



ROAD TRANSPORT FORUM



Updated guidance released: Categorisation of roadworthiness defects

The DVSA has recently updated the Categorisation of Defects guide.

The document is primarily used by DVSA enforcement examiners or authorised police constables and provides guidance on the action to take when roadworthiness defects are found during vehicle inspections.

That said, the DVSA recommends that vehicle owners, operators and drivers use the guide to become more aware of DVSA's inspection standards and possible defects. It should help you to ensure your vehicles are used in a safe condition.

The main changes to the guide are:

- Clearer guidance for ABS/EBS defect identification and action taken;
- Use of the digital tachograph over speed events to identify road speed limiter faults;
- New guidance regarding drawbar trailer attachments;
- Increased selection of advisory defects, so DVSA documentation issued after a road check is clearer for drivers and operators

For advice on transport law issues, contact **Jared Dunbar on 01829 773 105.**

Content believed to be correct at time of writing.

Transport Select Committee launches road haulage sector: Skills and workforce planning inquiry

The Transport Committee is conducting an inquiry into skills and workforce planning in the road haulage sector. The Committee's objective is to investigate what action Government has taken to address industry concerns about a lack of skilled drivers in the road haulage sector, and assess how effective the Government's response has been.

Policy relating to workforce planning and skills falls under the remit of several Government departments. The Transport Select Committee recognises the importance of other departments' policies on this topic, but is particularly interested to receive evidence on the following points, which relate directly to Department of Transport policy:

- The extent to which statistics reflect the experience of road haulage companies regarding the shortage of a skilled workforce in the road haulage sector.
- The role of Government in supporting recruitment, and encouraging a diverse workforce, for the road haulage industry.
- The role of the Driver Certificate of Professional Competence (CPC) qualification in improving the professionalism and safety of drivers from the UK and abroad on UK roads.
- Aspects of current Government policy which may deter new entrants to the workforce e.g. proposals to ban daytime deliveries in cities.
- The quality of daytime and overnight facilities for road freight drivers.

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Transport Manager Refresher Training: Have you done yours?

Nick Denton, the Traffic Commissioner for London and the South East, has criticised a lack of knowledge and professionalism among transport managers called by him to public inquiry.

Whilst drivers are required to undertake refresher training, there is no such requirement for Traffic Commissioners. Nick Denton states that many transport managers "have not bothered to attend training since they qualified 20 or 30 years ago."

This lack of knowledge of current legislation and best practice resulted in failures of legal compliance and lead to the summons to Public Inquiry. The Traffic Commissioner contrasted this attitude with that of those transport managers that he met at training events run by industry bodies, who appeared: "*bright, dynamic, and keen to develop themselves professionally by undergoing regular training.*"

Mr Denton said that a good transport manager would "take their continuous professional development seriously. But too many cannot be bothered, taking pride in being 'old school' (too often just a synonym for useless)."

He concluded with a word of warning for the employers of such individuals: "*If you are an operator with one of these transport managers, please get them trained urgently, get someone else, or just surrender your licence to me now.*"

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Content believed to be correct at time of writing.

Road traffic law enforcement inquiry launched

The Transport Committee is conducting an inquiry into road traffic law enforcement. The objective of this inquiry is to scrutinise how effectively the Government's policies to improve road safety - by tackling dangerous or careless driving - are being enforced.

The Committee has published the following terms of reference for this inquiry. The Committee is particularly interested in receiving submissions on:

- The Government's priorities and leadership role in improving road safety through traffic law enforcement.
- Enforcement agencies' capacity to enforce DfT policy on dangerous and careless driving.
- The introduction of fixed penalty notices for careless driving: how these powers are being used, and whether alternatives to penalties should be considered.
- The impact of road traffic law enforcement on the safety of cyclists and pedestrians.
- The deployment of people and technology in enforcing road traffic policy.
- The impact of the introduction of the HGV Road Users Levy on road traffic law enforcement against non-UK registered HGV drivers.
- The impact of devolution of road traffic enforcement activities to local authorities.
- The EU Cross Border Enforcement Directive.

The inquiry will not cover sentencing for offences as this falls under the remit of other Government departments.

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