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# Transport decarbonisation plan

## REGULATORY

The previously delayed Transport Decarbonisation Plan was launched by the DfT in July 2021. The 216-page plan, available via [www.is.gd/uqugit](http://www.is.gd/uqugit), sets out the government's commitments and the actions needed to decarbonise the entire transport system in the UK by 2050. Amongst other things, the government proposes to phase out all diesel HGVs by 2040, and diesel lorries weighing under 26 tonnes by 2035.

As regards HGVs, the government plans to consult on phase-out dates for the sale of all new non-zero emission HGVs, stimulate demand for zero emission trucks through financial and non-financial incentives, support efficiency



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improvements and emission reductions in the existing fleet.

As regards coach and bus, the government plans to consult on modernising the Bus Service Operators' Grant (BSOG) in 2021 with a plan to increase the rate at which the BSOG green incentive can

be claimed for zero emission buses to 22p per km. It says it will also support delivery of 4,000 new zero emission buses and the infrastructure needed to support them, as well as consult on a phase-out date for the sale of new non-zero emission buses and coaches.

## REGULATORY

### Online tacho

Lorry, coach and bus drivers can now apply and pay for their tachograph cards online thanks to a new DVLA digital service. The new online service for driver tachograph cards, available on [www.gov.uk](http://www.gov.uk), follows the launch of DVLA's company tachograph card service in 2019, which saw company card applications move online. Drivers should have their new tachograph card issued within 24 hours from applying, compared to 10 days or more when posting paper applications. Drivers need a valid GB photocard driving licence to apply.

## REGULATORY

### IVA forms updated

Those making or importing a single vehicle or a very small number of them should apply for an individual vehicle approval (IVA) using a new form: 1H for lorries and goods vehicles, 1T for trailers, 1G for vans and LGVs up to 3.5t gvw, 1P for buses or coaches.

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### CVs to PSVs

The MOT inspection manual for cars and passenger vehicles (available via [www.is.gd/hekula](http://www.is.gd/hekula)) has been updated. A new section has been added to Appendix C: seat belt fitment tables.

It reads: "A goods vehicle which has been converted to a passenger vehicle specification (for example, fitted with rear seats and side windows) must comply with the relevant passenger vehicle requirements."

## REGULATORY

### No more Green Card

From 2 August 2021, it will no longer be a requirement for UK-registered vehicles or trailers to carry a Green Card insurance document. This change comes about as a consequence of the Commission implementing Decision (EU) (2021/1145), which is a welcomed

## Fact File

### INTERNATIONAL LCV TRAVEL

From 21 May 2022, UK-based drivers of some vans or light goods vehicles or cars towing trailers will need a standard international goods vehicle operator licence to transport goods in the EU, Iceland, Liechtenstein, Norway and Switzerland.

The new rules apply to vans with a gross vehicle weight over 2,500kg and up to and including 3,500kg; vans towing a trailer with a gross train weight (GTW) over 2.5 tonnes and up to and including 3.5 tonnes; cars towing a trailer with a GTW over 2.5 tonnes and up to and including 3.5 tonnes.

Operators transporting goods on a non-commercial basis (not for hire or reward) will not need a goods vehicle operator licence.

As of mid-September, it was not yet possible to apply for a new goods vehicle licence for this purpose.

For more information, see guidance available via [www.is.gd/fuyonuq](http://www.is.gd/fuyonuq)

concession in the UK's favour. A Green Card demonstrates to law enforcement agencies that valid motor insurance is in place; it has nothing to do with health insurance or cover. Since August, drivers only need to carry proof the vehicle is insured and a copy of the insurance contract.