



Department for Transport

8 April 2020

Actions taken in the United Kingdom relating to road transport during the ongoing COVID-19 pandemic.

These actions have been taken in response to the current exceptional circumstances, to ensure that vital flows of goods and essential workers can continue to move within the transport system.

These measures will be kept under review, specifically to ensure that any increased road safety risk is managed appropriately and that emergency measures do not remain in place for longer than absolutely necessary.

Periodic Technical Inspection

Summary of actions

- **Relevant HGVs and PSVs exempted from PTI for 3 months**
- **Relevant sub-3.5 tonne vehicles exempted from PTI for 6 months**

We note that Article 2(2) of 2014/45/EU specifies that Member States may exclude vehicles “operated or used in exceptional conditions” from the scope of application of the Directive.

In relation to heavy goods vehicles, trailers and public service vehicles (Categories M, N and O vehicles over 3.5 tonnes), a 3-month exemption from PTI has been put in place for vehicles due to undergo testing within the next 3 months, to ensure that vehicles can continue to be used despite difficulties obtaining a PTI. This 3 month exemption will commence from the due date of their test.

In relation to light vehicles (Categories L, M and N vehicles under 3.5 tonnes), all vehicles will be exempted from PTI. Each vehicle which becomes due for a PTI test will be exempted from testing for 6 months, commencing from the due date of the test. This will be applied on a rolling basis, for up to 12 months (should the situation continue to warrant this).

In respect of both actions, operators and vehicle owners are reminded that they must ensure that vehicles are in a roadworthy condition in order to be used on the road. Additionally, vehicles must only be used where it is essential to do so, in line with Government guidance relating to COVID-19.

Tachograph calibration

Summary of actions:

- **All tachograph calibration and inspection expiry dates extended by 3 months**

Article 23 of Regulation (EU) No 165/2014 on tachographs in road transport provides that tachographs shall be subject to regular inspection by approved workshops, and that regular inspections shall be carried out at least every two years.

To relieve COVID 19 related pressures within the tachograph and vehicle maintenance industry, the requirement to calibrate or inspect tachographs periodically has been relaxed. This has been done by extending all tachograph calibration and inspection expiry dates by 3 months as of 3 April 2020. Instead of expiring after 2 years, they now expire after 2 years and 3 months.

Any faults with the tachograph system must still be repaired as normal, the tachograph system must function as required by the legislation, and the system is still required to be sealed in line with the requirements. Initial calibrations are to continue, and any changes to the various parameters (such as tyre size, vehicle registration, etc) will also require action as normal.

Periodic Driver CPC training

Summary of actions:

- **Drivers whose Driver CPC is due to expire between 1 March 2020 and 30 September 2020 can continue driving without facing enforcement action.**

Article 3 of Directive 2003/59/EC on the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers provides that drivers must undertake 35 hours of periodic training every five years.

During the coronavirus (COVID-19) outbreak it may be difficult for drivers to complete the required training.

The Department for Transport has stated drivers whose Driver Certificate of Professional Competence expires in the period from 1 March 2020 to 30 September 2020 (due to an inability to complete the required periodic training) can continue driving and will not face enforcement action in respect of the Driver CPC regulations.

The drivers that this measure applies to will be required to comply with Driver CPC rules from 1 October 2020.

Technical Roadside Inspection

Summary of actions: Measures taken to reduce the risk of infection to roadside enforcement staff. These may affect the ability to meet the 5% target for initial technical roadside inspections.

Directive 2014/47/EU specifies the minimum requirements for the technical roadside inspection for the roadworthiness of commercial vehicles. For vehicles referred to in points (a), (b) and (c) of Article 2(1), the total number of initial technical roadside inspections in the Union shall, in every calendar year, correspond to at least 5% of the total number of these vehicles that are registered in the Member States.

During the coronavirus (COVID-19) outbreak we have taken measures to reduce the risk of cross-contamination for both enforcement examiners and drivers.

A GB national enforcement presence is still operating at 29 key check sites, where there are adequate facilities to ensure social distancing instructions can be observed and additional COVID-19 health and safety precautions can be implemented.

Vehicle check volumes are currently reduced. Depending on how long the COVID-19 restrictions remain, this will potentially have an impact on meeting the 5% target.

Due to the risk of cross-contamination the technical inspection for the in-cab checks have been restricted, otherwise both initial and detailed inspections (where necessary) are taking place.

Due to minimising the contact with the driver, documentation is not being checked, so there will be limited operator or driver details recorded on the roadside encounter.

Prohibition action is being taken for observed dangerous defects, which will be recorded against the vehicle details.

Vehicles will either be allowed to be repaired on site or directed to a local repair workshop.

Fixed penalty action is not being taken at this time nor is vehicle immobilisation, which again has been put in place to minimise the contact with the driver.