

Forthcoming legislation

2008

- **Expected Summer 2008 – VED display changes**¹
- **10 September 2008 – Driver Training Directive**²
- **From October 2008 – Operator licensing changes**³
- **Expected by end 2008 – Vehicle recovery arrangements**⁴

2009

- **23 March 2009 – Self employed drivers in scope of RTD**⁵
- **31 March 2009 – Mirror retrofit**⁶
- **1 April 2009 – Statutory holiday increases**⁷
- **Expected April 2009 – Graduated fixed penalties**⁸
- **Expected September 2009 – Euro 5 for cars and vans**⁹
- **10 September 2009 – Driver Training Directive**²
- **1 October 2009 – Euro 5 emission standard**¹⁰
- **10 October 2009 – Conspicuity marking**¹¹

2010

- **4 October 2010 – Low Emission Zone in London**¹²

2011

- **From January 2011 – Daytime running lamps**¹³
- **Expected from April 2011 – Northern Ireland operator licensing reform**¹⁴

2012

- **3 January 2012 – Low Emission Zone in London**¹²

2013

- **19 January 2013 – Driver Licence Directive**¹⁵
- **10 September 2013 – Driver Training Directive**²

1 VED display changes: DVLA is proposing an amendment to the legislation that will allow an exemption from the offence of non-display of a Vehicle Excise Licence (VED) disc for a period of five working days from the expiry of the last licence, provided an application for the new licence has been made prior to the expiry of the previous one. The change is expected to come into effect once the 2008 Finance Bill has received Royal Assent.

2 Driver Training Directive: The European Commission has published a directive requiring initial and five-yearly training of professional goods and passenger vehicle drivers. The operational training will cover such subjects as fuel economy, drivers' hours and customer service, and the qualification is referred to as a Certificate of Professional Competence (CPC). For new goods vehicle drivers initial training will start in 2009. Periodic training will need to be completed by September 2014. For passenger vehicle drivers the key changes happen one year earlier – 2008 for new drivers and 2013 for periodic training.

3 Operator licensing changes: Will introduce:

- reformed vehicle specification and vehicle test fees
- review of proposals to remove the 28-day period of grace to use vehicles on the margin and the abolition of paper discs.

4 Vehicle recovery arrangements: The programme to allow the Highways Agency to take over vehicle recovery/removal on the English motorway and trunk road network includes:

- the appointment of a National Recovery Manager
- HA traffic officers given the power to remove vehicles
- new statutory charges for the removal and storage of vehicles.

5 Self-employed drivers in scope of RTD: Existing European legislation requires self-employed drivers to be brought into scope of the Road Transport Working Time Directive.

6 Mirror retrofit: This European legislation requires the retrofitting of wide-angled and close-proximity mirrors to the passenger side of goods vehicles over 3.5 tonnes first registered from 1 January 2000.

7 Statutory holiday increases: Legislation is in place to increase the statutory holiday entitlement for workers from 4 to 5.6 weeks with a cap of 28 days. The increase is introduced in two stages – to 4.8 weeks in October 2007 and 5.6 weeks in April 2009.

8 Graduated fixed penalties: The DfT has issued a consultation on the detail of introducing a graduated fixed penalty system for road traffic offences, such as drivers' hours offences and overloading, to be issued by VOSA examiners. A deposit scheme to cover offences committed by visiting vehicles/drivers unable to provide a GB address is also proposed.

9 Euro 5 for cars and vans: The DfT has published a consultation on the Commission proposals to introduce a new stage of emission standards (Euro 5) for new cars and vans. The basis on measuring particulate emissions would also change. The proposal requires all new cars to meet Euro 5 standards by September 2009, with full compliance necessary by February 2011. Heavier vehicles of more than 2,500kg will have between 1 September 2010 and 1 February 2012 to comply. This category includes mini-buses of seven or more people and light commercial vehicles.

10 Euro 5 emission standard: New goods vehicles will be required to meet this standard, which further reduces permitted vehicle emissions.

11 Conspicuity marking: The UK Government has agreed to the introduction of additional outline reflective markings on goods vehicles first registered on or after 10 October 2009. The UN Technical Committee (UNECE) has published the requirements in an amendment to R48, which will apply additional side and rear markings to new goods vehicles over 7.5 tonnes and new trailers over 3.5 tonnes. The Department for Transport is currently consulting on the necessary changes to the Road Vehicle Lighting Regulations. At this stage there are no plans to introduce the requirement to passenger vehicles or to require retrofitting.

12 Low Emission Zone (LEZ): The LEZ in London now covers all London boroughs (generally lying inside the M25). From July 2008, buses, coaches and goods vehicles over 3.5 tonnes have had to meet Euro 3, as will light goods vehicles and mini-buses from October 2010. A Euro 4 standard will be applied from January 2012. Those vehicles that do not meet the standard have to pay a daily charge.

13 Daytime running lamps: Proposals for the introduction of mandatory dedicated daytime running lamps (DRL) have been adopted for all vehicle categories excluding trailers. DRLs must switch on when the vehicle ignition switch enables starting/running of the engine. The lamps will be built into new cars and vans from January 2011 and all other vehicle categories, including trucks, from July 2012.

14 Northern Ireland operator licensing reform: The DOE intends to amend the operator licensing system to mirror that of GB, including a system for restricted operator licensing for the first time, but with the exception of a Traffic Commissioner. Primary legislation is expected by summer 2008 but implementation may take several years.

15 Driver Licence Directive: An EU directive implements some key changes to driver licensing, including:

- additional test/training for towing certain trailers on category B
- limit of 3.5 tonnes for trailers on B+E
- maximum length of 8m for D1
- vocational licences to have an administrative validity of five years
- pan-European driver licence checks on application
- minimum standards for driving examiners.

Recent legislation

Speed detection

The Road Traffic Offenders (Prescribed Devices) Order 2008, 16 June 2008

This order permits the approval of speed detection devices that record the time a vehicle takes to travel between two points by manual activation, and record the distance between the points by the odometer pulses of the vehicle to which they are fitted.

Test and approval fees

The Motor Vehicles (Tests) (Amendment) Regulations 2008, 30 June 2008

MOT test fees (motorbikes, cars, buses and light goods vehicles) are increased by 5.4%.

The Motor Vehicles (Approval) (Fees) (Amendment) Regulations 2008, 13 July 2008

Motor vehicle approval fees are increased by up to 20%.

The Road Vehicles (Registration and Licensing) (Amendment) (No.2) Regulations 2008, 13 July 2008

Fees for certain reduced pollution certificate examinations and vehicle identity checks are increased.

The Public Service Vehicles (Conditions of Initial Fitness, Equipment, Use and Certification) (Amendment) Regulations 2008, 13 July 2008

Various fees for CIF, type approval and certificates of conformity are increased by up to 5%.

The Goods Vehicles (Plating and Testing) (Amendment) Regulations 2008, 13 July 2008

Various goods vehicle test fees are increased. For example the test fee for a three-axled vehicle increases from £70 to £73 (4.3%).

The Motor Vehicles (Tests) (Amendment) (No. 2) Regulations 2008, 13 July 2008

Fees for certain public service vehicle MOT tests are increased by up to 5%.

Driving licence changes

The Motor Vehicles (Driving Licences) (Amendment) (No. 4) Regulations 2008, 7 July 2008

The theory test for lorry and bus driving licences is split into two separate parts and the scope of the test is increased to include elements of the driver CPC. The overall fee for both parts is increased to

£50 and statements of performance are issued to those who have taken theory tests. New charging arrangements are also introduced for authorised examiners (including vehicle operators).

Operator licence fees

The Goods Vehicles (Licensing of Operators) (Fees) (Amendment) Regulations 2008, 1 August 2008

Operator licence fees are increased by around 5%.



Got a query about legislation?

Contact the Member Advice Centre on 0870 60 50 000