

An aerial photograph of a residential street intersection. The street is paved with dark asphalt and has white road markings. Several cars are visible, including a white van and a blue car. The surrounding area is filled with brick houses and green lawns. A decorative border with a repeating geometric pattern of white and grey shapes runs vertically along the right side of the image.

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# Transport policy and compliance update

19 June 2025



## The Member Advice Centre

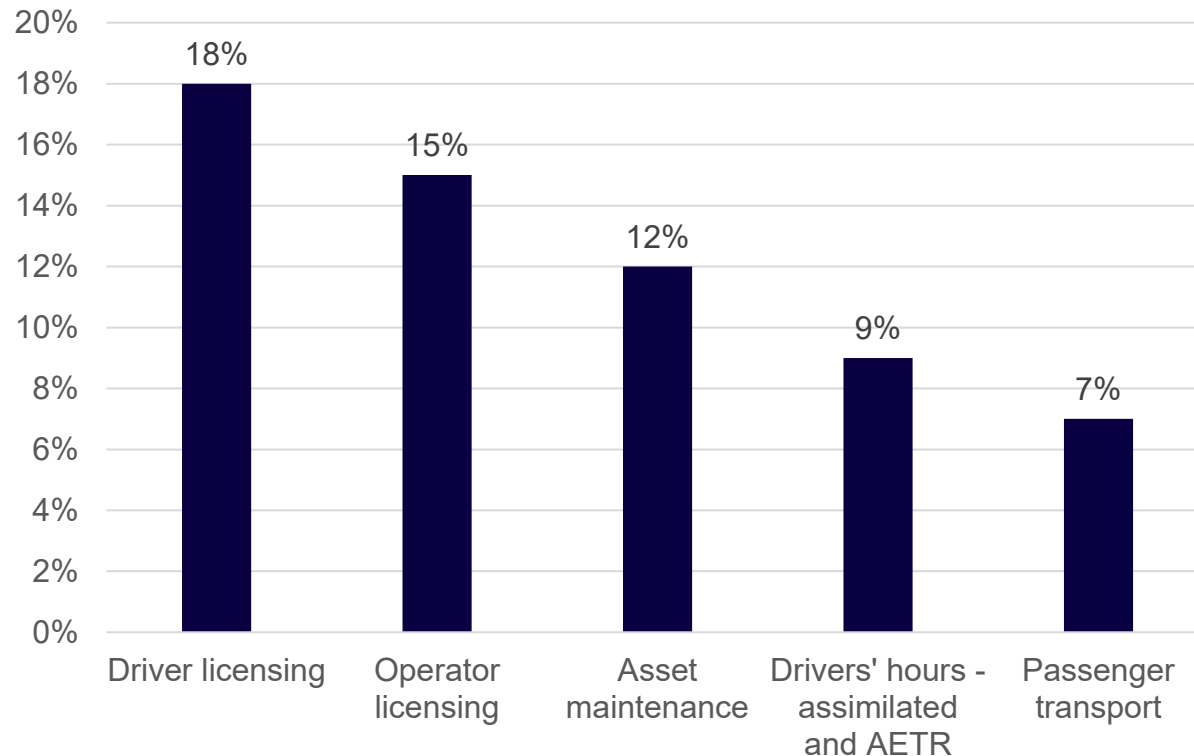
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# Case subject analysis

Top Subjects January – June 2025



## Driver licensing

Category B concession and AFV training. Section 88. Medical conditions.

## Operator licensing

Notifiable offences. Licence maintenance eg variations. VOL use.

## Asset maintenance

Brake testing requirements from 1 April: risk assessments and exemptions. PMI frequency: how often, changing frequency, mixed fleet frequencies.

## Drivers' hours – Assimilated & AETR

Exemptions, daily and weekly rest requirements, manual entries and record keeping requirements.

## Passenger transport

Section 19 and 22 permits, PSV operator licences, driving licence requirements for minibuses.

Operating alternatively  
fuelled vehicles (AFVs) or  
zero emission vehicles  
(ZEVs) between 3.5 and  
4.25t

# Driving 4.25t alternatively fuelled vehicles

- **Operator licensing:**
  - Exemptions within Great Britain.
  - In scope if used internationally.
- **Plating and testing:**
  - N1 to N2: heavy goods vehicle.
  - Annual test after 12 months.
  - DVSA test at heavy goods vehicle standards.
- [Department for Transport consultation: Zero emission vans: regulatory flexibility.](#)
  - Annual test to MOT network.
  - First test after three years.
  - Remove from assimilated drivers' hours rules.

## Alternatively fuelled and zero emission vehicles

### Briefing note

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

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

Application	Applies to a category B (Group 1) driving licence holder
Driver Certificate of Professional Competence (CPC)	If the driver is driving a zero emission vehicle on a category B licence, they are not in scope of Driver CPC. If driving an alternatively fuelled vehicle under category C or C1 licences, Driver CPC will be required.
Testing	Exempt for an electrically propelled motor vehicle first registered before 1 March 2015 <sup>1</sup> . All other light commercial vehicles (LCV) 3.5t and below (category N1) will be subject to testing (MOT) in their third year after initial registration. A LCV over 3.5t (category N2) will be subject to testing (HGV) one year after registration.
Operator licensing	Exempt if vehicle is fuelled entirely by alternative fuels, has a permissible laden mass not exceeding 4.25t and currently operated in Great Britain (The general operator licence exemption for electrically propelled vehicles of all weights now only applies to such vehicles in use before 1 March 2015).
Drivers' hours and tachograph rules	Exempt if used for the carriage of goods within a 100km radius from the base of the undertaking and propelled by means of natural or liquefied gas or electricity.
Trailers	Zero emission vehicles can be used to tow trailers up to a combination MAM of 7t, in line with the current category BE driving licence regulations.
Legislative requirements	Drivers will be required to abide by all current laws governing the use of vehicles heavier than 3.5t, unless otherwise exempt, including vehicle taxation and type approval requirements. Speed limiters will be required on all goods vehicles over 3.5t.

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

### Background

In July 2018, the government laid legislation<sup>2</sup> that allows a holder of a category B driving licence to drive an alternatively fuelled vehicle not exceeding 4.25t, provided that it is not driven outside of Great Britain. This was further supported by legislation<sup>3</sup> exempting such vehicles from operator licensing. Note however,

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

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

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

<sup>2</sup> 24 August 2018 - The Motor Vehicles (Driving Licences) (Amendment) Regulations 2018.

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

## ZEVs, over 3.5 - 4.25t: driving licence

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

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

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

#### DRAFT STATUTORY INSTRUMENTS

2025 No.

#### RETAINED EU LAW REFORM

#### ROAD TRAFFIC

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

Made - - - -

\*\*\*

Coming into force

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

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

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

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

#### Citation, commencement and extent

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

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

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

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

<sup>(b)</sup> 2023 c. 28.

<sup>(c)</sup> See section 21(1) of the Retained EU Law (Revocation and Reform) Act 2023 for the definition of "relevant national authority".



## ZEVs, over 3.5 - 4.25t: towing and driver CPC

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### Towing:

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



### Driver CPC:

- Not required when using category B entitlement.



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

# Guide To Maintaining Roadworthiness

## Brake testing



### Brake performance assessment from April 2025 (Section 5.3)

- There is an expectation that every safety inspection will include a brake performance assessment using either:
  - A roller brake tester (RBT).
  - A suitable electronic brake performance monitoring system (EBPMS).
  - A decelerometer with temperature readings.
  - A plate tester.
- If EBPMS is **not** used, it is expected there is a minimum of **four** laden brake tests per annum.



### Why all the fuss about laden brake testing?

A laden vehicle means:

- More weight is pushing the tyre into the road, increasing the grip.
- More grip allows the maximum effort to be achieved out of a brake relative to its design.



## Laden brake testing – the bike

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## Laden brake testing – the 8 wheeler

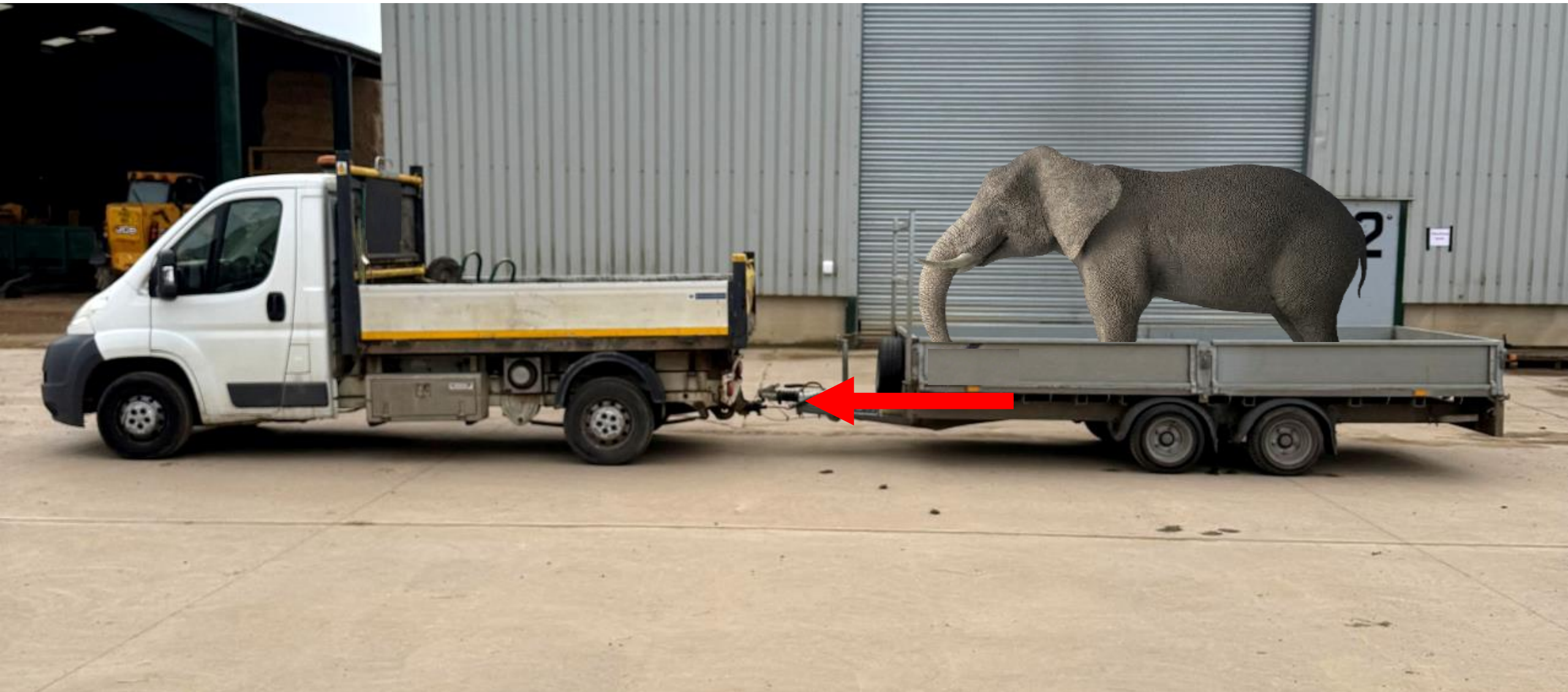
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## Small trailer brake testing

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## Brake performance assessment from April 2025 (Section 5.3a)

- Brake tests can be conducted up to 14 days before the safety inspection date; to allow operators to conduct a laden brake tests during the vehicle/trailer normal activities, without the need to specially load it.
- If EBPMS, RBT or plate tests are used, report must be evaluated before safety inspection, signed, dated, and retained.

**PART 4: DECLARATION**

Inspection completed by .....(Name of inspector)			Signature of inspector.....			Date.....		
I .....[Name of competent person] consider the above defects have been rectified satisfactorily and the vehicle is now in a safe and roadworthy condition.								
Signature .....			Position.....			Date.....		
This report should be completed and available to the operator <b>before</b> the vehicle is returned to service. The operator is always responsible for ensuring the vehicle is roadworthy before being used on the road!								

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# Risk assessment

- Where laden brake tests are not carried out, then a risk assessment must be available.
- Completed by a competent person.
- Reviewed annually.
- One assessment can apply to a range of vehicles if the risk is the same.
- Any operational changes and the risk must be re-evaluated.

Keeping Britain moving, safely and sustainably

## Annex 7 - Example of a brake risk assessment template

Operator details	
Operator name:	O Licenos number:
Vehicle / trailer details	
Vehicle registration:	Trailer ID:
Make:	Model:
Age:	Body type:
Odometer/hub reading:	
Working environment	
Type of operation:	
Safety inspection	
Next inspection date:	
Last inspection date:	Odometer/hub reading:
Was a laden brake test conducted at the last inspection?	
If no, what brake assessment method was used?	
Reason for not carrying out a laden brake test	
What is the reason?	
If 'other', state reason:	
What method will be used for this inspection?	
Competent person declaration	
Name:	Signed:
Position:	Date:
I confirm I have completed this assessment and to the best of my knowledge this information is correct.	
Operator declaration	
Name:	Signed:
Position:	Date:
I confirm I am aware of the contents of this assessment and to the best of my knowledge this information is correct. I am aware a brake performance assessment is still required.	

**Important Notes:**  
If any work is carried out on any part of the brake system at the time of the safety inspection which may affect the brake performance, it is the operators responsibility to ensure that the braking system complies with the minimum braking requirements upon completion of the work.

- Ensure your fleet manager/engineer/s, or maintenance provider/s have read the updated version.
- Check your maintenance provisions, maintenance contract/s, or R&M contract/s have brake performance assessment included.
- Ensure the necessary laden brake testing (or EBPMS evaluations) provisions are in place.
- Where laden brake testing (or an EBPMS evaluation) will not be undertaken at every safety inspection, have the necessary risk assessments completed.
- [Logistics UK Guide to Maintaining Roadworthiness changes – April 2025 briefing note.](#)

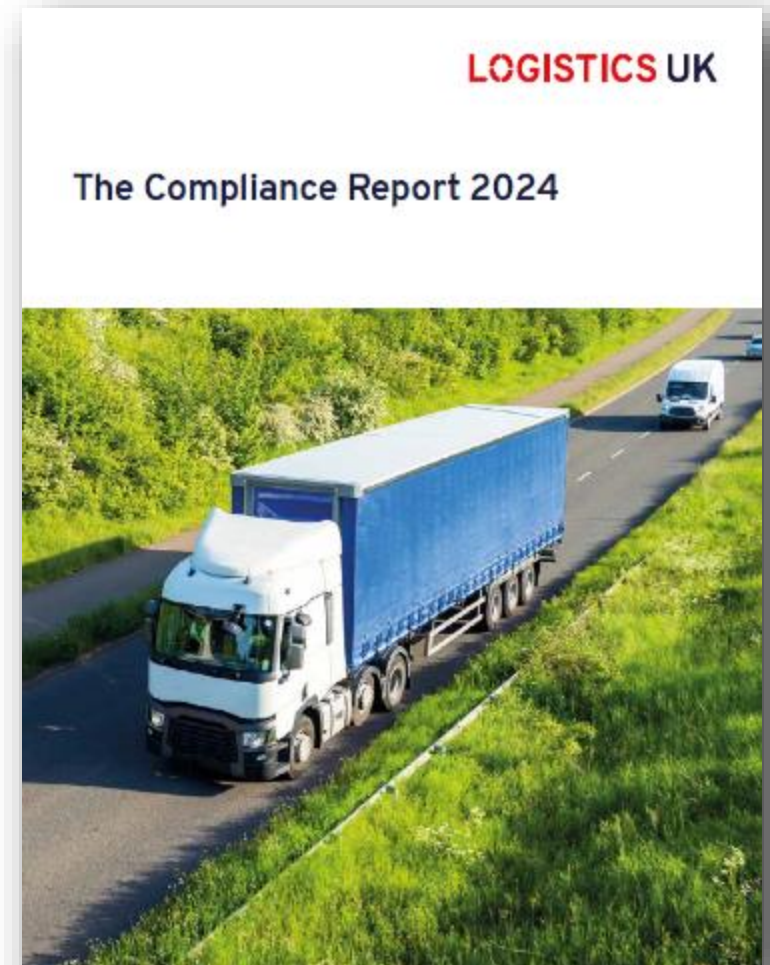


# Managing compliance costs

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***“If you think that compliance is expensive, try non-compliance.”***

- Safety inspection intervals.
  - Intermediate safety checks.
- Focus compliance on high-risk areas: tyres, lamps, braking components and systems
  - Risk assess inspection frequencies.
  - Daily walkaround checks.



# Managing compliance costs

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**“Local authority Section 19 permit-based operation safety focused”**

**Missed rubbish collections blamed on bin lorry breakdowns.”**

**“Highland Council narrowly avoids public inquiry into vehicle”**

**“Plant hire operator fined more than £800,000 as West Midlands Police clamp down on unsafe heavy loads.”**

**Commissioner highlights 19 permits.”**  
-Transport Lawyer  
ve News

**“Thousands without bin collections after council’s licence is revoked.”**

- Motor Transport

**“Council slated after school bus loses two wheels.”**  
-The National

**“If you think that compliance is expensive, try non-compliance.”**

# Future scanning of transport policy

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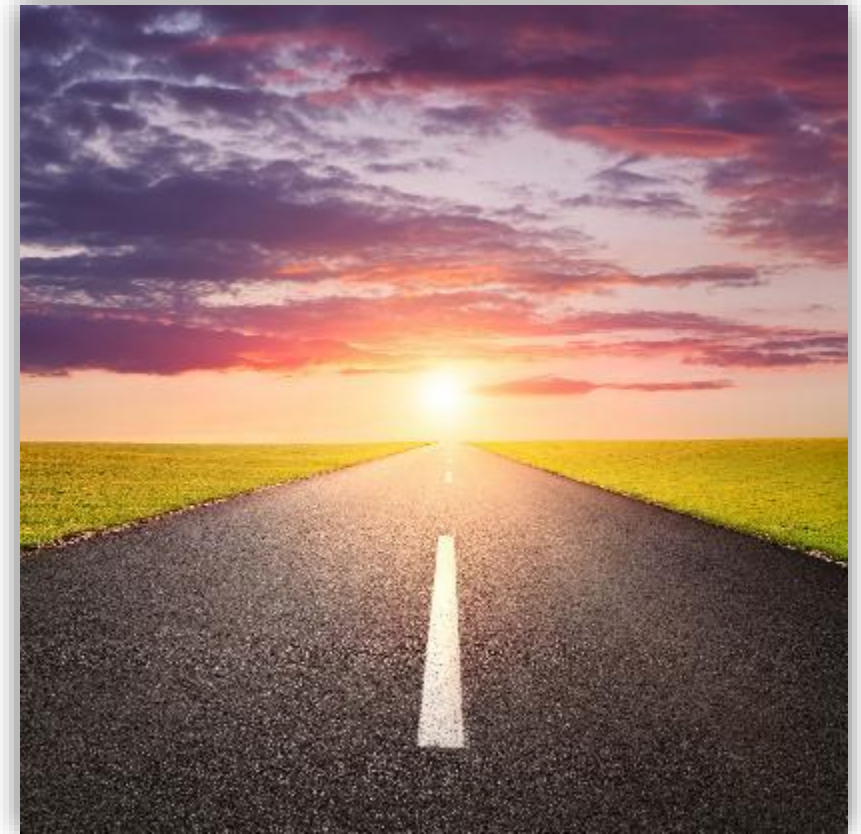


### June

- Kevin Rooney starts as Senior Traffic Commissioner.
- Guidance for Category B entitlement holders on driving zero emission vehicles up to 4.25t.

### July

- ADR 2025 must be complied with from 1 July.

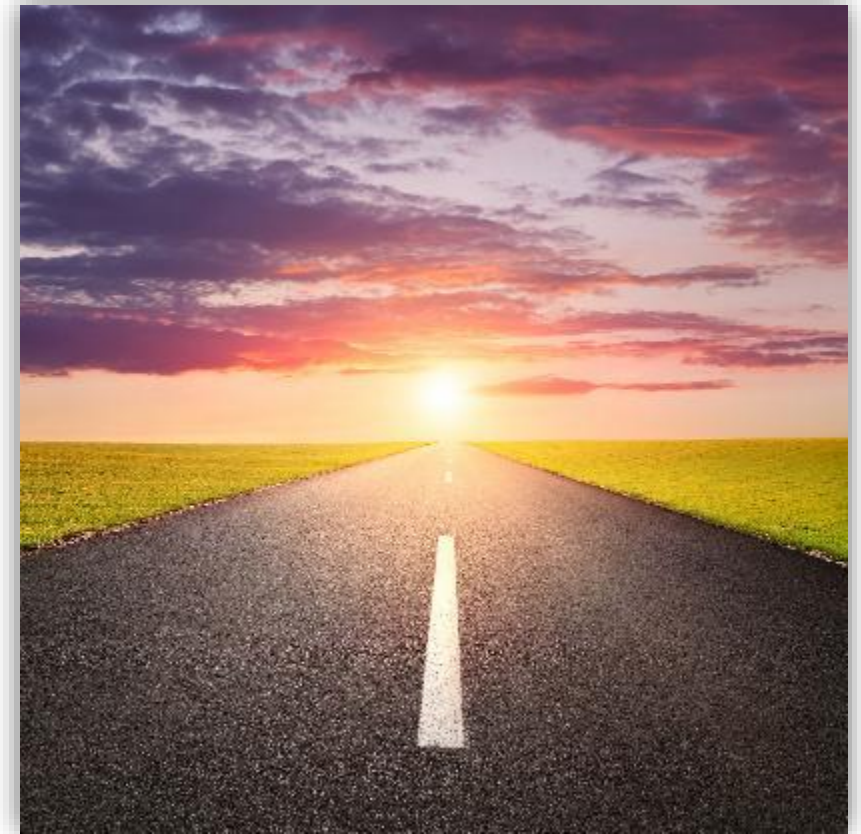


### August

- TfL Congestion Charge proposals.
- Vehicles used for international transport currently equipped with ST1 to retrofit with ST2 by 18 August.

### December

- All unrestricted roads in urban areas around Scotland will have a default 20mph speed limit.



## Logistics UK contact details

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\* MAC available to Logistics UK members only.

\*\* Calls may be recorded for training purposes.