

# Compliance Briefing 2024-25

TRANSPORT MANAGER CALENDAR



This paper is designed to provide members with an insight into some of the changes we can expect to see throughout the remainder of 2024 and into 2025 and is correct at the time of writing.

Contact Logistics UK Member Advice Centre for further information:  
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Subjects covered include:

- Office of the Traffic Commissioner
- Northern Ireland Green Lane
- Northern Ireland Retail Movement Scheme – ‘Not for EU’ labelling
- Direct Vision Standard (DVS)
- Border Target Operating Model (BTOM)
- EU Entry and Exit System (EES)
- UK Electronic Travel Authorisation (ETA)
- 20mph speed limit – Wales
- EU drivers’ hours records
- Smart tachograph 2 – retrofit
- 20mph speed limit – Cornwall
- Dangerous Goods ADR update
- Fleet Operator Recognition Scheme (FORS)
- Vehicle Certification Agency (VCA) implement Full GB Type Approval Scheme
- Guide to Maintaining Roadworthiness (GTMR)
- Vehicle Excise Duty
- Silvertown Tunnel
- Light commercial vehicles used for international transport
- European Travel Information and Authorisation System (ETIAS)
- 20mph speed limit – Scotland

## 16 September 2024

### **Office of the Traffic Commissioner**

Administration of the GB operator licensing system and public inquiries for the North-East of England currently takes place at Hillcrest House, Harehills in Leeds. The Office of the Traffic Commissioner (OTC) notified that the licensing team are moving to new premises, the new address is:

Office of the Traffic Commissioner (Licensing)  
Quarry House,  
Quarry Hill,  
Leeds,  
LS2 7UE.

From 16 September 2024 any postal correspondence for the licensing team or North Eastern Traffic Area Hearing Centre should be directed to the new Quarry House address. Note that telephone numbers are not affected.

## 30 September 2024

### **Northern Ireland Green Lane – Freight and parcels**

From 30 September 2024, the virtual Green Lane under the Windsor Framework was due to be expanded to include qualifying freight and parcels moved into Northern Ireland. Logistics UK had been lobbying for a delay as readiness and compliance was made impossible, though no fault of the industry. The expected go live date is now 31 March 2025.

After this date, to move consumer parcels from GB to NI, a carrier must be registered with the new UK Carrier Scheme. To move business to business parcels, either the sending or receiving business must be registered with the UK Internal Market Scheme.

Freight and parcels at risk of moving into the EU, or intended for international destinations including the EU, passing through NI, will not be eligible for the Green Lane. Instead, these will qualify for the Red Lane where full international customs checks and duties will be applied.

It's important to note that goods will not travel down a physical green or red lane like you would see at passenger airport customs, they are virtual rules applied to goods depending on their destination.

## October 2024

### **'Not for EU' labelling expanded**

This introduces Phase 2 of the Northern Ireland Retail Movement Scheme and 'Not for EU' labelling requirements. Phase 1 requirements introduced labelling on prepacked meat and minimally processed dairy products like fresh milk and cream moving from GB to NI only. Phase 2 is to include all milk and dairy products; for example, butter and ice cream will now be included.

A previous consultation by government indicated that the geographical range of labelling would also be expanded on this date from products moving from GB to NI only, to being applied to all meat and dairy products retailing throughout the whole of the UK, ie England, Scotland and Wales. On 30 September the government announced they will not proceed with labelling in GB and will continue monitoring to ensure supermarket supplies to NI are safeguarded.

## 28 October 2024

### **Direct Vision Standard – Phase 2**

Transport for London introduced the Direct Vision Standard in March 2021 which restricted vehicles exceeding 12t maximum authorised mass from operating in London without a HGV safety permit. To obtain a permit, vehicles are given a zero – five star rating depending on how much the driver can see out of the cab.

The required vision parameters escalate from 28 October 2024 to Phase 2 where the minimum standard to receive an HGV safety permit rises to a three star rating. For those zero, one and two star rated vehicles that don't meet this standard, they need to be fitted with systems designed to improve indirect vision (known as progressive safe systems) to obtain a permit. Systems include:

- Camera Monitoring Systems; to eliminate any remaining blind spots and provide visibility of vulnerable road users.
- Blind Spot Information System; to provide full coverage down the nearside of rigid vehicles to detect vulnerable road users. For articulated combinations, a system must be fitted to the tractor unit, and are recommended on the trailer.
- Moving Off Information System; sensors must be fitted to the front of a vehicle to prevent collisions at the frontal blind spot zone when a vehicle moves off from rest.
- Warning vulnerable road users of intended manoeuvres; audio warnings must be fitted to all vehicles.

Following lobbying from Logistics UK and other stakeholders around the challenges of component supply and fitment, a six month grace period has been confirmed with TfL to allow operators with eligible phase two vehicles to conform. To qualify for the exemption, operators must firstly register their eligible vehicles (existing zero, one and two star vehicles) with TfL, including supplying evidence that an equipment installation appointment has been made. The exemption ends on 4 May 2025.

## 31 October 2024

### **Border Target Operating Model**

The third milestone for the Border Target Operating Model, along with the introduction of Safety and Security Declarations for EU and worldwide imports was due to be implemented on 31 October. On 7 October the government announced a delay of implementation until 31 January 2025, something that the logistics industry has been requesting for some time.

To avoid duplication and burden with these additional declarations, also due to be implemented at this time was the UK Single Trade Window (STW) which would utilise a reduced dataset for imports. On 6 November, the government announced that development of the Single Trade Window in the 2025 to 2026 financial year has been paused. As a result, it will not be publicly launched as part of phase three of the Border Target Operating Model set to go live from 31 January 2025. Government said it will provide an update on the future of the Single Trade Window as part of the next phase of the Spending Review in late Spring 2025.

## 10 November 2024

### **EU Entry and Exit System**

The EU Entry and Exit System (EES) is an IT system for registering travellers from non-EU countries each time they cross a border into or out of the EU. It was expected to come into effect on 10 November, however on 11 October the EU Commission announced a delay with no new timetable for implementation. The EU did however confirm that they will take a 'phased approach'.

When implemented, EES will include the UK. Instead of having the passport manually stamped, the process will be digitised with biometric scanning of passengers and scanning of their passport or other travel documents at the border prior to crossing.

According to the European Commission, EES applies when entering 25 member states (with the exception of Cyprus and Ireland) and four non-EU countries (Norway, Iceland, Switzerland and Lichtenstein) that are part of the border-free Schengen area along with most EU Member States. Note that for travel from the UK to the Republic of Ireland there is a Common Travel Area, operating separately to Schengen, and Ireland will not be operating EES.

EES will capture the date and place of entry/exit, traveller name, type of travel document and biometric data such as fingerprints and facial images. The data will be used for ensuring compliance with the rules of the Schengen area on entry and permitted length of stays for non-EU/non-Schengen nationals (90 days within a 180 day period).

For those that don't require a visa to enter the EU, fingerprints and facial images will be taken the first time they cross a border into the EU (visa holders will have already provided fingerprints as part of their visa application). For data protection, biometric data captured will be deleted three years after the last trip to a country using EES.

EES will operate in the UK at the Port of Dover, Eurostar and Eurotunnel terminals, utilising reciprocal agreements with France which allows French authorities to operate border checks at these departure points into the EU. There are concerns about knock on delays on freight that implementation of EES may cause at peak passenger periods and Logistics UK is working with government and operators of services to minimise impact.

## December 2024

### **Electronic Travel Authorisation**

The Electronic Travel Authorisation (ETA) was going to be an entry requirement for all non-visa nationals (including EU and US citizens) travelling into the UK by the end of 2024.

An announcement from government confirmed that an ETA will be required from 8 January 2025 for non-European national visitors, and from 2 April 2025 for European travellers.

Held as a digital record and linked to the traveller's passport, an ETA is similar to an ESTA which is required for travel to the USA. An ETA is valid for up to two years or until the passport expires, whichever comes first. If a new passport is obtained, a new ETA travel authorisation will also be required.

A valid ETA will allow the traveller to enter the UK and stay (without a visa) for the normal restriction of up to six months. This new system will mean travellers (except British and Irish citizens) will need either an ETA or visa before travelling to the UK. The following are exempt from an ETA, providing the traveller holds documents proving their status:

- Travellers with a family or work visa.
- British citizens, Irish citizens and people lawfully resident in Ireland who arrive via the Common Travel Area.

Note that for travel from the Republic of Ireland to the UK there is a Common Travel Area and an ETA will not be required.

Applications for an ETA will be made online or via a mobile app, the cost is GBP 10. The form will ask for a photograph, biographical and contact information, passport details, and answers to questions about criminal offences and immigration history. Fingerprints may be included but not until it can be completed remotely through an app.

## December 2024

### **20mph speed limit – Wales**

20mph zones were first introduced across Wales in September 2023. Between April and July 2024, Ken Skates MS, Cabinet Secretary met and listened to the logistics sector (including Logistics UK) alongside other business groups to understand their views on road safety in residential areas.

The Welsh Government still believe that 20mph is right, but they want to make sure they are getting the right speeds on the right roads. This means there has been a change of stance from the default 20mph speed limit across the whole of Wales.

The Welsh government are working in partnership with highway authorities to prepare for change and councils are looking at local roads where changes might be needed. The Welsh government are also encouraging people to get in touch with their local council to tell them where they think 20mph should be targeted.

In July 2024, Welsh government gave highway authorities revised guidance to make it clearer where roads can be 30mph. Highway authorities will work with their communities to start the process of reverting some roads from the 20mph default speed limit to 30, Welsh government expect this process to begin from September 2024.

Any change in speed limits will need to be made through a traffic regulation order. This process will take several months to complete. Therefore, changes could be noticeable from December 2024.

## 31 December 2024

### **EU drivers' hours records**

Currently, drivers must be able to produce driver hours record sheets, manual records and printouts evidencing the last 28 days of activity in the EU as they do in the UK. This period is due to be extended to 56 days in the EU from 31 December 2024 which will mean that UK drivers travelling on international journeys will have to comply.

As a result of lobbying in the EU, the EU drivers hours record keeping requirements were revisited in Q2 2024 with a proposal to remove the need for occasional drivers to provide the full 28 days of records, if away from the vehicle for more than one week. In such a case, the proposal was for the need to provide evidence of activity back to the last full weekly rest period. However, this process was paused for further consideration and at the time of writing there are no other proposals being put forward.

Note that UK legislation is unaffected by these events. Unless DfT propose a change to the requirements in the UK they will remain unchanged, requiring complete driver records for the last 28 days of activity to be available.

## 31 December 2024

### **Smart tachograph 2 – retrofit**

The requirements of *Regulation (EU) No 165/2014* provides a timeline for implementation of smart tachograph 2 and means that UK vehicles crossing borders will need to have the newer devices installed. As such, any vehicles currently equipped with analogue or digital 1b tachographs used for international journeys will need to be retrofitted with smart tachograph 2 devices from no later than 31 December 2024.

Vehicles fitted with smart tachograph 1 used for international journeys can continue in use until 21 August 2025, see below.

## 2024/2025

### **20mph speed limit – Cornwall**

Cornwall Council has announced it will be introducing 20mph speed limits and is one of the first rural areas to reduce speed limits from 30mph on residential roads and in built-up areas. Cornwall Council claims this will make roads, safer, healthier and greener for everyone.

Originally piloted during 2022, a countywide roll out programme has now been approved. This action is part of Cornwall Councils aim to reduce both death and serious injury by 50% on Cornish roads by 2030.

Only roads with 30mph limit will be reviewed, on a case-by-case basis, with the intention to reduce to 20mph. Urban areas with high pedestrian and cyclist movements such as schools and shops will be prioritised. Each will be a considered decision by the Council based on local circumstances, exceptions will generally be major roads and roads where vehicles are the primary function. Rollout will be in phases starting with:

- Camborne, Pool, Illogan and Redruth.
- West Penwith.
- Truro and the Roseland.

Moving onto:

- Hayle and St Ives.
- St Austell and Mevagissey.
- Newquay and St Columb.
- Cornwall Gateway.
- Liskeard and Looe.
- China Clay.

The new limits will be enforced by Devon and Cornwall Police in places where the new speeds are regularly being broken, and where there is a risk of injury to other road users.

## 1 January 2025

### **Dangerous Goods ADR**

The international rules regarding the carriage of dangerous goods (ADR) are updated every two years, 2025 is a change year. Operators may operate under the outgoing or the incoming rules from January to June 2025, but from 1 July 2025 must adhere to the new rules.

## 2 January 2025

### **Fleet Operator Recognition Scheme (FORS) – Version 7**

FORS is a voluntary accreditation scheme designed for fleet operators to demonstrate they have reached a required standard, either bronze, silver or gold. The FORS standard promotes operators working safely, efficiently and in an environmentally sound manner. As such, FORS accreditation is frequently used by procurers of logistics services to provide assurance that the operator is managing its vehicles and drivers in line with the FORS standards and is often a requirement within contracts.

From 2 January 2025 the new version 7 becomes the required standard, building on the previous version 6 requirements. Included are changes such as:

- Emissions, fuel and air quality; this section is to be renamed 'Environmental impact'. Additional requirements include calculating well to wheel fleet emissions annually, diesel to AdBlue ratio and carrying out basic due diligence to ensure any low carbon fuels used are reputedly sourced.
- Vehicle fleet; changes encourage transition to lower environmental impact vehicles.
- Serviceability and roadworthiness; aligning the standard with the Guide to Maintaining Roadworthiness on areas such as safety recalls and technician competence.
- Driver licensing; aligning with the Traffic Commissioner requirements advising checks every three months and increasing check frequency for high risk drivers.
- Professional development; requires driver elearning to be completed at induction and removal of the 10 per cent tolerance for the number of drivers that haven't undertaken FORS Professional Development.
- Working time and drivers' hours; addition of frequency for tacho downloads (vehicle unit and driver card) and managing missing mileage.

## 1 February 2025

### **Vehicle Certification Agency (VCA) – Full GB Type Approval Scheme**

All goods vehicles and trailers require 'Type Approval' to ensure they are built consistently and meet relevant legislation. After exiting the EU, EU type approval legislation was retained in the UK to create two approval regimes in the UK:

- The *UK (NI) Scheme* type approval follows EU law in line with the Windsor Framework.
- The *GB Scheme* type approval retained EU legislation as of 31st December 2020 and was called the provisional *GB type approval scheme*. A new GB law implemented the *full GB type approval scheme*. Goods vehicles, buses and cars were included in July 2023. This date affects:
  - O3 box trailers (3.5t < 10t MAM).
  - O4 box trailers (> 10t MAM).

It applies to new type approvals (beyond this date) and existing ones which have expired or do not have a provisional GB type approval. VCA are the UK type approval authority and can issue certificates under both schemes.

## 1 April 2025

### Guide to Maintaining Roadworthiness

The Guide to Maintaining Roadworthiness (GTMR) is a Department for Transport publication endorsed by the logistics industry and Traffic Commissioners. It provides recommended systems and requirements for maintaining the roadworthiness of vehicles including advice on inspections, facilities, quality monitoring and responsibilities.

Seen as the industry benchmark, the planned update on 1 April 2025 is expected to include a requirement that brake testing is carried out at every preventative maintenance inspection. However, it is likely that contrary to previous indications, the requirement for laden brake testing will continue to be a minimum of four times per year (one can include the annual test) and strongly recommended to be spread evenly across the year.

## 1 April 2025

### Vehicle Excise Duty

In the 2022 Autumn Statement (17 November 2022), HM Treasury announced plans to introduce vehicle excise duty (VED) from April 2025 for electric vehicles, including cars, vans and motorcycles.

Government guidance has been updated and from 1 April 2025 drivers of electric and low emission cars, vans and motorcycles will need to pay vehicle tax in the same way as drivers of internal combustion engine (ICE) vehicles.

This change will apply to both new and existing vehicles. Currently electric vehicles are exempt from VED if the electricity comes from:

- An external source, such as a private or public chargepoint.
- An electric storage battery not connected to any source of power when the vehicle is moving.
- Hydrogen fuel cells.

Most electric vans will move to the standard annual rate for light goods vehicles, which this year is set at £335 per annum (if paid in a single payment). Below is a summary of the main changes.

Vehicle type	Yearly VED from 1 April 2025 (subject to change)
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Electric and low emission cars (registered on or after 1 April 17 – on)	£190
Electric and low emission cars (registered after 1 March 01 – 31 March 17)	£20
Hybrid and alternatively fuelled vehicles (registered on or after 1 April 17 – on)	£190
Hybrid and alternatively fuelled vehicles (registered before 1 April 17)	Depends on CO <sub>2</sub> emissions
Electric vans (Most vans, some exceptions for Euro 4/5)	£335

Note that electric buses and heavy goods vehicles (exceeding 3.5t maximum authorised mass) are not affected by this change. They continue to be exempt from paying vehicle tax and there are currently no plans to introduce this change for larger vehicles.

For more information on all the changes visit [GOV.UK](https://www.gov.uk).

## May 2025

### Silvertown tunnel

In East London, a new tunnel is being constructed under the River Thames to provide a link between Silvertown and the Greenwich Peninsula.

At 1.4km in length, the new tunnel will provide relief to the Blackwall tunnel which was never designed to accommodate the levels of traffic crossing the Thames. As well as improving traffic congestion and air quality, there is expected to be a lane dedicated to goods vehicles and buses.

The tunnel is expected to open in Spring 2025 and charges will be introduced for users of both the Blackwall and Silvertown tunnels. As well as supporting the construction and maintenance of the tunnels, Transport for London (TfL) say user charges also help manage traffic levels and provide transport, environmental and economic benefits for residents and businesses.

The toll levels for all in-scope vehicles are expected to be set late in 2024 by the TfL board following a public consultation. Logistics UK has raised challenges, such as 4.25t alternatively fuelled vehicles falling into the highest HGV toll band, which still need to be worked out as part of the consultation process.

## 21 May 2025

### Light commercial vehicles used for international transport

In May 2022, light commercial vehicles (LCVs) between 2.5t and 3.5t maximum authorised mass, used for hire and reward on international journeys fell into scope of operator licencing. To do this required a transport manager to be appointed and there were three options to fulfil this:

- Employ someone with a TM CPC qualification.
- Employ the services of a third party external transport manager.
- Have an existing member of staff temporarily recognised as a transport manager.



After 21 May next year the grace period for this third option to use an existing member of staff ends. This means they must have passed a transport manager CPC qualification by this date to continue being a recognised transport manager, or operators must employ one of the other options to remain compliant.

## June 2025

### **European Travel Information and Authorisation System**

The European Travel Information and Authorisation System (ETIAS) will be an entry requirement for British and other non-EU/non-Schengen country citizens travelling to all EU Member States (with the exception of Ireland) and four non-EU countries (Norway, Iceland, Switzerland and Lichtenstein) that are part of the border-free Schengen area along with most EU Member States. Note that for travel from the UK to the Republic of Ireland there is a Common Travel Area, operating separately to Schengen, and Ireland will not be operating ETIAS.

Linked to EES and a traveller's passport, an ETIAS is similar to an ESTA which is required for travel to the USA. An ETIAS is valid for up to three years or until the passport expires, whichever comes first. If a new passport is obtained, a new ETIAS travel authorisation will also be required.

A valid ETIAS travel authorisation allows the traveller to enter the European countries within the normal restrictions of up to 90 days in any 180 day period. Entry is not however guaranteed and the traveller's passport and other documents may be required to verify they meet the entry conditions. The following are exempt from ETIAS, providing the traveller holds documents proving their status:

- UK nationals and their family members who have rights to reside in the EU under the Withdrawal Agreement (ie they were resident in an EU Member State at the end of the Brexit transition period on 31 December 2020).
- Other non-EU nationals who hold a resident permit for any country using ETIAS.

Applications for an ETIAS authorisation will be made online or via a mobile app and will cost EUR 7 for travellers aged 18 to 70 (free for under 18s and over 70s).

## 1 July 2025

### **'Not for EU' labelling expanded**

From 1 July 2025, under the Northern Ireland Retail Movement Scheme (NIRMS), all retail goods (other than goods sold loose) should be individually labelled. Composite products like fruit, vegetables and fish moving to Northern Ireland under NIRMS will also need to be individually labelled.

Not all products moved under the Northern Ireland Retail Movement Scheme need to be individually labelled and there are exceptions. If products are individually labelled, you will not need to label the box, nor provide appropriate signage. Another exception are products not subjected to EU official

controls such as confectionary, chocolate, pasta, biscuits, coffee etc.

Note also at this time, in line with requirements under the Windsor Framework, final Sanitary and Phytosanitary inspection/Border Control Post facilities are expected to be in place in Northern Ireland.

## 19 August 2025

### **Smart tachograph 2 – retrofit**

The requirements of *Regulation (EU) No 165/2014* provides a timeline for implementation of smart tachograph 2 and this is another milestone. UK vehicles currently equipped with smart tachograph 1 devices crossing borders on international journeys need to be retrofitted with smart tachograph 2 devices from no later than 19 August 2025.

This final step within these regulations confirms that all UK vehicles fitted with tachograph, carrying out international journeys, will have to be fitted with smart tachograph 2.

## December 2025

### **20mph speed limit – Scotland**

The Scottish Government is committed to implementing 20mph speed limits on appropriate roads by the end of 2025 due to the safety benefits. An example being if someone is hit by a car in a built-up area at 20mph, they are seven times more likely to survive than if they were hit at 30mph.

A 20mph task group explored the most effective way of achieving this and agreed supporting local authorities was the optimum route to implementation.

All 33 road authorities, which includes Transport Scotland as the strategic road authority, have conducted and submitted road assessments using predefined place criteria to ensure a consistent approach. They identified roads which are deemed appropriate on their road network for a speed limit of 20mph.

A delivery sub-group consisting of officials from Transport Scotland, local authorities and wider road safety partners will oversee implementation and produce a detailed programme of delivery for meeting the 2025 deadline.

The current approach to the national 20mph speed limit roll out is incremental, based on a model agreed with local authorities and Police Scotland. It is recognised that after a period of monitoring, some roads will need to be refined or modified either in length or with additional speed management measures, or reverted to a speed limit of 30mph.

At the time of writing there is no published programme for delivery, however several local authorities have produced their own programme for delivery including the Highlands and Scottish Borders.

Please contact the Logistics UK Member Advice Centre for clarification on any of the topics summarised above:

0370 605 0000 – [MAC@logistics.org.uk](mailto:MAC@logistics.org.uk)