

# Law on the move: Keeping your wheels legal

26 February 2026



# Our Journey, Your Journey



# Precious possessions

- People
- Premises
- Vehicles
- Licences



# Who's who in prosecutions

- Environment Agency
- Crown Prosecution Service
- Driver and Vehicle Standards Agency
- HM Revenue and Customs
- Health and Safety Executive
- Local Authority
- Office of Rail and Road



# The ball's in your court... but which one?

- Magistrates' Court
- Public Inquiry
- Committee Hearing
- Crown Court
- County Court
- Coroners' Court



# On the road



- 1,633 fatalities
- 29,537 killed or seriously injured (KSI)
- 128,375 casualties of all severities

# Caught in the act!

- 1.5 million court for motoring offences
- 200 for death cases
- 27,000 cases for drug driving - drink and drug policy
- 40,000 for drink driving
- 140,000 for no insurance
- 50,000 for driving whilst disqualified
- 213,000 for speeding
- 14,700 for mobile phone
- 16,000 for careless driving



# Common causes in cases involving HGVs

**Lack of Safe Systems of Work:** Companies fail to establish clear procedures for safe vehicle movement, particularly during reversing and loading/unloading.

**Insufficient Risk Assessments:** The absence of thorough risk assessments for vehicle movements on site, leading to potential hazards not being identified or controlled.

**Inadequate Training:** Employees acting as banksmen or drivers not receiving proper training on safe working practices, including signalling and managing vehicle movements.

**Poor Workplace Organisation:** Failure to adequately segregate pedestrians from vehicles in yards or loading areas, increasing the risk of being struck by a moving vehicle.

# Work related incidents

- **1.7 million** working people suffering from a work-related illness, of which:
- **776,000** workers suffering work-related stress, depression or anxiety
- **543,000** workers suffering from a work-related musculoskeletal disorder
- **2,218** mesothelioma deaths due to past asbestos exposures (2023)
- **124** workers killed in work-related accidents (2024/25)
- **604,000** working people sustained an injury at work according to the Labour Force Survey
- **61,663** injuries to employees reported under RIDDOR
- **33.7 million** working days lost due to work-related illness and workplace injury
- **£21.6 billion** estimated cost of injuries and ill health from current working conditions (2022/23)

# HGV driver '*distracted by porn*' killed dad-of-two



Judge Ian Unsworth KC sentencing, told Platt he was a "*multi-tonne accident waiting to happen*".

*"Your arrogant and selfish attitude to driving was quite breathtaking,"*

*"You willingly and without any excuse chose to ignore the laws of the road."*

# The Road Ahead 2026

- Changes
- Updates
- Opportunities
- 'Pot Holes'

# A guiding hand...

**Don't reinvent the wheel but make sure it has tread and the nuts are tight!**

- Guide to Maintaining Roadworthiness
- DVSA Moving On Blogs
- HSE policies
- Senior Traffic Commissioner's statutory guidance
- Articles and newsletters from National Highways

**Companies House Authorised Corporate Service Provider  
18 November 2025 for 12 months**

# Proposed changes to Motoring Penalties

<https://www.gov.uk/government/consultations/proposed-changes-to-penalties-for-motoring-offences/proposed-changes-to-penalties-for-motoring-offences>



# Driver CPC Survey from 16 February 2026 to 2 March 2026

This survey is designed to gather your views and experiences related to taking, arranging, or delivering ongoing Driver CPC training.

Feedback to help identify what needs to change and where improvements can be made across the Driver CPC system.

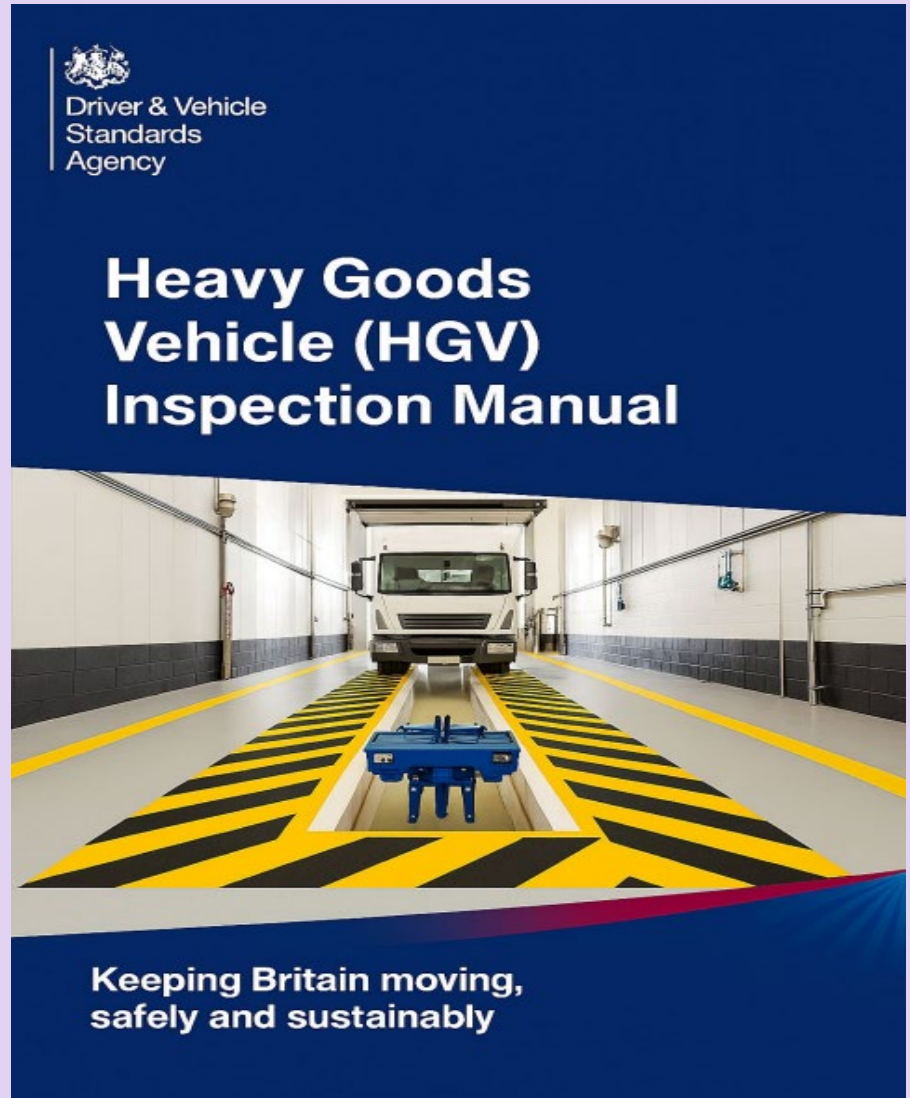
Good to complete if you are a vocational driver, operator or Driver Certificate of Professional Competence (CPC) training body?

The survey asks for your views and experiences of taking, arranging and delivering ongoing Driver CPC training.

Complete the survey now <https://ow.ly/rz3X50Yeh7C>



**Not an April fool - 1 April  
2026**



# UK Government's Road Safety Strategy, published by the Department for Transport on 7 January 2026

Core aim is to **reduce deaths and serious injuries (KSI) on Great Britain's roads**

The strategy adopts an internationally recognised **"Safe System" approach**, which accepts that **human error is inevitable**, but **death and serious injury are not**.

Responsibility is shared across road users, vehicles, infrastructure, enforcement and post-collision care.

# How?

- **More regulation and scrutiny** of drivers at both early and later stages of life
- Greater reliance on **vehicle technology and data**
- Increased expectations on **employers with work-related driving**
- A move away from blaming individual drivers alone, toward **system-wide accountability**



# Look out for:

- **Minimum learning period** (3 or 6 months) for learner drivers
- Potential **lower drink-drive limit for novice or vocational drivers**
- **Mandatory eyesight testing for drivers aged 70+**, with cognitive testing under consideration
- Development of a **National Work-Related Road Safety Charter** for employers
- **Using technology and better data**, particularly where human error contributes to collisions
- Mandating additional **vehicle safety technologies** through GB type approval
- Improved use of **collision, vehicle and health data** to understand root causes
- Commitment to improved **post-collision care**, supported by linked transport and healthcare data initiatives

# ...and

- **Safer infrastructure**
- The strategy emphasises that **road design and maintenance play a critical role in preventing serious injury**, especially for vulnerable road users.
- Targeting safety improvements on **high-risk roads**
- Updated **guidance on local speed limits**
- Continued investment in **national and local road networks**

# Benefits of safe systems

- Reduced risk of regulatory action or prosecution
- Reduction in reportable events leading to reduced insurance premiums
- Positive OCRS score
- Demonstrates a caring employer/operator
- The outcome will be to encourage safe systems of work and create a feeling of employee wellbeing



**Take a load off your mind...**



# Insecure loads

**2,000 incidents per annum involving vehicles with insecure loads**

**Importance of risk assessment in managing load security challenges**

Should the DVSA encounter a vehicle with an insecure load, **drivers may face fixed penalties** whilst **operators and drivers could be subject to prosecution / Regulatory action** as the Traffic Commissioner will view this as a breach of undertaking.

- Read the DVSA /HSE guidance
- Apply it bespoke to your business type
- Review it regularly
- Take action if there is a breach



# Clandestine entrants – overview of the legal framework



- **1 January 2026 – zero fines???**
- Immigration and Asylum Act 1999
- Carriers' Liability Regulations 2002 (as amended) by the Carriers Liability (Amendment) Regulations 2023
- Codes of Practice and Government guidance



# Clandestine Entrants

- **From 1 January 2026**, the Home Office has implemented changes to the Clandestine Entrant Civil Penalty Scheme (“CECPS”) which allow financial penalties to be reduced to £0 where hauliers and their drivers can demonstrate full compliance with the scheme’s prevention requirements and are members of the Civil Accreditation Scheme. Crucially, this now includes driver benefiting from their employer’s accreditation. This represents a significant shift from the previous regime, under which penalties of up to £10,000 per clandestine entrant could be imposed and drivers were unable to rely on their employer’s accreditation status to avoid liability.
- The changes also reflect the findings of an Independent Chief Inspector of Borders and Immigration report, which identified that the scheme was under-resourced and that compliant drivers and operators were being disproportionately penalised.
- While the removal of fines for compliant operators and drivers who are part of the Civil Accreditation Scheme is a major development, compliance with the CECPS remains essential.
- Drivers and operators must continue to carry out all prescribed checks and security measures and must be able to evidence those steps in the event of an inspection. Where compliance cannot be demonstrated, civil penalties may still be imposed.

# Checklists

## Vehicle checklist

**SECURE.  
CHECK.  
RECORD.**



Border Force

Checklist in accordance with Regulation 2 of the Carriers' Liability Regulations 2002 (as amended).

Print additional copies if needed for longer journeys.

Company name:	Vehicle number:
Driver name:	Trailer number:
Date:	Vehicle type:

Loaded at (time, date and location):

Which security device have you used? (Please circle)

Seal / Lock / Other

Number:

Checklist Please circle yes (Y) or no (N)	After loading: Date & Time: Location:	Stop No: Date & Time: Location:	Stop No: Date & Time: Location:	Stop No: Date & Time: Location:	Final check: Date & Time: Location:
Lock/Seal/Device number					

# A bridge too far...



# Bridging the gap

- Latest SatNavs installed?
- Are drivers aware of your policy?
- Do you have a bridge strike policy?
- Correct route planning?
- Training/Toolbox instructions to driver?
- STC's guidance
- Is this being *effectively* checked on the driver's daily walk-around?
- Has the latest Guide to Maintaining Roadworthiness been distributed?

**MONEY MONEY MONEY**



# Financial Standing January 2026

Standard	First vehicle	£8,000
	Each additional vehicle thereafter	£4,500
Restricted	First vehicle	£3,100
	Each additional vehicle thereafter	£1,700

# New levy from 1 April

From **1 April 2026**, the UK Government is **updating the Heavy Goods Vehicle (HGV) Road User Levy** in line with inflation (Retail Price Index), alongside HGV Vehicle Excise Duty (VED). This follows the Autumn Budget and Finance Bill 2025-26.

## Who is affected?

- **All HGVs of 12 tonnes or more** using UK roads
- Applies to **UK registered and foreign-registered vehicles**
- Levy remains **weight and emissions based** (Euro standard)
- **Euro VI vehicles:** Approx. **£3.22 - £9.67** per day, depending on weight band
- **Pre-Euro VI vehicles:** Approx. **£4.18 - £10.74 per day**

Annual equivalents range roughly:

**Euro VI:** £161 to £619

**Older vehicles:** £209 to £804

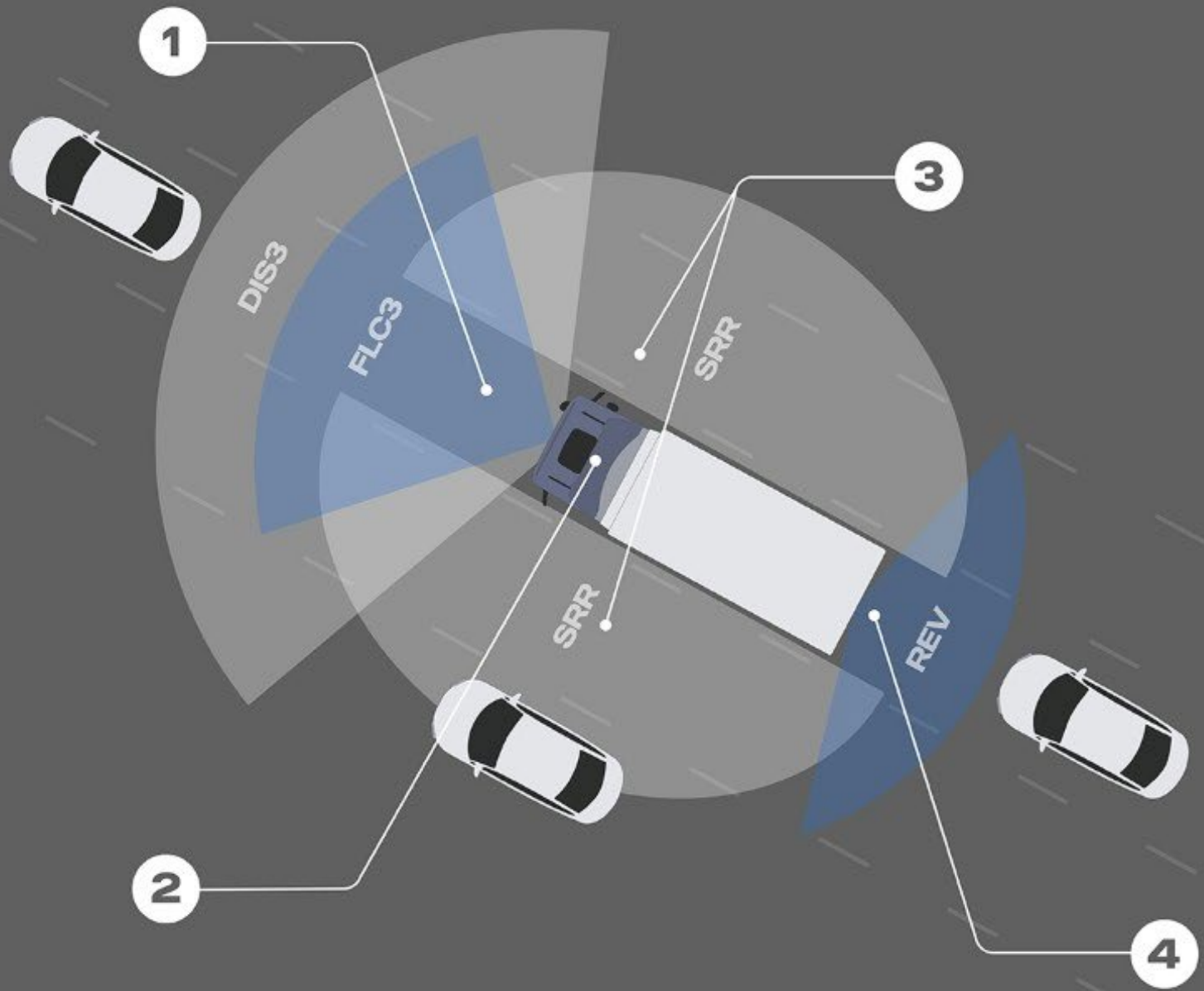


# Changes to Heavy Vehicle testing in 2026

Implementation plans for the most recent changes to testing:

- 2 February 2026 Advance Driver and Assistance Systems (ADAS) visual checks began
- 2 February 2026 PG10 prohibition clearance notices move to email

An email will be sent directly to the operator whose email address is linked to the vehicle on the Vehicle Operator Licensing (VOL) system.



# The rise in use of ADAS

The number of vehicles with ADAS features has risen significantly over recent years, playing an important role in helping to keep people safe

As ADAS is becoming standard in new vehicles, we have now begun testing these systems

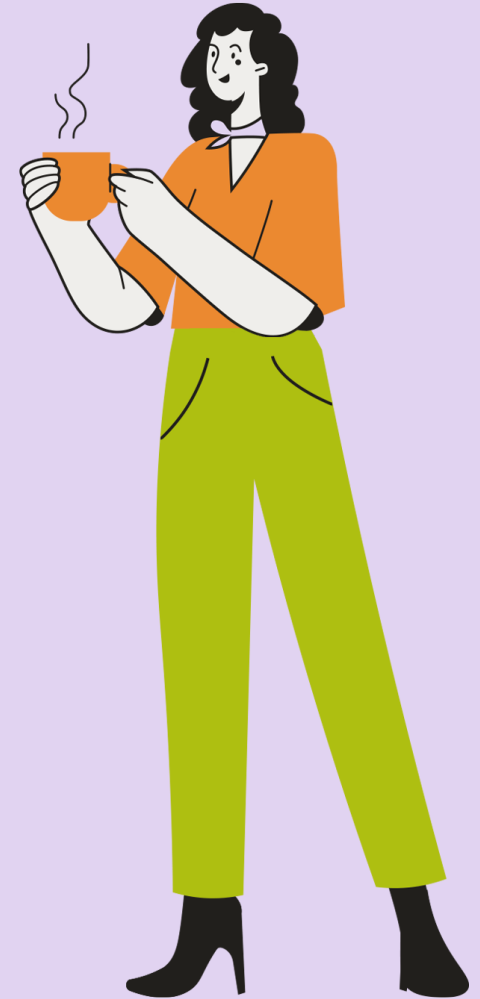
This doesn't have a significant impact on the overall test for the customer. The assessors are conducting visual checks on ADAS only during this stage and it is currently not part of the annual test

The visual inspections:

- Check sensors and cameras for security, damage, obstructions, and in some cases, operation
- Check for ADAS-related malfunction indicator lamps (MILs)
- Looking at the condition and function of these systems will also help us gather better information to make more informed decisions about gathering information on these systems as part of the annual test, in the future

# Take a brake with these tips...

- How can you manage the brake performance of your vehicles and trailers?
- Make sure your maintenance provider(s) is specified on your licence
- Make sure your Transport Manager, your Directors and your PMI provider can understand the brake efficiency print out
- Don't rely on the test summary, know what the numbers mean
- The Guide to Maintaining Roadworthiness is key



# Level 3 Heavy Vehicle Service & Maintenance Technician Apprenticeship

- This programme is jointly delivered by industry professionals tailored to equip future technicians with real-world skills and knowledge to support the logistics sector.
- Our Level 3 Heavy Vehicle Service and Maintenance Technician programme is a crucial addition to our apprenticeship offering, tailored to equip future technicians with real-world skills and knowledge to support the logistics sector.
- Delivered in person at the college on block release, this programme develops advanced mechanical and diagnostic skills required to maintain complex vehicle systems, including engines, transmissions, hydraulics, air brakes, and electrical circuits.

# Promote, protect, preserve

- Educate drivers and managers
- Toolbox instructions to drivers
- Do you have a policy? What works for your company? Are the policies up to date? Are they enforced?
- Devices/systems to be installed?
- Employee handbook up to date?
- Review of driver convictions and penalties

# Why involve lawyers and consultants?

**Provide independent assessment and give best possible direction at all stages:**

- At the roadside, if needed
- At the police station / enforcement agency
- Considering the evidence
- Appoint someone to speak if enforcement visit
- Navigate through the Court process

**KEY = Early involvement can lead to early intervention**

# Painful extraction or preventive dentistry?

- If in doubt, contact the DVSA, Local Authority, HSE EA or other regulator
- Seek advice and guidance from specialists
- Make health & safety and transport compliance a regular agenda item
- If you face an enforcement investigation- get early advice