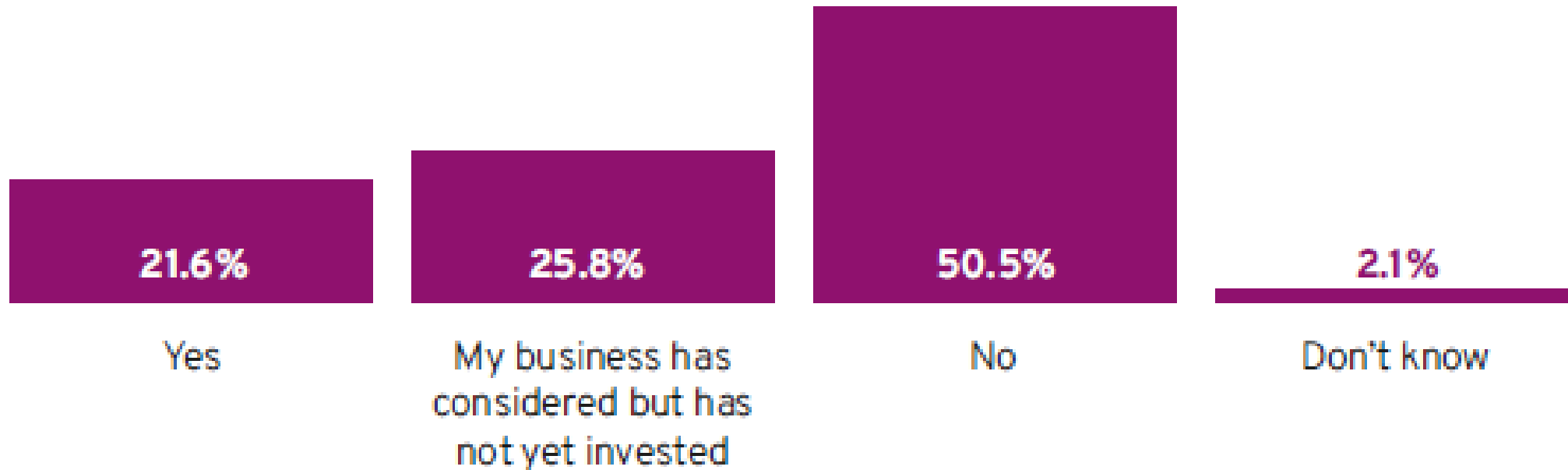
Source: Logistics UK analysis based on Vehicle Licensing Statistics, Table VEH1111. DfT, May 2024

4.3 What type of vehicles do you operate?



Source: Logistics Performance Tracker, Q2 2024, Logistics UK, August 2024

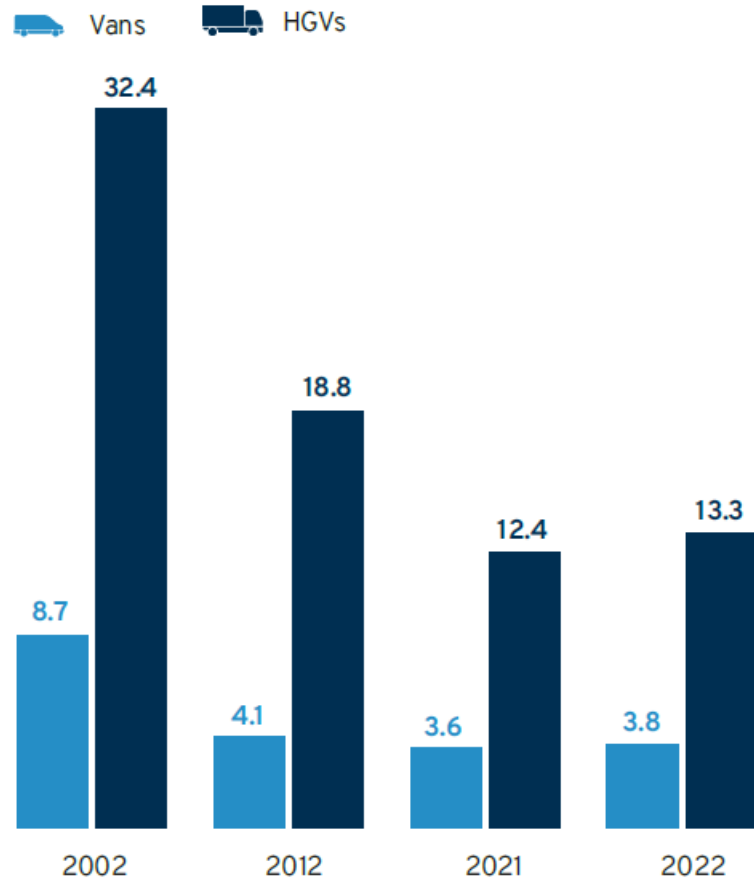
4.4 Have you invested in alternative fuels or electrification as a direct result of the introduction of Clean Air Zone regulations?



Source: Logistics Performance Tracker, Q2 2024, Logistics UK, August 2024

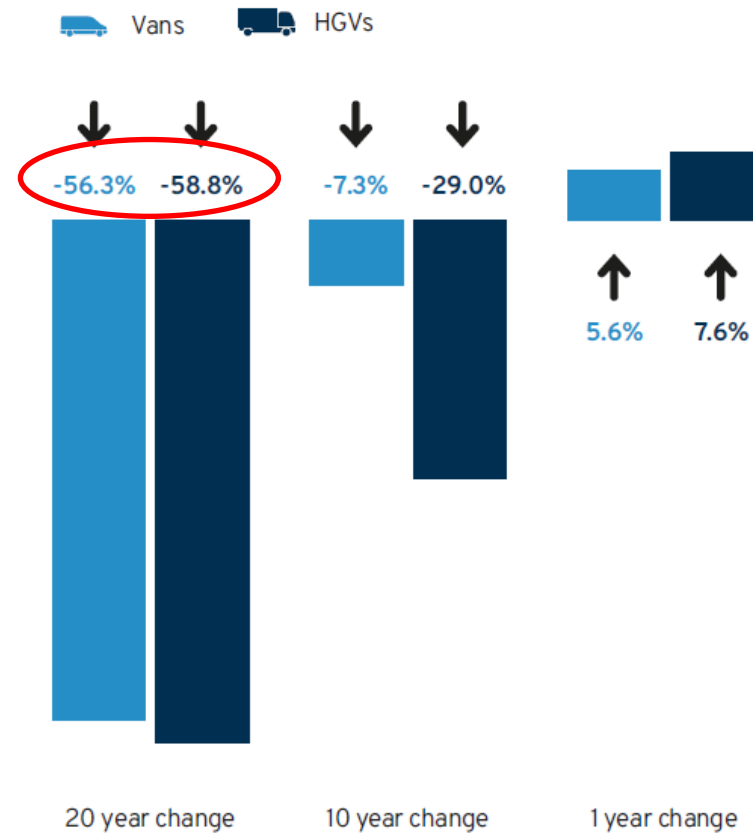
HGV and van involvement in fatal accidents

5.1 HGV and van involvement in fatal accidents per billion vehicle miles



Source: Reported road collisions, vehicles and casualties tables for Great Britain 2022, DfT, July 2024

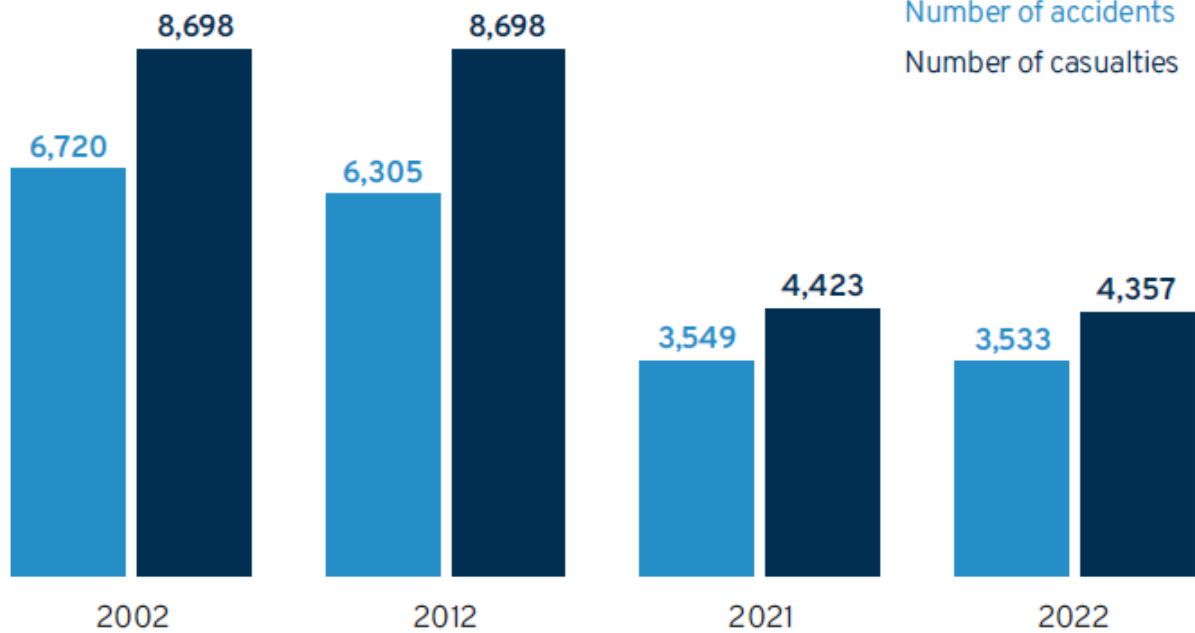
5.2 Percentage change in HGV and van involvement in fatal accidents per billion vehicle miles



Source: Reported road collisions, vehicles and casualties tables for Great Britain 2022, DfT, July 2024

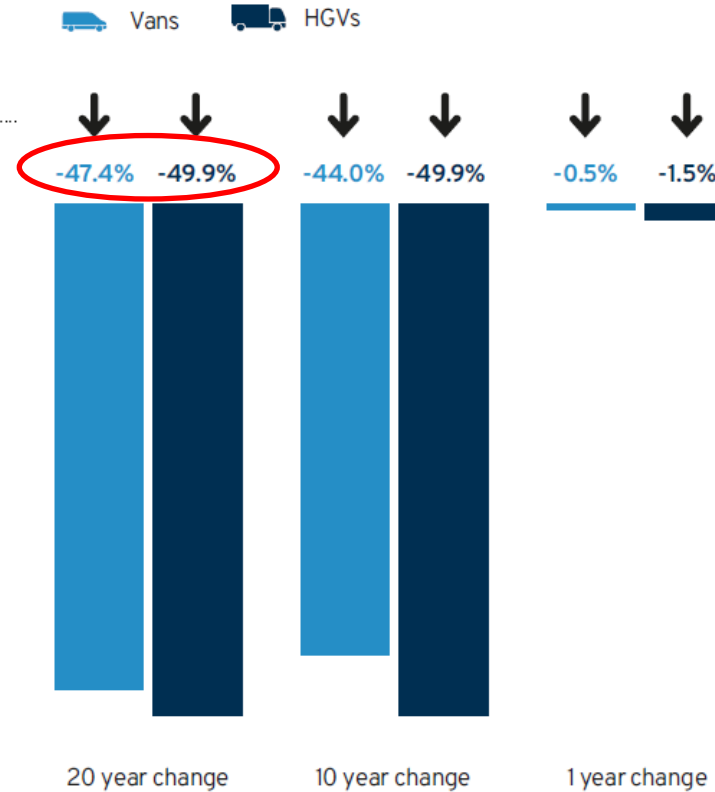
Number of accidents and casualties involving HGVs

5.3 Number of accidents and casualties (of all severities) involving HGVs



Source: Reported road collisions, vehicles and casualties tables for Great Britain 2022, DfT, July 2024

5.4 Percentage change in 2022 for number of accidents and casualties (of all severities) involving HGVs and vans



Source: Reported road collisions, vehicles and casualties tables for Great Britain 2022, DfT, July 2024

Tyres and debris

- [Department for Transport: Reported road casualties Great Britain annual report 2023:](#)
 - +29% casualties killed or seriously injured.
 - Highest number of casualties due to tyre defects since 2018.
- Bridgestone tyre debris study 2022-2023:
 - 56% tyres inspected were damaged by 'road hazards' eg penetrations and cuts.
 - 64% of damaged tyres had at least one penetration.
- Correlation between debris at fleet depots and punctures on the highway.



Tyre husbandry and good housekeeping

- Report findings:
 - Higher amounts of debris due to lack of good housekeeping and tyre husbandry practices.
 - Use of road sweepers significantly reduced the amount of debris.
 - Greater concentration of debris in vehicle loading/unloading bays, washing areas and vehicle servicing areas.
- Driver feedback eg walkaround checks. Could any debris they encounter be reported?
- [Tyre husbandry briefing note.](#)

Tyre husbandry

It's not rocket science!

Guidance document

With so much focus being placed on tyres condition these days Logistics UK has developed some simple tips on how to check tyres to keep your Heavy Goods Vehicles and Trailers safe and drivers/operators compliant.

If you would like more details guidance on tyre management, Logistics UK has helped the British Tyre Manufacturers Association produce this in more detail:

<https://btmauk.com/advice-about-tyres/professional-road-users/#1591345971856-cb3d3b98-16d9>

The responsibility for checking tyres falls to two main parties – driver and maintenance providers – these tips are aimed at these two groups.



Practical tests in UK

- March 2024: 266,200 drivers in employment in the UK.

6.1 Practical HGV tests in GB and NI

	GB		NI	
	Conducted	Pass rate (%)	Conducted	Pass rate (%)
2020 April to March	70,288	58.9%	2,737	75.3%
2021 April to March	27,630	58.0%	354	78.0%
2022 April to March	95,891	58.7%	3,754	75.4%
2023 April to March	113,960	59.7%	3,671	71.6%
2024 April to March	79,319	61.0%	2,818	74.9%

Sources: Large Goods Vehicle (LGV) vocational test pass rates, Great Britain, January 2019 to June 2024, Department for Transport (DfT) and Driver and Vehicle Standards Agency (DVSA)
Northern Ireland, Department for Infrastructure Driver, Vehicle, Operator, and Enforcement Statistics, Q4 January to March 2024, 24 May 2024

1 Annual population survey occupation (SOC2020). ONS, Nomis, August 2024

2 Adzuna.co.uk

6.2 HGV vocational entitlement held

Category	May 2022	June 2023	April 2024
Full HGV	995,816	1,035,965	1,038,344
Provisional HGV	333,754	344,205	375,745
Total	1,329,570	1,380,170	1,414,089

Source: Vocational Population Analysis, April 2024, DVSA

Logistics UK documents

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Driver walk around checks – what to look out for

Not all faults that drivers are likely responsible for the condition of the vehicle and driver safety. It is the driver's responsibility to ensure that the vehicle is safe to drive. This includes checking the vehicle's condition before starting the engine. This includes checking the vehicle's condition before starting the engine. This includes checking the vehicle's condition before starting the engine.



Driver's side mirror

Defect categories
At the annual test, different vehicle and trailer (part), components and systems require an independent user to check the vehicle's condition. The independent user will check the vehicle's condition. The independent user will check the vehicle's condition. The independent user will check the vehicle's condition.

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Defect category comparison
All the inspection types previously mentioned categories apply to the vehicle's condition. The independent user will check the vehicle's condition. The independent user will check the vehicle's condition. The independent user will check the vehicle's condition.

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All the inspection types previously mentioned categories apply to the vehicle's condition. The independent user will check the vehicle's condition. The independent user will check the vehicle's condition. The independent user will check the vehicle's condition.

Category	UK Annual Safety Pre-Inspection (UKAP)	UKAP (Commercial Pre-Inspection)	UKAP (Commercial Pre-Inspection)	UKAP (Commercial Pre-Inspection)
1	Condition of tyres	Condition of tyres	Condition of tyres	Condition of tyres
2	Brake condition and suspension	Brake condition and suspension	Brake condition and suspension	Brake condition and suspension
3	Lighting	Lighting	Lighting	Lighting
4	Exhaustion	Exhaustion	Exhaustion	Exhaustion
5	Steering	Steering	Steering	Steering

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Working safely with alternatively fuelled vehicles

Briefing note

As the use of alternatively fuelled vehicles becomes more prevalent, the methods of driver and vehicle staff working with these vehicles is changing, and it is the employer's responsibility to ensure that their staff are kept safe. Logistics UK has produced this guidance document to offer the awareness of the risks associated with working with these vehicles, and to offer advice on some steps that can be taken to ensure that risks are identified, and effective mitigation put in place.

Types of alternatively fuelled vehicles

- Liquefied Natural Gas (LNG)**
 - Mainly vehicles, though may contain some storage, propane and butane.
 - LNG is created by cooling natural gas to -162°C thereby liquefying it.
 - This liquid is contained in cylinders and tanks, but it is an extremely cold liquid.
 - It is an ambient process and temperature, one litre of LNG will expand to 600 litres of natural gas.
 - Although LNG powered are used, LNG is classified as a liquid and not a gas. The fact that it is a liquid is what makes it so dangerous.
- Compressed Natural Gas (CNG)**
 - As with LNG, CNG is made through the same process as propane and butane.
 - CNG is compressed natural gas (high pressure) in the range of 200-300 bar.
 - As with LNG, CNG is not a gas, however, the gas can reduce the oxygen content of an atmosphere, especially in confined spaces.
- Electrically powered vehicles**
 - High voltage components and cabling up to 650 volts DC.
 - Highly flammable coating.
 - Electric can create temperature up to thousands of degrees Celsius.
 - Electric systems are powered by electrical current passing through the vehicle.
 - Electric vehicles use electricity to power an electric motor driving the conventional engine drive line.
 - Electric vehicles currently have a typical range of around 400 miles (though this can range between 100-500 miles depending on the vehicle).
 - Any electrical contact with the components at voltage above 100 volts DC can be fatal, so depending on the vehicle, there are many potential hazards. These include:
 - High voltage components are well insulated, but the insulation can be damaged.
 - High voltage components are well insulated, but the insulation can be damaged.
 - High voltage components are well insulated, but the insulation can be damaged.
 - Need to be given a permit when working on power lines (overhead or underground) and the effects of high voltage electricity.
 - Most electric powered vehicles are battery electric vehicles (BEV), but some can be hybrids.
- Electric hybrid vehicles**
 - The electric system in hybrids are essentially the same as in BEVs, but electric hybrids tend to work in three ways:
 - As a conventional internal combustion engine (ICE) operating in parallel with electric assistance.

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The Compliance Report 2024

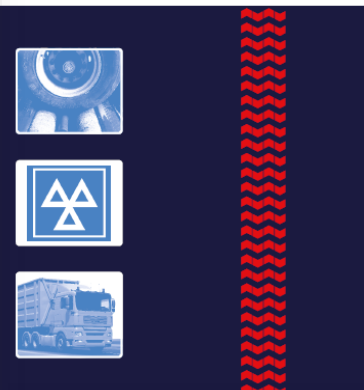


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Brake test report

Logistics UK Compliance Guide

Issue 1 • September 2019



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10 year old tyre ban

Briefing note

On 1 February 2021, the implementation regarding a ban on tyres aged 10 years and older fitted to taxis, buses and coaches came into force in England, Scotland, and Wales. Northern Ireland introduced the ban on 10 November 2023, which align Northern Ireland with the changes introduced in Great Britain (GB) in 2021.

Legislation

The Road Vehicle (Construction and Use) Regulations 1988 have been amended to reflect these changes. It is based on CEC 93, the Road Vehicle (Construction and Use) (Amendment) Regulations 2021 (SI 2021/100) and new requirements that ban the use of tyres aged more than 10 years on certain vehicles.

The change in legislation in GB comes after a Department for Transport (DfT) consultation in September 2019 following the fact that over the age of the tyre was identified to be a contributory factor in a number of road traffic accidents. The Department for Infrastructure in Northern Ireland in 2022 to bring the GB ban into effect in Northern Ireland. The Department for Infrastructure in Northern Ireland in 2022 to bring the GB ban into effect in Northern Ireland.

How will it be applied

From 1 February 2021 a new ban will apply that all 10 year or older in the front or rear axle or axle of goods vehicles with a maximum authorised mass exceeding 3.5t. The ban also applies to taxis and coaches. 10 year or older in the front or rear axle or axle of goods vehicles with a maximum authorised mass exceeding 3.5t. The ban also applies to taxis and coaches. 10 year or older in the front or rear axle or axle of goods vehicles with a maximum authorised mass exceeding 3.5t. The ban also applies to taxis and coaches.

Exemptions

There are exemptions for the following:

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Guidance for workshop staff on checking Advanced Driver Assistance Systems (ADAS) on HGVs

Briefing note

Advanced Driver Assistance Systems (ADAS) are becoming increasingly more common on today's trucks and trailers; however, there is very little guidance available from manufacturers or the authorities on how to check these systems. Logistics UK has worked with its members to produce some simple guidance on checking these systems which we hope other users will find of use. Please note, this guidance is correct at the time of writing, though new systems may have been developed and fitted to vehicles since this publication.

Warning lamp confirmation of operation/mafunction

Most manufacturers' warning lamp systems work on a 'fit and forget' basis – the system will check itself and tell the driver if there is a problem. When the ignition is switched on, a 'system check' is undertaken. This usually results in all the 'tell-tale' warning lamps (see below) illuminating for a few seconds and then extinguishing, unless a system is active (eg, the fuel level is low or the handbrake is applied) or the system is faulty (see below left).

These warning lamp systems are all usually fitted with in the driver's dashboard, but there are some that may not be (eg, close proximity indicator beacons are fitted to external mirrors – see below) but which have the same type of checking functionality so need to be checked during the warning lamps' activation period. This may necessitate the check being performed several times (see below right).

Any ADAS warning lamps that remain illuminated may indicate a fault in the system, so should be investigated. Should the safety of the vehicle be compromised, the faults will need to be resolved before the vehicle is put into service.



1. Daylight signal	2. Brake system warning	3. ABS warning	4. Air warning	5. Battery warning	6. Engine oil
7. High beam warning	8. Fuel level warning	9. Handbrake warning	10. Low oil warning	11. Low oil warning	12. Low oil warning
13. Low oil warning	14. Low oil warning	15. Low oil warning	16. Low oil warning	17. Low oil warning	18. Low oil warning
19. Low oil warning	20. Low oil warning	21. Low oil warning	22. Low oil warning	23. Low oil warning	24. Low oil warning
25. Low oil warning	26. Low oil warning	27. Low oil warning	28. Low oil warning	29. Low oil warning	30. Low oil warning



Upcoming activities and events

Member engagement

- [Waste Forum working group](#)
 - 20 March, Nottingham.
- [Freight Councils](#)
 - 30 April - 3 June.

Events

- [Decarbonisation Solutions Forum](#)
 - 2 April, London.
- [Public Services in Logistics Conference](#)
 - 8 April, Nottingham.
- [Virtual member briefing](#)
 - 10 April, Managing drivers: human factors.
- [Fleet Engineer](#)
 - 3 June, Warwickshire.

Awards

- [Logistics Awards](#)
 - 11 December, London.




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Weekly enews



12 March 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:

- The Planning and Infrastructure Bill.
- DfT announces planned infrastructure to support zero tailpipe emission HGVs.
- Logistics UK provides written evidence to the Education Select Committee's inquiry on Further Education and Skills.
- National Highways announces road closures on M20, M23, M4 and M25 to add emergency areas.

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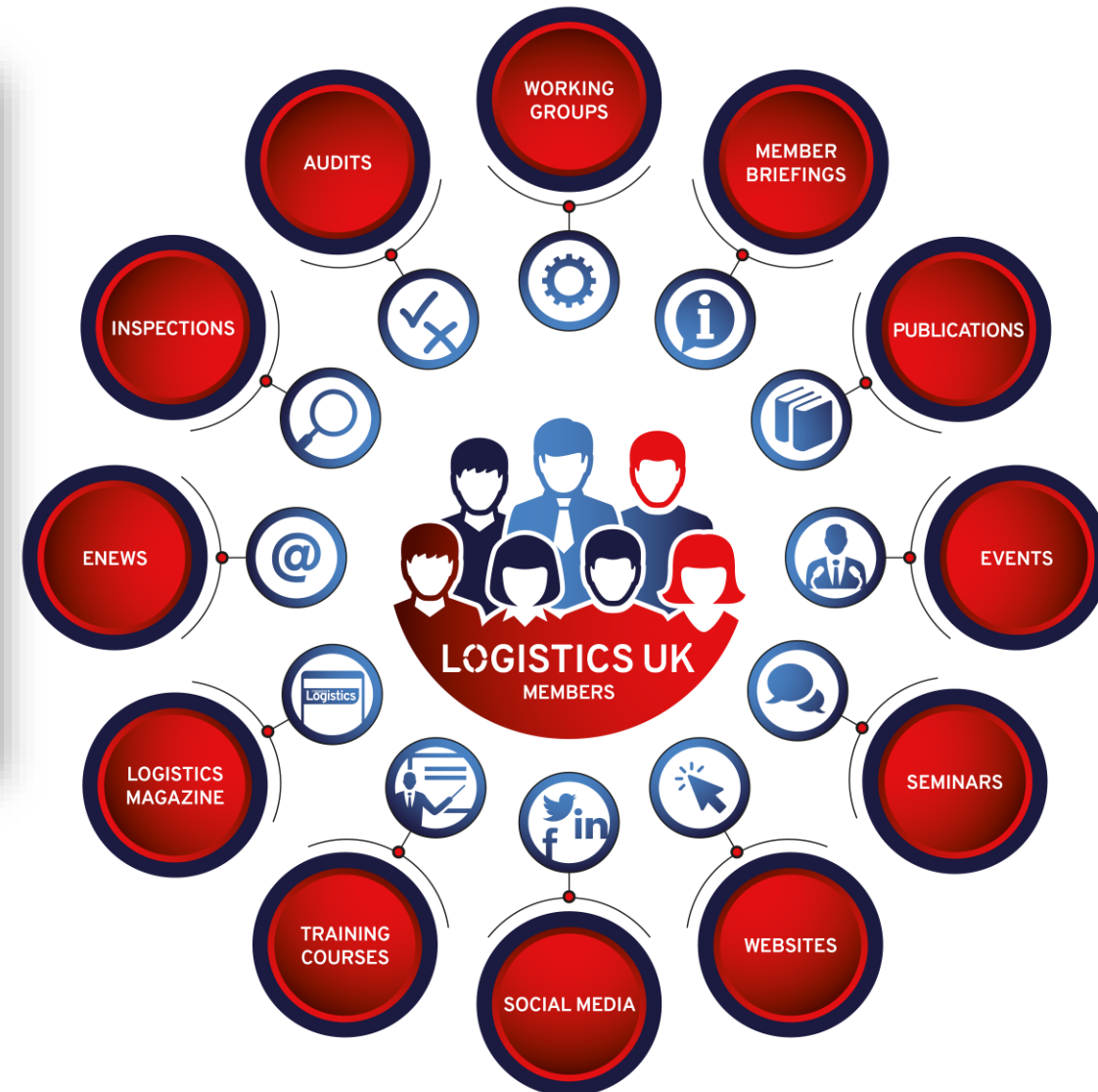
News Features eNews Compliance

David Wells OBE responds to Lower Thames Crossing private finance options letter



National Highways has been reviewing alternative funding options for delivering the project in addition to the existing option of full public funding and has identified two supplementary options involving private investment.

Logistics UK's CEO, David Wells OBE said: "The Lower Thames Crossing is vital for connecting businesses across the whole of the UK with Europe and must be delivered to address the country's overreliance on the congested Dartford Crossing."



Member Advice Centre

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