LOGISTICS UK

Virtual Member Briefing

Keeping your vehicles compliant

19 March 2025

Tom Griffith
Manager – Member Advice Centre

Ray Marshall
Manager – Compliance Information

LOGISTICS UK

Member Advice Centre

0370 605 0000*
MAC@logistics.org.uk

Customer Service Centre

0371 711 2222*
cusomerservices@logistics.org.uk

*Calls may be recorded for training purposes

House rules

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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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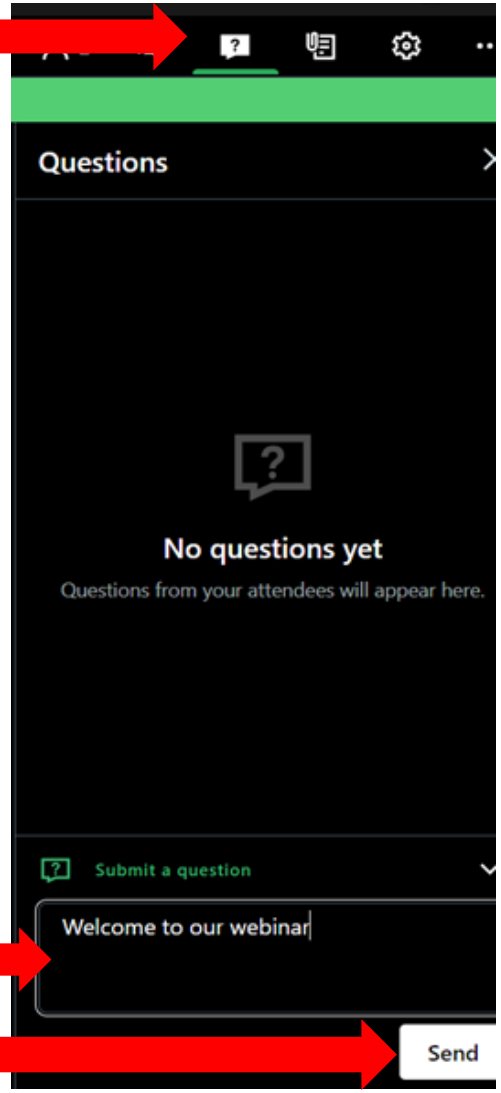
Open question pane



Type question here

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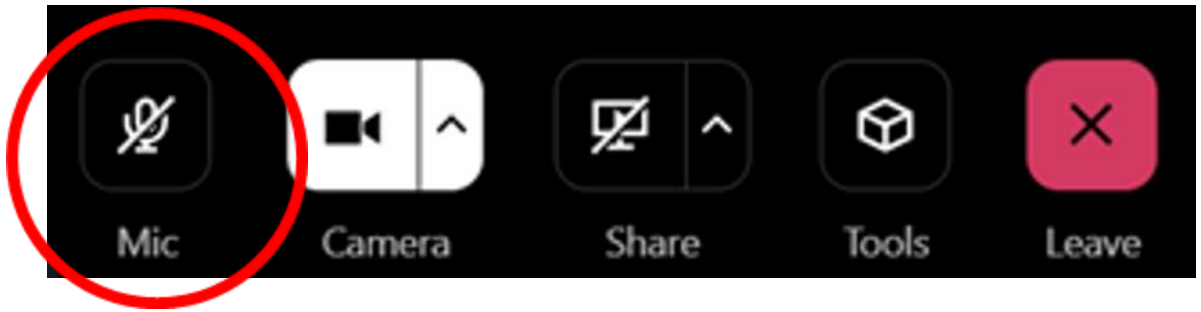
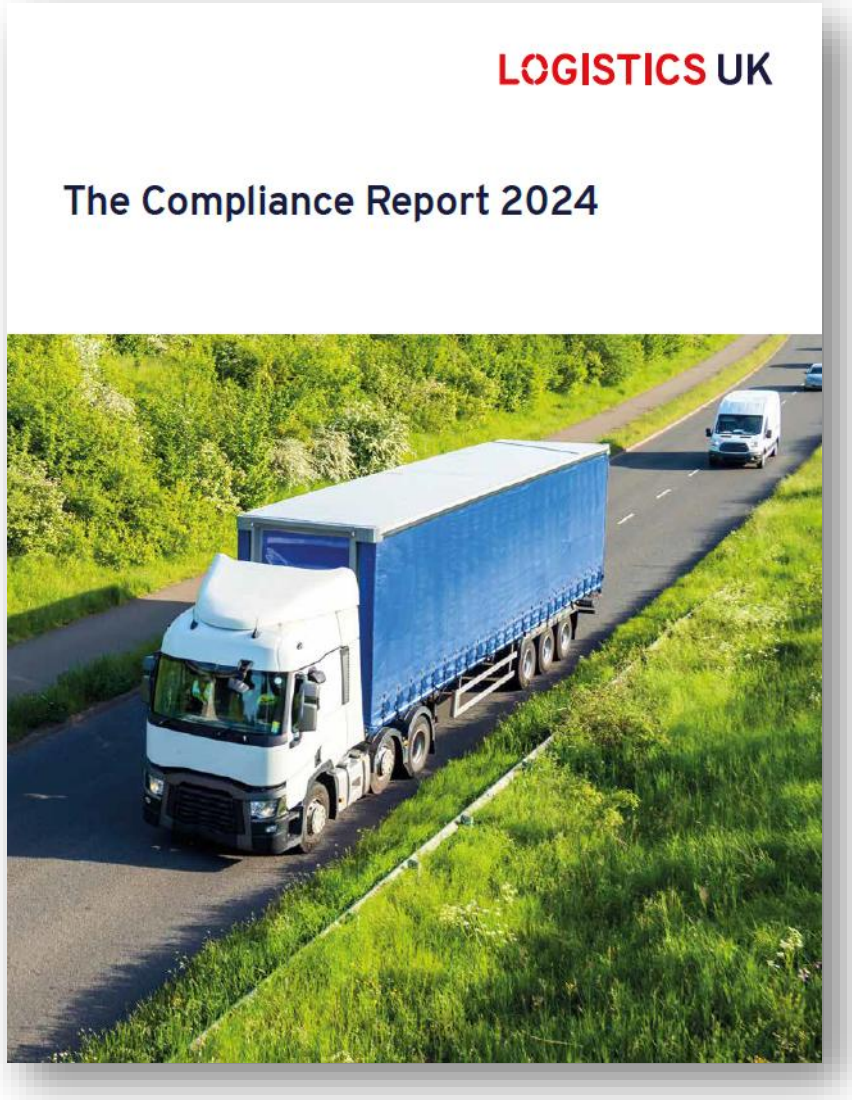


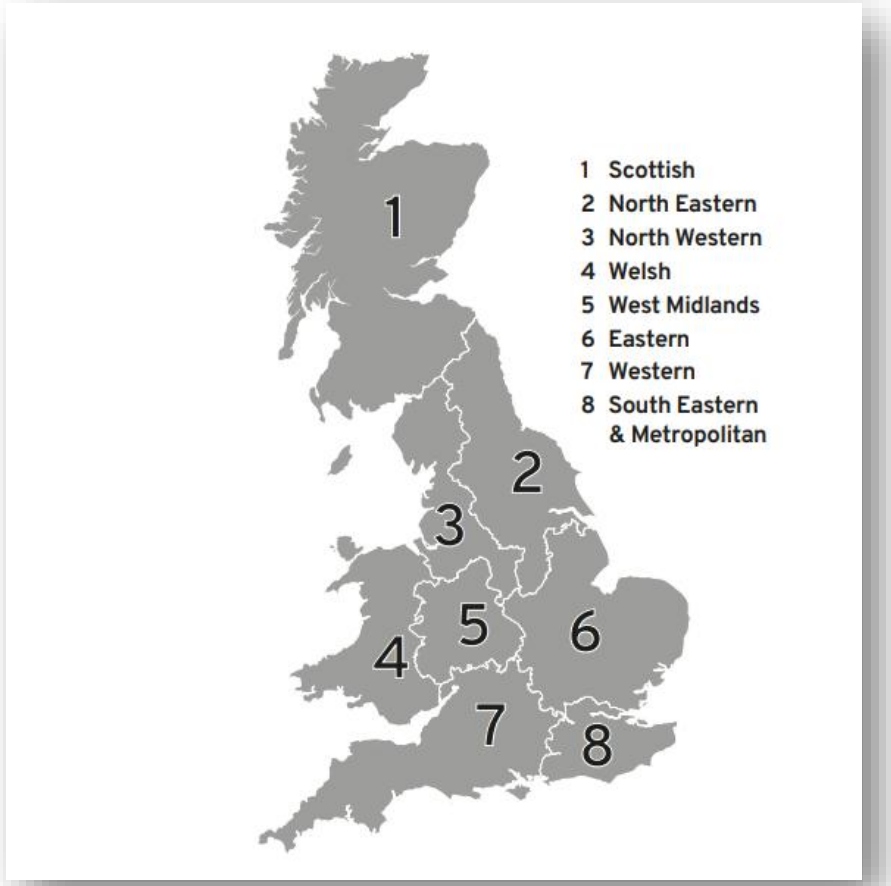
Compliance Report

- 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.

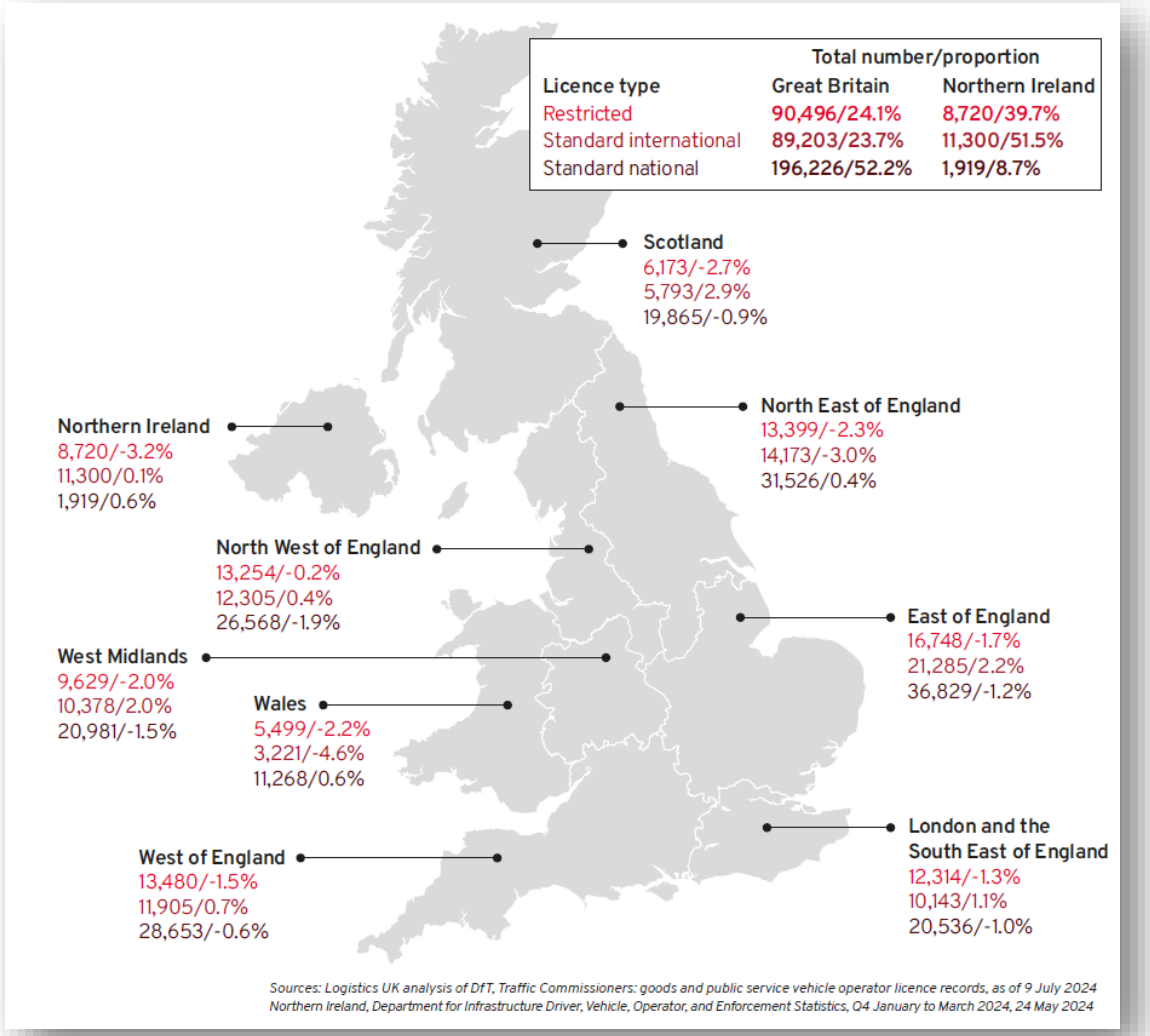
Vehicles specified on operator licences

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

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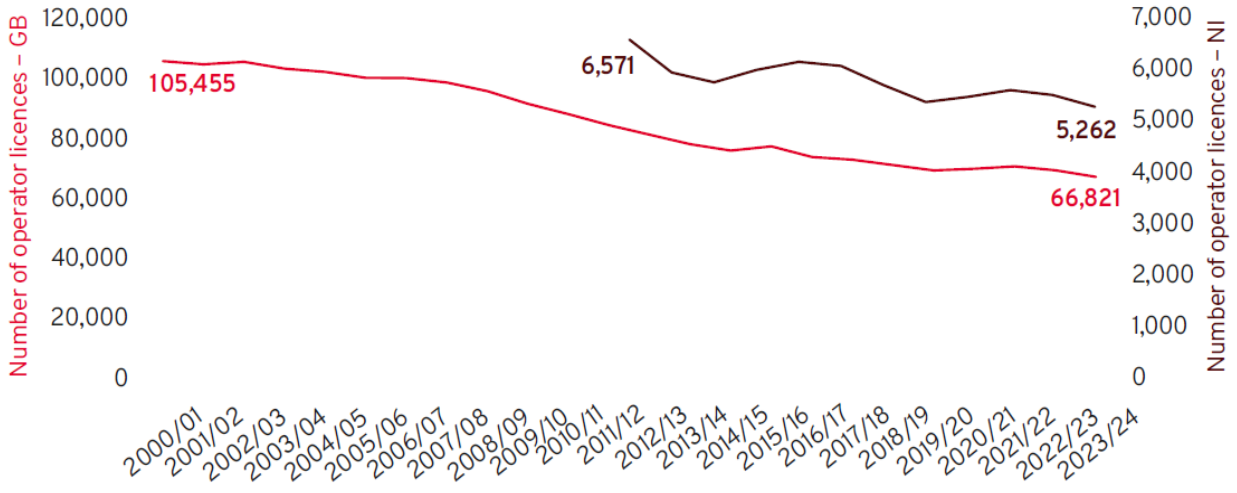
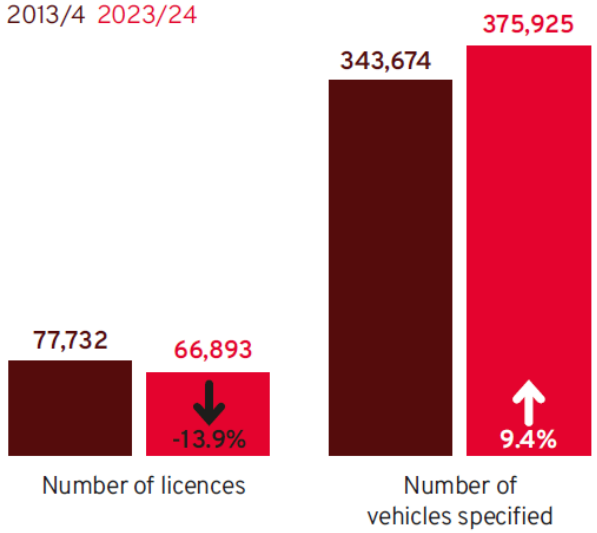
1.3 **Decline in the number of goods vehicle operator licences in Great Britain and Northern Ireland**



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)**



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

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- 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	Curtailment 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

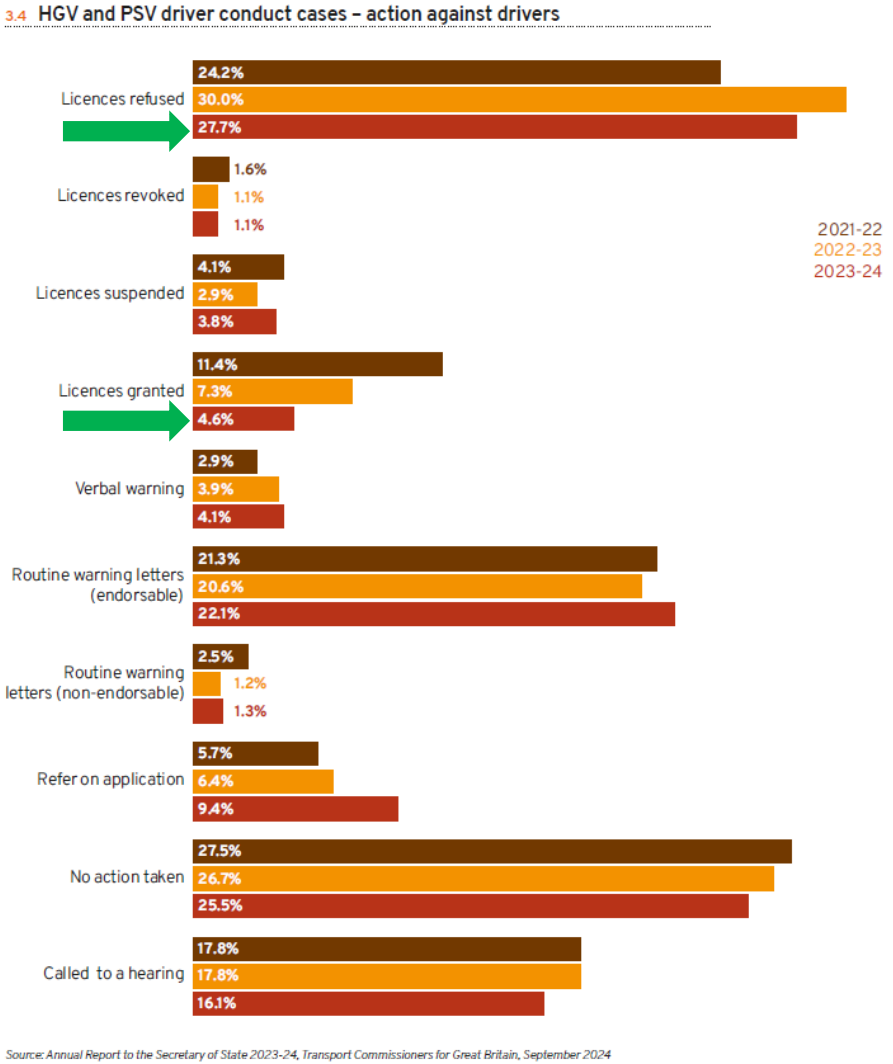
Common examples drivers attend conduct hearings:

- 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.]



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

Annual test compliance - HGVs

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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

Annual test compliance - trailers

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

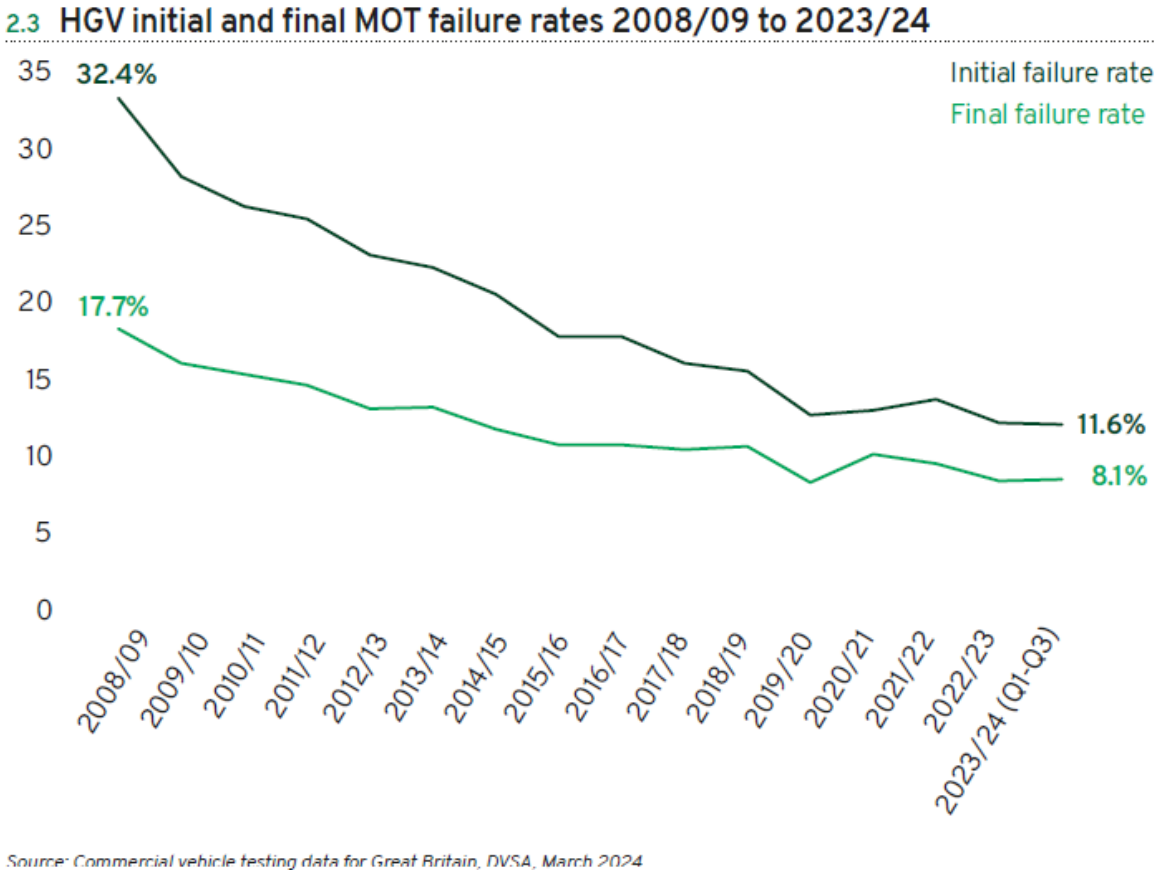
	2021/22			2022/23			2023/24		
OCRS band	Overall Pass	PRS	Fail	Overall Pass	PRS	Fail	Overall Pass	PRS	Fail
Blue	96.6%	1.4%	3.4%	97.5%	1.1%	2.6%	97.6%	1.0%	2.4%
Green	92.8%	2.2%	7.2%	93.6%	2.0%	6.4%	93.6%	1.9%	6.4%
Amber	85.3%	4.1%	14.7%	85.9%	3.3%	14.1%	87.5%	3.3%	12.5%
Red	77.9%	7.7%	22.1%	78.3%	5.7%	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.



Top five fail items – HGVs and trailers

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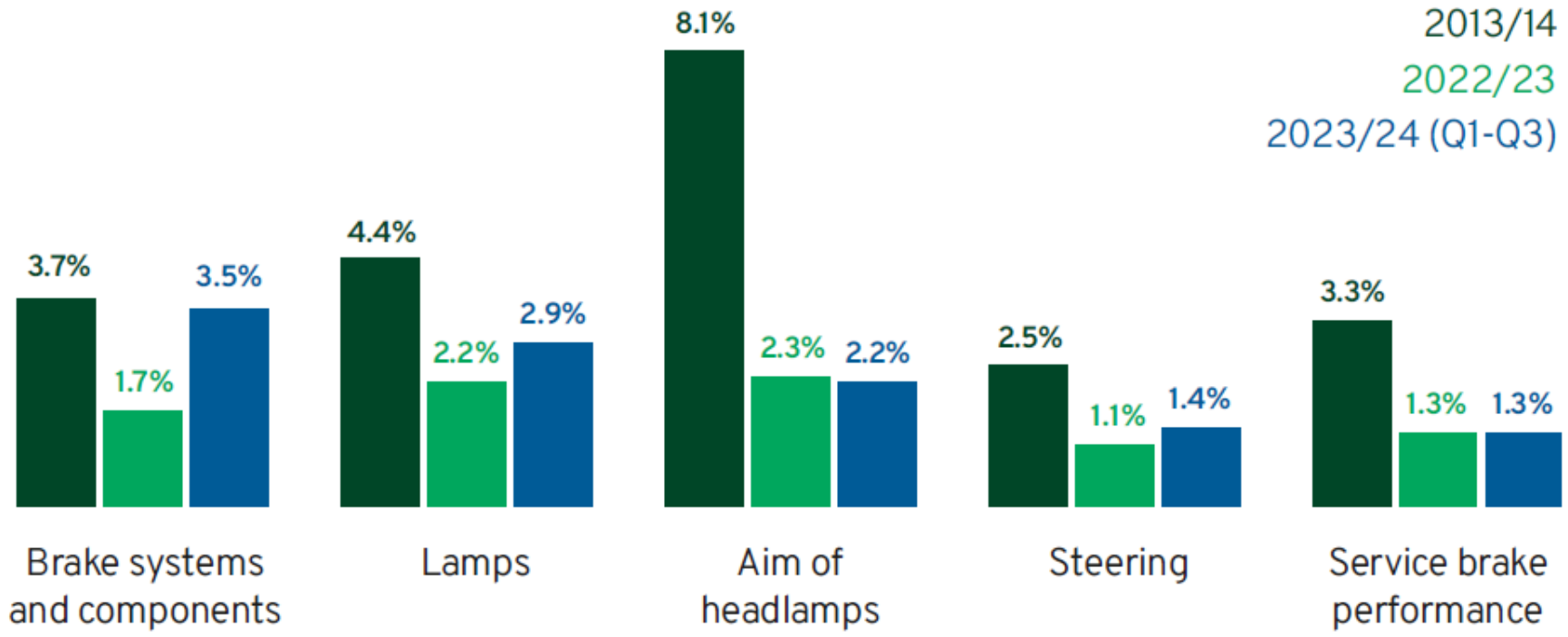
[Logistics UK MOT failures guidance document.]

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[1]	DVSA Enforcement Prohibitions 2021 – 2022 Quarter 4[2]	VIS Roadworthiness Inspection Annual Testing Failure 2022[3]
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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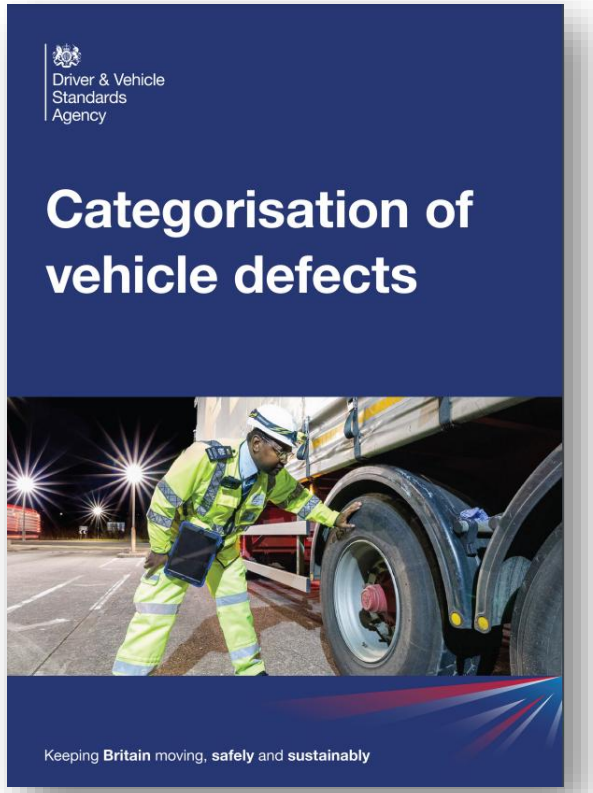
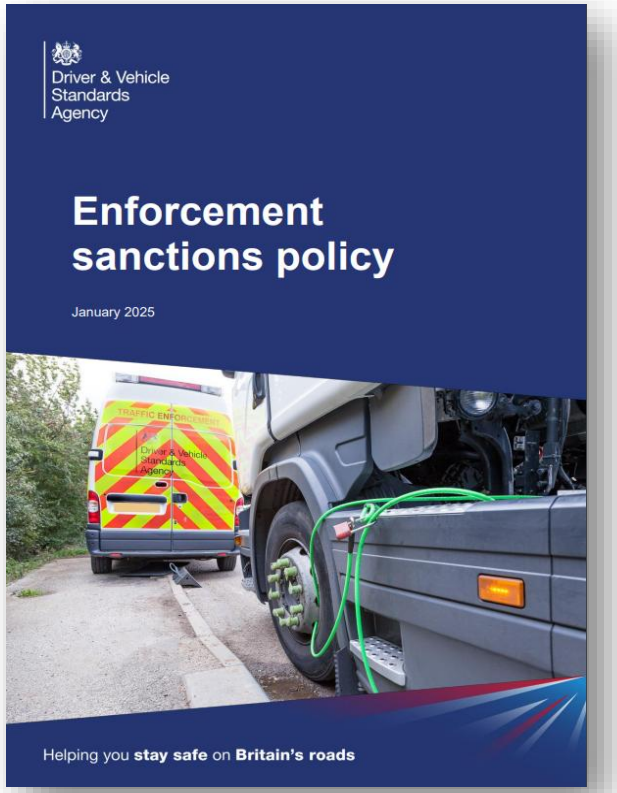
[Categorisation of vehicle defects](#).



[Enforcement sanctions policy](#).



[HGV inspection manual](#).

[DVA Heavy vehicle inspection manual.](#)

[DVA Categorisation of defects manual.](#)

Safety inspections

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- 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

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- 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%

p = predicted

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

Types of vehicle operated

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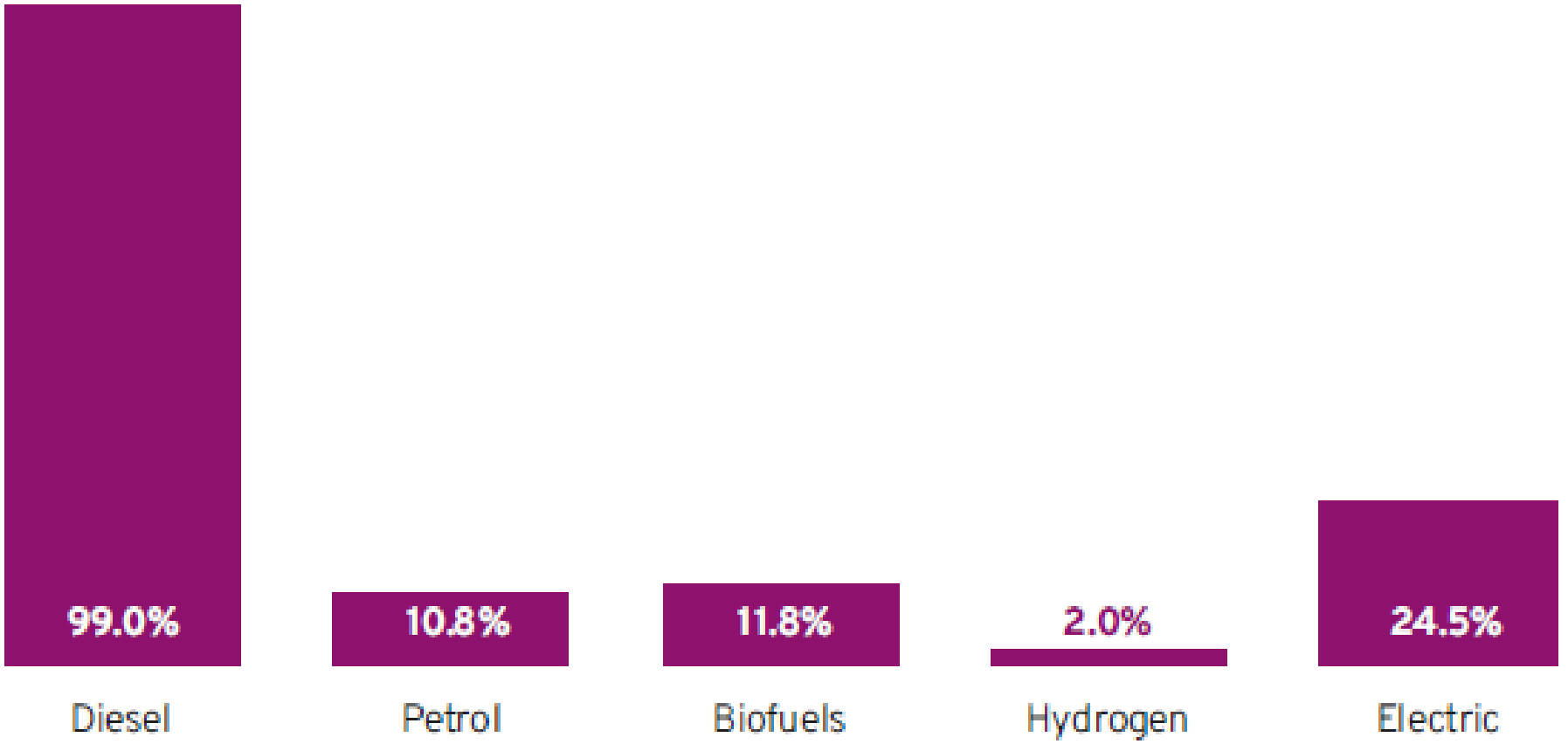
4.3 What type of vehicles do you operate?



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

Investment in alternative fuels

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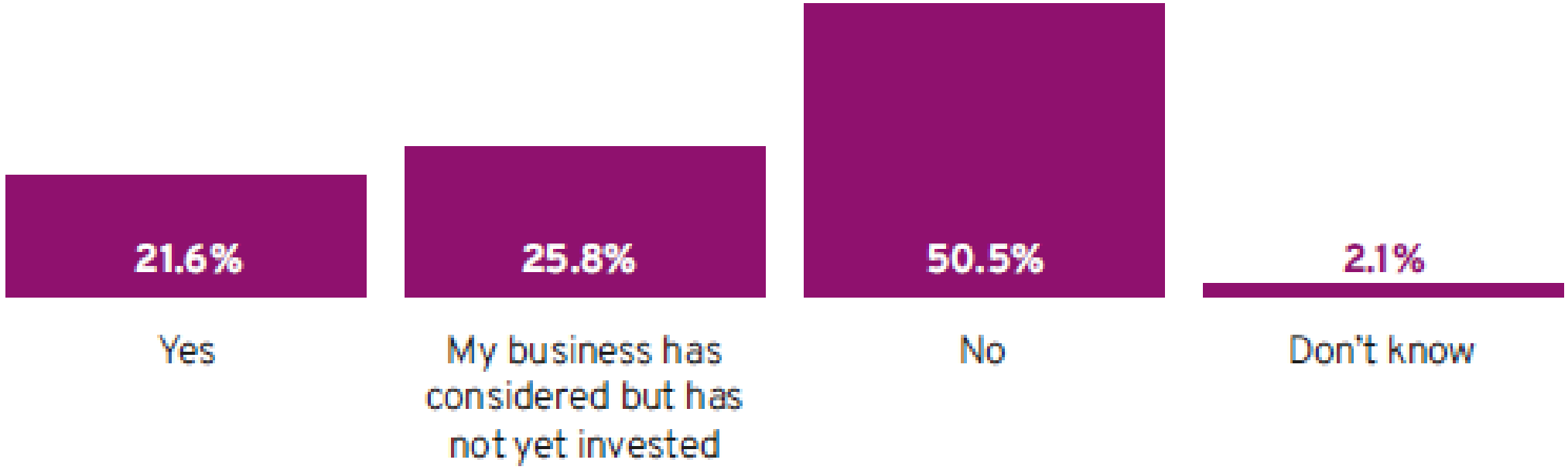
4.4 Have you invested in alternative fuels or electrification as a direct result of the introduction of Clean Air Zone regulations?



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

HGV and van involvement in fatal accidents

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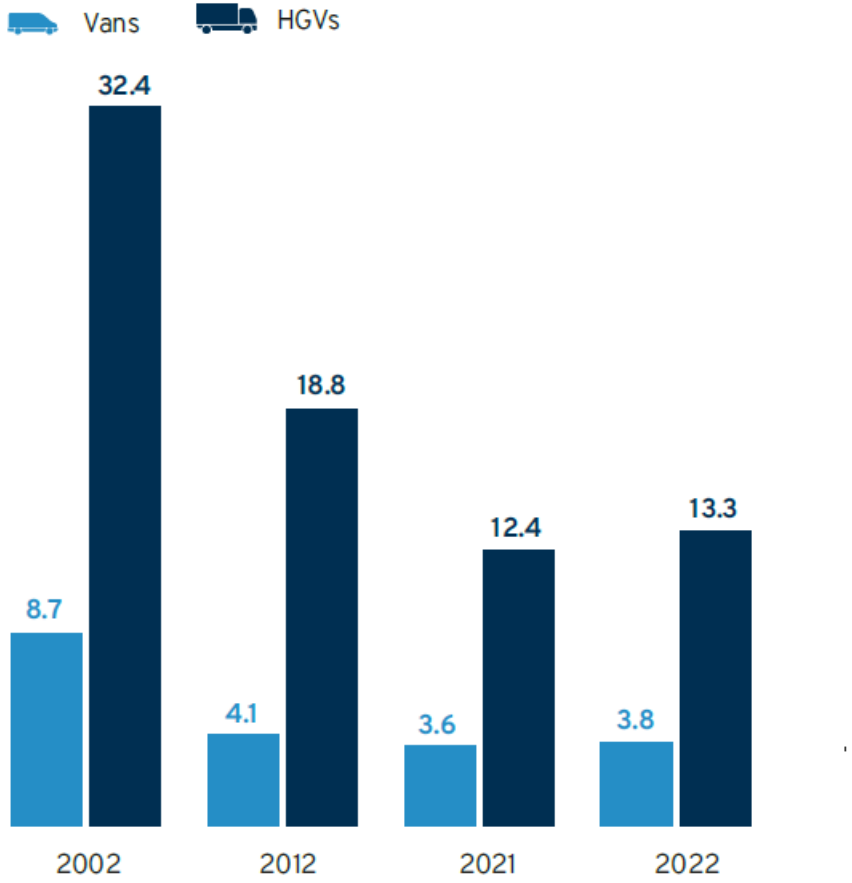
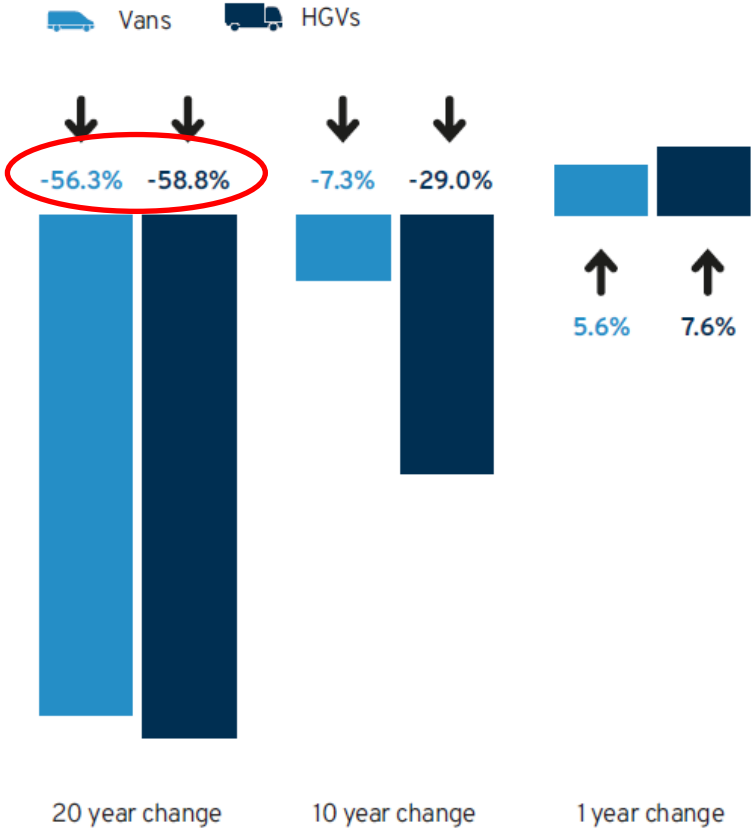
5.1 HGV and van involvement in fatal accidents per billion vehicle miles



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

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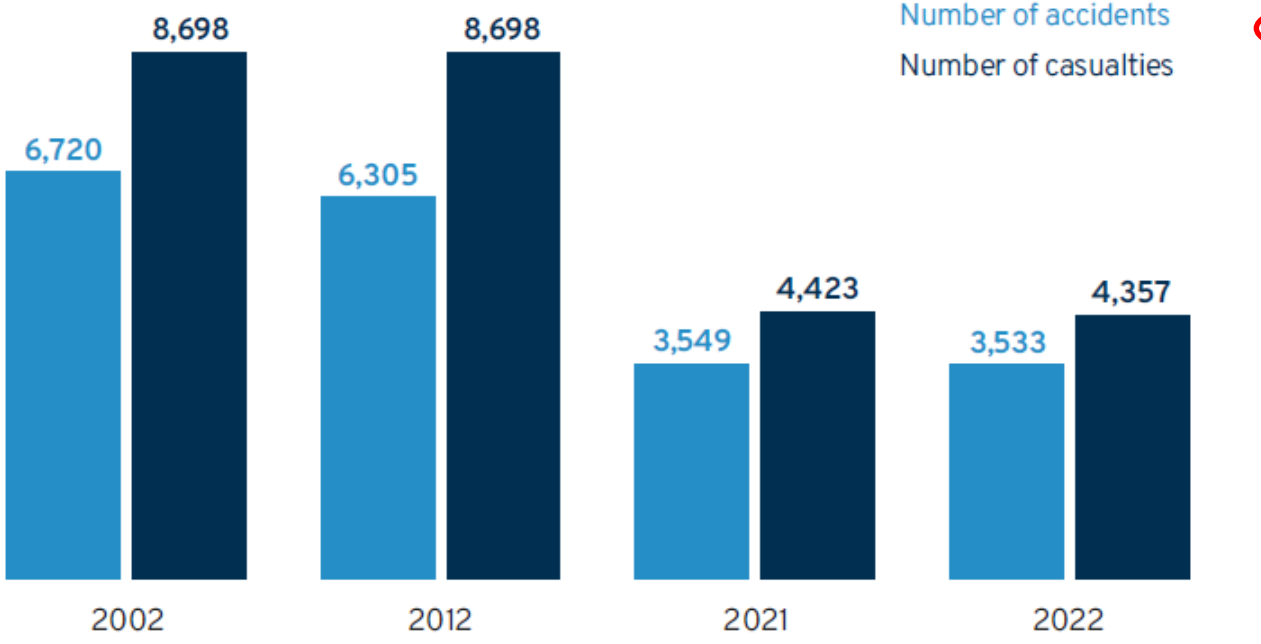
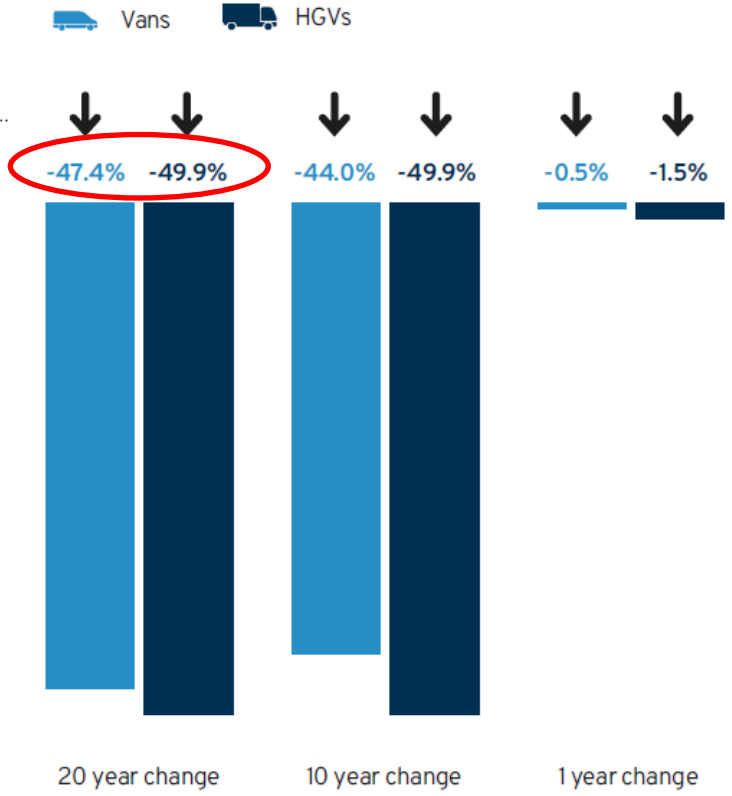
5.3 Number of accidents and casualties (of all severities) involving HGVs



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

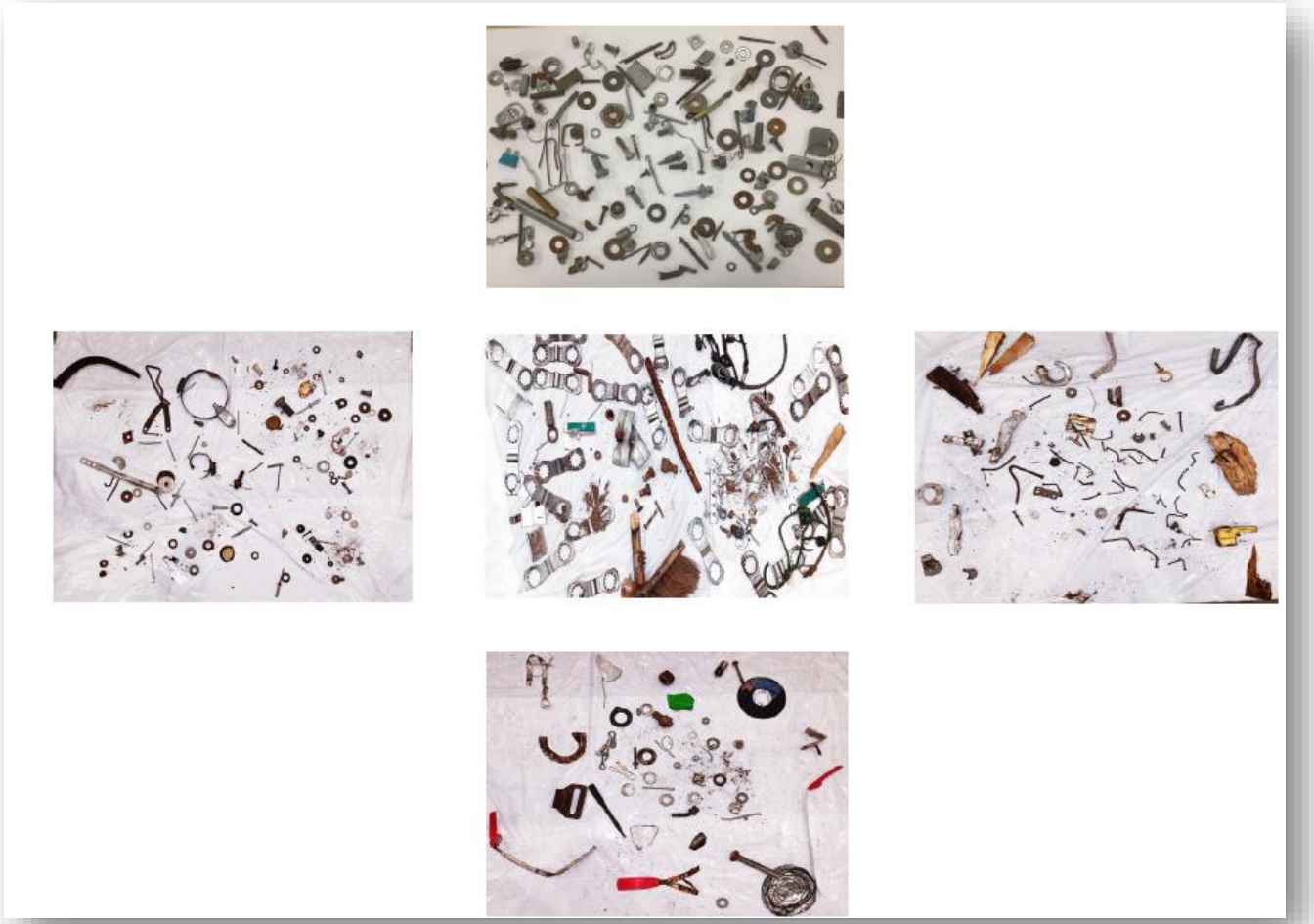
5.4 Percentage change in 2022 for number of accidents and casualties (of all severities) involving HGVs and vans



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.

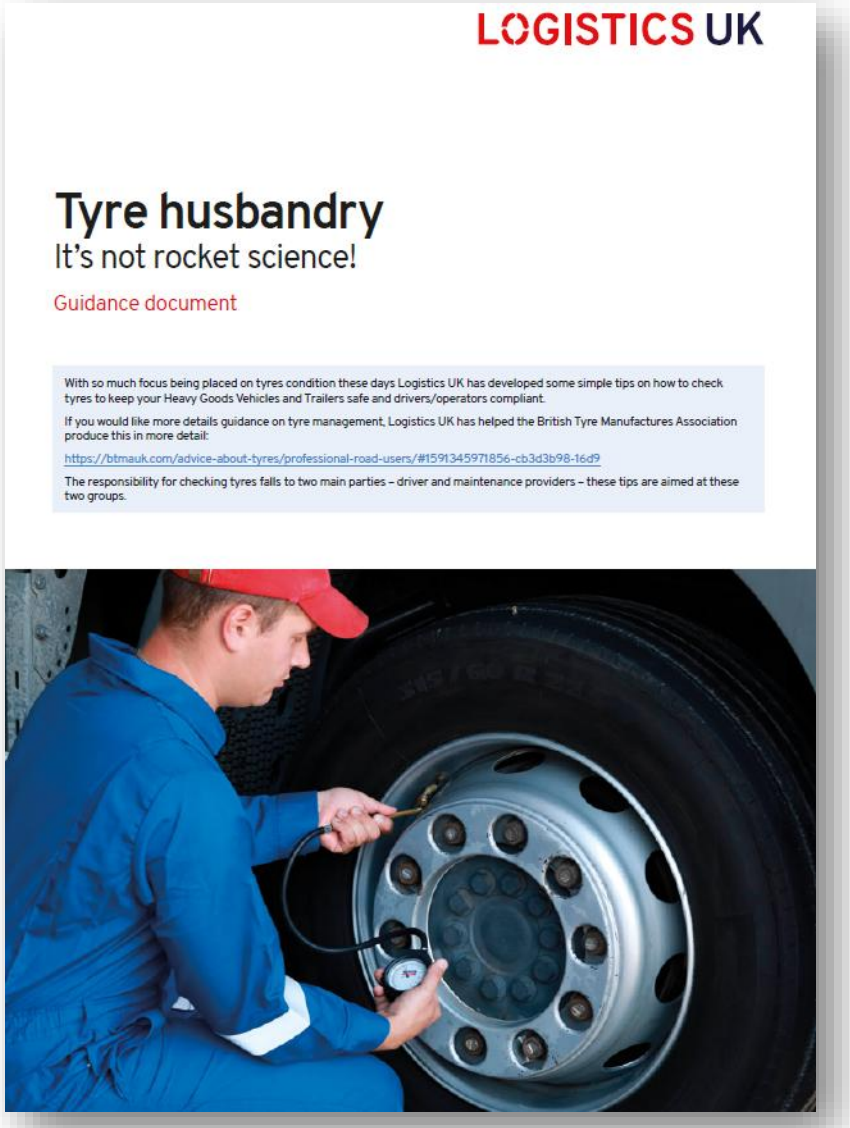


Tyre husbandry and good housekeeping

- 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.



Practical tests in UK

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- 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*

Vocational entitlements

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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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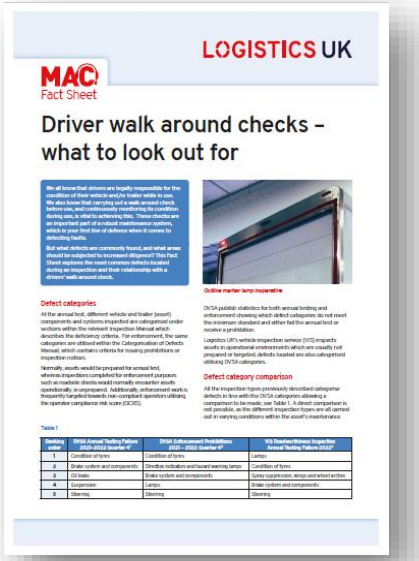
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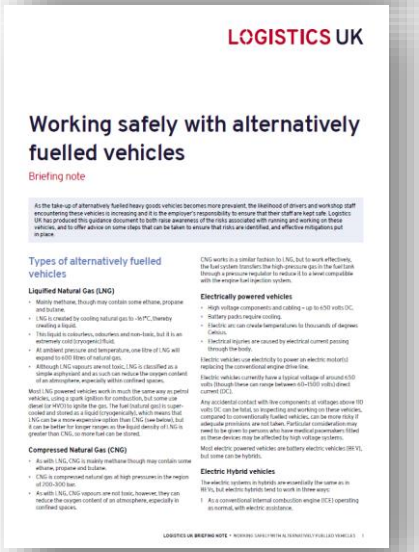
MAC Fact Sheet

Driver walk around checks – what to look out for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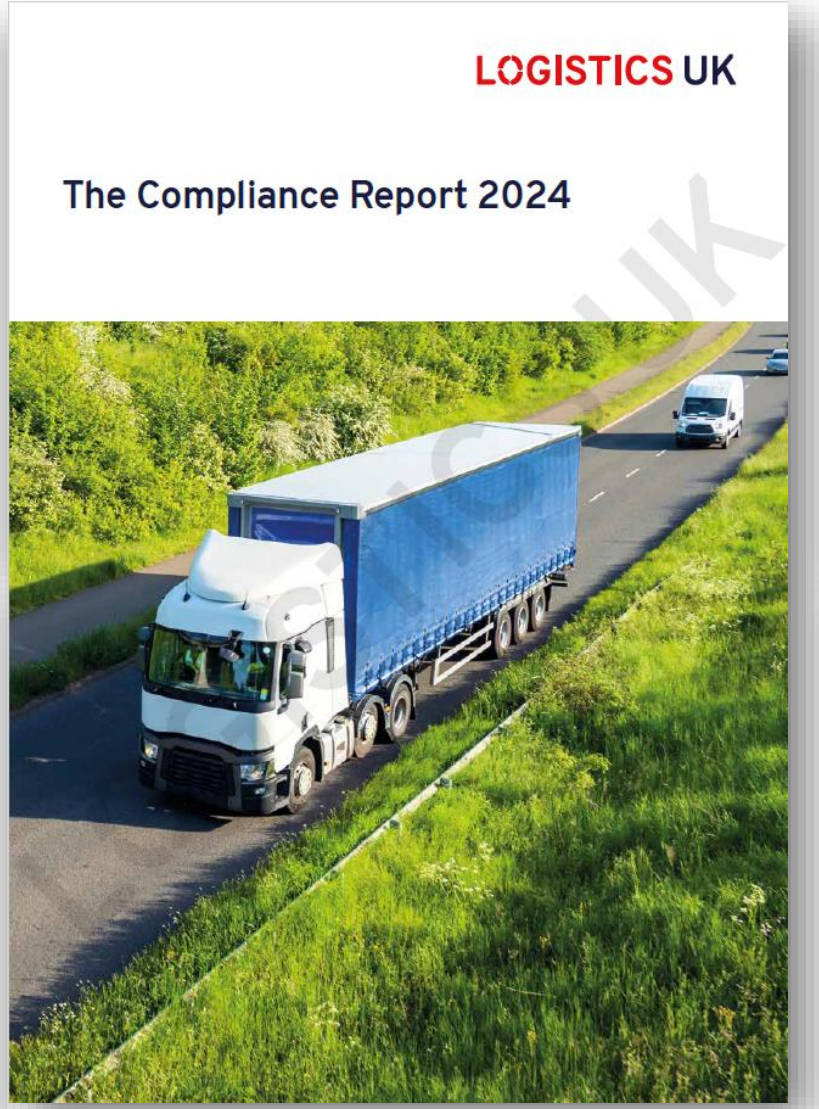
Working safely with alternatively fuelled vehicles

Briefing note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The Compliance Report 2024


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Brake test report

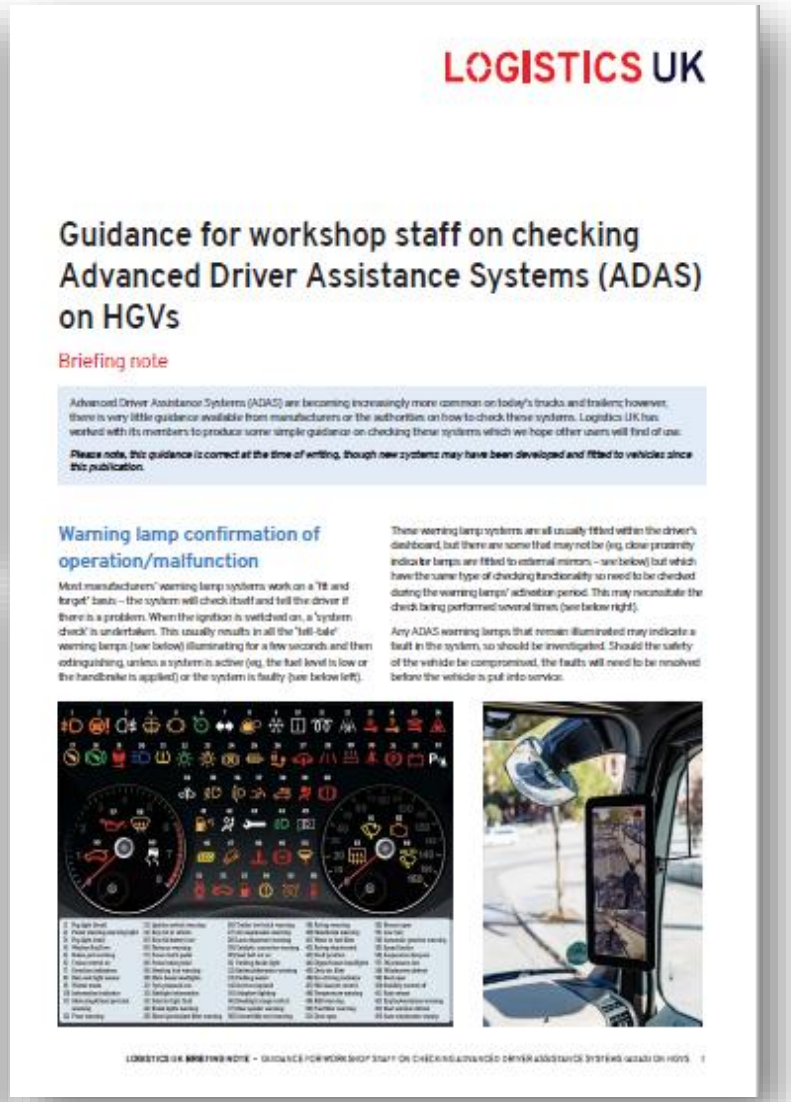
Logistics UK Compliance Guide

Edition 1 • September 2019


LOGISTICS UK

10 year old tyre ban

Briefing note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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/malfunction

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 within the driver's dashboard, but there are some that may not be (eg, close proximity indicator lamps 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.

Upcoming activities and events

LOGISTICS UK

Member engagement

- Waste Forum working group
  - 20 March, Nottingham.
- Freight Councils
  - 30 April - 3 June.

Events

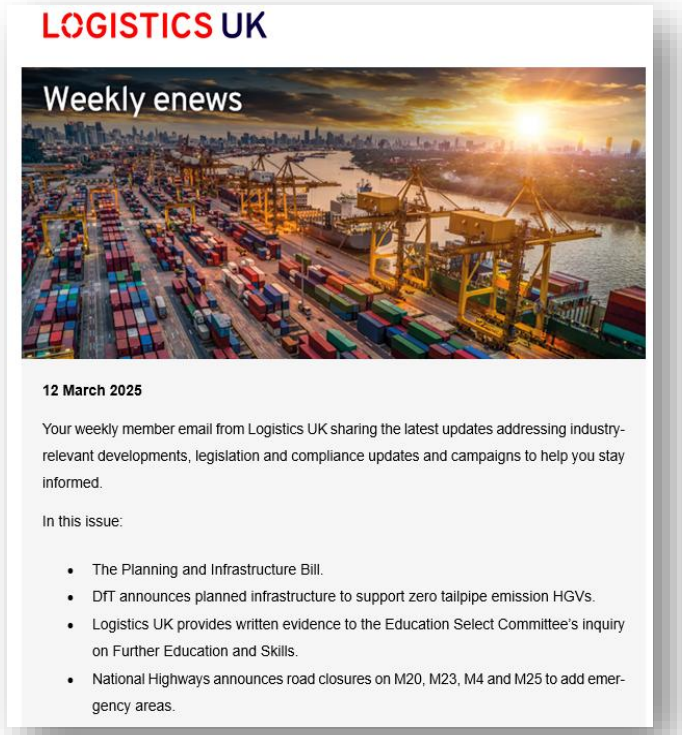
- Decarbonisation Solutions Forum
  - 2 April, London.
- Public Services in Logistics Conference
  - 8 April, Nottingham.
- Virtual member briefing
  - 10 April, Managing drivers: human factors.
- Fleet Engineer
  - 3 June, Warwickshire.

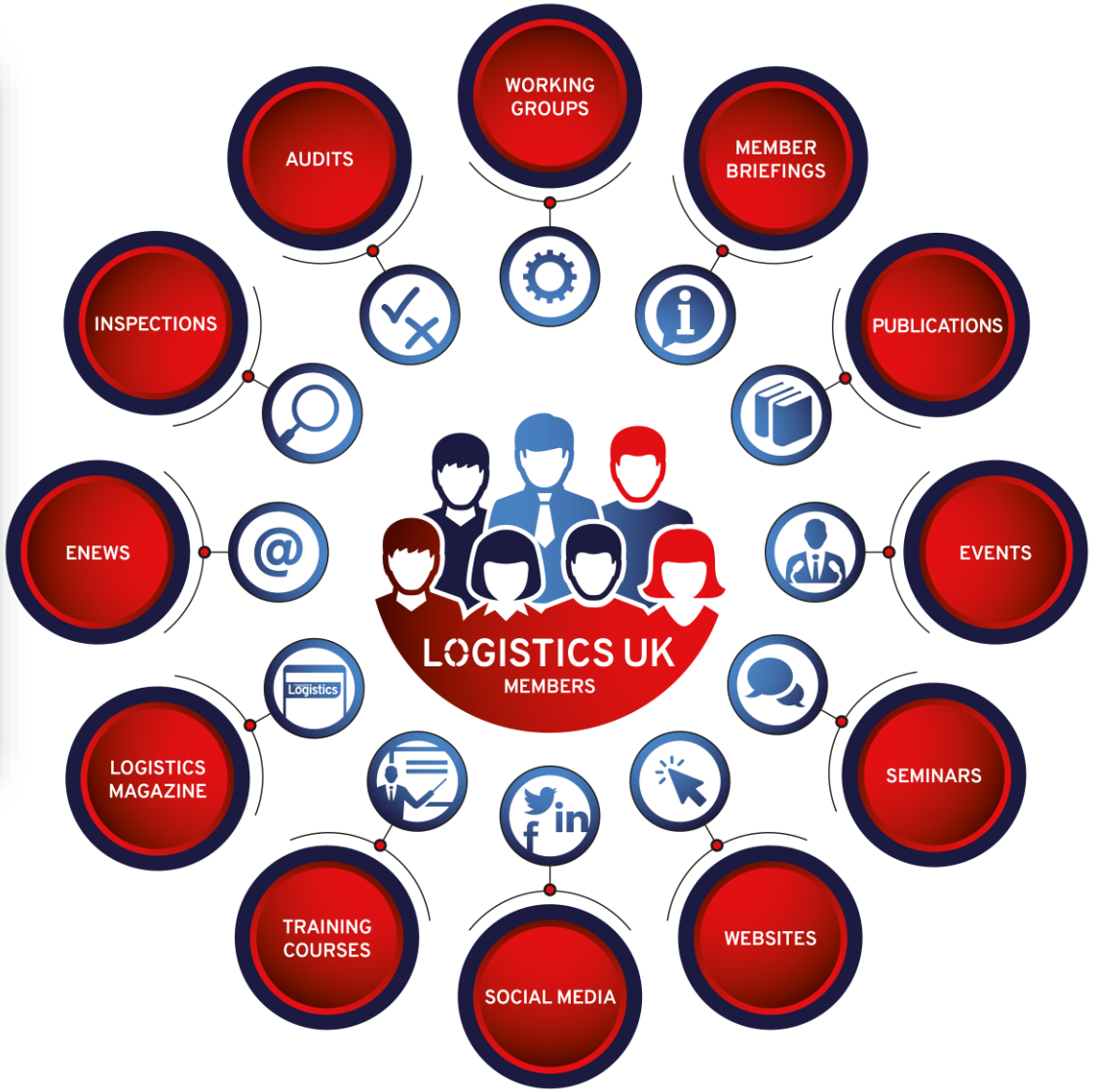
Awards

- Logistics Awards
  - 11 December, London.

Logistics UK support

LOGISTICS UK





MAC

LOGISTICS UK

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