RSA

DRIVERcpc

Driver Certificate of Professional Competence

Driver CPC Module Number

5.3

Driver Certificate of Professional Competence (CPC)

THE PROFESSIONAL TRUCK DRIVER

Session 2

CONTENTS

Section A – CVRT (Commercial Vehicle Roadworthiness Test)

S. I. No. 348 of 2013 – Road Safety Authority (Commercial Vehicle Roadworthiness) (Vehicle repair and maintenance) Regulations 2013.
These regulations place obligations on the owners of commercial vehicles in relation to the following matters:

- maintenance and repair of commercial vehicles
- decisions concerning the frequency of maintenance
- daily walk around checks by suitably qualified persons (usually the driver)
- carrying out of repairs by suitably qualified persons
- record keeping
- making an annual declaration about maintenance of vehicles to the Road Safety Authority

CVR Tests

Under the regulations, commercial vehicle owners are required to put in place a system for the regular inspection and maintenance of vehicles and to review the system to ensure it is fit for purpose. In making decisions on the frequency of maintenance of vehicles, vehicle owners shall have regard to a number of factors as specified in the regulations which includes the age, mileage, normal wear and tear and the condition of the vehicle.

A daily walk-around check must be completed on the vehicle before it is used on a public road and defects found during the check must be reported to the owner of the vehicle concerned. The owner of the vehicle is responsible for ensuring that the person conducting the daily walk-around check is trained to conduct the required walkaround check.

A person undertaking repairs and maintenance of a vehicle must be suitably qualified and have the necessary training, expertise or experience to conduct such activities to ensure that the vehicle is roadworthy.

In accordance with the Road Safety Authority (Commercial Vehicle Roadworthiness) Act 2012, the RSA has appointed authorised officers to inspect compliance with these regulations, to issue directions and take prosecutions for noncompliance.

Both RSA Authorised Officers and Bureau Veritas, on behalf of the Authority, are conducting these operator premises inspections. Most initial visits are educational and advisory in nature to give operators the opportunity to know their obligations and how to comply. Regular operator premises inspections are conducted each month.

A person convicted of an offence under the regulations may be liable to a fine of up to €5,000 or a term of imprisonment not exceeding 6 months or to both.

How to get your CRW (Certificate of Roadworthiness)

All commercial vehicles more than one year old must complete and pass a Commercial Vehicle Roadworthiness (CVR) test in order to get a Certificate of Roadworthiness (CRW).

Follow these steps:

1. First your vehicle must undergo a CVR test. You can request a test booking online or alternatively contact a CVR testing centre directly to make a test booking.
2. Make sure you bring presenter ID to the testing centre in the form of a valid driver's licence, passport or public services card. If you do not bring presenter ID, the testing centre can still carry out the CVR test on your vehicle. However, we cannot issue a CRW until you return to the testing centre with presenter ID.

3. When your vehicle has completed its CVR test, we will give you a report outlining the results of the test. You will receive one of the following:

- **A pass statement**, meaning that your vehicle has passed the CVR test. Unless you tell us the vehicle is undergoing a change of ownership we will automatically send the CRW to the registered owner of the vehicle.
- **A test report advising you that your vehicle has failed the CVR test**. The vehicle owner must get the vehicle repaired and re-present it for a CVR retest at the same testing centre within 21 days and it having travelled less than 4,000 km. When your vehicle completes and passes the retest, we will automatically issue a CRW to the registered owner of the vehicle.
- **Pass pending recheck of minor deficiencies**. From 20 May 2018 you may receive a test report stating Pass pending recheck of minor deficiencies. This means that only minor defects were identified during the test. (No major or dangerous defects were identified). In this instance your vehicle does not require a retest. However, the vehicle owner must return with the vehicle to the testing centre where the original test was conducted to verify that the minor defects have been repaired. There is no time limit on re-presenting the vehicle for assessment that the minor defects have been repaired but we would encourage you to do so at the earliest possible date. We will automatically issue the CRW to the registered owner of the vehicle when the testing centre has confirmed that the minor defects have been repaired.

Your CRW is proof that your vehicle met a set of basic safety requirements on the day it passed its test. Only test items that are visible and accessible can be assessed at the CVRT. A CRW or EU Recognition Certificate cannot be regarded as a warranty for your vehicle. Therefore, should you be considering purchasing a used vehicle, you should have it independently checked by a qualified mechanic before you purchase it, or else buy a vehicle with a warranty from an authorised dealer. Visit the Competition and Consumer Protection Commission website for further information.

Your CRW has a detachable disc that you are legally obliged to display on your vehicle. The disc must be displayed on the windscreen of the vehicle, or in the case of a goods trailer, as close as possible to the registration plate, or where it can be easily inspected.

Imported Vehicles – CRW expiry date and test due dates

From May 2018, if your vehicle is a used commercial imported vehicle (second-hand imported vehicle), its test due date will now be aligned with its date of first registration in Ireland.

This means that the CRW expiry date of your imported vehicle, once it passes its CVR test, is aligned with the vehicle's date of registration in Ireland rather than the date that it may have passed its CVR test.

If your imported vehicle is less than 1 year old then the test due date will be aligned with your vehicle's date of first registration in its country of origin. These arrangements mirror what is currently in place for the NCT and ensures that there is no incentive to delaying having your imported vehicle tested.

Imported vehicles which do not have a valid roadworthiness certificate from another Member State

Since 20 May 2018, if you have an imported used vehicle that is more than one year old, its test due date is aligned to the date of first registration in Ireland. The CRW expiry date is calculated based on that date rather than on the date the test was carried out and passed.

If you have an imported used vehicle that is less than one year old, its test due date is aligned to the date of first registration in its country of origin.

Mutual Recognition of EU Certificates

If you're the registered owner of an imported second-hand commercial vehicle from another EU Member State and the vehicle has a current valid out-of-state roadworthiness certificate at the time the vehicle was registered in Ireland, since May 20 2018 you can have the unexpired portion of the certificate recognised by exchanging the certificate for an Irish-issued EU recognition certificate. However, the EU Member State roadworthiness certificate must still be valid under Irish legal testing rules.

Example of EU Recognition Certificate

Example of CVRT test bay


CVRT
1
2
3
4
5
6
Registration No / Clárunmhir:
Make/Model / Déantús/Múnla:
Vehicle Category / Catagóir na feithicle:
Colour / Dath:
VIN / Uimhir aitheantais na feithicle:
Serial No / Sraithuimhir:
Test date / Dáta na tástála:
CVRT Centre / Ionad CVRT:
Tester ID / Tástálaí ID:
Unique Test ID No / Uimhir ID uathúil tástála:
Expiry date / Dáta éaga:
Odometer / Odaiméadar:
AB00001001
24-10-2021
10
21
www.cvrt.ie | 1890 40 60 40

Dangerously defective vehicles

Where a vehicle is identified as being dangerously defective during a test, the CVR test will place a "Fail Dangerous" sticker on the vehicle or goods trailer – this will publicly expose the vehicle as a dangerously defective vehicle. In the event that a Road Safety Authority authorised officer is present at the testing centre when a vehicle is issued with a "Fail Dangerous" sticker, he/she will be entitled under the law to issue a direction to the driver/ owner of the vehicle requiring that the vehicle be repaired and tested before being driven away from the testing centre. In addition, it is intended that, if present at the testing centre, an authorised officer will also be entitled to detain, immobilise, remove and dispose of a dangerously defective vehicle if the vehicle is likely to be used on a public road. Operators should be aware that it would be an offence under Section 54 of the Road Traffic Act 1961 for a person to drive a vehicle in a public place while there is a defect affecting the vehicle which he/she knows is such that the vehicle, when in motion, is a danger to the public.

Testing of vehicles that have been temporarily off the road

All commercial vehicles which are used on public roads are required to be tested once a year. This is the legal obligation throughout the EU. There are no exceptions for vehicles which are temporarily off the road. Vehicles which are off the road can degrade and deteriorate during the period while they are off the road. So, it is just as important that they are tested. For example, key test items such as tyres / brake hoses may perish and mechanical brake components such as brake lines, brake reservoirs / air tanks, brake chambers and calipers may seize and / or corrode. Therefore, it is essential that these and similar components are inspected / tested even where the vehicle has been off the road.

Instances where a tester may refuse to carry out a test

This may happen if the tester forms the opinion that any part of the vehicle or its equipment would make it unsafe to carry out the test OR if the load on the vehicle is not adequately secured or is in such condition that it would not be safe to carry out the test the tester may refuse to carry out a CVR test on a vehicle OR if the vehicle has been presented in such a condition that the tester cannot access parts of the vehicle to fully carry out the test. The RSA will be informed and any fee will be returned.

The tester may also refuse to carry out the test if the test fee has not been paid.

Resubmitting vehicles for a repeat test

An authorised officer may request that a vehicle be resubmitted for a repeat test immediately on a random basis or if he/she has concerns about the manner of the test carried out on the vehicle. While inconvenience will be minimised to the greatest possible extent, the overall objective of a repeat inspection is to be assured that the test has been undertaken correctly.

On rare occasions, you may also be contacted by the RSA if there is reason to suspect a recent test may not have been conducted properly. On such occasions, a repeat test may be required which may be done under the supervision of an RSA authorised officer.

Where a vehicle can be retested

A vehicle must be retested at the same Commercial Vehicle Test Centre where the original test was completed. If you choose to use an alternative testing centre, for any reason, a full test will be carried out at the second testing centre.

If you are dissatisfied with the result of a test

You must submit a complaint in writing to the test centre where the vehicle was tested. The complaint shall state the following:

- your name, address and contact details;
- the vehicle registration number and the date the vehicle was tested; and
- your complaint

You should receive a written acknowledgement of the receipt of your complaint from the test centre within three working days of the receipt of the complaint. You should receive a response to your complaint within 14 working days.

Download our leaflet on RSA Commitment to Customer Service as regards CVR Testing (PDF)

Voluntary Tests

Voluntary tests are available at all CVR testing centres. A voluntary test is a roadworthiness test, other than a CVR test, carried out on one or more test items. Therefore no CRW is issued as a result of a voluntary test, no levy is payable on these tests and they do not affect a vehicle's test due date.

As well as CVR vehicles, a voluntary test can also be carried out on vehicles owned by the Gardai or Defence Forces.

There are two different types of voluntary tests available at CVR testing centres, and both will improve your risk rating for Roadworthiness.

- Partial Voluntary Test – A Partial Voluntary Test can be customised depending on what items you want tested on your vehicle. You can decide, with your CVR testing centre, to have just one item or area of your vehicle tested or you can request that all items are tested (a full CVR test). So, for example if you just wanted to have your brakes tested then you would choose this type of voluntary test. Also, if you wanted your vehicle to undergo a full CVR test, then you would choose this test also and request your CVR testing centre to test all items.
- Voluntary Safety Test – A Voluntary Safety Test on the other hand includes a pre-defined list of safety critical items to be tested.

Different voluntary test options may suit different operators depending on what maintenance regimes or types of facilities operators have in-house and either voluntary test can be used as a supplementary test in between your annual CVR test. Voluntary testing may be particularly useful for those operators who do not have their own in-house testing equipment and facilities available. For example Operators without a pit or a brake tester may choose to avail of voluntary tests.

If you own or use a commercial vehicle, you are responsible for having a proper preventative maintenance regime in place as well as being responsible for the roadworthiness condition of the vehicle. Voluntary testing in between annual statutory tests is considered good practice and helps to identify any defects that may need to be rectified. Ideally, you should schedule preventative maintenance at specific intervals so that you can identify a problem before it becomes a concern.

Enforcement tests

An enforcement test (legally called a partial CVR test) is conducted when a vehicle is presented to a CVR testing centre on foot of a direction given by an RSA authorised officer. This test may include one or more test items and may include all test items applicable to that vehicle. Details of the test items to be tested will be listed on the copy of the roadside check inspection report as supplied to the driver of the vehicle and all specified items will be tested. An enforcement test may be conducted on any CVR vehicle including vehicles that are registered outside of the State. Enforcement tests help assess whether a vehicle meets basic requirements at the time of the test taking into account that only items that are visible and accessible are tested

Your CRW and Odometer readings

Since 11 May 2016 your vehicle's current odometer reading and up to two previous readings are printed on your Certificate of Roadworthiness (CRW). This change was introduced to ensure that historic odometer readings are readily available to potential buyers and to assist in deterring odometer fraud. Furthermore, odometer readings can be an indicator of the relative health of a vehicle, as they clarify the actual distance travelled by the vehicle over its life cycle. The 'start date' for recording these historical readings was 19 August 2014, so any vehicle that passed an initial or periodic CVR test after this date should, since 11 May 2016, display up to two previous test dates and the corresponding odometer readings.

Making a Confidential Complaint/Report

If you have concerns that an operator or driver may be acting illegally in relation to Vehicle Roadworthiness, Drivers Hours, Tachographs and/or Unlicensed Passenger Transport you can submit a confidential complaint to the RSA.

In circumstances where a person or operator is convicted of a road transport related offence, details of the conviction (including name and penalty applied) will be published on the prosecutions section of the RSA website.

CRW Expiry Dates

Commercial vehicles must be tested at least every 12 months following the date of first registration.

A Certificate of Roadworthiness (CRW) valid for 12 months is only issued when the vehicle is tested on time. A CRW valid for less than 12 months may be issued because the Vehicle Roadworthiness (CVR) test was overdue and the system for creating CRWs takes into account the obligation to have your commercial vehicle tested every year. You will not benefit from delaying having your vehicle tested.

CVORI – Commercial Vehicle Operator Risk Indicator

The RSA has implemented a risk rating system for heavy commercial vehicle operators.

The risk rating system, which is called CVORI

(Commercial Vehicle Operator Risk Indicator) aims to improve the safety of heavy commercial vehicles on our roads, making journeys safer for all. If you are a commercial vehicle operator you may be inspected by the RSA either at your premises or your drivers might be stopped at the roadside. The RSA will use the CVORI risk rating system as a tool to help decide which operators should be inspected.

How can I access my Risk Rating?

To access your Risk Rating you must first register with the RSA for an Online CVRT account and complete an online self declaration to the RSA as regards the Heavy Goods Vehicles, Buses, Trailers and Ambulances in your fleet. Only operators who have submitted a current self declaration have the ability to view their risk rating online.

- Introduction of a risk-based indicator – the "Commercial Vehicle Operator Risk Indicator" (CVORI):
- Initially HCV and PSV only.
- Based on evidence (self-declaration, test history, encounter history, premises checks).
- Time-bound (rolling 3 year indicator score).
- Risk indicators increase to reflect non-compliances and decrease to reflect good performance.
- Voluntary tests will be logged on CoVIS and will positively contribute to ratings.
- Industry sector element to be included.
- A tool to support targeted action e.g. education & awareness, roadside enforcement.

Roadside Enforcement Changes

- Enforcement will be increased
- Roadside Checks (bi-lateral enforcement: An Garda Síochána and the RSA).
- Risk-based targeting.
- Use of new technology (where appropriate), including sharing of Watch-lists, Automatic Number Plate Recognition, Weigh in Motion Systems.
- The national network of commercial vehicle test centres will be supervised by the RSA, not the Local Authorities.
- New test centre supervision arrangements will focus on ensuring consistently high standards of testing across the independent test network.
- Vehicle tester training has been reformed.
- No need to visit the Motor Tax Office for the purpose of collecting the CRW.
- Ability to book tests on-line and receive reminders (SMS, text, email).
- Ability to retain fleet records on-line via the self-declaration.
- Enhanced vehicle roadworthiness reduces breakdowns and improves fuel efficiency.
- Enhanced reputation nationally and internationally.
- Evidence of compliance of roadworthiness can be used to commercial advantage.

Driving a dangerously defective vehicle or driving a vehicle without having fixed a dangerous defect is illegal. The driver of such a vehicle will receive a direct summons to Court and penalty points/fine on conviction.

See www.rsa.ie for further information on the CVRT programme.

CVR Test Fees

See www.cvrt.ie for information on CVR test fees.

DRIVERcpc Driver Certificate of Professional Competence RSA

No.
Please quote this number on all correspondence

RSA

Technical Roadside Inspection Check Form

EU Directive 2014/47/EU

PLACE OF CONTROL				
AREA CODE/COUNTY			LOCATION AND ROAD NUMBER	
ENFORCEMENT OFFICER			DATE	TIME

VEHICLE				
REGISTRATION NUMBER			VIN	MILES/KMs
CATEGORY OF VEHICLE	❑ N1 (<=3.5t)	❑ N2 (> 3.5t – 12t)	❑ N3 (> 12t)	❑ OTHER VEHICLE CATEGORY
	❑ M2 (> 9 SEATS <= 5t)	❑ M3 (> 9 SEATS > 5t)	❑ O3 (> 3.5t – 10t)	❑ O4 (> 10t)

TRAILER	
REGISTRATION NUMBER	VIN

OPERATOR/OWNER DETAILS	
OPERATOR/OWNER	**TRAILER OWNER**
NAME	NAME
ADDRESS	ADDRESS
RTOL NUMBER	NATIONALITY
PHONE NUMBER	
NATIONALITY	

DRIVER DETAILS	
NAME	DRIVER'S LICENCE NUMBER
DATE OF BIRTH	PHONE NUMBER

INFRINGEMENTS

VEHICLE		
❑ CRW expired	❑ CRW not displayed	❑ Authorisation plate missing
❑ Authorisation plate not compatible	❑ Presented vehicle weight exceeds plated weight	❑ Presented axle weight exceeds plated weight
TRAILER		
❑ CRW expired	❑ CRW not displayed	❑ Not registered
❑ Authorisation plate not compatible	❑ Authorisation plate missing	❑ Presented axle weight exceeds plated weight

DEFECTS

	VEHICLE			TRAILER		
	PASSED	FAILED	NOT CHECKED	PASSED	FAILED	NOT CHECKED
0 Identification						
1 Braking equipment						
2 Steering						
3 Visibility				N/A	N/A	N/A
4 Lighting equipment & electric systems						
5 Axles, wheels, tyres, suspension						
6 Chassis and chassis attachments						
7 Other equipment incl. Tachograph & speed limitation device				N/A	N/A	N/A
8 Nuisance including emissions and spillage of fuel and/or oil						

RESULT OF CHECK	VEHICLE	TRAILER
Pass	❑	❑
Minor, no follow-up	❑	❑
Minor, follow-up	❑	❑
Major, no follow-up	❑	❑
Major, follow-up	❑	❑
Dangerous,	❑	❑
no follow-up, defect(s) rectified		
Dangerous, follow-up	❑	❑

VEHICLE DEFECTS

EU CODE	DESCRIPTION	MIN	MAJ	DAN

TRAILER DEFECTS

EU CODE	DESCRIPTION	MIN	MAJ	DAN

OUTCOME

V T	V T	V T	V T
❑ ❑ No action required	❑ ❑ Warning/advice/education	❑ ❑ Prohibition – delayed	❑ ❑ Periodic CVR test requested in ___ days*
❑ ❑ Partial CVR test in ___ days*	❑ ❑ Produce CRW*	❑ ❑ Repaired on-site	❑ ❑ Direct to secure site/return to base
❑ ❑ Vehicle taken off road	❑ ❑ Follow-up premises inspection	❑ ❑ Evidence of repairs in ___ days*	❑ ❑ Proof of rectification in ___ days*
❑ ❑ Proof of trailer licence in ___ days*	❑ ❑ New authorisation plate and confirmation from authorised workshop requested in ___ days*	❑ ❑ Follow-up vehicle inspection in ___ days*	❑ ❑ Enforcement test required in ___ days*
❑ ❑ Prohibition – immediate		❑ ❑ Put forward for prosecution	

Failure to comply with outcomes marked with an asterisk (*) will have an affect on the Commercial Vehicle Operator Risk Indicator (CVORI)

SIGNATURE	
VEHICLE INSPECTOR'S SIGNATURE	DRIVER'S SIGNATURE

PLEASE NOTE: A limited visual assessment of the condition of the vehicle has been conducted under restricted circumstances and without the use of test equipment, such as a Roller Brake Tester. As such, there may be defects on the vehicle that have not been identified but which could affect the roadworthiness of the vehicle. It must not be interpreted that the vehicle has undergone a full examination and is otherwise free from defects. It is the responsibility of the owner of a vehicle that an effective maintenance system is in place to ensure that it is maintained in a roadworthy condition. Where Court proceedings are initiated by the Road Safety Authority against a person or company for alleged offences of road transport related legislation, relevant details of the person or company convicted and the penalty applied by the Court are published on the RSA website at **www.rsa.ie**

Údarás Um Shábháilteacht Ar Bhóithre
Road Safety Authority

Caighdeáin adus Forfheidhmiú, Teach Chluain Fearta, Sráid Bhride, Baile Locha Riach, Co. Gailimhe.
Standards and Enforcement, Clonfert House, Bride Street, Loughrea, Co. Galway.
tel: (091) 872 600 email: enforcement@rsa.ie website: www.rsa.ie

0	IDENTIFICATION OF THE VEHICLE
0.1	Registration number plates
0.2	Vehicle identification / chassis/ serial number
0.3	Absence of Technical Inspection (CRW).
1	**BRAKING EQUIPMENT**
1.1	Mechanical condition and operation
1.1.1	Service brake pedal pivot
1.1.2	Pedal condition and travel of brake operating device
1.1.3	Vacuum pump or compressor and reservoirs
1.1.4	Low pressure warning gauge or indicator
1.1.5	Hand-operated brake control valve
1.1.6	Parking brake activator, lever control, parking brake ratchet
1.1.7	Braking valves (foot valves, unloaders, governors)
1.1.8	Couplings for trailer brakes (electric and pneumatic)
1.1.9	Energy storage reservoir pressure tank
1.1.10	Brake servo units, master cylinder (hydraulic systems)
1.1.11	Rigid brake pipes
1.1.12	Flexible brake hoses
1.1.13	Brake linings and pads
1.1.14	Brake drums, brake discs
1.1.15	Brake cables, rods, levers, linkages
1.1.16	Brake actuators (including spring brakes or hydraulic cylinders)
1.1.17	Load sensing valve
1.1.18	Slack adjusters and indicators
1.1.19	Endurance braking system (where fitted or required)
1.1.20	Automatic operation of trailer brakes
1.1.21	Complete braking system
1.1.22	Test connections
1.2	Service braking performance and efficiency
1.2.1	Performance
1.2.2	Efficiency
1.3	Secondary (emergency) braking performance and efficiency
1.3.1	Performance
1.3.2	Efficiency
1.4	Parking braking performance and efficiency
1.4.1	Performance
1.4.2	Efficiency
1.5	Endurance braking system performance
1.6	Anti-lock braking system

2	STEERING
2.1	Mechanical condition
2.1.1	Steering gear condition
2.1.2	Steering gear casing attachment
2.1.3	Steering linkage condition
2.1.4	Steering linkage operation
2.1.5	Power steering
2.2	Steering wheel and column
2.2.1	Steering wheel condition
2.2.2	Steering column
2.3	Steering play
2.4	Wheel alignment
2.5	Trailer steered axle turntable
3	**VISIBILITY**
3.1	Field of vision
3.2	Condition of glass
3.3	Rear-view mirrors
3.4	Windscreen wipers
3.5	Windscreen washers
3.6	Demisting systems
4	**LAMPS, REFLECTORS, ELECTRICAL EQUIPMENT**
4.1	Headlamps
4.1.1	Condition and operation
4.1.2	Alignment
4.1.3	Switching
4.1.4	Compliance with requirements
4.1.5	Levelling devices
4.1.6	Headlamp cleaning device
4.2	Front and rear position lamps, side marker lamps and end outline marker lamps
4.2.1	Condition and operation
4.2.2	Switching
4.2.3	Compliance with requirements
4.3	Stop lamps
4.3.1	Condition and operation
4.3.2	Switching
4.3.3	Compliance with requirements
4.4	Direction indicator and hazard warning lamps
4.4.1	Condition and operation
4.4.2	Switching
4.4.3	Compliance with requirements
4.4.4	Flashing frequency
4.5	Front and rear fog lamps
4.5.1	Condition and operation
4.5.2	Alignment
4.5.3	Switching

4.5.4	Compliance with requirements
4.6	Reversing lamps
4.6.1	Condition and operation
4.6.2	Switching
4.6.3	Compliance with requirements
4.7	Rear registration plate lamp
4.7.1	Condition and operation
4.7.2	Compliance with requirements
4.8	Retro-reflectors, conspicuity markings and rear marker plates
4.8.1	Condition
4.8.2	Compliance with requirements
4.9	Tell-tale mandatory for lighting equipment
4.9.1	Condition and operation
4.9.2	Compliance with requirements
4.10	Electrical connections between towing vehicle and trailer or semi-trailer
4.11	Electrical wiring
4.12	Non-obligatory lamps and reflectors
4.13	Battery
5	**AXLES, WHEELS. TYRES AND SUSPENSION**
5.1	Axles
5.1.1	Axles
5.1.2	Stub axles
5.1.3	Wheel bearings
5.2	Wheels and tyres
5.2.1	Road wheel hub
5.2.2	Wheels
5.2.3	Tyres
5.3	Suspension system
5.3.1	Springs and stabilisers
5.3.2	Shock absorbers
5.3.3	Torque tubes, radius arms, wishbones and suspension arms
5.3.4	Suspension joints
5.3.5	Air suspension
6	**CHASSIS AND CHASSIS ATTACHMENTS**
6.1	Chassis or frame and attachments
6.1.1	General condition
6.1.2	Exhaust pipes and silencers
6.1.3	Fuel tank and pipes (including heating fuel tank and pipes)
6.1.4	Bumpers, lateral protection and rear under-run devices
6.1.5	Spare wheel carrier
6.1.6	Coupling mechanisms and towing equipment
6.1.7	Transmission
6.1.8	Engine mountings

6.1.9	Engine performance
6.2	Cab and bodywork
6.2.1	Condition
6.2.2	Mounting
6.2.3	Doors and door catches
6.2.4	Floor
6.2.5	Driver's seat
6.2.6	Other seats
6.2.7	Driving controls
6.2.8	Cab steps
6.2.9	Other interior and exterior fittings and equipment
6.2.10	Mudguards (wings), spray suppression devices
7	**OTHER EQUIPMENT**
7.1	Safety belts/buckles
7.1.1	Security of mounting
7.1.2	Condition
7.1.3	Safety belt load limiter
7.1.4	Safety belt pre-tensioners
7.1.5	Airbag
7.1.6	SRS systems
7.2	Fire extinguisher
7.3	Locks and anti-theft device
7.4	Warning triangle
7.5	First aid kit
7.6	Wheel chocks (wedges)
7.7	Audible warning device
7.8	Speedometer
7.9	Tachograph
7.10	Speed limitation device
7.11	Odometer
7.12	Electronic stability control (ESC)
8	**NOISE**
8.1	Noise suppression system
8.2	Exhaust emissions
8.2.1	Petrol engine emissions
8.2.1.1	Exhaust emission control equipment
8.2.1.2	Gaseous emissions
8.2.2	Diesel engine emissions
8.2.2.1	Exhaust emission control equipment
8.2.2.2	Opacity
8.3	Electromagnetic interference suppression
8.4	Other items related to the environment
8.4.1	Visible smoke
8.4.2	Fluid Leaks

HGV Driver Walkaround Checks

In Cab Checks

- Check driving controls, seat position, safety belt (if fitted)
- Tachograph: Correct hours, calibrated & speed limiter plaque displayed
- ABS/EBS warning lights working
- Instruments, gauges & warning devices working
- Wipers, washers, horn, demister & temperature controls working correctly

Load Security

- Loaded correctly
- Weight distributed across axles
- Not overloaded
- Load restrained & contained

External Checks

- Check underneath front of vehicle for fluid leaks
- Exhaust: No excessive noise or smoke
- Landing legs fully raised & handle in position
- Trailer park brake operates correctly & is fully released
- Air suspension correctly set
- Number & marker plates in place, clean & in good condition
- Check vehicle sitting square & not leaning to one side
- Check engine oil, coolant, windscreen wash & fuel for levels & leaks
- Check for sounds of air leaks or drop in air pressure
- Fuel cap seal in good condition & no leaks
- Side & rear reflective markings fitted, clean & in good condition

Vehicle Access

- Steps undamaged
- Good unworn surface
- Clean
- Good handholds
- Proper access to catwalk & load area (if required)
- Safe access for driver
- Safe access to Suzie Connections

Windows (Windscreen & Side Windows)

- Undamaged
- Clean
- View not obstructed e.g. by stickers, etc.
- Valid Tax/insurance discs present
- Windscreen washers & wipers working correctly & in good condition

Lights & Indicators

- Working
- Clean
- Correct colour
- All in place & undamaged

Mirrors

- Cover side & rear blind spots (if fitted)
- Clean & in good condition
- Correctly aligned

Suzie Connections

- All required air & electrical Suzie connectors present & correctly located
- In good condition: No chaffing, stretching or any other damage
- ABS/EBS cable fitted (if required)
- No air leaks from connectors

Tyres, Wheels & Couplings

- Tyres correctly inflated
- Tyres correct tread depth
- Tyres undamaged: No abrasions, bulges or tears
- Wheel nut indicators correctly aligned (if fitted)
- Road wheel nuts all in place, correctly fitted & secure
- Road wheels in good condition
- Semi-trailer is correctly located in fifth wheel & locked in position (if applicable)
- Drawbar coupling in place & good condition

HEALTH AND SAFETY AUTHORITY
www.hsa.ie

www.garda.ie

RSA Údarás Um Shábháilteacht Ar Bhóithre Road Safety Authority
www.rsa.ie

DRIVERCPC Driver Certificate of Professional Competence RSA

HGV Driver Walk-Around Check Sheet

Vehicle Registration Number		Mileage		OK ✓ Defect X

	Check Items	
In-Cab Checks		
1	Good visibility for driver through cab windows and mirrors. All required mirrors fitted and adjusted correctly.	
2	Driving controls, seat and driver safety belt adjusted correctly.	
3	Windscreen washer, wipers, demister and horn operating correctly.	
4	Tachograph calibrated with correct hours. Speed limiter plaque displayed.	
5	All instruments, gauges and other warning devices operating correctly (including ABS/EBS in-cab warning lights).	
6	No air leaks or pressure drop.	
External Vehicle Checks		
7	Vehicle sitting square and not leaning to one side.	
8	Tax, insurance and transport discs (if applicable) present and valid. Number plates clearly visible.	
9	Wheels in good condition and secure. Tyres undamaged with correct inflation and tread depth.	
10	All lights, reflectors and markings fitted, clean and in good condition.	
11	Exhaust secure with no excess noise or smoke.	
12	Air & electrical suzies and connectors fitted correctly (inc. ABS / EBS cable).	
13	Vehicle access, steps, catwalk or drawbar coupling in good condition.	
14	Vehicle body / wings / guards, side and rear / curtains and straps / doors / tail lift in good condition.	
15	Fifth wheel located and locked correctly, landing legs and handle in correct position.	
16	Trailer park brake operating correctly.	
17	Air suspension correctly set.	
18	Engine oil, water, windscreen washer reservoir and fuel levels checked and no leaks.	
Prior to Leaving Depot		
19	Steering and brakes operating correctly.	
20	Loads secured and weight distributed correctly.	
On-the-Road		
21	Tachograph, speedometer and speed limiter operating correctly.	
22	ABS/EBS warning lights off.	
Defect Details		

Signed		Date	

NOTE: This is a sample driver walk-around HGV checklist. It is recommended that operators prepare their own driver walk-around checklists to account for the type and use of their own vehicles.

HEALTH AND SAFETY AUTHORITY
www.hsa.ie

www.garda.ie

RSA Road Safety Authority
www.rsa.ie

COMPLETION OF DAILY IN-CAB AND WALKAROUND CHECKS

It is up to each professional driver, as well as the vehicle owner, to make sure that the vehicle remains roadworthy by completing daily checks. You should inspect your vehicle regularly.

The following checklist may be used when undertaking these checks:

- Daily cockpit drill
- Pre-use inspection
- Daily walkaround the vehicle checks

Record and report any defects in accordance with the employers defect reporting system. Remember, any safety critical items must be repaired before the vehicle is driven. Records of all checks, repairs and services should be kept for the vehicle. Analysis of the records may highlight a pattern or history to the vehicle regarding recurring defects or poor maintenance.

Individual company policies should be followed in all cases.

Vehicle checks are a dual responsibility of the driver and owner to record and report defects.

Ensure that you have at least 1 red reflective warning triangle on your vehicle - two is better.

You must ensure that all checks are completed before you set out on your journey. These checks should be carried out regardless of running late or behind the delivery schedule.

The safety of your vehicle and other road users is in your hands.

The driver daily checks are regarded as 'other work' and the tachograph should be set accordingly.

External checks:

Walk around the vehicle and look for a soft or flat tyre. A problem could be overloading or incorrect loading. There could be something wrong with the suspension. Also check lights (none broken and all in working order), reflectors, number plates, all panels, all glass. See the Checklist for a full list of what needs to be checked during an external check of your vehicle.

Cockpit drill:

Every time you get into the vehicle you should carry out the cockpit drill. Check that:

- The driver card or chart is inserted
- The parking brake is applied and the engine is not running.
- The gear selector is in the Neutral position in a manual gearbox vehicle or Park/Neutral in an automatic vehicle.
- The driving seat is correctly adjusted so that you can sit with the correct posture, reach all the controls comfortably, take effective observations, and that the seat belt is fastened.
- All interior and exterior mirrors are clean and correctly adjusted.
- Gauges, dials and the systems warning panel are working correctly.
- You have sufficient fuel for your journey.
- The doors are working correctly and are closed before moving off.

Summary; Before starting your journey, drivers should be familiar with the vehicle controls and how they work, the vehicle dimensions including the load, its nature, and any abnormalities, the vehicles handling characteristics and any systems fitted to the vehicle in order to enhance safety.

Vehicle damage:

Check for cracks in the lights and windows. Check for dents and missing parts, like mud flaps. Check for loose parts, for instance a fuel tank hanging by its straps.

Leaks:

Check under the vehicle for signs of any leaks of oil, coolant, grease or fuel.

Area check:

Check for objects lying around on the ground near your vehicle, which could damage it when you move off. Check above too, for wires, low branches, etc.

Also check for things that might damage the vehicle, like boards with nails on the ground.

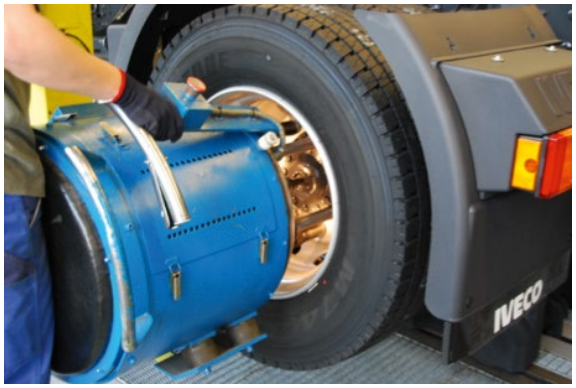
Wheels and rims:

Check for rim damage on each wheel. A bent or damaged rim might cause a tyre to lose pressure or come off the rim.

Visually check wheel nuts: if some are missing, the others have to take extra strain and may fail. Check for rust streaks around the wheel nuts.

Also visually check the wheels for signs of leaks

from wheel bearings and seals. Spilled or leaking grease can cause a fire or wheel to lock.



Example of wheel nut torqueing

Tyres:

Check all tyres for tread wear, damage and proper fit. Worn tyres may blow-out. They make it harder to stop on slippery roads. Worn front tyres may cause loss of steering control. They may also cause your vehicle to aquaplane, where the tyre loses contact with the road and skis on water on top of the road surface. It is hard for a driver to recover from this. Worn tyres also cause loss of braking efficiency.

The minimum tyre tread depth is 1.6 mm.

Tyre pressure:

Check the tyre pressures. Thumping or kicking the tyre will not help to find out if it has low pressure. Low tyre pressure on steering axles makes steering harder and not as safe as it should be. Low pressure causes heat build-up in tyres. Low pressure in dual tyres can cause them to rub together at the bottom and start a fire or cause a blow-out.

When checking tyre pressures use a pressure gauge, and if inflating a tyre always use an airline fitted with a pressure gauge.

Airlines connected to tyre valves must never be left unattended.

Always check the correct pressure for your vehicles tyres.

Space between dual wheels:

Check the space between dual wheels. Rocks or mud caught between the wheels can unbalance a wheel and damage the tyre tread and wheel bearings. These rocks can be thrown out later and damage your vehicle and other vehicles behind or beside you.

Fuel system:

Check that fuel tanks are firmly attached. Check fuel caps by hand to make sure they are properly closed. Check for leaking fuel.

High Pressure Fuel Injection Systems:

When opening the bonnet or engine cowling drivers should be aware of the dangers associated with High Pressure Fuel injection systems on modern vehicles.

There is a risk of fire or of personal injury due to injection by high pressure atomised fuel.

Fluid levels:

Check engine oil, radiator coolant, and windscreen washer fluid.

Visually check the level of AdBlue in the reservoir or by the gauge on the instrument panel. Top up all fluids if necessary. Remember also to check the fuel gauge.

Look for signs of leaks of oil, water or brake fluid. If there are leaks, have them checked before you start your journey.

Cooling system safety

It is the responsibility of the driver to check the level of coolant in the radiator as part of the daily vehicle checks. Always refer to the manufacturers handbook. Some vehicles usually only require the driver to check the coolant level by looking at a coolant level indicator through a viewing window in the vehicle body. With some vehicles it is sometimes necessary to remove the radiator cap and visually check the coolant level. Always take care if the radiator requires topping up. Normally, when the engine is cold, the cooling system is not under pressure but in the interests of safety, always open the filler cap at arms length while facing away from the radiator. Sometimes a small amount of pressure can cause coolant to spill out. Cooling systems operate at high temperature under high pressure.

Extreme caution is required at all times to avoid burns or scalding when opening a hot radiator or coolant reservoir, as steam or boiling liquid can escape under high pressure even if the cap is only partially released.

Electrical system

Visually check for loose or chafed electrical wires and get them fixed before you leave. Check the system warning panel, dials and gauges. Ensure that all external auxiliary leads and hoses are secure, e. g., tail lifts and Moffett Mounty, etc.

Brakes

Hydraulic Brakes
The basic idea behind any hydraulic system is that force applied at one point (e. g., the brake pedal) is transmitted to another point (e. g. the wheel brakes) by using an incompressible fluid. If brakes are hydraulic, check the master cylinder fluid level. If it is low, check for leaks. Close the bonnet securely, locking it in position.

Air brakes
On air brake systems, be aware of visual and audible warnings, and ensure the air pressure gauges are operative and charged as per manufacturers instructions.

The braking systems on heavy vehicles use compressed air to apply and release the brakes.

The main components of the air brake system are:

Air compressor: pumps air into storage tanks to be used in the brake and auxiliary system.

Air dryer: a filtration system which removes moisture and contaminants from the compressed air.

Air compressor governor: controls the cut-in and cut-out point of the air compressor.

Air reservoir tanks: hold the compressed or pressurised air.

4 Way Protection Valves (multi circuit protection valve): splits the air coming from the compressor in 4 ways – supplies the primary brake circuit; then secondary brake circuit; ancillary systems including air suspension and finally to the parking brake circuit.

Drain valves: release valves in the air tanks used to drain the air.

Foot valve (brake pedal): when depressed the brakes are applied.

Load sensing valve: adjusts the brake pressure relative to the load being carried.

Brake chambers: cylindrical container that activates the brakes when pressurised.

Slack adjuster: a device which adjusts the clearance between the brake shoes and brake drum.

Brake S-cam: an S-shaped cam that pushes brake shoes apart and against the brake drum.

Brake shoe: steel mechanism with a lining that causes friction against the brake drum.

Return spring: a stiff spring connected to each of the brake shoes.

Spring Brakes: are often used to apply the brake whereas the air disengages the brake.

Parking brake.
Try to drive forward in low gear. The vehicle should not move. Do not put too much strain on the clutch.

Service Brake;
In 1st gear, move forward at no more than 5km/h and apply the brakes firmly.

If the brakes feel soft and slow to respond, or pull to one side, they need attention from a mechanic.

Primary controls

With the engine running, check the following:

- Steering wheel for any slackness.
- The clutch. Press the clutch until you feel a slight resistance - some free play is normal. Too much or too little free play may make it hard to change gears, may cause gears to clash and could cause transmission damage.
- That the accelerator and brakes are operating properly.

Secondary controls

Check the following:

- Switches and signal lamps for your vehicle's defroster, heater and fan;
- Operation of windscreen wipers and washers;
- Interior and dashboard lights;
- Horn;
- Indicator lights for left and right turn signals, hazard warning lights, and high beam indicator;
- That the cab is clear of rubbish which could wedge under foot controls or hinder your movements.
- That all loose equipment is stowed away;
- That the low beam, hazard warning lights, number plate and running lights are working.
- Switch headlights to high beam and check them;

- The brake lights (ask someone to check outside for you while you put your foot on the brake pedal);
- Lights. Wipe dust, mud and grease from all lights and reflectors. It's easy to check that all your lights are working, with the help from a colleague or other driver.
- Switch lights off before replacing any defective bulbs. Xenon Headlight units should only be changed/repaired by a competent person due to the danger of electrical shock from a stored residual charge in the unit. When one Xenon unit blows, both must be replaced.
- Know the location of and how to operate the battery master switch
- Mirrors and glass: Check that all mirrors that should be present, are there, are aligned properly and are securely mounted.
- All windows and mirrors are clean and clear.
- Check that your view of the road isn't obscured by damaged glass, discoloured glass or obstructions (stickers, etc.).
- Check that the side windows are not damaged or discoloured in a way that obscures your view to a mirror.
- Check that all lenses, including the reflectors are present, not dirty and are the correct colour.
- There are specific rules and regulations relating to the fitment and appropriate use of amber/blue strobe/flashing lights and beacons. For further information please see the attached link.

https://www.rsa.ie/Documents/VS_Information_Notes/Vehicle_Parts/FAQs%20on%20Emergency%20Flashing%20Lights%20on%20Vehicles.pdf

Engine start up:

Before starting up the engine check that the parking brake is on. Know the vehicle manufacturer's handbook and follow the start up procedures for your vehicle. Start the engine and let it idle until full oil pressure shows on the dashboard gauge.

Instruments and gauges:

With the engine running, check all instruments and gauges:

- Check all visual and audible warning devices, dials and gauges.

If a red warning light appears, stop the vehicle immediately in a safe place. Identify the nature of the fault if possible. If not possible, report the issue to your companies nominated person.

Continuing to drive with the red warning lights illuminated may place you, the vehicle and other road users in unnecessary danger.

If an amber warning light appears, pull in safely in order to identify the nature of the fault.

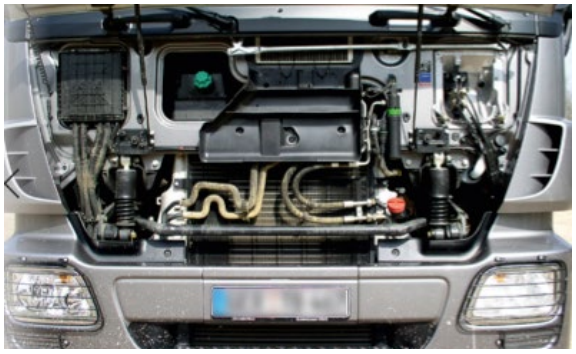
It is normally in order to continue with the journey, but you should continue to monitor the status of the light. The fault should be repaired at the earliest opportunity.

Regular periodic inspection

In addition to driver vehicle checks and routine maintenance, periodic vehicle inspections must be carried out by a suitably qualified individual. The items to be checked should include the following;

- Electrical system: Check that battery terminals are not corroded. Check for loose electrical wires.
- Check wires to lights and horn.
- Belts and pulleys: Check for damage and slackness.
- Air intake: Check that air intake and filters are not clogged.
- Cooling system: Check that all parts of the system are secure and in good condition.
- Check for missing or bent fan blades.
- Check that wires and hoses are well clear of turning blades.
- Ensure air flow through the radiator is not stopped by leaves or insects.
- Steering: Check steering linkages and steering box, making sure they are in good condition and firmly attached. Check all hoses for cracks, breakages and leaks.
- Exhaust: Check the exhaust system for damage and that it is correctly fitted.
- Exhaust manifold: Check the exhaust manifold for leaks.
- Check the Spray suppression system on all tyres, check the side and rear under-run barriers and the side and rear reflective strips.
- Check axles for signs of rubbing or wear.
- Suspension; Check that all suspension components are secure and in good working order.
- Brakes: Check all brake chambers to make sure everything is there, connected and in good condition. If your brake drums are visible, check that brakes are adjusted so that the vehicle does not pull to one side when you brake.

- Fuel lines: Check that fuel lines are secure and do not pass too close to hot engine components.
- Tyres and wheel alignment; check tyre pressures and tread depth. Check also for cuts and bulges.



Coupling system

When coupling and uncoupling any combination of trailers, standard or drag, or demountable bodies, extreme caution should be exercised in order to minimise the possible risk of injury or death.

The coupling system, often referred to as the "fifth wheel", is a device used to connect the tractor unit to a semi-trailer. It permits articulation between the units.

In doing so it must

- support the weight of the trailer imposed on it
- allow the trailer to articulate when turning left, right, uphill and downhill
- cope with the forces of the trailer pushing forward when braking or going downhill
- cope with the forces of the trailer pulling back when starting off, accelerating and travelling uphill
- cope with the forces of the trailer trying to lift off when cornering due to centrifugal force

A fifth wheel must be maintained properly to ensure safety. It requires regular lubrication and inspection.

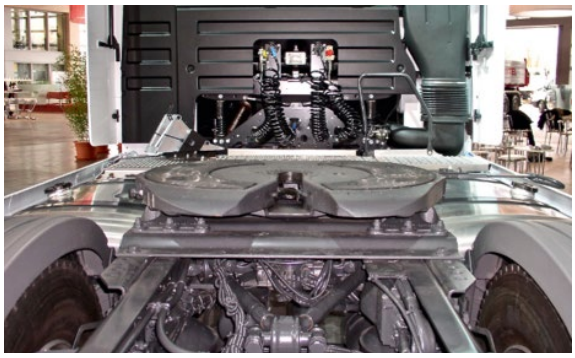
Maintenance of the fifth wheel should be carried out in accordance with the manufacturers guidelines and specifications or in accordance with the operators policies.

Draw-bar units should have the hitch checked regularly to ensure there is no damage or wear, and should be unhitched on a regular basis to ensure it is not jammed.

Lubrication should be carried out in accordance with the manufacturers specifications

When coupling or uncoupling a trailer or semi trailer to/from a drawing unit, it is imperative that the driver ensures the parking brake is applied on both the trailer and the drawing unit.

All suzies and cables should be carefully disconnected/reconnected to their respective sockets and connection outlets. They should be stowed securely when the tractor unit is uncoupled.



Example of fifth wheel

Example of suzie connections

Example of trailer brake controls

Lift Axles

Depending on the nature of the work, operating a vehicle and/or trailer with the ability to lift one or more sets of wheels off the ground can deliver savings for the operator. Commonly referred to as 'lift-axles' the benefits are achieved when the vehicle is running empty or lightly loaded. When an axle is lifted and it's set of wheels are no longer in contact with the road, the vehicle's rolling resistance is reduced and this in turn can reduce fuel consumption. In addition, there is a corresponding saving in tyre and brake wear when the axle/s are raised, and on wet roads wheel spray is reduced. Whenever possible, axles should be raised when manoeuvring or reversing in order to minimise damage and excessive wear to tyres and components. Depending on vehicle or trailer specifications, when an axle is in the raised position and the vehicle is then loaded, at a pre-determined weight the axle will be lowered automatically and remain in the lowered position until the weight is removed. However, some vehicles will allow a driver to raise an axle even when fully loaded. While this temporarily means the vehicle could be deemed to be overweight, it is a temporary measure and the axle will lower automatically once the vehicle reaches a pre-determined road speed, (e.g., 25 km/h).

The advantages of lift axles are dependent on the type of work. Therefore, the advantages of reduced rolling resistance and tyre wear should be compared against the additional cost and weight of the components needed to raise a given axle/s. Nevertheless for those engaged in certain types of transport such as liquids in tanks, forestry, abnormal loads or animal feeds, empty running is often unavoidable and these operators could benefit from lift axle/s.

Additional Steering Axles

Commercial vehicles are often designed to operate with steering axles that are in addition to the normal steering axle located at the front of the vehicle. They provide additional manoeuvrability and can significantly reduce tyre wear when negotiating tight turns, roundabouts, or when accessing confined delivery points and town centres. Additional steering axle/s can be either positively steered, or self-steered, and it may also be possible to lift these axles.

Positively steered Axles

Positively Steered Axles generally mean that when the driver moves the steering wheel to change the vehicle's direction, the additional steering axle will turn in the same direction though usually by a smaller percentage of the primary steering axle. The axle's direction can be altered either mechanically, hydraulically, electrically, or by a combination of these methods.

Self-Steered Axle

A self-steer axle will operate through the dynamic forces acting on the axle, which make the axle turn. The degree the axle turns is in most cases controlled mechanically using a series of ridged or undulated washers which allow the axle to turn in stages and then return to the straight ahead position. In Ireland the most common example of additional steering would be a four axle tipper truck which usually operates with a positively steered second axle located behind the main steering axle. While additional steer axles can be located wherever is most suitable for the type of work, the majority of trailers, semitrailers and passenger vehicles position the axle as the rearmost axle on the vehicle. It is important to establish if any additional measures are required when operating with additional steer axles. When reversing with a positively steered vehicle or trailer most do not require any special measures.

However a number of self-steered systems do require that the wheels of the vehicle and/or trailer be completely straight, and then locked in the straight ahead position before the unit or combination is reversed. The reason for this is that as the vehicle is steered backwards, the self-steer axle will be inclined to turn in the opposite direction. If this was to occur there will be excessive wear of the tyres and the increased possibility of unnecessary damage to steering components. The operation of additional lift and steering axles can vary widely from manufacturer to manufacturer. It is also worth noting that one brand of truck, bus or trailer may have a number of different component and or system suppliers. Therefore it is always necessary to establish the correct operating procedures for the vehicle you are using at any given time.

SELF-ASSESSMENT OF KNOWLEDGE

Please complete the following questions to help assess your understanding of the module so far:

Q1. What checks are compulsory for drivers since September 2013?

Your Response

Q2. Who do the terms of the CVR Act apply to?

Your Response

Q3. What must a driver do if a safety critical defect is discovered?

Your Response

Q4. What disc must be displayed on the windscreen and/or attached to a trailer?

Your Response

Q5. List 5 items that should be checked on a Walkaround check.

Your Response

SECTION B – GENERAL INFORMATION ON SECURITY

Often vehicle security has been based on simple good housekeeping practices, such as locking doors, windows, equipment boxes – measures you should already have in place. You should tailor the individual recommendations that follow, or use them as a basis for improving the security of your vehicle. The possibility of theft always exists. It is vital that drivers take the course of action that puts themselves in the least amount of danger. Under no circumstances should a driver attempt to take any aggressive action during a robbery.

Security for goods vehicle drivers

These guidelines contain recommended best practices that drivers of road haulage vehicles may use to enhance conventional and terrorism related security of their vehicles.

The objective is to raise drivers' awareness and improve security while suggesting appropriate preventive measures to minimise theft, stop thieves, prevent incidents of violence or damage, or misuse of goods or vehicles by terrorists.

Plan ahead

Plan details of your route beforehand in accordance with the instructions given to you by your employer and/or their representative. Good planning is essential in order to minimise potential risks or threats to your security or to that of your vehicle or load.

Check that all security devices are working on your vehicle.

Taking charge of goods

- Whenever possible, watch out for incorrect, damaged, or short loading by careless or dishonest warehouse staff.
- Check that the load matches the collection note.
- If applicable, take note of the seal number.
- Report any irregularity in loading, locking or sealing.
- Make sure you clearly understand where you will deliver to and who will receive the goods.
- Get a contact telephone number, if possible.
- Note down any discrepancies, in accordance with your employer's instructions.
- Be discreet about your load contents and its destination.
- Make sure your cab and the load compartment are secure.
- When loading or unloading, lock the cab. Do not leave transport documents and/or personal belongings visible in the cab.

Delivering goods

- If applicable, check the load seal is still intact and the number is the same as on the delivery note.
- Check that quantities and, if possible, weights match the collection and delivery notes.
- Make sure you are delivering to the right place (check collection and delivery against the notes).
- If the delivery instructions are changed, get written confirmation of the changes from senior staff at the delivery address or from your employer. Should you need additional information "en route", be wary of directions from unknown persons - check with your employer first.
- Make sure that there is a clear signature and printed name on the `proof of delivery` note/ system
- If possible, supervise unloading operations personally.

Be secure and safe during transport and parking

- Avoid talking about loads, their value, your itinerary, loading/unloading and delivery locations to anyone, including other drivers, even by telephone.
- Avoid taking on board any person who is not a company employee. Never give lifts. Always follow company policy on carrying passengers.
- Never leave personal belongings on view.
- If possible, avoid regular routes or stops - a predictable pattern makes you an easier target for thieves/criminals.

Keys and locks

- Never leave keys in or on your truck.
- When you leave your vehicle, always lock it and always take your keys with you. Never leave them in the cab. Remove ignition keys even when going to pay for fuel or when making a delivery.
- If you store your keys at your company's operating base, make sure they are in a lockable place out of sight of strangers. Never use a "hiding place", for example inside the front bumper.
- If possible, keep the load compartment locked, including while driving.

Forced stops

- Be cautious if you are forced to stop, for example, at the scene of an accident or an emergency, or at Garda stops. Roadworks, closed roads and diversions "en route", with or without an indication of an alternative itinerary, should be reported to the company.
- Always ask to see the identity of any officer who might stop you.
- If you are uncertain, contact your depot and ask them to verify the officer is genuine.
- Keep doors closed and locked. Carry out any conversation through a slightly open window, and do not open or get out of your vehicle unless you are certain of the identity of the officer.
- Only open and exit the vehicle once the identity of the officer has been verified.

Theft

- If the tarpaulin or rear doors are open, check the load.
- In case of theft, try to evaluate losses.
- Immediately inform your employer, the relevant authorities and the Gardai.

If the vehicle has been stolen

- Inform your employer- if the vehicle is equipped with a tracking device, your employer will take the necessary measures to have it located.
- Inform the relevant authorities or the Gardai and make an official declaration of theft.

Park safely

- Avoid parking in obviously vulnerable areas
- Keep your mobile phone with you, if one is available.
- Whenever possible decide where you are to park overnight before starting your journey.
- When on a break try to park your vehicle within sight and where you can return to it quickly.
- Park in secure, well-lit, reputable overnight truck parks if your rest stops can be planned this way.
- Ensure that all doors are locked and the windows secure if you sleep in the cab overnight.
- When returning to your vehicle, check all around for signs of interference, including any tampering with load security seals.

How to act in the event of verbal or physical aggression

- Security comes first. Follow company procedures.
- If you are verbally abused, keep calm and try to defuse the situation.
- Do not get out of the vehicle to deal with incidents unless you are absolutely sure that it is safe for you to do so.
- If it is not possible to calm the situation, get help, either by panic alarm, 2-way radio or mobile phone.
- Apply any training that you have undertaken in how to deal with potentially threatening situations and be familiar with written guidance and instructions.

In cases of aggression (or during theft in progress)

- Don't resist/oppose the perpetrators.
- After the incident, inform the relevant authorities as quickly as possible either using a motorway telephone (your location can be identified exactly) or from another phone or mobile phone (in this case, indicate your exact location).
- Inform your employer.
- File an official complaint with the relevant authorities or with the Gardai.

In addition

- If your truck or trailer has a roof marking and you are the victim of a crime, make sure you tell the relevant authorities or the Gardaí.
- Report in confidence any information about criminal activity. The main points to remember in such a situation may be summarised under the acronym COOP:

Concentrate

Keep calm

Obey

Do what you are asked, no more, no less

Observe

Look for details such as: appearance, clothing, eyes, build, scars, accents, hair etc.

Preserve

Keep the scene intact, hold witnesses if possible and get names and addresses.

If using the suggested approaches you may also see additional benefits such as a reduction in the overall level of crime in the haulage industry.

Example of mirror cam security feature

Company security

- Your company security instructions and procedures are designed to protect you, your vehicle and its load. Follow them at all times.
- Operators and drivers are advised to seek the advice of the relevant authorities or the Gardaí especially if engaged in the transit of high-value merchandise.
- Trucks and trailers are stolen regularly. Most of these vehicles are never recovered.
- Stay vigilant; if you see anything suspicious, ring 999 or 112 and report it.

The Transport of Dangerous Goods by Road

The transport of substances defined as dangerous is regulated by the 'Accord Dangereuse Routier' (ADR). The ADR agreement is the protocol which implements agreed regulations as defined by the United Nations, into European Law. Within the ADR, substances that by their nature may pose a risk to the person or the environment are defined by their primary danger and allocated into a series of 'classes' designated 1 to 9, with some classes having a number of sub-sections.

For a driver to transport any scheduled substance which comes under the scope of the ADR regulations, they must be in possession of a valid 'Training Certificate for the Drivers of Vehicles Carrying Dangerous Goods'. Certification can only be achieved by attending an approved training course and successfully passing an examination. On passing the exam, the driver is issued with a certificate specifying what ADR Classes they may transport and in what types of transport unit, either packages or tanks. This certificate is valid for a period of five years after which the driver must undergo a refresher course and a further examination to renew the entitlement.

In certain circumstances some scheduled substances may be transported by a driver who does not have an ADR Driver Training Certificate. These particular consignments may be exempt from the ADR Regulations depending on the size, nature, quantity, packaging or mode of transport of the consignment, under the Limited Quantities provision of the protocol. An appointed Dangerous Goods Safety Advisor (DGSA) is responsible for advising transport operators on compliance with the ADR Regulations. It must be noted that if a single consignment comes under the scope of the ADR then the whole vehicle or trailer is defined as an ADR vehicle.

The penalties for transporting scheduled substances or substances classed as dangerous under the ADR regulations by a driver not in possession of a valid ADR training certificate includes fines and possible prosecution.

If you encounter a traffic accident which involves a vehicle displaying a hazard warning information plate, you should

- Contact the emergency services and give them as much information as possible about the location, type of vehicle, hazard warning plates, labels, any other markings, and whether any other vehicle is involved
- Contact the emergency number on the plate of a vehicle involved in any spillage, if a number is given
- Do not use a mobile phone close to a vehicle carrying flammable loads
- Keep well away from such a vehicle unless someone's life is in danger and you can reach them without putting yourself in any danger
- Beware of any dangerous liquids, dusts or gases – even very small concentrations can be extremely dangerous and cause serious injuries

Important Note:

Attendance at any of the driver Certificate of Professional Competence modules does not entitle a person to transport dangerous goods. This can only be achieved by attending an approved course delivered by an approved trainer, authorised by the Health & Safety Authority. (HSA), Further information is available from the Health & Safety Authority at www.hsa.ie. See also www.cilt.ie for further information. (Chartered Institute of Logistics and Transport)

Example of dangerous goods signs

Example of dangerous goods sign

SELF-ASSESSMENT OF KNOWLEDGE

Please complete the following questions to help assess your understanding of the session so far:

Q1. How should you deal with the vehicles keys?

Your Response

Q2. What should you ensure when leaving your vehicle unattended?

Your Response

Q3. How should you react in the event of verbal or physical aggression?

Your Response

Q4. List 4 checks that should be carried out when collecting a load.

Your Response

Q5. What should you do before going on a new delivery route?

Your Response

Q6. If you are carrying dangerous goods, what must you hold?

Your Response

Q7. What does the acronym COOP describe?

Your Response

Q8. Should you give lifts to strangers when transporting goods?

Your Response

Q9. Should a driver take aggressive action during a robbery?

Your Response

Q10. If you are the victim of a robbery, what should you take note of?

Your Response

SECTION C – HUMAN TRAFFICKING

Poverty and lack of economic opportunity make some people potential victims of traffickers associated with international criminal organisations. They are vulnerable to false promises of job opportunities in other countries. Many of those who accept these offers from what appear to be legitimate sources find themselves in situations where their documents are destroyed, themselves or their families threatened with harm, or they are bonded by a debt that they have no chance of repaying.

Illegal immigrants

The Illegal immigrants or stowaways problem is a serious issue in today's society. Illegal immigrants, especially in large numbers, affect the country and the immigrants themselves in many ways. These issues have forced governments and many agencies to find a way to prevent stowaways from entering their country. Statistics have shown that many of the stowaways tend to hide in trucks transporting goods. A large percentage of the trucks involved are soft-sided trailers which can be particularly vulnerable.

The vehicle owner should ensure that systems are in place to reduce the risk of stowaways and trafficking.

- **Curtain-sided vehicles and trailers**– A security cord should be provided in good condition with a padlock or seal to join the cord after fitting. External storage compartments should be secured with an integral lock, padlock or seal.
- **Hard sided vehicles and trailers** – (box trailers) the rear doors and any external storage compartments should be secured with an integral lock, padlock or seal. All locks and padlocks should be robust and maintained in good working order. Seals should be numbered and spares should be provided in case it becomes necessary to re-secure the vehicle during its journey.
- During the journey: You should check that the vehicles security has not been breached after any stops made while travelling to the port of embarkation, particularly if the vehicle has been left unattended. Physically examine security cords, seals and locks for any signs of tampering. The underside of the vehicle should also be checked as would-be illegal immigrants sometimes hide on axles, spare tyre storage areas, or in other storage areas beneath vehicles.
- Check any cargo positioned on an open sided vehicle or trailer. Additional checks may be required for special-purpose vehicles and trailers, e.g., car transporters, machinery, caravans, etc.
- Final Check; Where there is immigration control for traffic travelling to the UK and on to Ireland, penalties can be imposed if illegal migrants are found in a vehicle in a control zone. If you are using these routes a final check must be carried out before entering the control zone. If you are travelling through other ports the final check should be made before boarding the ferry to Ireland. The final check should include the security cord and any lock or seals. Also check the underside of the vehicle, its roof and wind deflector. If you haven't been able to secure the vehicle earlier, the final check should include a thorough manual check of the vehicle's interior.

Methods of entry

There are a number of common ways in which unauthorised access is gained to vehicles. These are:

- Entry is often gained to soft-sided (including curtain-sided) vehicles because a security cord properly joined with a seal and padlock is absent, and to hard-sided vehicles because its doors are not locked or sealed properly. Even when in place, seals and padlocks can be broken and rejoined.
- A thorough check of cords, locks and security devices is advised.
- Entry gained by cutting the canvas side or roof

of the vehicles can be identified through proper checking (particularly at the final check).

- Some illegal immigrants hide beneath vehicles, for example on an axle, in side lockers, in toolboxes or in pallet carriers.
- At all times beware – certain improperly documented passengers or stowaways may be aggressive and could attack you.
- If required, all checks should be timed and dated in accordance with your checklist and, where possible, witnessed by a third party.
- Where the checks conducted suggest that the security of the vehicle may have been breached, or that an unauthorised person or persons are on board, record such circumstances in the checklist and report to the police in the country concerned or, at the latest, to the relevant authorities at the border.
- Follow company security policy and procedures.
- If you witness suspicious or criminal behaviour, call the relevant authorities or Gardaí, immediately.
- Always keep your employer informed of any suspicious activity.

Example of security cord and seal

Vehicle Checking

An effective system must provide for checking the vehicle at appropriate times during its journey to Ireland. You, as the driver, will normally be responsible for checking the vehicle. Where possible, you should check the vehicle at the following times:

- Final loading

  Check the interior of the vehicle and load before departure for Ireland. This includes checking external storage compartments if fitted. If you are collecting cargo from different places this check should be completed at the final loading point. If you are unable to carry out this check you should get confirmation in writing from the person responsible for the final loading that there are no unauthorised persons within the vehicle. Immediately after this check, the vehicle, including any external storage compartments, should be secured with appropriate devices.

- Checks by port operators: You should make use of vehicle checks provided by port operators. These are not fool proof, however, and may not always detect the presence of illegal immigrants. Remember that you are responsible for carrying out the final vehicle check.

Documentation

The operator of the vehicle should provide you with procedures including:

- Instructions on how to secure the vehicle;
- When to secure the vehicle;
- Advice on what to do if illegal immigrants are suspected of being in the vehicle or if the vehicle's security is breached or compromised.

  Best practice is for a company to develop a checklist which acts as a reminder to you to carry out the checks required and enables you to keep a record of the checks you have carried out. This will help to show that an effective system was operated in the event that illegal immigrants are discovered.

SAMPLE TRUCK CHECKLIST

Company Name	
Loaded at	
Date	
Vehicle Number	
Trailer Number	

	Unloading	Loading	1st Check	2nd Check	Final Check
Vehicle/trailer interior					
Vehicle/trailer exterior					
External compartments checked					
Underside of vehicle checked					
TIR cord checked and secure					
Seals checked and secure					
Padlocks checked and secure					
Seal/padlock numbers					
3rd party checks					
Cabin checked					
Time checked					
Driver signature					

SELF-ASSESSMENT OF KNOWLEDGE

Please complete the following questions to help assess your understanding of the module so far:

Q1. When should you carry out a search of the truck?

Your Response

Q2. What measures should be taken to eliminate areas of concealment?

Your Response

Q3. What should you beware of if illegal immigrants are discovered?

Your Response

Q4. What is the purpose of a checklist?

Your Response

Q5. How should a curtainsider be secured?

Your Response

SECTION D – ROAD HAULAGE OPERATOR LICENCES

A Road Haulage Operator's Licence is required if you are transporting goods for hire or reward in or on a vehicle or combination of vehicles, the maximum authorised mass (MAM) of which is in excess of 3.5 (metric) tonnes. "Hire or reward" haulage arises when you are paid for carrying someone else's goods. If you only do own-account work, i.e. carriage of your own goods in your own vehicles driven by yourself or your employees, you do not need a Road Haulage Operator's Licence.

Requirements for obtaining a Road Transport Operators Licence

In order to obtain a National or International Road Transport Operators Licence an applicant must meet the following criteria;

- Be a person of good repute
- Be of good financial standing
- Be of professional competence
- Hold a current tax clearance certificate
- To have an effective and stable establishment in the state
- Have an adequate maintenance programme
- adequate parking facilities

Good repute

Each person listed and the Transport Manager listed in this application must complete a Vetting Invitation Form and Good Repute Declaration Form for Licence Members and must provide copies of at least two identity documents as outlined in the guidelines to the Vetting Invitation Form. Where the applicant is a company or a cooperative, a Good Repute Declaration Form for Companies and Cooperatives must also be completed and signed on behalf of the company or cooperative by a director / company secretary/ member of the cooperative committee of management / secretary of cooperative listing any convictions or infringements recorded against the company or cooperative. The Vetting Invitation Form and Good Repute Declaration Form must be completed and submitted even if there are no convictions or infringements to declare. A list of relevant convictions/infringements is available in Note A in the Guidelines.

Good financial standing

Applicants must demonstrate that they have sufficient capital and reserves of at least €9,000 for the first vehicle, and €5,000 for each additional vehicle, to be authorised for use under the Road Haulage Operator Licence. Financial standing must be demonstrated by submission of the required documents. Financial standing documents submitted must be in the same name as the applicant and in respect of the financial year end to a date not more than 18 months prior to the date of application. If it is a new business, a Statement of Affairs completed as at a date no more than 1 month prior to the date of application and certified by a duly accredited person (see definition of duly accredited person at end of this section) must be submitted.

Applicants must also have a current tax clearance from the Revenue Commissioners and must provide the details requested to enable RTOL to verify their tax cleared position online.

These criteria are required under EU Regulation. They must be met and continue to be satisfied throughout the duration of the Road Haulage Operators Licence. Failure to comply may lead to suspension or revocation of the Operator's Licence.

Vehicles

Every vehicle or combination of vehicles which has a maximum authorised weight in excess of 3.5 (metric) tonnes, and which is to be used under the licence for carrying goods for hire or reward, must be declared on the application form. Each vehicle must be taxed, insured for hire or reward, have a valid tachograph calibration certificate and a certificate of roadworthiness. The insurance and registration documents for each vehicle must be in the full and proper name of the applicant (the

exceptions are where the applicant is a partnership, in which case the vehicles will normally be registered in the name of one of the partners; or where a vehicle is leased or hired, in which case the registration documents will be in the name of the registered owner).

It is an offence to operate any vehicle with a maximum authorised weight in excess of 3.5 (metric) tonnes for the carriage of goods for hire or reward unless it is appropriately authorised on a Road Haulage Operator Licence.

The maximum penalty for such an offence is a fine of €500,000 and 3 years in prison.

Parking facilities

This should state the main base where the vehicles are normally parked. If there are a number of bases where vehicles are parked these can be written on a separate page, signed and dated by the applicant, and enclosed with the application.

Operators are required to have suitable operating and parking facilities for all of their vehicles

Transport Manager.

To comply with the requirement of professional competence there must be at least one person in the road haulage operator business who holds a Certificate of Professional Competence in Road Transport Operations Management.

A Transport Manager is a person who:

- holds an appropriate Certificate of Professional Competence
- is of good repute and over 18 years of age
- is designated by notice in writing to the Minister
- is engaged to continuously and effectively manage the transport operations of the operator
- is resident in the Community.

There are two distinct types of Transport Manager:

Genuine link to the undertaking – there must be a genuine link to the undertaking, such as being an employee, director, partner, owner or shareholder or administering it, or if the undertaking is a natural person, is that person.

Contracted Transport Manager – If the transport undertaking does not have a Transport Manager with a genuine link to the undertaking it may hire a Transport Manager provided that

- the contracted Transport Manager has a written contract with the undertaking specifying the tasks to be performed and his or her responsibilities as a Transport Manager
- the tasks in point (a) shall comprise in particular those relating to vehicle maintenance management, verification of transport contracts and documents, basic accounting, the assignment of loads or services to drivers and vehicles, and the verification of safety procedures
- the Transport Manager does not manage the transport activities of more than 4 undertakings
- the combined maximum total fleet is not more than 50 authorised vehicles
- the contracted Transport Manager performs the specified tasks solely in the interests of the undertaking and his or her responsibilities are exercised independently of any undertaking for which the undertaking carries out transport operations.

If you intend to appoint a contracted Transport Manager you must be able to produce a copy of the contract on request.

A Transport Managers CPC should not be confused with a Driver CPC

Changes to licence

You are legally obliged to inform the Road Transport Operator Licensing Unit of any changes to your details or circumstances that have been provided to the Unit or that would cause you to no longer meet the requirements to obtain or hold an Operator Licence.

- Change of Vehicle – to add, substitute or remove a vehicle on your licence
- Change of Address – to change the address on your licence click on the link
- Change of Transport Manager – to change the transport manager on your licence or nominate an additional transport manager
- Change of Licence Member – to change a director / secretary / committee member on your licence
- Change of Operator Name – to change the operator name on your licence (Note: The operator name may be changed where a company registers a change of company name,

or where a person changes name by marriage or deed poll. A licence cannot be transferred to a different company or person.)

You can find the forms on www.rtol.ie

Community authorisation

A Community Authorisation entitles the holder to engage in the international carriage of goods by road for hire or reward by any route for journeys or parts of journeys effected within the territory of the Community and, where appropriate, subject to the conditions laid down therein:

The conditions for journeys or parts of journeys effected within the territory of the Community are as follows:

1. Where the point of departure and the point of arrival are situated in two different member states, with or without transit through one or more member states or non-member countries;
2. From a member state to a non-member country or vice versa, with or without transit through one or more member states or non-member countries;
3. Between non-member countries with transit through the territory of one or more member states, and unladen journeys in connection with such carriage;
4. In the case of carriage from a member state to a non-member country or vice versa, this authorisation is valid for that part of the journey effected on the territory of the member state for loading or unloading.

Bullet Point (BP) 1/2/3	Load	(Transit)	Deliver
Example BP 1	Ireland	No Transit	France
Example BP 1	Ireland	France/Switzerland	Italy
Example BP 2	Greece	No Transit	Turkey
Example BP 2	Belgium	France/Switzerland	Algeria
Example BP 3	Switzerland	France & Spain	Morocco

See Regulation (EEC) No 881/92, as amended, for further information.

The original authorisation, which is blue in colour, is personal to the holder and is not transferable. The certified copies issued in respect of each vehicle are either light brown or blue in colour. Before 1 January 2008, certified copies were issued in light brown only, but since that date they are issued in blue only, to make enforcement throughout the EU easier. Other EU Member States issue their certified copies in blue only. The light brown certified copies continue to be valid for the period stated on them.

It may be withdrawn by the competent authority of the member state which issued it, notably where the haulier has:

- Not complied with all the conditions for using the authorisation;
- Supplied incorrect information with regard to the data needed for the issue or extension of the authorisation.

The original of the authorisation must be kept by the haulage undertaking. A certified copy of the authorisation, which is vehicle specific and non-transferable, must be kept in the vehicle. In the case of a coupled combination of vehicles, it must accompany the motor vehicle. It covers the coupled combination of vehicles even if the trailer or semitrailer is not registered or authorised to use the roads in the name of the authorisation holder, or if it is registered or authorised to use the roads in another member state. The authorisation must be produced whenever required by an authorised inspecting officer. Within the territory of each member state the holder must comply with the laws, regulations and administrative provisions in force in that state, in particular with regard to transport and traffic.

Legislation Links

Road Transport Act 2011
http://www.irishstatutebook.ie/2011/en/act/pub/0031/index.html

Statutory Instrument No. 696 of 2011 European Union (International Market for Coach and Bus Services) Regulations
http://www.irishstatutebook.ie/2011/en/si/0696.html

Statutory Instrument No. 698 of 2011 European Union (International Road Haulage Market) Regulations
http://www.irishstatutebook.ie/2011/en/si/0698.html

Regulation (EC) No 1071/2009 of the European Parliament and of the Council of 21 October 2009 establishing common rules concerning the conditions to be complied with to pursue the occupation of road transport operator
http://eur-lex.europa.eu/Result.do?RechType=RECH_celex&lang=en&ihmlang=en&code=32009R1071

Regulation (EC) No 1072/2009 of the European Parliament and of the Council of 21 October 2009 on common rules for access to the international road haulage market
http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:32009R1072:EN:NOT

Regulation (EC) No 1073/2009 of the European Parliament and of the Council of 21 October 2009 on common rules for access to the international market for coach and bus services
http://eur-lex.europa.eu/Result.do?T1=V2&T2=2009&T3=1073&RechType=RECH_naturel&Submit=Search

See www.rtol.ie for more information, guidelines and faqs on the application process.

Additional information and clarification is available from
Road Transport Operator Division,
Department of Transport, Tourism and Sport,
Clonfert House, Loughrea, Bride Street, Co Galway, H62ET93
Phone number: 01 670 7444
Email: rtol@dttas.gov.ie

Further information

If you need clarification on any matter relating to Road Haulage Operator's Licences you should contact: Department of Transport, Tourism and Sport, Road Transport Operator Licensing Division, Clonfert House, Bride Street, Loughrea, Co Galway.

SELF-ASSESSMENT OF KNOWLEDGE

Please complete the following questions to help assess your understanding of the session so far:

Q1. What qualifications must a Transport manager hold?

Your Response

Q2. What does a national road haulage licence entitle you to do?

Your Response

Q3. How long does an international road haulage licence last for?

Your Response

Q4. What is a Community authorisation?

Your Response

Q5. What are the 7 requirements for getting a haulage licence?

Your Response

SECTION E – Conveyance Merchandise Routier (CMR)

The professional truck driver should be familiar with the contract associated with the carriage of goods. A working knowledge of the Convention on the Contract for the International Carriage of Goods by Road, or CMR Convention, and subsequent amendments is important. The CMR was introduced in Ireland in 1990 by the International Carriage of Goods by Road Act. Where applicable the provisions of CMR become terms of the contract of carriage.

Conveyance Merchandise Routier - CMR

Conveyance Merchandise Routier (CMR) is a convention by which goods are transported between different countries under a set of agreed standardised conditions.

The convention applies to all contracts for the carriage of goods by road, where the point of collection and the point of delivery are in two different countries. The movement is governed by the convention when at least one of the countries is a contracting country. Meaning at least one of the countries is a signatory to the convention.

The CMR convention states that the transport document or Consignment Note shall be made out in at least three original copies. In practice for road transport, the CMR consignment note usually comprises four sheets. The document should be issued at the point of loading, and completed by the sender or consignor, and the carrier.

On completion, all copies are signed and or stamped by the consignor and the carrier. Once signed the first copy is retained by the consignor, with the remaining three copies accompanying the load or consignment.

On arrival at the stated delivery destination, the receiver or consignee signs or stamps to confirm that they have received the goods. The receiver will then retain the second copy of the consignment note, with the carrier keeping the remaining two copies.

It would then be normal practice for one of the remaining copies to be attached to an invoice. This invoice is sent to the person or company paying the transport charges to prove that delivery had taken place. The carrier would normally retain the final copy for their records as proof of delivery.

CMR Consignment Note:

- Copy 1 — Consignor or Sender
- Copy 2 — Consignee or Receiver
- Copy 3 — Returned to company paying the transport charges
- Copy 4 — Retained by carrier for record keeping in case of dispute

The format and layout of the CMR Note must have the standard content and may be produced in different colours by different companies.

The CMR Consignment Note allows for any of the parties involved to make notes, or detail reservations they may have regarding the consignment. Some examples may include remarks regarding,

- Condition of goods at loading or delivery point
- Quantities of packages or weights collected or delivered
- Consignments suitably packaged for transport
- Product temperature before loading or on delivery
- Deterioration during transport
- Damage before loading or during transport or at delivery point
- Delivery schedule or late delivery
- Incorrect products or product specification dispatched

The consignment note should detail as applicable the following information

(a) The date of the consignment note and the place at which it is made out

(b) The name and address of the sender

(c) The name and address of the carrier

(d) The place and the date of taking over of the goods and the place designated for delivery

(e) The name and address of the consignee

(f) The description in common use of the nature of the goods and the method of packing

(g) The number of packages and their special marks and numbers

(h) The gross weight of the goods or their quantity otherwise expressed

(i) Charges relating to the carriage

(j) Any instructions for Customs and other formalities if applicable

Where applicable, the consignment note may also contain the following particulars:

(a) The agreed time limit within which the carriage is to be carried out;

(b) A list of the documents handed to the carrier

(c) The parties may enter in the consignment note any other particulars which they may deem useful

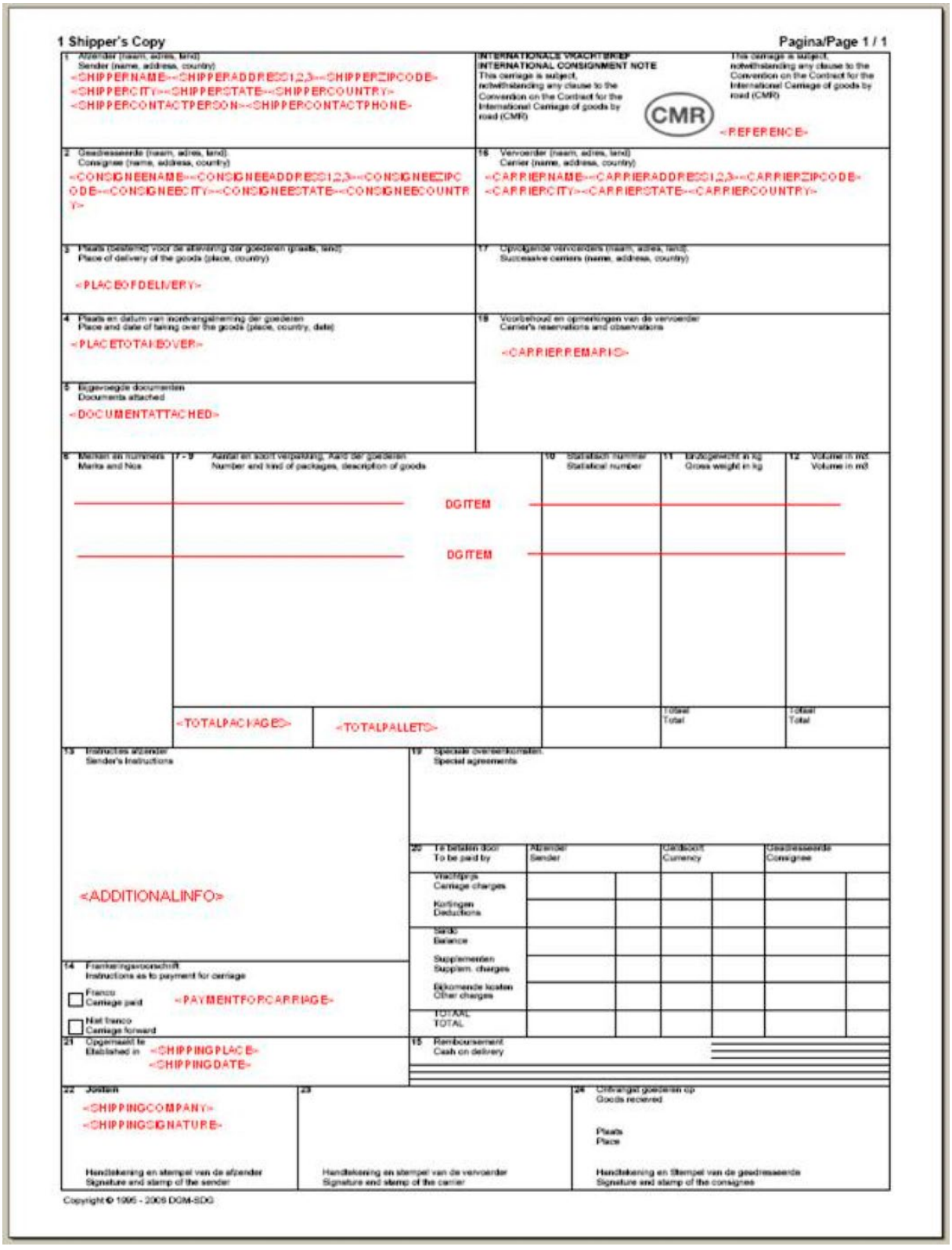
Important note

Drivers should carefully read the text of any CMR document. It contains contractually binding information and instructions regarding the transport. It may detail particular instructions regarding vehicle routing, shipping, transport temperature, or customs clearance. Other information may include specific delivery times and delivery addresses which may differ from the consignee's address. In many cases the carrier is only paid for the transport when the completed CMR is returned correctly signed by the consignee.

The CMR Convention does not apply to the following transports.

Household removals	Movement of own goods
Postal services	Funeral consignments
Movements between the Republic of Ireland and the United Kingdom.	

Current Contracting Countries		
Albania	Hungary	Kazakhstan
Armenia	Islamic Republic of Iran	Russian Federation
Austria	Latvia	Serbia
Azerbaijan	Lebanon	Slovakia
Belarus	Lithuania	Slovenia
Belgium	Luxembourg	Spain
Bosnia & Herzegovina	Malta	Sweden
Bulgaria	Mongolia	Switzerland
Croatia	Montenegro	Tajikistan
Cyprus	Morocco	Tunisia
Czech Republic	Netherlands	Turkey
Denmark	Norway	Turkmenistan
Estonia	Poland	Ukraine
Finland	Portugal	United Kingdom
France	Moldova	Uzbekistan
Georgia	Romania	Former Yugoslav Republic of Macedonia
Germany	Ireland	
Greece	Italy	*List subject to change



1 Shipper's Copy

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1 Afzender (naam, adres, land)
Sender (name, address, country)
<SHIPPERNAME><SHIPPERADDRESS1,2,3><SHIPPERZIPCODE>
<SHIPPERCITY><SHIPPERSTATE><SHIPPERCOUNTRY>
<SHIPPERCONTACTPERSON><SHIPPERCONTACTPHONE>

INTERNATIONALE VRACHTBRIEF
INTERNATIONAL CONSIGNMENT NOTE
This carriage is subject, notwithstanding any clause to the Convention on the Contract for the International Carriage of goods by road (CMR)

CMR

This carriage is subject, notwithstanding any clause to the Convention on the Contract for the International Carriage of goods by road (CMR)

<REFERENCE>

2 Geadresseerde (naam, adres, land)
Consignee (name, address, country)
<CONSIGNEENAME><CONSIGNEEADDRESS1,2,3><CONSIGNEEZIPCODE><CONSIGNEECITY><CONSIGNEESTATE><CONSIGNEECOUNTRY>

16 Vervoerder (naam, adres, land)
Carrier (name, address, country)
<CARRIERNAME><CARRIERADDRESS1,2,3><CARRIERZIPCODE>
<CARRIERCITY><CARRIERSTATE><CARRIERCOUNTRY>

3 Plaats (bestemd) voor de aflevering der goederen (plaats, land)
Place of delivery of the goods (place, country)
<PLACEOFDELIVERY>

17 Opvolgende vervoerders (naam, adres, land)
Successive carriers (name, address, country)

4 Plaats en datum van innemingneming der goederen
Place and date of taking over the goods (place, country, date)
<PLACETOTAKEOVER>

18 Voorbehoud en opmerkingen van de vervoerder
Carrier's reservations and observations
<CARRIERREMARKS>

5 Bijgevoegde documenten
Documents attached
<DOCUMENTATTACHED>

6 Merken en nummers Marks and Nos	7 - 9 Aantal en soort verpakking; Aard der goederen Number and kind of packages, description of goods	10 Statistisch nummer Statistical number	11 Bruto gewicht in kg Gross weight in kg	12 Volume in m3 Volume in m3
	DGITEM			
	DGITEM			
	<TOTALPACKAGES> <TOTALPALLETS>		Totaal Total	Totaal Total

13 Instructies afzender
Sender's Instructions
<ADDITIONALINFO>

19 Speciale overeenkomsten
Special agreements

20 Te betalen door To be paid by	Afzender Sender		Valuta Currency		Geadresseerde Consignee	
Vrachtprijs Carriage charges						
Kortingen Deductions						
Saldo Balance						
Supplementen Supplem. charges						
Bijkomende kosten Other charges						
TOTAAL TOTAL						

14 Frankeringsvoorschrift
Instructions as to payment for carriage
☐ Franco
Carriage paid
<PAYMENTFORCARRIAGE>
☐ Niet franco
Carriage forward

21 Opgemaakt te
Established in <SHIPPINGPLACE>
<SHIPPINGDATE>

15 Remboursement
Cash on delivery

22 Jostein
<SHIPPINGCOMPANY>
<SHIPPINGSIGNATURE>
Handtekening en stempel van de afzender
Signature and stamp of the sender

23
Handtekening en stempel van de vervoerder
Signature and stamp of the carrier

24 Ontvangst goederen op
Goods received
Plaats
Place
Handtekening en Stempel van de geadresseerde
Signature and stamp of the consignee

Example of CMR document

SELF-ASSESSMENT OF KNOWLEDGE

Please complete the following questions to help assess your understanding of the session so far:

Q1. What is CMR?

Your Response

Q2. Can CMR be regarded as a Contract of Carriage?

Your Response

Q3. How many copies of a CMR are made?

Your Response

Q4. What notes may be made on a CMR?

Your Response

Q5. What transports does the CMR not apply to?

Your Response

SECTION F – Attestation Transports Perishables (ATP)

ATP is the multi-lateral agreement that ensures a set of agreed standards for vehicles transporting perishable foodstuffs across the borders of countries who are signatories to the ATP agreement.

Approval of vehicles for the carriage of perishable goods

Before beginning service refrigerated transport vehicles or trailers are required to be tested to ensure the units operates within specific thermal values. The approved testing authority will then issue a certificate in respect of the unit. In Ireland, the National Standards Authority of Ireland (NSAI) is the certifying authority.

Certification can also be granted on an approved product type arrangement. This is where all specified bodywork and temperature control units meet agreed standards during the manufacturing or assembly process. This allows a manufacturer to produce a large number of bodies or trailers that conform to the same standards and are approved under one certificate.

Classification of perishable transport units

The refrigerated unit is an insulated unit with a cooling system, which makes it possible, at a mean outside temperature of +30°C, to lower the temperature inside the empty body and to maintain this low temperature as follows:

Class A:

Refrigerated unit equipped with a cooling system allowing the selection of temperatures between +12°C and 0°C inclusive.

Class B:

Refrigerated unit equipped with a cooling system allowing the selection of temperatures between +12°C and -10°C inclusive.

Class C:

Refrigerated unit equipped with a cooling system allowing the selection of temperatures between +12°C and -20°C inclusive.

According to ATP standards, testing is carried out on the refrigerated vehicles, at an ambient temperature of +30°C, the unit must lower the inside temperature to a value below that of the required class and maintain this temperature for 12 hours.

Identification Marks and Plates

Transport units should have an ATP plate permanently affixed to the bodywork of the transport vehicle. In addition, the bodywork should be marked with the applicable three-letter class designation depending on the body type from the following list.

- Standard Class A refrigerated unit FNA
- Reinforced Class A refrigerated unit FRA
- Reinforced Class B refrigerated unit FRB
- Reinforced Class C refrigerated unit FRC

In addition to the three-letter class designation mark. The date (month and year) of expiry of the approval certificate should be displayed on the body. These marks are normally placed on the body close to the refrigeration unit.

Example; FRC 06-2022. (06=June. 2022=year)

Initial testing and certification is valid for a period of six years. After which the unit must be re-certified. The recertification of refrigerated units is valid for ongoing periods of three years.

It is illegal to transport perishable foodstuffs across the border of the signatory countries in an unapproved or non compliant vehicle.

Currently the signatory countries are as follows.

Albania, Andorra, Austria, Azerbaijan, Belarus, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Czech Republic, Denmark, Estonia, Finland, France, Georgia, Germany, Greece, Hungary, Ireland, Italy, Kazakhstan, Latvia, Lithuania, Luxembourg,

Moldova, Monaco, Montenegro, Morocco, Netherlands, Norway, Poland, Portugal, Romania, Russian Federation, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Tajikistan, The former Yugoslav Republic of Macedonia, Tunisia, Ukraine, United Kingdom, Uzbekistan.

It is important to note that the ATP certifies the refrigeration unit and bodywork in respect of thermal characteristics only. ATP certification does not confer any proof of roadworthiness in respect of the vehicle or trailer.

Transport of Live Animals

EU Regulation No 1 of 2005, implemented in Ireland by SI 675 of 2006, lays down conditions that must be met to ensure the welfare of live vertebrate during transportation. The regulations also aim to harmonise live animal transport regulations across the member states. The regulations apply to any person who transports animals in connection with an economic activity.

The regulations provide that,

- All animals transported must be fit to travel
- Animals are transported in a manner unlikely to cause undue harm or suffering
- A person transporting animals a distance over 65 Km must be authorised
- Transport units and vehicles must meet minimum standards to protect the animals
- Persons engaged in the transport of live animals must have received specific training

Further details regarding obtaining authorisations and the regulations governing the transport of live animals can be found in the Website of the Department of Agriculture, Fisheries, Food, and the Marine - https://www.agriculture.gov.ie/animaltransport/

IRL

ATP Certificate Nº 2012

EQUIPMENT/ENGIN

~~Insulated/Isotherme~~ ~~Refrigerated/Réfrigérant~~
Mechanically Refrigerated/Frigorifique ~~Heated/Calorifique~~

Issued ~~pursuant~~ to the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (A.T.P.) /Délivrée conformément à l'accord relatif aux transports internationaux de denrées périssables et aux engins spéciaux à utiliser pour ces transports (A.T.P.).

1. **ISSUING AUTHORITY/AUTORITÉ DÉLIVRANT L'ATTESTION: THE NATIONAL STANDARDS AUTHORITY OF IRELAND, DUBLIN 9.**
2. **EQUIPMENT/L'ENGIN:** Semi-Trailer
3. **IDENTIFICATION NUMBER/NUMÉRO D'IDENTIFICATION:** Chassis No: VM4C383[redacted] Body No:[redacted]
   ALLOTTED BY/DONNÉE PAR: Unit Manufacturer (Chereau)
4. **OWNED OR OPERATED BY/APPARTENANT À OU EXPLOITÉ PAR:** [redacted]
   [redacted] Ireland
5. **SUBMITTED BY/PRÉSENTÉ PAR:** International Trailers Ltd
6. **IS APPROVED AS/EST RECONNU COMME:** Class C mechanically refrigerated equipment with heavy insulation FRC
   6.1 With one or more thermal appliance(s) which is/are/avec dispositif(s) thermique(s):
   6.1.1 independent/autonome 6.1.2 ~~not independent/non autonome~~
   6.1.3 ~~removable/amovible~~ 6.1.4 not removable/non amovible
7. **BASIS OF THE ISSUE OF THIS CERTIFICATE/BASE DE DÉLIVRANCE DE CETTE ATTESTATION:**
   7.1.1 ~~tests of the equipment/de l'essai de l'engin~~
   7.1.2 conformity with reference equipment/de la conformité à un engin de réference
   7.1.3 ~~a periodic inspection/d'un contrôle périodique~~
   7.2 If the certificate is issued on the basis of a test or by reference to equipment of the same type which has been tested, specify/Lorsque l'attestation est déliverée sur la base d'un essai ou par référence à un engin de même type ayant subi un essai, indiquer:
   7.2.1 the testing station/la station d'essai: Bordeaux & Antony
   7.2.2 the nature of the tests/la nature des essais: K-coefficient by internal heating
   7.2.3 the number(s) of the report(s)/le ou les numéros du ou des procés verbaux BX3201 & M360
   7.2.4 the K-coefficient/la valeur du coefficient K: 0.26 W/m^2°C
   7.2.5 the effective refrigerating capacity at an outside temperaure of 30°C and inside temperature of /la puissance frigorifique utile à la température extérierue de 30°C et à la temperature intérieure de;
   0°c 12015 Watts; -10°C 10390 Watts; -20°C 7050 Watts
8. **THIS CERTIFICATE IS VALID UNTIL/CETTE ATTESTATION EST VALABLE JUSQU'AU:** 30 September[redacted]
   8.1 provided that/sous réserve:
   8.1.1 the insulated body (and where applicable the thermal appliance) is maintained in good condition/que la caisse isotherme et, le cas échéant, l'equipment thermique, soit maintenu en bon état d'entretion;
   8.1.2 no material alteration is made to the thermal appliances/qu'aucune modification importante ne soit apportée aux dispositifs thermiques;
   8.1.3 if the thermal appliance is replaced it is replaced by an appliance of equal or greater capacity/que si le dispositif thermique est remplacé,
   le dispositif de remplacement ait une puissance frigorifique égale ou supérieure à celle du dispositif remplacé.
9. **DONE AT/FAIT À:** Dublin **10.ON/LE** [redacted]

(N.S.A.I.) The Certifying Authority

NSAI

SELF-ASSESSMENT OF KNOWLEDGE

Please complete the following questions to help assess your understanding of the session so far:

Q1. What type of goods does ATP relate to?

Your Response

Q2. How are perishable transport units classified?

Your Response

Q3. What identification marks and plates must be fixed to the vehicle?

Your Response

Q4. Does ATP approval mean the vehicle is roadworthy?

Your Response

Q5. Name 2 conditions for transporting live animals.

Your Response

SECTION G – CROSSING BORDERS

Correct documentation is essential in international trade. If you don't have all the documents or if they are not correct, your goods will be delayed, you will pay extra costs – you may even lose customers. Therefore your business must have an efficient system that can manage all the paper evidence of insurance, duties paid, taxes and exchange control. You may also need export and import licences, invoices, Single Administrative Documents (SADs), certificates of origin, movement certificates, health certificates or carnets. Export documentation can be quite extensive.

Harmonised System codes

Harmonised System (HS) codes are used worldwide to classify goods, and also to generate accurate trade statistics. Versions of the code are also called Combined Nomenclature (CN), Taric or Tariff codes, depending on how they are applied. A code is required for all goods imported or exported from the European Union.

Transport International Routier (TIR) procedures

This is an international transit system allowing goods to travel across one or more international borders with the minimum of customs involvement.

In order to ensure that goods may travel with minimum intervention en route and yet offer maximum safeguards for customs in all countries of transit, the TIR regime contains some basic principles.

TIR can be used in the EU for movements which:

- Begin or end in a non EU member state;
- Are destined for an EU member state via a third country;
- Consist of consignments for split delivery for destinations in the EU and in non- EU countries.

However, TIR cannot be used for transit movements that are entirely within the EU.

One of the most important features of the TIR system is that containers and vehicles must be sealed by customs. The seals will be checked by customs officers en route and by the office of destination to ensure that they have not been broken or tampered with. Before removing the seals, customs at the office of destination will check that the seals applied to the container or the vehicle are intact and are as described

If goods move through several countries, they may have to pass through several sets of customs controls. You may be able to simplify customs procedures with the International Road Transport (TIR) system, which allows goods to move through borders with minimum customs involvement.

Some goods may be exported temporarily using an ATA carnet. Check with the organisation that issues your carnet whether the goods that you wish to export and the countries through which they're being sent can be covered by a carnet. These are available through Chambers of Commerce.

Customs warehousing and free zones

Customs warehousing and free zones are holding arrangements that suspend VAT or import duty for non-EU goods. If your goods are stored in a designated customs warehouse, under an authorised warehousing inventory system, or a free zone, payment of import duties and/or VAT is suspended. If you remove your goods to an authorised warehouse in another EU member state duty can remain suspended.

Cabotage

Cabotage is the internal transport of goods or passengers within a jurisdiction by a foreign registered vehicle.

Cabotage operations (national transport operations carried out on a temporary basis by non resident operators), governed by Council Regulation 12/98 of 11 December 1997 are, generally speaking, limited to specialised regular services and occasional services. Cabotage is permitted for regular services, on a temporary basis, provided that it forms part of an international service, and that the laws, regulations and administrative provisions in force in the Member State where the cabotage operation

is performed (the host country) are observed (inter alia authorisations, the routes to be operated, frequency, etc.) Cabotage is generally limited to no more than three movements in the host country within seven days of entering the country.

Road levies and charges

From 1 April 2014, a levy must be paid before driving a truck that weighs 12,000 kg or more into the UK, including Northern Ireland. See dvla/roaduserlevies.co.uk for further information. Other fees are payable on roads such as motorways, bridges, tunnels, ferries, for access to some city centre locations and for parking. You should check before you travel regarding tolls and fees which may be applicable to parts of your journey.

Documents accompanying goods

The function of receiving, matching, reviewing, and preparing all the paperwork necessary to effect the shipment of cargo includes: bills of lading, dock receipts, export declarations, manifests etc. International transport documents can be divided into the following sectors:

1. Documents of carriage;
2 Documents for regulatory bodies;
3. Commercial documents;
4. Other documents.

1. Regulatory documents

Regulatory documents need to be shown when declaring goods at customs; they are also required for the movement of dangerous goods.

Single Administration Document (SAD)

The SAD is the customs declaration document for export, imports and goods transiting the European Union (EU). It is required for all exports, except postal exports and must accompany the goods to the point of exit from the EU. The SAD is required for trade between Ireland and non-EU countries and in certain other circumstances. It is usually processed by the freight forwarder on behalf of the exporter. Detailed instructions on completing SAD documents can be viewed at the Revenue Commissioner's website.

Economic Operators Registration and Identification system (EORI)

If you are a trader who imports or exports goods into or out of the European Union (EU), you will need an EORI number. This number is valid throughout the EU. It is used as a common reference number for interactions with the customs authorities in any Member State. A short eLearning tool for EORI is available to download from the EU website.

See https://ec.europa.eu › European Commission › Transport

Example of crossing borders.

Movement Reference Number. (MRN).

This deals with the international movement of goods to and from EU Member States and third countries.

2. Commercial documents

Depend on the nature of the consignment and include:

- Invoices;
- Insurance certificates;
- Letters of credit;
- Shipping instructions.

3. Other documents

Standard shipping note

Accepted by customs as a pre-entry document.

Invoices

1. Pro-Forma invoice

This is issued by the exporter to a customer giving details (knowledge) of the consignment. It is usually required to get the import licence or to raise a letter of credit. It should contain all the information shown in the Commercial Invoice but it is not a demand for payment. (Proforma means sample)

2. Commercial invoice

This is raised by the exporter and should contain full details of the consignment to facilitate customs clearance. It must be signed and dated. Freight and insurance, when included in the selling price, should be itemised separately as these charges are not subject to duty in certain countries.

3. Customs invoice

Few countries require special customs invoices. Normally the ordinary commercial invoice duly endorsed is acceptable by customs.

4. Consular invoice

Some countries in Central and South America require their own consular invoice. These are available from their nearest (the local) embassy at a nominal charge.

5. Certificate of origin

Chambers of Commerce supply the general EU certificate of origin. It usually needs to be authenticated by the local chamber of commerce. The Arab Irish Certificate of Origin is required for certain markets – exporters should contact the joint Arab Irish Chamber of Commerce for details of cost and legislation procedures.

6. Legalisation of documents

Some countries require the certificate of origin, commercial invoice, etc to be legalised by their embassy. Legalisation fees can be very high and vary from country to country. There is generally a specified waiting period ranging from 24 to 48 hours.

7. Airway bill

This is not a document of title to the goods, nor is it evidence of a contract of carriage.

8. Movement certificate

A movement certificate (EUR) (ATR for Turkey) is required for exports to certain countries which have agreements with the EU and when goods qualify for preferential treatment under the agreement.

Visit the Revenue Commissioner's website for further details.

9. Health certificate

Some agricultural products and foodstuffs require a health certificate entering certain countries.

10. Certificate of free sale

Required for pharmaceuticals and certain chemicals entering a number of countries.

11. Pre-shipment certificate

Many countries require this, e.g. a clean report of findings. This certifies quality, quantity and sometimes price for all goods exceeding a certain value. The inspection is carried out by companies appointed by the importing country.

12. Other certificates

Other types of certificates may be requested for certain products, e.g. certificate of age for certain spirits, certificates of conformity, sanitary certificate and certificate of free sale etc.

SELF-ASSESSMENT OF KNOWLEDGE

Please complete the following questions to help assess your understanding of the session so far:

Q1. What are harmonised codes used for?

Your Response

Q2. What is Cabotage?

Your Response

Q3. What is the European Operators Registration and Identification system. (EORI)?

Your Response

Q4. What is a Single Administration Document (SAD)?

Your Response

Q5. Explain the use of customs warehousing and free zones

Your Response

SECTION H – ROAD AND OTHER MODES OF TRANSPORT

Over the last number of years the structure of the Irish economy has changed significantly, and road freight continues to have the overwhelming share of inland freight movements within the island of Ireland.

Road transportation

This allows direct transportation from the sourcing of raw materials through the various production processes, heightens security, and assures the greatest degree of flexibility. It is normally fast and safe. However, transport from Ireland by truck will usually be containerised and grouped and may include a ferry crossing.

Air transportation

Ireland has a significant airfreight industry and the role of the truck in airfreight has become ever more important.

The select nature of AF (Airfreight) goods is revealed by the fact that, while AF exports represent a relatively small percentage of total exports by volume, by value they represent a significant percentage.

A sectoral analysis of AF exports by value reveals that the Life Sciences predominate, with the two categories, Medical and Pharmaceutical Products and Organic Chemicals, accounting for a substantial percentage of total AF exports.

Rail transportation

Rail transportation continues to have a role to play for certain specialised movements within Ireland, but has ceased completely in Northern Ireland since 2003.

Port and shipping services

These are of major importance to the island of Ireland because of its open economy and its peripheral location relative to European and world markets. Maritime transportation may not be the most convenient method when transporting perishable goods, goods that have a high value relative to weight and/or volume, or if it is an urgent delivery.

Different Road Transport Activities

The single market for goods in the EU means more and more freight journeys are made between and across member states. Over the last number of years the industrial structure of the economy in Ireland has changed. Exports of food, beverages and agricultural products have grown.

Its traditional manufacturing sector was largely replaced by one specialising in modern electronic equipment, chemical, medical and pharmaceutical products, which tend to have relatively high value per unit of volume. This has meant that in physical transport volume terms Ireland has a greater tonnage of imports than of exports, whereas in monetary value terms the imbalance is in the reverse direction.

Freight forwarders

Freight forwarders are agents who arrange land, sea and air transportation of goods. They complete all procedural and documentation formalities involved in custom and post clearance on behalf of the shipper and arrange for warehousing of cargo before shipment of export cargo. Freight forwarders also assist the exporter in selecting economic shipping routes, arranging packaging and marking of shipments, preparing shipping and regulatory documents, delivery goods to carriers, collecting transport documents, arranging insurance and processing claims, booking shipping space and providing advice on the relative costing of sending goods by road, rail, sea and air. All the transportation methods have some advantages and disadvantages. The decision depends on the product, the exporter's needs and preferences. Price, delivery deadlines and special needs of the product are factors to bear in mind. A freight

forwarder can help through all the complexities of documentation.

Road transport is used mainly for transport of goods and persons on short and intermediate distances. It is the leader in the volume of transport of goods and persons. The organisation of full load consignments is based on the fact that the Forwarder chooses a suitable vehicle according to the conditions set by the consigner (i.e. dimensions, weight, volume). If it concerns full load consignments, then the whole consignment is loaded in one vehicle which is chosen by the forwarder according to the requirements of the consigner so that the following transport conditions are guaranteed: environmental impact, speed, efficiency and transport costs.

Logistics

Logistics is the planning, organisation, management, execution and control of freight transport operations. It integrates individual transport activities from door-to-door supply chains, determining the efficiency of freight transport.

Logistics includes the process of planning, implementing and controlling the movement of raw materials, half-finished products and finished goods. It is a collection of processes, of which transport is only one.

The logistics industry provides opportunities to interested parties, including drivers, for training and educational programmes to further career development.

Logistics includes:

- Electronic information on freight;
- Training and quality indicators;
- Simplification of processes;
- Vehicle sizes and loading units;
- Urban transport;
- Long-distance corridors.

In parallel to these initiatives, the European Commission launched a call to industry and interested parties for the identification of obstacles to the efficient provision of logistics services. As a result of the high response rate it has been decided to make this an on-going process, and reported bottlenecks are being addressed in a collaborative effort with industry.

The action plan will determine the Commission's work on logistics over the medium term.

The logistics sector also shows a very high degree of interdependence with other economic sectors, providing for high multiplier effects.

The logistics sector is increasingly taking over parts of production and servicing activities in just-in-time or just-in-sequence processes. This includes simple sorting activities as well as high-tech assemblies prior to delivery to the final product assembly. Third or fourth party logistics (3PL or 4PL) providers specialise in the analysis of work flows and the development of more efficient, distributed production schemes.

Everyday freight logistics: The efficiency of freight logistics has a direct impact on product prices and security of supply. However, the anticipated increase in freight transport will also increase the number of vehicles on the motorways and in towns and cities and the risks of congestion. Such congestion could come with an economic price tag (such as higher product prices) and have social and environmental repercussions (such as pollution and noise).

The supply side of the logistics market (transport companies) is dominated by medium- and small sized enterprises. It is estimated that around 77% of operators in the freight and/or logistics market employ less than 10 staff. If transport operators and notably road haulers are taken into account, the preponderance of small enterprises is even more marked. While this renders the industry particularly flexible, fragmentation of the industry can make it difficult to roll out new technologies. The intensity of competition in particular sectors such as road haulage can make it difficult to introduce socially and environmentally sustainable working practices.

Organisation of a transport company/ vehicle operator

The organisational structure of a transport company depends on the size of the company, and allows for the allocation of responsibilities to different individual or units within the company. Such units may be described as branch, site, department, work group and single individual. Contracting of individuals is normally under time-limited work contracts or work orders, or under employment contracts. It may also involve Local Authorities and Utility services. Transport organisations must comply with Irish company law and EU Directives concerning employment law and the operation of transport activities.

For further information see https://ec.europa.eu › European Commission › Transport

Transport Specialisation

The transport industry in all its forms, ensures the movement of goods throughout the world. Road transport is one mode which is used in almost every shipment either at the point of collection or at the point of delivery. Within the road transport sector there are many operators who specialise in the transport of particular types of traffic on a national or international basis. Specific areas of transport may demand the use of unique or dedicated equipment, and special training for drivers. Some examples include the following.

- Local Distribution
- Regional Distribution
- National Distribution
- International Transport
- General haulage and container services
- Foodstuffs (Dry/Liquid)
- Animal feeds bulk and packaged
- Construction materials
- Temperature controlled transport
- Logistics providers
- Express parcel deliveries
- Livestock and animal transport
- Tank transport (Liquids)
- Tank transport (Bulk)
- Vehicles and machinery
- Oversized or exceptional loads
- High value loads; alcohol, tobacco, electronics
- Transport of scheduled substances in packaged, bulk or liquid forms as governed under the ADR agreement.

Example of transport specialisation

Example of container lift

SELF-ASSESSMENT OF KNOWLEDGE

Please complete the following questions to help assess your understanding of the session so far:

Q1. What alternative modes are used to transport goods?

Your Response

Q2. Name 4 types of transport specialisations.

Your Response

Q3. Define the term Logistics.

Your Response

Q4. What is the function of Freight Forwarders.

Your Response

Q5. What must specialist drivers usually undergo?

Your Response

SECTION I – CHANGES IN THE INDUSTRY

In Ireland, the trend to use ever larger vehicles is beneficial from a road transport point of view, provided that the average proportion of vehicle kilometres that are fully loaded does not reduce.

For operators the efficient use of larger vehicles will be more cost-effective in terms of fuel usage, capital cost and driver costs than the use of smaller vehicles. It will also reduce the number of vehicles needed, easing the growth rate in road congestion for all other travellers. The main counter force lies in the growth of Just-in-Time (JIT) deliveries and of Internet-based retail (e-commerce), both of which use small consignment sizes that are better suited to smaller vehicles. The eventual size of the e-commerce market is difficult to estimate, but it does have the potential to lead to a major increase in traffic volumes, particularly in urban areas, which would only be partly offset by some reductions in car trips to retail outlets.

As e-commerce increases in scale it would, however, also provide opportunities for more efficient logistic systems using cost pressures and economies of scale to achieve efficient use of a range of vehicle sizes. Long haul movements would take place in larger vehicles and the use of smaller vehicles would primarily be for local deliveries based on efficient routing systems. There is growing interest elsewhere in Europe in Eco-Combis.

Relocation of production

The dominant trend in industrial location over the past few decades has been the geographical concentration of production capacity in fewer larger plants that exploit economies of scale and labour costs.

This implies fewer tonnes to be moved but not automatically the same rate of reduction in the value or number of containers to be moved.

A major driver of freight traffic growth has been the wider sourcing of supplies and wider distribution of finished products. Supply chains for the multinational sector increasingly have suppliers of commodity goods from around the world. This increases the demand for inbound and outbound movements of freight.

Centralisation of inventory

This has been driven by a desire to cut inventory levels, obtain economies of scale in warehousing and improve lorry fill. It has been one of the main drivers of freight traffic growth for many years and has led to the growth in regional distribution centres.

Hub-and-spoke networks

These are a fundamental restructuring of logistical systems. As a result of JIT pressures and the growth of direct marketing, an increasing proportion of products now leave factories in smaller, less-thanlorry- load consignments. It is more economical for these orders to be despatched through the hub and- spoke networks of pallet-load or parcel carriers.

Improved productivity and quality

JIT tends to reduce average payload per trip and favour road and air. Nevertheless many companies can implement JIT without significantly increasing traffic volumes, through load consolidation or "milk-round" collection. It seems that most of this impact has already been felt in the island of Ireland. Increasing transport costs or congestion can force firms to give transport efficiency priority over inventory minimisation. Consultees report that

some customers are becoming more cost sensitive and are now prepared to consider slower deliveries (off-peak ferries, road rather than air) to obtain reduced freight costs. There is also concern that inventory reductions have left some supply chains too vulnerable to a range of possible disruptions.

Narrowing of delivery time windows

It is now standard practice at factories, warehouses and shops for in-coming deliveries to be scheduled within time-windows varying from a half hour to 2 hours. This ensures that staff time and equipment can be more efficiently used if deliveries are evenly spread and handled at specific times. The narrowing of time windows amid rising road congestion has increased costs significantly, through requiring contingency time to be built in for the journey, with the associated labour and capital cost losses. Disruption along the way that causes the window to be missed can carry heavy costs, such as having to return the consignment to base.

Distribution centres for imported goods

The huge growth in imports of consumer goods has caused major retailers to restructure the systems of inbound logistics. Traditionally container loads of imported goods have been transported to their main distribution centres for “de-stuffing”. Port based distribution centres (port centric logistics) have recently been introduced in major British container ports from which import goods are being distributed directly to retailers’ regional distribution centres, avoiding the cost of moving the container out and back to the port. Some imports are also being distributed directly from the port to shops in what some companies are calling a “DC-bypass” strategy.

Further changes may include

- HGVs banned from city centres at certain times
- Increased health screening for HGV drivers, including routine drug testing
- Increased weight restrictions on individual axles
- Increased emphasis on fuel economy and reducing emissions
- Changes to vehicle design to improve visibility and enhance driver safety
- Enhanced and co-ordinated enforcement of Transport regulations
- New EU vehicle type approval rules allowing the use of drag reducing aerodynamic tail extensions on trucks and trailers
- Further development of electric, gas and hybrid vehicles
- Mandatory fitment of driver assistance technologies
- Use of advanced telematics.

SECTION J – THE DRIVER AND COMPANY IMAGE

As a professional driver you will often be the only contact that the customer will have with your company. As such, the company will be judged by your attitude and the standard of service that you provide. You should always try to be well presented – in uniform if one is required - be pleasant and polite, drive safely and operate on time. You represent the company and have an important role in terms of supporting and promoting the image of the company that you work for.

Dress code

You should know and follow the company code of dress, appearance and behaviour.

You should maintain a professional image to your customers in the way you relate to them, including during conversations. Your customers include people from inside your own organisation as well as from outside it. You should also make sure you carry out your work in a way that does not cause unnecessary inconvenience to your customers, and show that you can deal effectively with difficulties that may arise.

- Behave towards customers in a polite and helpful way.
- Consistently follow the relevant code of dress and personal presentation.
- Maintain a professional image to your customers by behaving appropriately at all times.
- Hold conversations with customers in a way that promotes goodwill.

People may not remember the time your behaviour was exemplary, but everyone will remember your company for your bad behaviour.

By providing a high standard of service, your customers will come to rely on you and this will help to generate repeat business. As the driver of a truck you have a special responsibility - not just to yourself but also to all other road users. A professional driver should set an example to other drivers by ensuring that the vehicle is driven at all times with the utmost safety, courtesy and consideration for everyone else on the roads.

The service provided by the driver

Truck drivers provide an essential service by collecting and delivering finished goods and raw materials, typically from manufacturing plants to retail or distribution centres, or retail outlets.

Truck drivers may also be responsible for the inspection, maintenance and cleanliness of the vehicle. Driver/sales workers are also responsible for sales and customer service.

The role of the driver

A professional driver must regularly exchange verbal or written information with customers. You should be able to identify and report possible difficulties such as those relating to services, products, schedules or personalities including;

- Giving customers information that is within your own limits of authority;
- Referring customers to other appropriate people if you do not have the knowledge to help them
- Promoting customer care;
- Record, accurately and completely, information from customers that relates to your business;
- Identify and report to the appropriate person possible difficulties or complaints that could affect customers or the company.

People the driver will be dealing with

Be prepared to make allowances for the behaviour of others. When dealing with people, you should apply your operator's policies and procedures in a way that promotes co-operation, goodwill and confidence in your company.

These include

- Managers
- Customers and their staff
- Loading and unloading staff
- Warehousemen
- Mechanics

- Colleagues
- Other road users
- Immigration officials
- Parking attendants
- RSA Transport Officers, Vehicle Inspectors, Customs & Excise staff and members of An Garda Síochána.

Work Organisation

As a professional driver, how your work is organised can affect your income, lifestyle and job satisfaction.

- Are there schedules that encourage drivers to skip breaks.
- Do drivers find it difficult to keep up with their work.
- Do drivers feel that there is a lack of support from supervisors.
- Is there overtime/shift work that is unplanned or not organized.
- Are there frequent tight deadlines to meet.
- Are there sudden changes in workload or seasonal changes in volume without any mechanisms for dealing with the change
- Do drivers feel they have been given sufficient training and information to carry out their job successfully

Answering “yes” to a number of the above raises a question over how your workplace and work load are organized.

Work-life balance is an efficient way of organising at work. Work- life balance policies are those policies which assist workers in combining employment with their family and personal life outside the workplace, while meeting the employer’s needs.

Commercial and financial effects of a dispute

Generally, disputes can be resolved without going to court. If you are in a dispute with a firm, a tradesman, or your employer, and you cannot settle the dispute amicably, you can go to court, but you can also consider other dispute settlement procedures such as mediation or conciliation.

Financial disputes can end in a win/win, win/lose, or in a lose/lose situation for the individual or the company.

SELF-ASSESSMENT OF KNOWLEDGE

Please complete the following questions to help assess your understanding of the session so far:

Q1. How should a driver present for work?

Your Response

Q2. Why is it important to develop a good working relationship with customers?

Your Response

Q3. What services are provided by a truck driver?

Your Response

Q4. Name three types of people that drivers will have to deal with?

Your Response

Q5. What can be the effects of dispute?

Your Response

SECTION K – FUTURE DEVELOPMENTS

Since the introduction of the Euro Emission Standards in 1993, vehicle manufacturers have striven to reduce the potential harm to personal health and the environment caused by vehicle exhaust gases. This journey has brought us from the baseline standard of Euro 1 through to the standards currently in force by the Euro 6 regulations. While manufacturers were creating solutions to meet the Euro standards, some were also developing what are generally described as 'Alternative Powertrains' using a wide variety of propulsion methods and an equally wide range of fuels. Over the past two decades many different drivelines have been developed and tested and have delivered differing results with varying levels of success.

There are many contributing factors as to why manufacturers have not settled on one definitive power source as an alternative to diesel. The principle factors are that diesel fuel is readily available, easy to produce, store, distribute, and dispense. It works in all goods and passenger vehicles irrespective of size, weight being transported or distance to be travelled. The vehicles are highly reliable, and when operating at the Euro 6 standards and above are exceptionally quiet and clean. However, for environmental reasons there is a prevailing desire to move away from diesel fuel and to move towards a more sustainable and cleaner fuel option for propelling vehicles. In response to this, automotive manufacturers believe there will be three solutions for what are primarily three separate types of work.

Long Distance Transport

It is expected that in this sector diesel will remain the primary fuel source for the majority of transport operations. However, this will be augmented by the use of Gas powered vehicles using either Compressed Natural Gas (CNG), Liquefied Natural Gas (LNG), or BioMethane. Gas powered commercial vehicles have been available for a number of years and have proven to operate very efficiently. However, at present there is a lack of refueling infrastructure in Ireland to support the wider use of gas powered trucks and buses. The infrastructure has been at the planning stages for some time and there has recently been a greater level of interest shown by both operators and fuel distributors which may see a nationwide refueling network rolled out in the future.

For long distance transport there is also the possibility that some options may employ the partial use of electric power generated by combining new innovations and older technologies, e. g., methods such as a kinetic energy recuperation

Example of gas powered truck

Medium Distance Services and Distribution

In this sector it is felt that a mixture of gas, diesel, hybrid and electric vehicles will emerge to suit differing circumstances. The exact nature of the vehicle will often be dependent on the type of work being undertaken. Where diesel is used we may see

greater use of Biodiesel fuels such as Hydrogenated Vegetable Oil (HVO). As an alternative fuel to diesel, HVO has proved to be highly successful in other European countries especially in Scandinavia. There are a number of variations on the basic idea of HVO as a fuel, and one example is Dimethyl ether (DME) which can be distilled from other organic materials such as wood pulp. However, this is possibly more suited to countries with an extensive timber industry - for example in some Nordic countries. This concept of DME highlights the issue where a solution for one country may not work as well in another, meaning that some of the proposed solutions may be limited by country or region.

Short Distance Urban Centres and Last Mile Services

Almost all operators agree that in order to meet the needs within this sector electrically propelled vehicles appear to be the most appropriate solution. This is especially true for urban passenger and local delivery services where the routes allow for the availability of a suitable re-charging infrastructure at a terminus or local depot.

Example of battery powered truck

Example of electrically powered truck. Note the recharging mechanism on the roof which retracts when charging is completed.

Potential Hazards

There are some points worth noting in respect of the operational procedures with regard to refueling and recharging. With gas powered vehicles the fuel is stored under pressure and often at extremely low (cryogenic) temperatures, ranging from -120C to -150C. Equally, with electric propulsion as with all other vehicles there are potential hazards present and drivers need to exercise caution at all times. However, once operators adhere to the manufacturers recommendations, develop appropriate procedures to minimise any risks and properly inform drivers about the systems, the potential for accidents or incidents are no greater than with existing diesel powered vehicles.

While developments in vehicle technology are ongoing, their introduction into the workplace could take some time as it is dependent on new vehicles replacing old, and the appropriate refilling/ recharging infrastructure being in place. For the most part while there are some difference in the driving techniques with any of the above mentioned vehicles the differences are minimal. The area of alternative fuels is one that is constantly evolving. Fuels such as gases, electric, hybrid, organic fuel oils and combinations have been mentioned.

This list is not exhaustive and it omits other potential fuels that are also under development - for example solar roof panels or Hydrogen fuel cells. Because there are so many variations it is not possible to mention them all. In addition, because they vary regarding their differing stages in the development process, it means they may never in fact be widely introduced. Drivers are advised to keep themselves informed of developments within the sector.

Notes

Notes

LIST OF APPENDICES

The following appendices are provided as an information resource for professional drivers. It may help to refer to them when you require particular information. Please be aware that regulations, conditions and standards can change from time to time and up-to-date information is available on the RSA website at www.rsa.ie

APPENDIX 1

RSA Údarás Um Shábháilteacht Ar Bhóithre Road Safety Authority

RSA

Údarás Um Shábháilteacht Ar Bhóithre
Road Safety Authority

Guidelines on Maximum Weights and Dimensions of Mechanically Propelled Vehicles and Trailers, Including Manoeuvrability Criteria

February 2019

DISCLAIMER: THIS LEAFLET IS INTENDED AS A GENERAL GUIDE FOR INDUSTRY, HAULIERS AND INTERESTED MEMBERS OF THE PUBLIC ON THE MAXIMUM PERMITTED WEIGHTS AND DIMENSIONS OF MECHANICALLY PROPELLED VEHICLES AND THEIR TRAILERS OPERATING IN IRELAND. IT IS NOT AN INTERPRETATION OF THE LAW.

RSA Údarás Um Shábháilteacht Ar Bhóithre
Road Safety Authority

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RSA Údarás Um Shábháilteacht Ar Bhóithre Road Safety Authority

Terminology

"Air suspension system" means a system in which at least 75 per cent of the spring effect is caused by the elasticity of a confined gas.

"Alternative fuels" shall mean fuels or power sources which serve, at least partly, as a substitute for fossil oil sources in the energy supply to transport and which have the potential to contribute to its decarbonisation and enhance the environmental performance of the transport sector, consisting of:
(a) electricity consumed in all types of electric vehicles;
(b) hydrogen;
(c) natural gas, including biomethane, in gaseous form (Compressed Natural Gas – CNG) and liquefied form (Liquefied Natural Gas – LNG);
(d) Liquefied Petroleum Gas (LPG);
(e) mechanical energy from on-board storage/on-board sources, including waste heat;

"Alternatively fuelled vehicle" shall mean a motor vehicle powered wholly or in part by an alternative fuel and which has been approved under the framework of Directive 2007/46/EC.

"Appropriate motor vehicle" means a mechanically propelled vehicle having at least three axles, twin tyres, air suspension or an equivalent suspension on each driving axle and ABS brakes. The vehicle must also be fitted with a plate complying with the requirements of the Regulations of 2000.

"Appropriate semi-trailer"[1] means a semi-trailer which has an air suspension or an equivalent suspension and ABS brakes. It must also be fitted with a plate complying with the requirements of the Regulations of 2000.

"Articulated bus" means a large public service vehicle so constructed that -

(a) 2 rigid intercommunicating passenger compartments are connected by an articulated section allowing free movement of passengers between the 2 compartments, and

(b) connection and division of the 2 compartments is possible only in a workshop.

"Articulated vehicle" means the combination of a mechanically propelled vehicle and a drawn vehicle attached by partial superimposition and so constructed and attached that not less than 20 per cent of the weight of the drawn vehicle is borne by the mechanically propelled vehicle.

"Combination of vehicles" means a combination of a mechanically propelled vehicle and one trailer.

"Conditioned vehicle" means a mechanically propelled vehicle, trailer or semi-trailer with a design gross vehicle weight in excess of 3,500 kilograms, whose fixed or movable superstructure is specially

[1] The 'appropriate semi-trailer' concept comes into force on 1st April 2013 and applies to both new and existing semitrailers operating as part of a combination of vehicles with a gross weight in excess of 40 tonnes.

February 2019

equipped for the carriage of goods at controlled temperatures and whose side walls, inclusive of insulation, are each at least 45 millimetres thick.

"Council Directive" means Council Directive 96/53/EC of 25 July 1996.

"Equivalent system" means a suspension system which fulfils the conditions for equivalence to air suspension as set out in Annex II to the Council Directive.

"Four axle bogie" means 4 successive axles the outermost of which are spaced at a distance apart of less than 4.3 metres.

"Intermodal journey" means a journey to or from a rail terminal or a seaport in the State for onward transfer of goods, such that the goods themselves are not handled in changing modes.

"Large tractor" means a mechanically propelled vehicle which is not constructed to carry any load itself and which has an un-laden weight in excess of 7.25 tonnes.

"Refrigerated vehicle" means any mechanically propelled vehicle, trailer or semi-trailer specially designed and constructed for the carriage of goods at a temperature below the ambient temperature.

"Regulations of 2000" means the Road Traffic (Construction, Equipment and Use of Vehicles) (Amendment) Regulations 2000 (S.I. No. 224 of 2000).

"Semi-trailer" means the drawn component of an articulated vehicle, or a vehicle constructed or adapted for use as such drawn component.

"Tandem axles" means 2 successive axles, not being part of a triaxle or a four axle bogie which are spaced at a distance apart of not more than 2.5 metres.

"Tractor unit" means the drawing component of an articulated vehicle.

"Triaxle" means 3 successive axles, not being part of a four axle bogie, the outermost of which are spaced at a distance apart of not more than 3.25 metres.

"Vehicle transporter" means a vehicle constructed or adapted to carry 2 or more vehicles.

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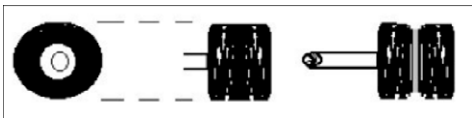
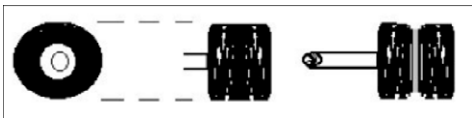
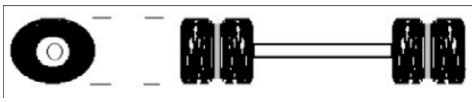
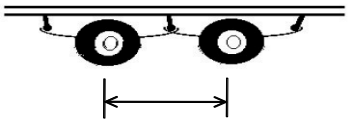
Maximum Weights for Axles & Wheels			
DESCRIPTION	**COMMENT**	**MAXIMUM WEIGHT TRANSMITTED**	**IMAGE**
Wheel which is part of the sole driving axle	Whether with single or twin tyres.	5.75 tonnes	
Wheel which is <u>not</u> part of the sole driving axle	Whether with single or twin tyres.	5.0 tonnes	
Single axle	Whether with single or twin tyres.	10 tonnes	
Sole driving axle	Twin tyres.	10.5 tonnes or 11.5 tonnes with an air suspension or an equivalent system	
Maximum Weights for Tandem Axles			
Tandem axles of a vehicle or trailer	**AXLE SPACING (X)** Less than 1.0m 1.0m or greater 1.3m or greater 1.8m or greater	**MAX WEIGHT TRANSMITTED** 11.5 tonnes 16 tonnes 18 tonnes 20 tonnes (For trailer or semitrailer only)	 X Distance measured from centre of front to centre of rearmost axle

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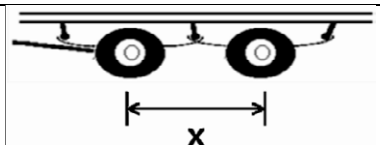
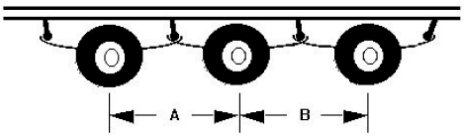
Tandem axles of a vehicle not including a trailer[2]	**AXLE SPACING (X)** Between 1.3m & 1.8m inclusive	**MAX WEIGHT TRANSMITTED** 19 tonnes	 Distance measured from centre of front to centre of rearmost axle
Maximum Weight of a Triaxle			
	AXLE SPACING Less than 1.3m 1.3m or greater[3]	**MAXIMUM TOTAL WEIGHT TRANSMITTED BY THE TRIAXLE (SUM OF 3 AXLES)** 21 tonnes 24 tonnes	 Distance measured from centre of front to centre of rearmost axle **Note:** In the case of a triaxle (not being a trailer) that is fitted with one or more driving axles, each driving axle that is fitted with twin tyres and an air suspension system or an equivalent system may transmit to the road a weight not exceeding 9.5 tonnes
Maximum Weight of a Four Axle Bogie			
Four axle bogie		**(SUM OF 4 AXLES)** 24 tonnes	

[2] Provided that the vehicle is equipped with twin tyres and an air suspension system or an equivalent system on each driving axle, OR is equipped with twin tyres and 2 driving axles neither of which transmits to the surface of a road a weight in excess of 9.5 tonnes.

[3] If A equals B then this is the control dimension. If A does not equal B then the lesser of the two is the control dimension, i.e. if A = 1.2m & B = 1.5m, the max weight transmitted = 21 tonnes.

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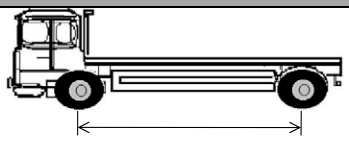
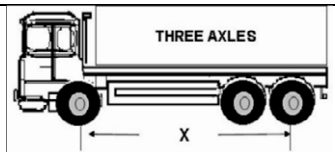
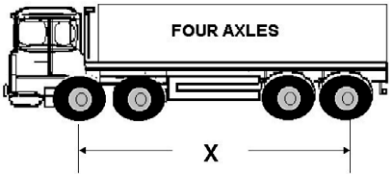
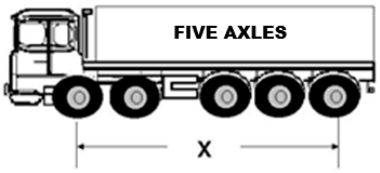
Maximum Weights for Rigid Vehicles			
2 Axle rigid trucks	**AXLE SPACING (X)** Less than 3m 3m or greater	**MAXIMUM WEIGHT LADEN** 16 tonnes 18 tonnes	 X Distance measured from centre of front to centre of rearmost axle
3 Axle rigid trucks	**TONNES PER METRE (X)** 5.5 tonnes 5.5 tonnes	**MAXIMUM WEIGHT LADEN** 25 tonnes 26 tonnes[2]	 Distance measured from centre of front to centre of rearmost axle
Note: a maximum of an addit ional 1 tonne (1,000 Kg) is permitted for 2 and 3 axle rigid trucks where the vehicle is approved with an alternative fuel powertrain.			
4 Axle rigid trucks	**TONNES PER METRE (X)** 5 tonnes	**MAXIMUM WEIGHT LADEN** 30 tonnes 32 tonnes[2]	 Distance measured from centre of front to centre of rearmost axle
5 (or more) Axle rigid trucks **Note:** Five (or more) axle rigid vehicles registered before 1 February 2018 may continue to operate at their plated weight for 'weights not to be exceeded in Ireland', provided they comply with the individual axle and bogey limits stipulated in the Road Traffic (Construction and Use of Vehicles) Regulations 2003 as amended (S.I. No. 5/2003).	**TONNES PER METRE (X)** 5.5 tonnes	**MAXIMUM WEIGHT LADEN** 36 tonnes	 Distance measured from centre of front to centre of rearmost axle

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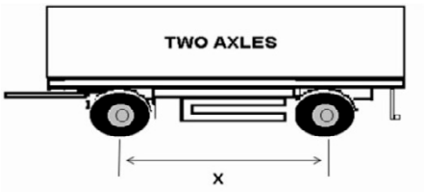
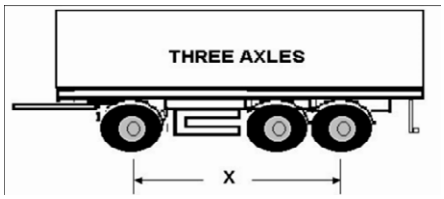
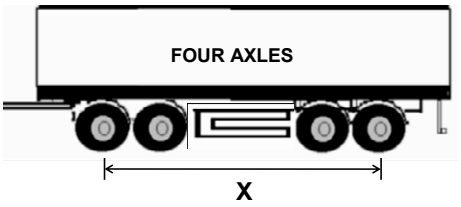
Maximum Weights for Trailers Not Forming Part of a Combination of Vehicles			
Two axle trailer	**AXLE SPACING (X)** Less than 3.0m 3.0m or greater	**MAXIMUM WEIGHT LADEN** 16 tonnes 18 tonnes	 Distance measured from centre of front to centre of rearmost axle
Three axle trailer	**TONNES PER METRE (X)** 5.5 tonnes	**MAXIMUM WEIGHT LADEN** 25 tonnes	 Distance measured from centre of front to centre of rearmost axle
Four axle trailer	**TONNES PER METRE (X)** 5 tonnes	**MAXIMUM WEIGHT LADEN** 30 tonnes	 Distance measured from centre of front to centre of rearmost axle

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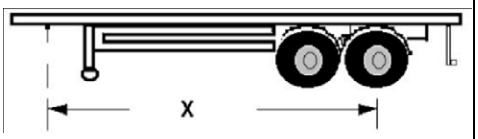
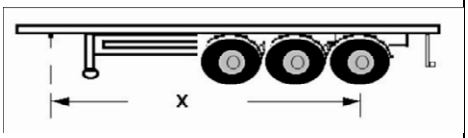
Maximum Weights for Trailers Not Forming Part of a Combination of Vehicles (Continued)		
Semi-trailer component of an articulated vehicle combination	**TONNES PER METRE (X)** 5.5 tonnes	 Distance measured from kingpin to centre of rearmost axle
Triaxle semi-trailer component of a 46 tonne six axle articulated vehicle combination	**TONNES PER METRE (X)** 5.75 tonnes	 Distance measured from kingpin to centre of rearmost axle

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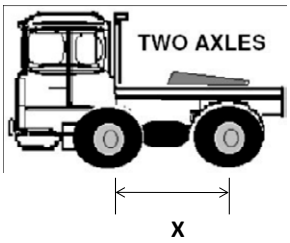
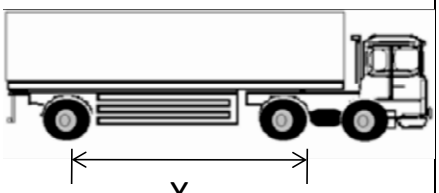
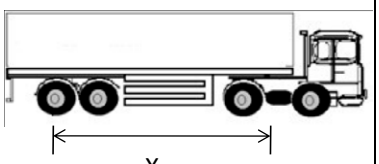
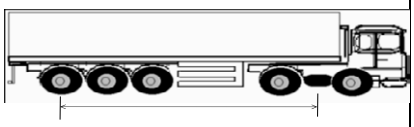
Two Axle Tractor Unit with Various Trailer Combinations			
Two axle tractor unit on its own; i.e. not towing a trailer	**AXLE SPACING (X)** Less than 3m 3m or greater	**MAXIMUM WEIGHT LADEN** 16 tonnes 18 tonnes	 **X** Distance measured from centre of front to centre of rearmost axle
A combination of a two axle tractor unit with a single axle semi-trailer	**TONNES PER METRE (X)** 5.5 tonnes 5.5 tonnes	**MAXIMUM WEIGHT LADEN** 22 tonnes 26 tonnes[4]	 X Distance measured from kingpin to centre of rearmost axle

[4] Provided the distance between the rearmost axle of the vehicle and the axle of the trailer is greater than 3 metres.

A combination of a two axle tractor unit with a two axle semi-trailer **A combination of a two axle tractor unit with a two axle semi-trailer**	**TONNES PER METRE (X)** 5.5 tonnes 5.5 tonnes	**MAXIMUM WEIGHT LADEN** 35 tonnes 38 tonnes[5]	 X Distance measured from kingpin to centre of rearmost axle
A combination of a two axle tractor unit with a three axle appropriate semi-trailer	**TONNES PER METRE (X)** 5.5 tonnes	**MAXIMUM WEIGHT LADEN** 40 tonnes[6]	 **X** Distance measured from kingpin to centre of rearmost axle

[5] Provided that the tractor unit is equipped with an air suspension system or an equivalent system on the driving axle, ABS brakes and a plate complying with the requirements of the Regulations of 2000.

[6] Two-axle motor vehicle with three axle semi-trailers carrying, in intermodal transport operations, one or more containers or swap bodies, up to a total maximum length of 45ft can operate to 42 tonnes (subject to 5.5 tonnes per metre rule).

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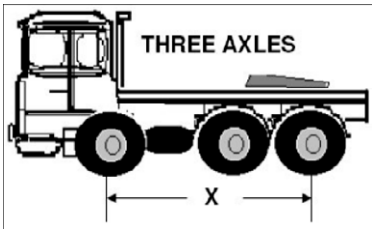
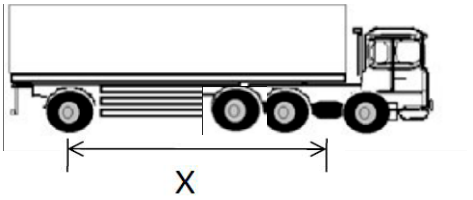
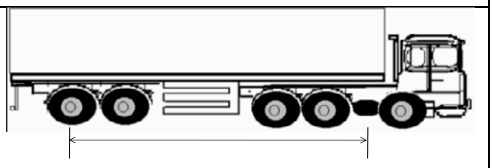
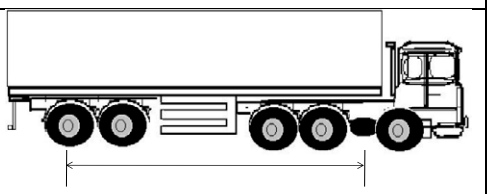
Three Axle Tractor Unit with Various Trailer Combinations			
Three axle tractor unit on its own; i.e. not towing a trailer	**TONNES PER METRE (X)** 6 tonnes 6 tonnes	**MAXIMUM WEIGHT LADEN** 25 tonnes 26 tonnes[2]	 Distance measured from centre of front to centre of rearmost axle
A combination of a three axle tractor unit with a single axle semitrailer	**TONNES PER METRE (X)** 5.5 tonnes	**MAXIMUM WEIGHT LADEN** 35 tonnes	 Distance measured from kingpin to centre of rearmost axle
A combination of a three axle tractor unit with a two axle semitrailer	**TONNES PER METRE (X)** 5.5 tonnes	**MAXIMUM WEIGHT LADEN** 40 tonnes	 **X** Distance measured from kingpin to centre of rearmost axle
A combination of an appropriate motor vehicle with a two axle appropriate semitrailer	**TONNES PER METRE (X)** 5.5 tonnes	**MAXIMUM WEIGHT LADEN** 42 tonnes	 **X** Distance measured from kingpin to centre of rearmost axle

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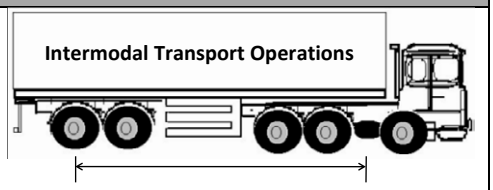
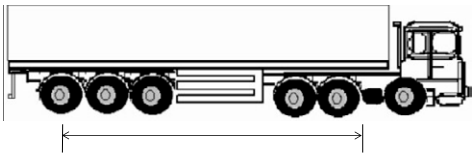
Three Axle Tractor Unit with Various Trailer Combinations (Continued)			
Three-axle appropriate motor vehicle with two axle semi-trailer carrying, in intermodal transport operations, one or more containers or swap bodies, up to a total maximum length of 45ft	**TONNES PER METRE (X)** 5.5 tonnes	**MAXIMUM WEIGHT LADEN** 44 tonnes	 **X** Distance measured from kingpin to centre of rearmost axle
	TONNES PER METRE (X)	**MAXIMUM WEIGHT LADEN**	
A combination of a three axle tractor unit with a three axle semi-trailer	5.5 tonnes	40 tonnes	 **X** Distance measured from kingpin to centre of rearmost axle **Note:** Since 1st April 2013 triaxle tractor units towing triaxle semi-trailers may operate at a gross combination weight of 46 tonnes (5.75 tonnes/metre). However, in addition to satisfying the requirements of an 'appropriate motor vehicle' and 'appropriate semi-trailer respectively'; they must also satisfy the following additional criteria in order to be allowed to operate as part of a 46 tonne combination: Tractor units and semi-trailers ***already in service*** **on** 1st April 2013 require Electronic Braking Systems (EBS). Anti-lock Braking Systems (ABS) are not sufficient. ***New tractor units first registered*** on or after 1st April 2013 (in addition to requiring EBS) need Vehicle Stability Function (VSF) which is more commonly known as Electronic Stability Control (ESC); and ***semi-trailers first licensed*** on or after 1st April 2013 (in addition to requiring EBS) require roll stability control.
A combination of an appropriate motor vehicle with a three axle appropriate semi-trailer	5.5 tonnes	44 tonnes	
A combination of a three-axle motor vehicle with three-axle semitrailer carrying, in intermodal transport operations, one or more containers or swap bodies, up to a total maximum length of 45ft	5.5 tonnes	44 tonnes	
A combination of an appropriate motor vehicle with a three axle appropriate semitrailer	5.75 tonnes	46 tonnes (See note)	

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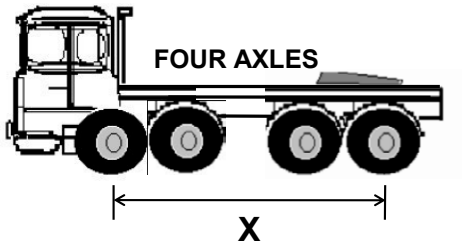
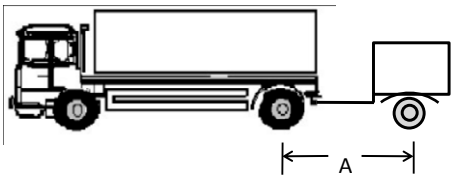
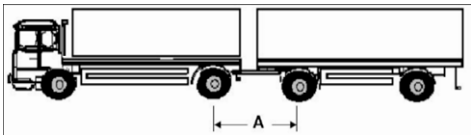
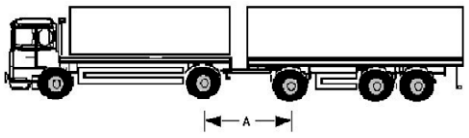
Four Axle Tractor Unit with Various Trailer Combinations			
	TONNES PER METRE (X)	**MAXIMUM WEIGHT LADEN**	
Four axle tractor unit on its own; i.e. not towing a trailer	6 tonnes	30 tonnes	
A combination of a four axle tractor unit and an appropriate semi-trailer	6 tonnes	See manufacturer's specifications. Vehicle will require a Local Authority permit if combination exceeds 46 tonnes.	Distance measured from centre of front to centre of rearmost axle

Two Axle Rigid Truck with Various Trailer Combinations			
	AXLE SPACING (A)	**MAXIMUM WEIGHT LADEN**	A = Distance between rearmost axle of the vehicle and the foremost axle of the trailer.
Two axle rigid truck drawing a single axle trailer	Less than 3m 3m or greater	22 tonnes 26 tonnes	
Two axle truck drawing a two axle trailer	Less than 3m 3m or greater	30 tonnes 36 tonnes	
Two axle truck drawing a three axle trailer	Less than 3m 3m or greater	34 tonnes 40 tonnes	

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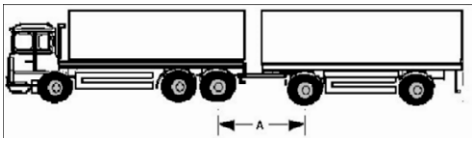
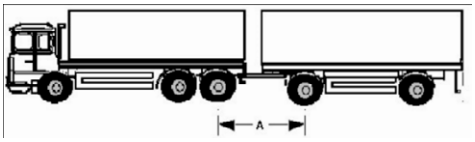
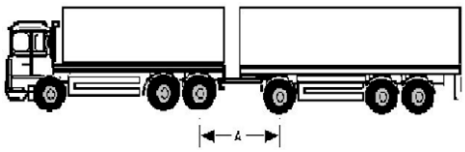
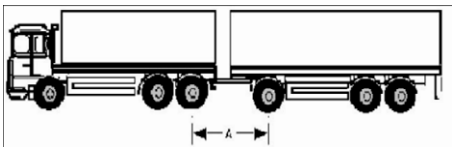
Three Axle Rigid Truck with Various Trailer Combinations			
	AXLE SPACING (A)	**MAXIMUM WEIGHT LADEN**	A = Distance between rearmost axle of the vehicle and the foremost axle of the trailer.
Three axle truck drawing a single axle trailer	Less than 3m 3m or greater	30 tonnes 36 tonnes	
Three axle truck drawing a two axle trailer	Less than 3m 3m or greater	34 tonnes 40 tonnes	
Three axle appropriate motor vehicle drawing a two axle trailer	Less than 3m 3m or greater	34 tonnes 42 tonnes	
Three axle truck drawing a three axle trailer	Less than 3m 3m or greater	34 tonnes 40 tonnes	
Three axle appropriate motor vehicle drawing a three axle trailer	Less than 3m 3m or greater	34 tonnes 44 tonnes	

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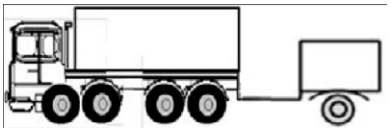
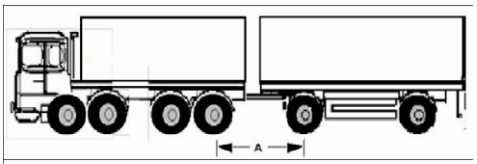
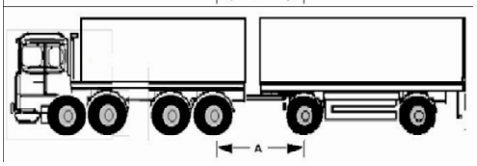
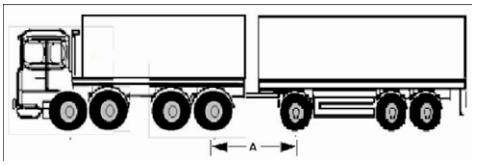
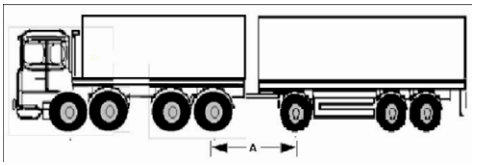
Four Axle Rigid Truck with Various Trailer Combinations			
	AXLE SPACING (A)	**MAXIMUM WEIGHT LADEN**	A = Distance between rearmost axle of the vehicle and the foremost axle of the trailer.
Four axle truck drawing a single axle trailer	Less than 3m 3m or greater	34 tonnes 40 tonnes	
Four axle truck drawing a two axle trailer	Less than 3m 3m or greater	34 tonnes 40 tonnes	
Four axle appropriate motor vehicle drawing a two axle trailer	Less than 3m 3m or greater	34 tonnes 42 tonnes	
Four axle truck drawing a three axle trailer	Less than 3m 3m or greater	34 tonnes 40 tonnes	
Four axle appropriate motor vehicle drawing a three axle trailer	Less than 3m 3m or greater	34 tonnes 44 tonnes	

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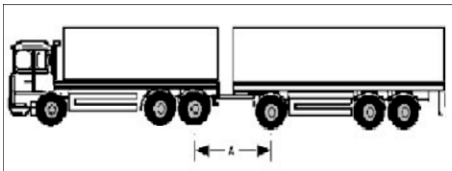
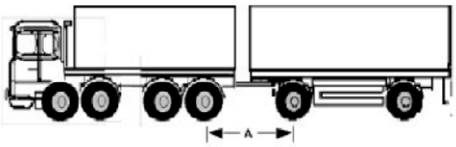
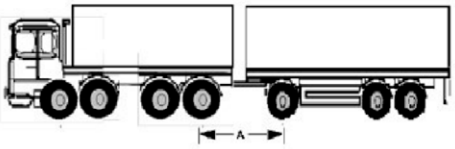
Six (Or More) Axle Rigid Truck and Drawbar Trailer Combinations			
	AXLE SPACING (A)	**MAXIMUM WEIGHT LADEN**	A = Distance between rearmost axle of the vehicle and the foremost axle of the trailer.
Three axle appropriate motor vehicle drawing a three (or more) axle trailer	3m or greater	46 tonnes[7]	
Four axle appropriate motor vehicle drawing a two (or more) axle trailer	3m or greater	46 tonnes[7]	
Four (or more) axle appropriate motor vehicle drawing a three (or more) axle trailer	3m or greater	46 tonnes[7]	

[7] Since 1st June 2015 six (or more) axle rigid truck and drawbar trailer combinations may operate at a gross combination weight of 46 tonnes. However, in addition to satisfying the requirements of an 'appropriate motor vehicle' they must also satisfy the following additional safety criteria:
3 or more axle rigid trucks and 2 (or more) axle drawbar trailers ***already in service*** **on** 1st June 2015 require Electronic Braking Systems (EBS). Anti-lock Braking Systems (ABS) are not sufficient. ***New three axle rigid trucks first registered*** on or after 1st June 2015 (in addition to requiring EBS) will also need Vehicle Stability Function (VSF) which is more commonly known as Electronic Stability Control (ESC). ***New drawbar trailers first licensed*** on or after 1st June 2015 (in addition to requiring EBS) will also require roll stability control. **Note that new four (or more) axle rigid trucks first registered on or after 1st June 2015 will not require ESC to operate as part of a 46 tonne combination.**

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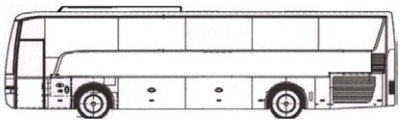
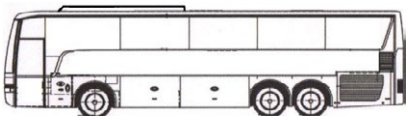
Maximum Weights for Two & Three Axle Buses		
	MAXIMUM WEIGHT LADEN	
Two-axle buses	19.5 tonnes	
Three-axle buses	25 tonnes 26 tonnes[8]	
Three-axle articulated buses	28 tonnes[9]	
NOTE: All buses listed above must also comply with the individual axle and bogey limits set out on pages 1 & 2 of this document.		

[8] For three-axle alternatively fuelled motor vehicles where the driving axle is fitted with twin tyres and air suspension or suspension recognised as being equivalent within the Union as defined in Annex II, the maximum weight laden is increased by the additional weight required for the alternative fuel technology with a maximum of 1t.

[9] For alternatively fuelled vehicles the maximum weight laden of 28t is increased by the additional weight required for the alternative fuel technology with a maximum of 1t.

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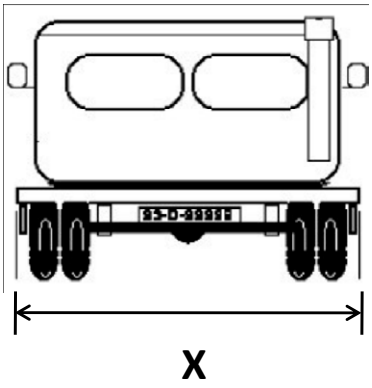
Maximum Widths

These dimensions do not apply to a land implement or vehicle for grass cutting, hedge-trimming or forestry operations while used in the day time, or a land implement used during lighting up hours from July to August inclusive, provided that the vehicle complies with the Road Traffic (Lighting of Vehicles) Regulations 1963 (S.I. No. 189 of 1963).

DESCRIPTION	WIDTH (X)	IMAGE
Agricultural trailer / piece of interchangeable towed equipment	Click here for dimensional limits for agricultural vehicles	
Conditioned vehicle (includes superstructures of conditioned vehicles or conditioned containers or swap bodies transported by vehicles)	2.6m	
Passenger vehicle with seating capacity for more than eight passengers	2.55m	
Refrigerated vehicle, trailer or semi-trailer	2.55m (For vehicles first registered or trailers first licensed on or before 31st Dec 1997 the limit was 2.6m but this expired on 31st Dec 2006)	
Rigid truck, tractor unit of an articulated vehicle, trailer or a semi-trailer	2.55m (Provided that the vehicle's DGVW exceeds 3.5 tonnes)	
Vehicle or trailer **Vehicle together with its load** (apart from loose agricultural produce which is not in bales or crates)	2.5m 2.9m	

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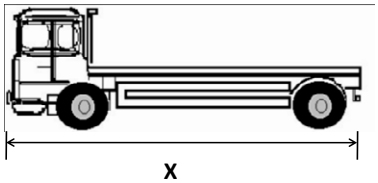
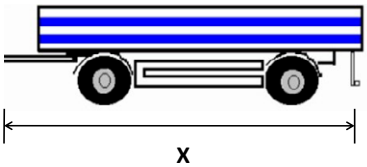
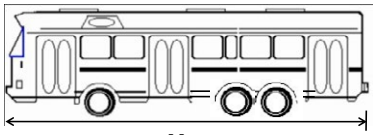
Maximum Lengths		
DESCRIPTION	**LENGTH (X)**	**IMAGE**
Rigid truck	12m	 X
Trailer	12m	 X
Two axle bus	13.50m	 X
Bus having more than two axles	15.00m	 X
Articulated bus	18.75m	 X

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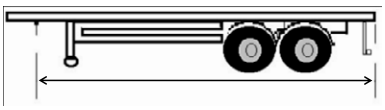
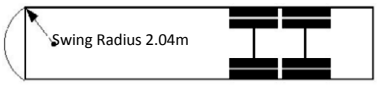
Maximum Lengths (Continued)		
Articulated vehicle	16.5m	 X
Semi-trailer **Note:** These provisions do not apply to articulated vehicles first registered before 1st January 1991 which do not exceed 15.5m in length.	12.0m [10] (Distance measured from the axis of the kingpin to the rear of the trailer) 2.04m (Distance measured from the axis of the kingpin to any point on the front of the semi-trailer)	 X 

[10] This distance can be, subject where applicable to Article 9a(1) of the council directive, and the maximum distance laid down in Point 1.6 of Annex I to the council directive, may be exceeded by 15cm for vehicles or vehicle combinations engaged in the transport of 45ft containers or 45ft swap bodies, empty or loaded, provided that the road transport of the container or swap body in question is part of an intermodal transport operation.

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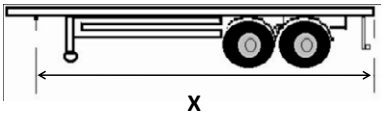
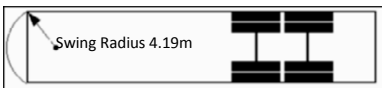
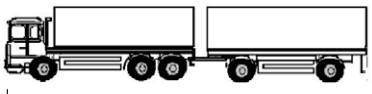
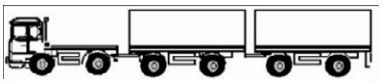
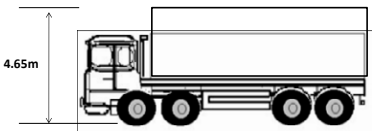
Maximum Lengths (Continued)		
Vehicle transporter **Note:** These provisions do not apply to articulated vehicles first registered before 1st January 1991 which do not exceed 15.5m in length.	12.50m (Distance measured from the axis of the kingpin to the rear of the trailer) 4.19m (Distance measured from the axis of the kingpin to any point on the front of the semi-trailer)	 X 
Combination of vehicles including a large tractor drawing two trailers **Large tractor drawing two trailers** Note: A Large Tractor is permitted to tow two trailers and exceed 18.75m in overall length, but NOT in any town with a population exceeding 10,000 people. The limit for this combination is 22m.	18.75m 22.00m	 X  X

Maximum Height		
DESCRIPTION	**HEIGHT**	**IMAGE**
All vehicles **Note:** The 4.65m limit does not apply to vehicles/combinations of vehicles and trailers transporting agricultural produce (i.e. hay, silage straw or other animal fodder) which is baled.	4.65m (Includes the load being carried)	

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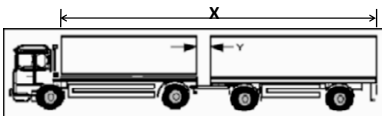
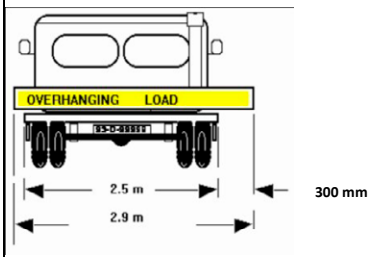
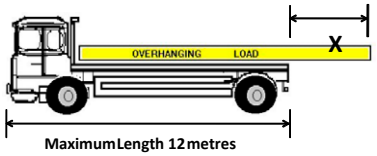
Maximum Loading Space		
DESCRIPTION	**LENGTH**	**IMAGE**
Maximum loading space of a truck and trailer combination Distance measured from the foremost external point of the loading area behind the cabin to the rearmost point of the trailer. Distance from the foremost external point of the loading area behind the cabin to the rearmost point of the trailer, less the distance between the rear of the drawing vehicle and the front of the trailer.	X = 16.40m X-Y = 15.65m	

Maximum Load Overhang		
DESCRIPTION	**SIDE OVERHANG**	**IMAGE**
Vehicle or trailer A load must not project by more than 300mm (1 foot) beyond the extreme projecting points on either / both sides of the vehicle or trailer. The overall width of a vehicle or trailer together with its load (except loose agricultural produce) must not exceed 2.9m (9 feet and 6 inches)	300mm (1 foot) on either / both sides	
DESCRIPTION	**REAR OVERHANG**	**IMAGE**
Vehicle or trailer A load on a vehicle or trailer must not project more than 3 metres beyond the rearmost point of the vehicle or trailer. An exception is made for electricity and telephone poles.	X = 3m Note: If the overhang exceeds 1m, a warning device must be carried at the rear of the load during the day time	

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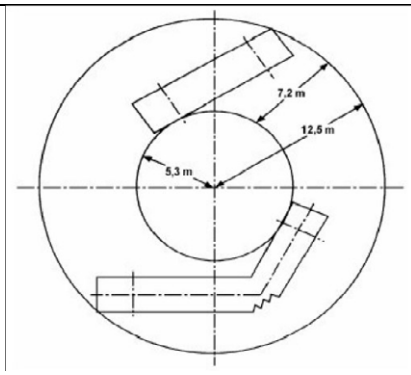
Manoeuvrability Criteria - Turning Circle Requirements	
DESCRIPTION	**IMAGE**
All vehicle combinations A mechanically propelled vehicle, an articulated vehicle and a combination of vehicles must be capable of being driven within an area contained between concentric circles with radii of 12.50 metres and 5.30 metres such that no part of the vehicle or the combination of vehicles projects outside the area contained between these two circles.	

Abnormal Loads

There is a permit system for the movement of abnormal loads. A new streamlined system for issuing special permits for the movement of long wide loads was introduced in May 2009.

Any operator who wants to transport a vehicle or load that falls outside the limits allowed by the Road Traffic (Construction Equipment & Use of Vehicles) Regulations 2003, S.I. 5 of 2003 must obtain a permit for its movement.

The Guidelines on Maximum Weight and Dimensions of Mechanically Propelled Vehicles (PDF) outline all the weight and dimension limits.

If your load is outside the limits, there are two permit schemes for which you can apply.

1. Permit Scheme administered by An Garda Síochána.

An Garda Síochána run a scheme for the movement of vehicles and loads that do not exceed 27.4 metres in length and 4.3 metres in width on designated roads including to Cork, Ringaskiddy and Rosslare ports.

Note that vehicles and loads exceeding the 4.65 metre national height limit are not covered under this scheme and require a Local Authority Permit instead.

The designated road list is often updated with additional routes. An up to date list will always be available on RSA.ie and the Garda website.

There is no charge for this permit.

To apply for this scheme, fill out the application form.

This scheme is outlined under the

- Road Traffic (Specialised Vehicle Permits) Regulations, 2009, S.I. No. 147 of 2009 and
- Road Traffic (Specialised Vehicle Permits) (Amendment)Regulations,2010

2. Permit Scheme administered by Local Authorities

Local Authorities operate a permit system for all roads, vehicles and loads not covered under the Garda permit scheme outlined above.

If any of the following are true, you must apply for a permit through the relevant local authorities:

- All or part of your journey is not on the routes the Garda scheme covers. For example, if you are transporting a load from Longford to Westport, you must apply for 2 separate permits: 1) to An Garda Síochána for the part of the journey on the N5 between Longford and Castlebar (a designated road) and 2) to the Local Authorities for the part of the journey from Castlebar to Westport (not a designated road).
- The weight of the vehicle or load exceeds the limits outlined in SI 5 of 2003.
- The height of the vehicle or load exceeds the limits outlined in the Road Traffic (Construction and Use of Vehicles) Regulations, SI 366 of 2008.
- The dimensions of the vehicle or load exceed those allowed under the Garda scheme: 27.4 metres in length or 4.3 metres in width.

To apply for this scheme, you must send an application to the local authority through whose jurisdiction your vehicle or load will travel.

Keep in mind that requirements and charges for this scheme may vary from one local authority to another, so you should contact the relevant local authority before you apply.

This scheme is outlined under the Road Traffic (Specialised Permits for Particular Vehicles) Regulations 2007, SI 283 of 2007

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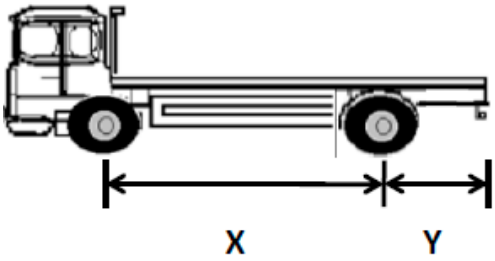
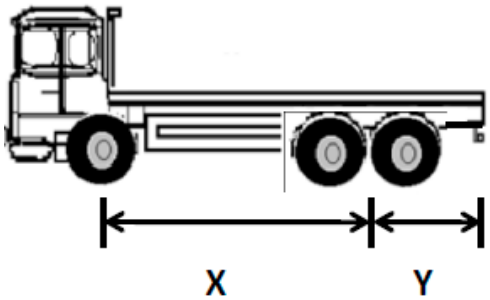
Maximum Load Overhang

THESE DIMENSIONS DO NOT APPLY TO AN ARTICULATED VEHICLE, A TRACTOR, A WORKS TRUCK, A CYCLE, A VEHICLE WHICH IS STEERED BY THE MOVEMENT OF THE REAR WHEELS, AND A VEHICLE REGISTERED BEFORE 1ST JULY 1964.

NOTE ON TRAILERS: THE REAR OVERHANG REQUIREMENTS OUTLINED BELOW DO NOT APPLY TO TRAILERS, HOWEVER ALL VEHICLE AND TRAILER COMBINATIONS USED ON A PUBLIC ROAD IN IRELAND MUST SATISFY THE TURNING CICRCLE REQUIREMENTS OUTLINED ABOVE.

TYPE APPROVAL REQUIREMENTS: COMMISSION REGULATION (EU) No 1230/2012 GOVERNS THE MANOEUVRABILITY REQUIREMENTS FOR NEW VEHICLES AT TYPE APPROVAL. NEW VEHICLE/VEHILCE COMBINATIONS MUST ALSO MEET THE TURNING CIRCLE REQUIREMENTS OUTLINED ABOVE; HOWEVER THERE ARE ADDITIONAL REAR SWING OUT[11] REQUIREMENTS STIPULATED FOR HGV's & BUSES. FURTHER INFORMATION IS AVAILABLE HERE.

DESCRIPTION	REAR OVERHANG	IMAGE
Vehicle having two axles X = Distance between the centre of the front wheel and the centre of the rear axle. Y = Distance between the centre of the rear axle and the rearmost point of the vehicle.	Dimension 'Y' must not exceed 60% of dimension 'X'	
Vehicle having three or more axles X = Distance between the centre or centres of the front wheel or wheels and the centre point of a straight line joining the centre points of the rear and second rearmost axles. Y = Distance between the centre point of a straight line joining the centre points of the rear and second rearmost axle and the rearmost point of the vehicle.	Dimension 'Y' must not exceed 60% of dimension 'X'	

[11]Rear swing out (more commonly known as tail swing) is the amount that the rear of a vehicle moves to the left if the vehicle turns to the right.

Introduction of 46 Tonne National Weight Limit for 3+3 Articulated Vehicle Combinations, including new requirements for semi-trailers operating at gross combination weights in excess of 40 tonnes

Since 1st April 2013 six axle (3+3) articulated vehicle combinations have been allowed operate at a gross combination weight of 46 tonnes.
The new provisions are contained the Road Traffic (Construction and Use of Vehicles) (Amendment) Regulations 2013 (S.I. No. 43 of 2013) permitting a 46 tonne national weight limit for six axle (3+3) articulated vehicle combinations.
Since 1st April 2013 owners / operators of six-axle **articulated** vehicle combinations have the option of operating at a gross combination weight of 46 tonnes, instead of 44 tonnes, which represents a 2 tonne increase over the pre-existing 44 tonne national limit, provided they satisfy the criteria in the Table below:

Six axle Articulated Vehicle Combinations	What is Required on or after 1st April 2013?
Triaxle tractor units & triaxle semi-trailers already in service prior to 1st April 2013	Electronic Braking System (EBS) & tractor unit plated at 46 tonne
New triaxle tractor units first registered on or after 1st April 2013	Electronic Braking System (EBS) & Electronic Stability Control (ESC) & plated at 46 tonne
Triaxle semi-trailers first licensed in Ireland on or after 1st April 2013	Electronic Braking System (EBS) & Roll Stability Control (RSC)

Rigid truck and drawbar trailer combinations are not within scope of this weight limit increase. It only applies to articulated vehicle (i.e. tractor unit and semi-trailer) combinations.

Changes to the tonnes/metre Requirement

Since 1st April 2013, the "5.5 tonnes/metre requirement" has been increased to 5.75 tonnes/metre for semi-trailers operating as part of a 46 tonne combination to allow those already in service to now operate without the need for wheelbase modifications or trailer replacement. This applies to 46 tonne six axle articulated vehicle combinations **only**. Vehicle owners/operators who opt to stay at the 44 tonne combination must continue to meet the original 5.5 tonnes/metre requirement.
Further information on the "tonnes/metre requirement" is available in our FAQ document(PDF) .

Changes to the requirements for semi-trailers operating at gross combination weights in excess of 40 tonnes

Since 1st April 2013, all semi-trailers operating as part of a combination of vehicles with a gross weight in excess of 40 tonnes must meet the requirements of an 'appropriate semi-trailer'. This means that they (whether new or existing and irrespective of the number of axles fitted) must have anti-lock braking systems (ABS), a road friendly or equivalent suspension system and be fitted with an authorisation plate (i.e. a national weights & dimensions plate).
Drawbar trailers with a Design Gross Vehicle Weight (DGVW) exceeding 3,500kg, (i.e. those towed behind rigid vehicles) cannot be considered as 'appropriate semi-trailers' and do not need ABS and a road friendly suspension or equivalent suspension system. Therefore they cannot operate as part of a 46 tonne combination. However please note that all Category O3 & O4 trailers, i.e. goods trailers with Design Gross Vehicle Weight (DGVW) exceeding 3,500kg first licensed in Ireland since 1st June 2011 require ABS.

Operational Arrangements for 46 Tonne Operation

Before owners / operators can operate at 46 tonnes, they must complete a 46 tonne Declaration of Conformity (PDF) form for their tractor unit. This declaration is not required for semi-trailers operating as part of a 46 tonne combination and furthermore it is not necessary to have semi-trailers re-plated by National Standards Authority of Ireland (NSAI) appointed plating centres.
In the case of tractor units, the Declaration of Conformity (DOC) form must be stamped and signed by the original vehicle manufacturer or his authorised Irish distributor. This will confirm that the vehicle is technically capable and is fitted with the necessary features to operate at 46 tonnes. Vehicle owners/operators should contact the Irish distributor for their particular brand of tractor unit and supply the Vehicle Identification Number(s) (VIN) of their vehicle(s) to obtain completed 46 tonne DOC(s) for their vehicle or vehicles.

Weight Plates

These plates are fitted by National Standards Authority of Ireland (NSAI) appointed plating centres. A list of authorised vehicle plating centres can be obtained from the NSAI website (www.nsai.ie) or by contacting them on 01 807 3800.
Note that goods and passenger vehicles (and their trailers) with a DGVW exceeding 3,500 kilograms must be fitted with an authorisation plate (i.e. a national weights and dimensions plate), if not already fitted with an equivalent manufacturer's plate. This plate must be displayed at all times when the vehicle is used in a public place. Vehicles are prohibited from being used in a public place if they have been modified or altered in any way which would cause any of the information on the plate to be incorrect. However an exception is made for modified vehicles which are being taken to a place where an authorisation plate is to be fitted or changed.
The Penalty under Section 102 of the 1961 Road Traffic Act for breach of the plating Regulations (i.e. for having an incorrect or no plate fitted) would lead to a Class C fine whereby on conviction, courts can impose a fine up to €2,500, a prison sentence or both. The penalties for breach of the prescribed national weight limits are outlined in detail on our dedicated weights and dimensions webpage.
To access this document, log onto www.rsa.ie.
Click on Your Vehicle – Vehicle Standards – scroll down to Weights and Dimensions – scroll down to 46 Tonne Weight Limit.

Related documents

SI 43 of 2013 (48kB)
46 Tonne FAQs (347kB)
Declaration of Conformity form (275kB)
Irish HGV distributors (192kB)

See the RSA website at www.rsa.ie for further information

APPENDIX 2 - DAILY WALK-AROUND CHECKS

Responsibilities of the driver
Before driving the vehicle in a public place, the driver of an eligible vehicle must insert their digital tachograph card or analogue chart into the tachograph head unit, and set the mode switch to 'other work'. The driver must then conduct a visual inspection of the condition of the interior and exterior of the vehicle by walking around it.

See also S. I. 348 of 2013.

What do daily walk around checks entail?
Walk-around daily checks prior to driving the vehicle are a simple and effective way to spot potentially dangerous issues before vehicles are used. These walk-around checks may be carried out by any person trained to conduct such checks, including drivers or mechanics.

Potential vehicle roadworthiness issues can also be identified while they are being driven, and driver feedback is a good source of information on vehicle condition.

Obligations in relation to recording of defects
For the daily walk-around checks to be effective, there must be a system in place for reporting and recording vehicle defects. It is good practice for drivers to carry a book of check-sheets and defects forms, or an electronic recording device, where all completed checks and any defects can be recorded.

When a defect is identified during an inspection, the following information must be recorded:

- Description of the defect
- Time and date of the discovery of the defect and
- Any temporary measure taken to mitigate the effect of the defect

Detection of defects by drivers when on the road
If a defect to a vehicle is likely to be a danger to the vehicle or other road users when on the move, the driver should stop driving the vehicle as soon as possible at a safe location, and not drive the vehicle again until the defect is inspected and, if necessary repaired by a suitably qualified person.

Vehicle owners should be aware that they may be prosecuted if they knowingly, or could have discovered by the exercise of ordinary care, caused or permitted a driver to drive a defective vehicle.

Repairing defects to vehicles
All reported defects must be followed up and appropriate action must be taken before the vehicle is used on a public road. The corrective action taken must be recorded and included in the vehicle's maintenance record.

See sample Walk-around check sheets and defect report sheet in Session 1 (CVRT).

See www.rsa.ie/cvrt for further information.

APPENDIX 3 - ACCIDENT REPORT FORM

This is an example of a typical Accident Report Form. Your company may have their own version. You are advised to carry a blank copy of an Accident Report Form and a pen in your vehicle, and if you are involved in an accident, complete the form in detail there and then. Ideally, both drivers should agree on the contents, and sign the form, although this may not always be possible. Do not make any alterations to the form after it has been signed. You should make a copy and send the original to your Insurance Company.

Accident Report Form

Does **not** constitute an admission of liability, just a statement of identity and the circumstances.

Accidentsketch.com

1 Date of accident ..... Time .....

2 Locality · Country · Place .....

3 Injuries even if slight no ☐ yes ☐

4 Material damage
other than to vehicles A and B: no ☐ yes ☐
objects other than vehicles: no ☐ yes ☐

5 Witnesses: names, addresses, tel. .....

Vehicle A

6 Insured/policyholder* (* see insurance certificate)
Surname .....
First name .....
Address .....
ZIP code ..... Country .....
Tel. or e-mail .....

7 Vehicle

Motor:	Trailer:
Make, type	
Registration No.	Registration No. .....
Country of registration	Country of registration .....

8 Insurance company (see insurance certificate)
Surname .....
Policy No. .....
Insurance Certificate valid from ..... to .....
Agency (or bureau, or broker) .....
Address .....
Country .....
Tel. or e-mail .....
Does the policy cover material damage to the vehicle? no ☐ yes ☐

9 Driver (see driving licence)
Surname .....
First name .....
Date of birth .....
Address .....
Country .....
Tel. or email .....
Driving licence No. .....
Category .....
Driving licence valid until: .....

10 Indicate the point of initial impact **to vehicle A** by an arrow ➔

11 Visible damage to vehicle A: .....

Circumstances

12 Put a cross in each of the relevant boxes to help explain the drawing -* delete where appropriate:

A	What happened?	B
1	* parked / stopped	1
2	* leaving a parking space / opening a vehicle door	2
3	entering a parking space	3
4	*emerging from a parking space, from private premises, from a track	4
5	*entering a parking space, private premises, a track	5
6	entering a roundabout	6
7	circulating a roundabout	7
8	striking the rear of the other vehicle in the same line of traffic and travelling in the same direction	8
9	going in the same direction but in a different line of traffic	9
10	changing lines of traffic	10
11	overtaking	11
12	turning to the right	12
13	turning to the left	13
14	reversing	14
15	changing to a lane reserved for traffic in the opposite direction	15
16	coming from the right (at a junction)	16
17	had not observed a priority sign or a red light	17

State the number of boxes marked with a cross ☐

13 Sketch of accident when impact occurred
Complete your sketch later: www.AccidentSketch.com
Indicate **1.** the layout of the road **2.** by arrows the direction of the vehicles A, B **3.** their position at the time of impact **4.** the road signs **5.** names of the streets or roads

Your Sketch of the accident:

14 My remarks: .....

15 Signatures of the drivers

A

B

Vehicle B

6 Insured/policyholder* (* see insurance certificate)
Surname .....
First name .....
Address .....
Zip code ..... Country .....
Tel. or e-mail .....

7 Vehicle

Motor:	Trailer:
Make, type	
Registration No.	Registration No. .....
Country of registration	Country of registration .....

8 Insurance company (see insurance certificate)
Surname .....
Policy No. .....
Insurance Certificate valid from ..... to .....
Agency (or bureau, or broker) .....
Address .....
Country .....
Tel. or e-mail .....
Does the policy cover material damage to the vehicle? no ☐ yes ☐

9 Driver (see driving licence)
Surname .....
First name .....
Date of birth .....
Address .....
Country .....
Tel. or email .....
Driving licence No. .....
Category .....
Driving licence valid until: .....

10 Indicate the point of initial impact **to vehicle B** by an arrow ➔

11 Visible damage to vehicle B: .....

14 My remarks: .....

APPENDIX 4

ROAD SIGNS OF PARTICULAR INTEREST TO DRIVERS OF LARGE VEHICLES.

See Rules of the Road for the complete list of Road Signs.

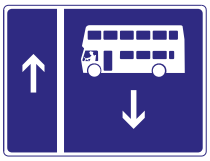
Height Restriction

No Entry by reference to Weight

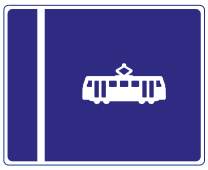
School Warden

Clearway

No Entry for HGVs. by no. of axles



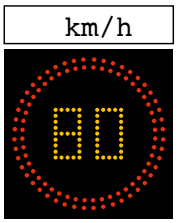
Contra-flow bus lane



Tram lane on right

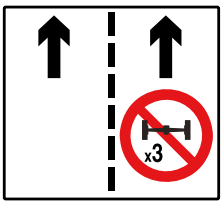
No Parking of Large Vehicles

Cycle Track

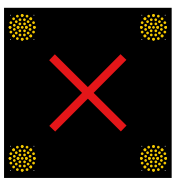


Tunnel Speed Limit

Variable Speed Limit

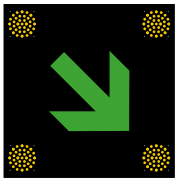


Tunnel Lane Prohibition



Tunnel Lane Closed

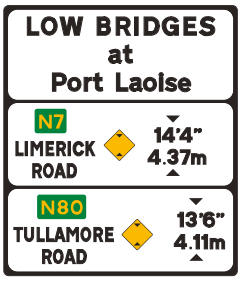
Move to Left Hand Lane



Move to Left Hand Lane

Tunnel lane open

Low bridge ahead

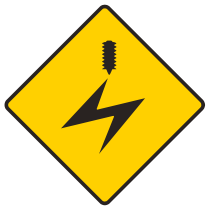


Low Bridges

Traffic crossover

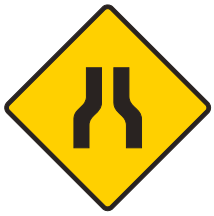
Low flying aircraft

Safe height



Overhead electric cables

Slippery road ahead



Road narrows

Tunnel ahead

Sharp dip ahead

Sharp rise ahead

Horse riders ahead

Steep descent

Crosswinds

Steep ascent ahead

Unprotected quay

Deer or wild animals

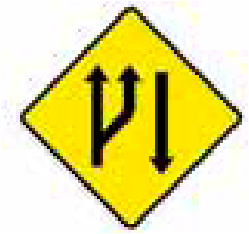
Level crossing ahead

Sharp diversion ahead to the left

Tram crossing ahead

Loop road ahead

Start of passing lane



Start of climbing lane

Low Bridge Ahead

Roadworks ahead

Left hand lane closed

Site access

Flagman ahead

Detour ahead

Diverted Traffic

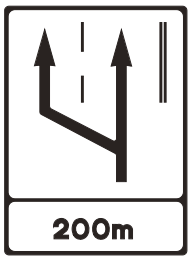
Concealed enterance

Use hard shoulder

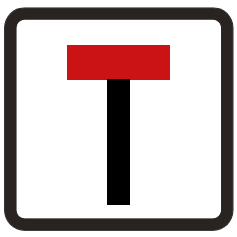
Low Bridge Ahead

Barrier boards

Stop at roadworks



Slow Lane Ahead



Cul-de-Sac

Industrial Estate

Airport Ahead

Ferry Ahead

Axle weight restriction

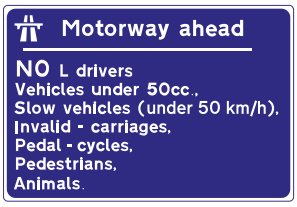
No entry to vehicles

Width restriction

Lay-by Ahead

Lay-by facilities

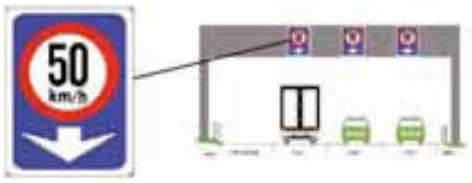
Parking Bay for Disabled Persons



Motorway ahead

End of Motorway

300 metres to next exit



Speed Limits per lane

Traffic Calming Ahead

SOS Lay-by

Traffic Calming

Speed control ramps

No overtaking for 3 axle vehicles

Speed camera ahead

Speed limit sign for minor local roads

Overhead variable Message

Alternative Route for High Vehicles

APPENDIX 5

Motorway – Dual carriageway.

1. **HGVs;- The ordinary speed limit for HGVs is increased to 90 km/h on motorways where no lower speed limit is in place.**
   You must not use the lane nearest the central median, that is, the outside lane (lane 2 or lane 3, depending on the number of lanes), if you are driving; a goods vehicle with a maximum authorised mass of more than 3,500 kilograms, such as a lorry or heavy goods vehicle, or a vehicle towing a trailer, horsebox or caravan. See Appendix 5 on Page 89 for details of the penalty points offence of driving a vehicle subject to an ordinary speed limit of 90 km/h or less on the outside lane of a motorway. You may use it, however, in exceptional circumstances when you cannot proceed in the inner lane because of an obstruction ahead e. g. broken down vehicle, roadworks, etc.
2. The ordinary speed limit for HGVs is 80km/h on a dual carriageway. A HGV may use the outside lane of a dual carriageway.
3. **Buses;- The ordinary speed limit for buses is increased to 100km/h on motorways and dual carriageways where no lower speed limit is in place.**
   However, see restriction below relating to vehicles designed to carry standing passengers and Appendix 5 on Page 89 for details of the penalty points offence of driving a vehicle subject to an ordinary speed limit of 90 km/h or less on the outside lane of a motorway.
4. Buses not designed to carry standing passengers may use the outside lane of a motorway or dual carriageway.

Type of Vehicle	Built up Areas	Regional or Local Roads	Ordinary Speed limit on National Roads (Primary or Secondary)	Ordinary Speed limit on a Dual Carriageway	Ordinary Speed limit on a Motorway	Permitted in outside lane of a Dual carriageway	Permitted in outside lane of a Motorway
Car or Motorcycle	50 km/h	80 km/h	100Km/h	100 km/h	120 km/h	Yes	Yes
Bus/coach	50 km/h	80 km/h	80 km/h	100 km/h	100 km/h	Yes	Yes
Bus (designed to carry standing passengers)	50 km/h	65 km/h	65 km/h	65 km/h	65 km/h	Yes	No *see Appendix 6 – (List of Penalty Point and Fixed Charge Notices and Note 3 above)
Truck	50 km/h	80 km/h	80 km/h	80 km/h	90 km/h	Yes	No *See Appendix 6 – (list of Penalty Point and fixed Charge Notices and Note 1 above).

This table is provided for information purposes only. Drivers should always refer to the most recent version of the Rules of the Road.

APPENDIX 6

Penalty Points

As a professional driver the accumulation of Penalty Points on your driving record can impact negatively on your ability to secure employment or to obtain Insurance cover. The following information is provided to inform and assist you in avoiding their accumulation.

OFFENCES INCURRING PENALTY POINTS

AND FIXED CHARGE NOTICES AT 12 November 2019

Offences incurring Penalty Points and Fixed Charges	Penalty points on payment	Penalty points on conviction	Amount paid in 28 days Fixed Charge €	Amount paid in next 28 days** Fixed Charge €
Using a vehicle with defective or worn tyres	2	4	80	120
Learner permit holder driving unaccompanied by qualified person	2	4	80	120
Failure to display N Plate or tabard	2	4	60	90
Failure to display L-Plate or tabard	2	4	60	90
Contravention of ban on U-turns	2	4	60	90
Contravention of rules for use of mini roundabouts	1	3	60	90
Proceeding beyond no entry to vehicles sign	1	3	60	90
Proceeding beyond a traffic lane control sign other than in accordance with such sign or without yielding	1	3	60	90
Using vehicle in a public place without an authorisation plate	3	5	60	90
Using vehicle in a public place that has been modified or altered such that authorisation plate is inaccurate	3	5	60	90
Using vehicle not equipped with a speed limitation device or using a vehicle equipped with a speed limitation device not complying with requirements specified in Regulation	3	5	60	90
Proceeding beyond maximum vehicle length sign where length exceeds maximum displayed	1	3	60	90
Proceeding beyond maximum vehicle width sign where width exceeds maximum displayed	1	3	60	90
Proceeding beyond maximum design gross vehicle weight (safety) sign where design gross vehicle weight exceeds maximum displayed	1	3	60	90
Proceeding beyond maximum vehicle axle loading weight sign where vehicle axle loading weight exceeds maximum specified	1	3	60	90
Using vehicle (car) without valid test certificate (NCT)	3	5	60	90
Parking a vehicle in a dangerous position	3	5	80	120
Failure to drive on the left hand side of the road	2	4	60	90
Dangerous overtaking	3	5	80	120
Contravention of prohibition of driving vehicle along or across median strip	2	4	60	90
Failure to stop a vehicle before stop sign/stop line	3	5	80	120
Failure to yield right of way at a yield sign/yield line	3	5	80	120
Failure to comply with mandatory traffic signs at junctions	2	4	80	120
Crossing continuous white line	3	5	80	120
Failure by vehicle to obey traffic lights	3	5	80	120
Failure to leave appropriate distance between you and the vehicle in front	3	5	80	120
Driving vehicle before remedying dangerous defect	m*	3	Court Fine	
Driving dangerously defective vehicle	m*	5	Court Fine	
Using commercial vehicle without certificate of roadworthiness	m*	5	Court Fine	
Bridge strikes, etc.	m*	3	Court Fine	
Holding a mobile phone while driving	3	5	60	90
Failure to act in accordance with a Garda signal	1	3	80	120
Entry by driver into hatched marked area of roadway, e.g. Carriageway reduction lane	1	3	80	120
Failure to obey traffic rules at railway level crossing	2	5	80	120
Driving a vehicle on a motorway against the flow of traffic	2	4	80	120
Driving on the hard shoulder on a motorway	1	3	80	120
Driving a vehicle (subject to an ordinary speed limit of 90 kms per hour or less on the outside lane on a motorway.	1	3	80	120
Failure to obey requirements at junctions, e.g. Not being in the correct lane when turning onto another road	1	3	60	90
Failure to obey requirements regarding reversing of vehicles, e.g. Reversing from minor road onto main road	1	3	60	90
Driving on a footpath	1	3	60	90
Driving on a cycle track	1	3	60	90
Failure to turn left when entering a roundabout	1	3	60	90
Failure to stop for school warden sign	2	5	80	120
Failure to stop when so required by a member of the Garda Síochána	2	5	80	120
Failure to yield	2	4	80	120
Driving without reasonable consideration	2	4	80	120
Failure to comply with prohibitory traffic signs	1	3	60	90
Failure to comply with keep left/keep right signs	1	3	60	90
Failure to comply with traffic lane markings	1	3	60	90
Illegal entry onto a one-way street	1	3	60	90
Driving a vehicle when unfit	m*	3	Court Fine	
Breach of duties at an accident	m*	5	Court Fine	

OFFENCES INCURRING PENALTY POINTS

AND FIXED CHARGE NOTICES AT 12 November 2019

Offences incurring Penalty Points and Fixed Charges	Penalty points on payment	Penalty points on conviction	Amount paid in 28 days Fixed Charge €	Amount paid in next 28 days** Fixed Charge €
Speeding	3	5	80	120
Driving without insurance	m*	5	Court Fine	
Driver of Car or Goods vehicle not wearing Safety belt	3	5	60	90
Failure by Driver to comply with rear seat belt requirements for passengers under 17 years	3	5	60	90
Driver of car or goods vehicle permitting child under 3 years of age to travel in it without being restrained by appropriate child restraint	3	5	60	90
Driver of car or goods vehicle permitting child over 3 years of age to travel in it without being restrained by appropriate child restraint	3	5	60	90
Driver of car or goods vehicle permitting child to be restrained by rearward facing child restraint fitted to a seat protected by active frontal air-bag	3	5	60	90
Driver of bus not wearing safety belt	m*	5	Court Fine	
Driver found to be driving carelessly	1	3	200	300
Using vehicle – (a) whose weight un-laden exceeds maximum permitted weight, (b) whose weight laden exceeds maximum permitted weight, or (c) any part of which transmits to ground greater weight than maximum permitted weight				
Dangerous overtaking of a cyclist	3	5	120	180

** The third payment option, for any penalty point offence, allows the person to accept the penalty points up to 7 days before the court date. At that point the penalty points remain the same and the fine is double whatever the original amount was.

12 Penalty Points = Automatic Disqualification

Where the person was first issued with a learner permit on or after 1st August 2014, during the period the person drives under a learner permit and during the first two years while the person drives under a first full driving licence, then 7 Penalty Points = Automatic Disqualification!

***Mandatory Court Appearance**

For more information visit penaltypoints.ie

DRINK DRIVING PENALTIES

What are the current penalties for drink driving?

For drink driving offences, the disqualification periods range from 3 months to 6 years depending on the level of alcohol detected, and whether it is a first or subsequent offence.

The offence of refusing to provide a sample of blood, urine, or breath for evidential purposes will attract an automatic disqualification of 4 years for a first offence and 6 years for a second or subsequent offence.

What are the penalties for drink driving at the new lower limit?

If the driver is a learner, novice or professional driver (including bus and truck drivers) they are tested at the 20mg limit. If a driver is tested and they are above this limit, they are served with an on the spot fixed penalty notice, receive a fine of €200 and the driver will be disqualified from holding a driving licence for a period of 3 months.

Why is breath testing now used to measure the level of alcohol?

The measurement of drivers' BAC (Blood Alcohol Concentration) is most often based on a measurement of the blood content. However it is common now for drivers to be asked to blow into an evidential breath testing device (EBT) and their lung air is analysed.

The legal breath alcohol concentration of 0.22m/l corresponds to a BAC of 0.05g/dL in Ireland.

In certain circumstances blood and / or urine measurements are also used.

APPENDIX 7

Obtaining or renewing a driving Licence for HGV or PSV from 19-Jan-2013

From 19 January 2013, all new driving licences and renewals will be in the new `credit card` format.

Driving licences which are issued for categories C1, C, C1E, CE, D1, D, D1E, DE will have a maximum validity period of 5 years.

Ongoing renewal and validity of those licences will be subject to continuing compliance with minimum standards of physical and mental fitness for driving as set out in 'Slainte agus Tiomaint Medical Fitness to Drive Guidelines' and or advised by your doctor.

Age limits for driving licences not obtained through the CPC Initial Qualification process have increased to 21 years for truck licences and to 24 years for bus licences.

Please note that if you are the holder of a licence from an EU country other than Ireland, or hold a licence from a recognised country for licence exchange purposes, you should contact the NDLS to arrange for a licence exchange and Medical Report.

Regardless of the rules relating to applying for a Driving Licence, it is essential for your own benefit and for the benefit of other road users that you maintain a high level of fitness to drive. For this reason, a driver who is applying for or renewing a Driving Licence in any or all of Categories C, C1, CE, C1E, D, D1, DE, D1E must always supply a Medical Report.

For Licensing purposes these drivers are known as Group 2 Drivers.

The Medical review period for licensing a Group 2 driver is 1, 3 or 5 years. Group 2 standards are minimum standards and do not preclude employers setting higher standards in terms of the demands of driving and other tasks encountered in the course of employment.

At application for or renewal of a Group 2 Driving Licence, the driver will be asked to self-declare any of the conditions referred to on the following page. If a condition emerges mid-licence, the driver has a responsibility to discuss with their doctor how this affects or does not affect their medical fitness to drive a Group 2 or Group 1 vehicle in the short or long term.

Be a responsible driver

It is your responsibility as a driver to:

- Adhere to prescribed medical treatment and monitor and manage your condition(s).
- Report to the National Driver Licence Service (NDLS) and your insurance provider any long-term or permanent injury or illness that may affect your ability to drive safely:
- Comply with requirements of your licence as appropriate, including periodic medical reviews.
- Seek advice on medical fitness to drive where a medical condition emerges mid-licence.

In order to become a professional bus or truck driver you must take the following steps

1. Hold a Category B (car) licence
2. Pass a Driver Theory Test for category C or D (or both) as appropriate
3. Pass a medical examination
4. Obtain a Learner Permit in the relevant category
5. Pass a 2 hour 'case study' theory test
6. Pass the 90 minute standard driving test in the relevant category(s)
7. Pass a 30 minute practical demonstration test in the relevant category(s)
8. Apply for your Driving Licence, your CPC Card and your Tachograph Card.

Medical report requirements for obtaining your higher category driving licence

The following medical conditions require a declaration at application for and renewal of a Driving Licence.

1. Diabetes treated by insulin or managed by tablets which carry a risk of inducing hypoglycaemia e. g., sulphonylureas. (Ask your doctor whether you are on sulphonylureas or other medications which carry a risk of inducing hypoglycaemia. You do not need to tell the NDLS if managed by diet alone, or only by medications which do not carry a risk of inducing hypoglycaemia).
2. Epilepsy.
3. Stroke or TIAs (Transient Ischemic Attack – minor stroke) with any associated symptoms lasting longer than one month.
4. Fits or blackouts.
5. Any type of brain surgery, brain abscess, or severe head injury involving in-patient treatment, or brain tumour, or spinal injury or spinal tumour.
6. An implanted cardiac pacemaker.
7. An implanted cardiac defibrillator. (ICD).
8. Repeated attacks of sudden disabling dizziness.
9. Any other chronic neurological condition such as Multiple Sclerosis, Motor Neurone disease, Parkinsons disease, and Huntingtons disease.
10. A serious problem with memory, or periods of confusion.
11. Persistent alcohol misuse or periods of dependency.
12. Persistent drug misuse or dependency.
13. Serious psychiatric illness or mental health problems.
14. Sleep Apnoea Syndrome.
15. Narcolepsy.
16. Any condition affecting the drivers peripheral vision.
17. Total loss of sight in one eye.
18. Any condition affecting both eyes, or the remaining eye if the driver only has one eye. (Not including colour blindness or short or long sight).
19. A serious hearing deficiency.
20. Any persisting problem with arm(s) or leg(s) which needs driving to be restricted to certain types of vehicles, or vehicles with adapted controls.
21. Is the drivers vehicle adapted because of a physical disability to enable you to drive.
22. Severe learning disability.

Different intervals as to medical examinations derive from legal standards made by provisions in European Directives 2006/126/EEC, Directives 2009/113/EC and 2014/85/EU : The renewal of driving licences shall be subject to continuing compliance with the minimum standards of physical and mental fitness for driving set out in European Directives. In particular the minimum standards for Vision, Epilepsy, Diabetes and Sleep Apnoea are set out in these harmonising European Directives and have subsequently been adopted by Irish law.

The European Agency for Safety and Health at Work (http;//osha.europa.eu) has established that many professional drivers suffer from lower back pain, overweight, cardiovascular and respiratory diseases, work related stress, fatigue, sleep disorders, unhealthy diet, neck and shoulder pain, alcohol abuse and smoking.

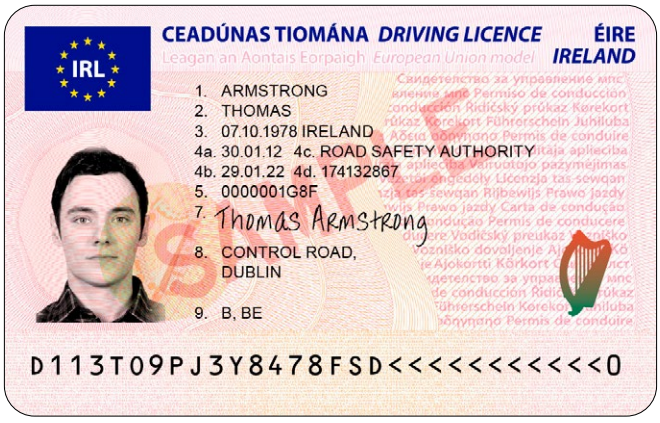
For detailed information on all aspects of drivers health related issues, please see the document Slainte agus Tiomaint, Medical Fitness to Drive Guidelines published by the RSA in consultation with the National Programme Office for Traffic Medicine and The Royal College of Physicians of Ireland. The guidelines refer to medical conditions including:

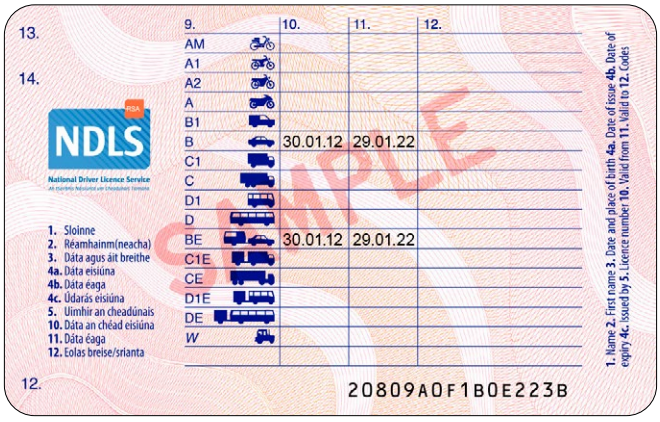
- Neurological disorders
- Cardiovascular disorders
- Diabetes Mellitus
- Psychiatric disorders
- Drug and alcohol misuse and dependence
- Visual disorders
- Renal disorders
- Respiratory and sleep disorders
- Miscellaneous Conditions and Disabled Drivers

The Guidelines may be accessed at www.rsa.ie/Slainte agus Tiomaint

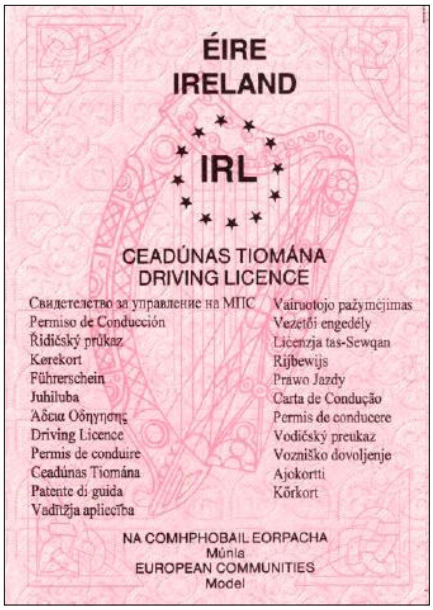
Once your Driving Licence application has been accepted and processed by the National Driver Licence Service (NDLS) you can expect to receive your new plastic credit card style Driving Licence in the post shortly afterwards. Below is an image of the new and old style Driving Licences.

New Plastic Credit Card style Driving Licence





Old paper style Driving Licence



These old style Driving Licences remain valid until their expiry date. Upon renewal, you will receive the new plastic credit card style Driving Licence.

To drive group 2 vehicles, a professional truck or bus driver must be the holder of the relevant Driver CPC in addition to the Driving Licence.

APPENDIX 8

The table below contains a list of items which may be checked during a roadside inspection.

RSA

Technical Roadside Inspection Check Form

EU Directive 2014/47/EU

No.
Please quote this number on all correspondence

PLACE OF CONTROL			
AREA CODE/COUNTY		LOCATION AND ROAD NUMBER	
ENFORCEMENT OFFICER		DATE	TIME

VEHICLE				
REGISTRATION NUMBER		VIN		MILES/KMs
CATEGORY OF VEHICLE	❑ N1 (<=3.5t)	❑ N2 (> 3.5t – 12t)	❑ N3 (> 12t)	❑ OTHER VEHICLE CATEGORY
	❑ M2 (> 9 SEATS <= 5t)	❑ M3 (> 9 SEATS > 5t)	❑ O3 (> 3.5t – 10t)	❑ O4 (> 10t)

TRAILER	
REGISTRATION NUMBER	VIN

OPERATOR/OWNER DETAILS	
OPERATOR/OWNER	**TRAILER OWNER**
NAME	NAME
ADDRESS	ADDRESS
RTOL NUMBER	NATIONALITY
PHONE NUMBER	
NATIONALITY	

DRIVER DETAILS	
NAME	DRIVER'S LICENCE NUMBER
DATE OF BIRTH	PHONE NUMBER

INFRINGEMENTS		
VEHICLE		
❑ CRW expired	❑ CRW not displayed	❑ Authorisation plate missing
❑ Authorisation plate not compatible	❑ Presented vehicle weight exceeds plated weight	❑ Presented axle weight exceeds plated weight
TRAILER		
❑ CRW expired	❑ CRW not displayed	❑ Not registered
❑ Authorisation plate not compatible	❑ Authorisation plate missing	❑ Presented axle weight exceeds plated weight

DEFECTS

	VEHICLE			TRAILER			RESULT OF CHECK		
	PASSED	FAILED	NOT CHECKED	PASSED	FAILED	NOT CHECKED		VEHICLE	TRAILER
0 Identification							Pass	❑	❑
1 Braking equipment							Minor, no follow-up	❑	❑
2 Steering							Minor, follow-up	❑	❑
3 Visibility				N/A	N/A	N/A	Major, no follow-up	❑	❑
4 Lighting equipment & electric systems							Major, follow-up	❑	❑
5 Axles, wheels, tyres, suspension							Dangerous, no follow-up, defect(s) rectified	❑	❑
6 Chassis and chassis attachments									
7 Other equipment incl. Tachograph & speed limitation device				N/A	N/A	N/A			
8 Nuisance including emissions and spillage of fuel and/or oil							Dangerous, follow-up	❑	❑

VEHICLE DEFECTS

EU CODE	DESCRIPTION	MIN	MAJ	DAN

TRAILER DEFECTS

EU CODE	DESCRIPTION	MIN	MAJ	DAN

OUTCOME

V	T		V	T		V	T		V	T	
❑	❑	No action required	❑	❑	Warning/advice/education	❑	❑	Prohibition – delayed	❑	❑	Periodic CVR test requested in ___ days*
❑	❑	Partial CVR test in ___ days*	❑	❑	Produce CRW*	❑	❑	Repaired on-site	❑	❑	Direct to secure site/return to base
❑	❑	Vehicle taken off road	❑	❑	Follow-up premises inspection	❑	❑	Evidence of repairs in ___ days*	❑	❑	Proof of rectification in ___ days*
❑	❑	Proof of trailer licence in ___ days*	❑	❑	New authorisation plate and confirmation from authorised workshop requested in ___ days*	❑	❑	Follow-up vehicle inspection in ___ days*	❑	❑	Enforcement test required in ___ days*
❑	❑	Prohibition – immediate				❑	❑	Put forward for prosecution			

Failure to comply with outcomes marked with an asterisk (*) will have an affect on the Commercial Vehicle Operator Risk Indicator (CVORI)

SIGNATURE	
VEHICLE INSPECTOR'S SIGNATURE	DRIVER'S SIGNATURE

PLEASE NOTE: A limited visual assessment of the condition of the vehicle has been conducted under restricted circumstances and without the use of test equipment, such as a Roller Brake Tester. As such, there may be defects on the vehicle that have not been identified but which could affect the roadworthiness of the vehicle. It must not be interpreted that the vehicle has undergone a full examination and is otherwise free from defects. It is the responsibility of the owner of a vehicle that an effective maintenance system is in place to ensure that it is maintained in a roadworthy condition. Where Court proceedings are initiated by the Road Safety Authority against a person or company for alleged offences of road transport related legislation, relevant details of the person or company convicted and the penalty applied by the Court are published on the RSA website at **www.rsa.ie**

Údarás Um Shábháilteacht Ar Bhóithre
Road Safety Authority

Caighdeáin adus Forfheidhmiú, Teach Chluain Fearta, Sráid Bhride, Baile Locha Riach, Co. Gailimhe.
Standards and Enforcement, Clonfert House, Bride Street, Loughrea, Co. Galway.
tel: (091) 872 600 email: enforcement@rsa.ie website: www.rsa.ie

DEFECT CATEGORISATION

0	IDENTIFICATION OF THE VEHICLE
0.1	Registration number plates
0.2	Vehicle identification/chassis/ serial number

1	BRAKING EQUIPMENT
1.1	Mechanical condition and operation
1.1.1	Service brake pedal pivot
1.1.2	Pedal condition and travel of brake operating device
1.1.3	Vacuum pump or compressor and reservoirs
1.1.4	Low pressure warning gauge or indicator
1.1.5	Hand-operated brake control valve
1.1.6	Parking brake activator, level control, parking brake ratchet
1.1.7	Braking valves (foot valves, unloaders, governors)
1.1.8	Couplings for trailer brakes (electric and pneumatic)
1.1.9	Energy storage reservoir pressure tank
1.1.10	Brake servo units, master cylinder (hydraulic systems)
1.1.11	Rigid brake pipes
1.1.12	Flexible brake hoses
1.1.13	Brake linings and pads
1.1.14	Brake drums, brake discs
1.1.15	Brake cables, rods, levers, linkages
1.1.16	Brake actuators (including spring brakes or hydraulic cylinders)
1.1.17	Load sensing valve
1.1.18	Slack adjusters and indicators
1.1.19	Endurance braking system (where fitted or required)
1.1.20	Automatic operation of trailer brakes
1.1.21	Complete braking system
1.1.22	Test connections
1.2	Service braking performance and efficiency
1.2.1	Performance
1.2.2	Efficiency
1.3	Secondary (emergency) braking performance and efficiency
1.3.1	Performance
1.3.2	Efficiency
1.4	Parking braking performance and efficiency
1.4.1	Performance
1.4.2	Efficiency
1.5	Endurance braking system performance
1.6	Anti-lock braking system

2	STEERING
2.1	Mechanical condition
2.1.1	Steering gear condition
2.1.2	Steering gear casing attachment
2.1.3	Steering linkage condition
2.1.4	Steering linkage operation
2.1.5	Power steering
2.2	Steering wheel and column
2.2.1	Steering wheel condition
2.2.2	Steering column
2.3	Steering play
2.4	Wheel alignment
2.5	Trailer steered axle turntable

3	VISIBILITY
3.1	Field of vision
3.2	Condition of glass
3.3	Rear view mirrors
3.4	Windscreen wipers
3.5	Windscreen washers
3.6	Demisting systems

4	LAMPS, REFLECTORS, ELECTRICAL EQUIPMENT
4.1	Headlamps
4.1.1	Condition and operation
4.1.2	Alignment
4.1.3	Switching
4.1.4	Compliance with requirements
4.1.5	Levelling devices
4.1.6	Headlamp cleaning device
4.2	Front and rear position lamps, side marker lamps and end outline marker lamps
4.2.1	Condition and operation
4.2.2	Switching
4.2.3	Compliance with requirements
4.3	Stop lamps
4.3.1	Condition and operation
4.3.2	Switching
4.3.3	Compliance with requirements
4.4	Direction indicator and hazard warning lamps
4.4.1	Condition and operation
4.4.2	Switching
4.4.3	Compliance with requirements
4.4.4	Flashing frequency
4.5	Front and rear fog lamps
4.5.1	Condition and operation
4.5.2	Alignment
4.5.3	Switching
4.5.4	Compliance with requirements
4.6	Reversing lamps
4.6.1	Condition and operation
4.6.2	Switching
4.6.3	Compliance with requirements
4.7	Rear registration plate lamp
4.7.1	Condition and operation
4.7.2	Compliance with requirements
4.8	Retro-reflectors, conspicuity markings and rear marker plates
4.8.1	Condition
4.8.2	Compliance with requirements
4.9	Tell-tale mandatory for lighting equipment
4.9.1	Condition and operation
4.9.2	Compliance with requirements
4.10	Electrical connections between towing vehicle and trailer or semi-trailer
4.11	Electrical wiring
4.12	Non-obligatory lamps and reflectors
4.13	Battery

5	AXLES, WHEELS, TYRES AND SUSPENSTION
5.1	Axles
5.1.1	Axles
5.1.2	Stub axles
5.1.3	Wheel bearings
5.2	Wheels and tyres
5.2.1	Road wheel hub
5.2.2	Wheels
5.2.3	Tyres
5.3	Suspension system
5.3.1	Springs and stabilisers
5.3.2	Shock absorbers
5.3.3	Torque tubes, radius arms, wishbones and suspension arms
5.3.4	Suspension joints
5.3.5	Air suspension

6	CHASSIS AND CHASSIS ATTACHMENTS
6.1	Chassis or frame attachments
6.1.1	General condition
6.1.2	Exhaust pipes and silencers
6.1.3	Fuel tank and pipes (including heating fuel tank and pipes)
6.1.4	Bumpers, lateral protection and rear under-run devices
6.1.5	Spare wheel carrier
6.1.6	Coupling mechanisms and towing equipment
6.1.7	Transmission
6.1.8	Engine mountings
6.1.9	Engine performance
6.2	Cab and bodywork
6.2.1	Condition
6.2.2	Mounting
6.2.3	Doors and door catches
6.2.4	Floor
6.2.5	Driver's seat
6.2.6	Other seats
6.2.7	Driving controls
6.2.8	Cab steps
6.2.9	Other interior and exterior fittings and equipment
6.2.10	Mudguards (wings), spray suppression devices

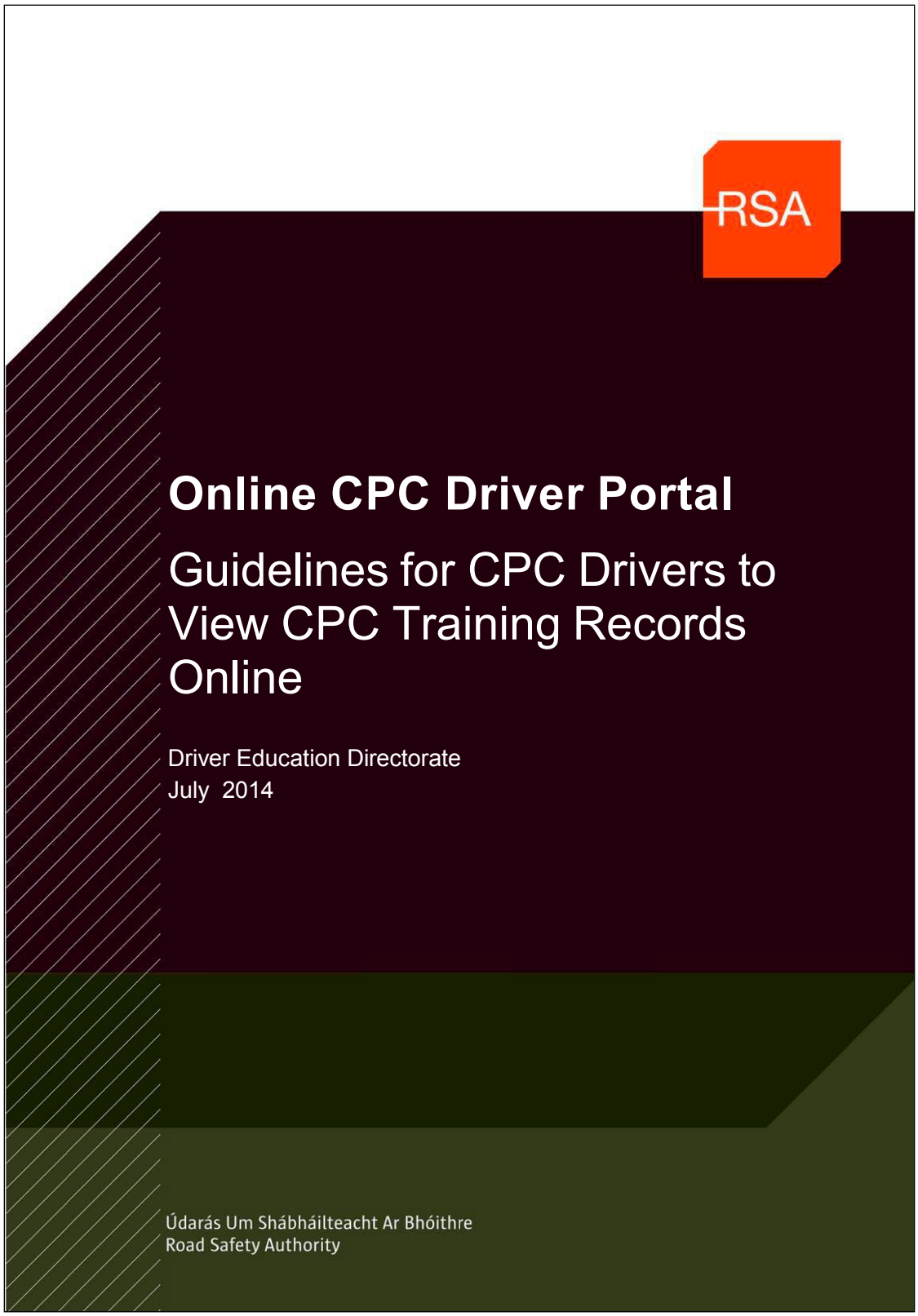
7	OTHER EQUIPMENT
7.1	Seat belts/buckles
7.1.1	Security of mounting
7.1.2	Condition
7.1.3	Safety belt load limiter
7.1.4	Safety belt pre-tensioners
7.1.5	Airbag
7.1.6	SRS system
7.2	Fire extinguisher
7.3	Locks and anti-theft device
7.4	Warning triangle
7.5	First aid kit
7.6	Wheel chocks (wedges)
7.7	Audible warning device
7.8	Speedometer
7.9	Tachograph
7.10	Speed limitation device
7.11	Odometer
7.12	Electronic stability control (ESC)

8	NOISE
8.1	Noise suppression system
8.2	Exhaust emissions
8.2.1	Petrol engine emissions
8.2.1.1	Exhaust emission control equipment
8.2.1.2	Gaseous emissions
8.2.2	Diesel engine emissions
8.2.2.1	Exhaust emission control equipment
8.2.2.2	Opacity
8.3	Electromagnetic interference suppression
8.4	Other items relating to the environment
8.4.1	Visible smoke
8.4.2	Fluid leaks

Definitions according to S.I. No. 347/2013 - Commercial Vehicle Roadworthiness (Vehicle Testing)
"Periodic CVR test" means a test carried out on a vehicle in accordance with Regulation 16 other than a re-test or partial CVR test.
"Partial CVR test" means a roadworthiness test of a CVR vehicle on foot of a direction issued under—
(a) section 31 or 35 of the Act of 2012 by an authorised officer, or
(b) Section 35 of the Act of 2012 by a CVR inspector.

APPENDIX 9

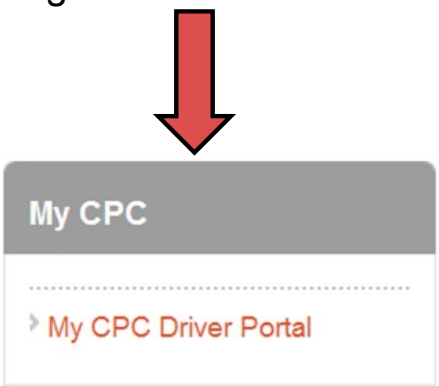
The RSA has provided an online CPC Driver Portal to assist professional drivers in planning for their Periodic Training requirements/obligations. Checking their record will help drivers to avoid unnecessary costs and wasted time in attending the wrong CPC module. Drivers can also take a printout of the screen in order to assure employers on the status of their CPC qualifications.



User Guide:

Go to www.rsa.ie, click on Professional Drivers which takes you to a screen where the user clicks on Driver CPC located on the toolbar at the top of the page. Click the My CPC link as shown below.

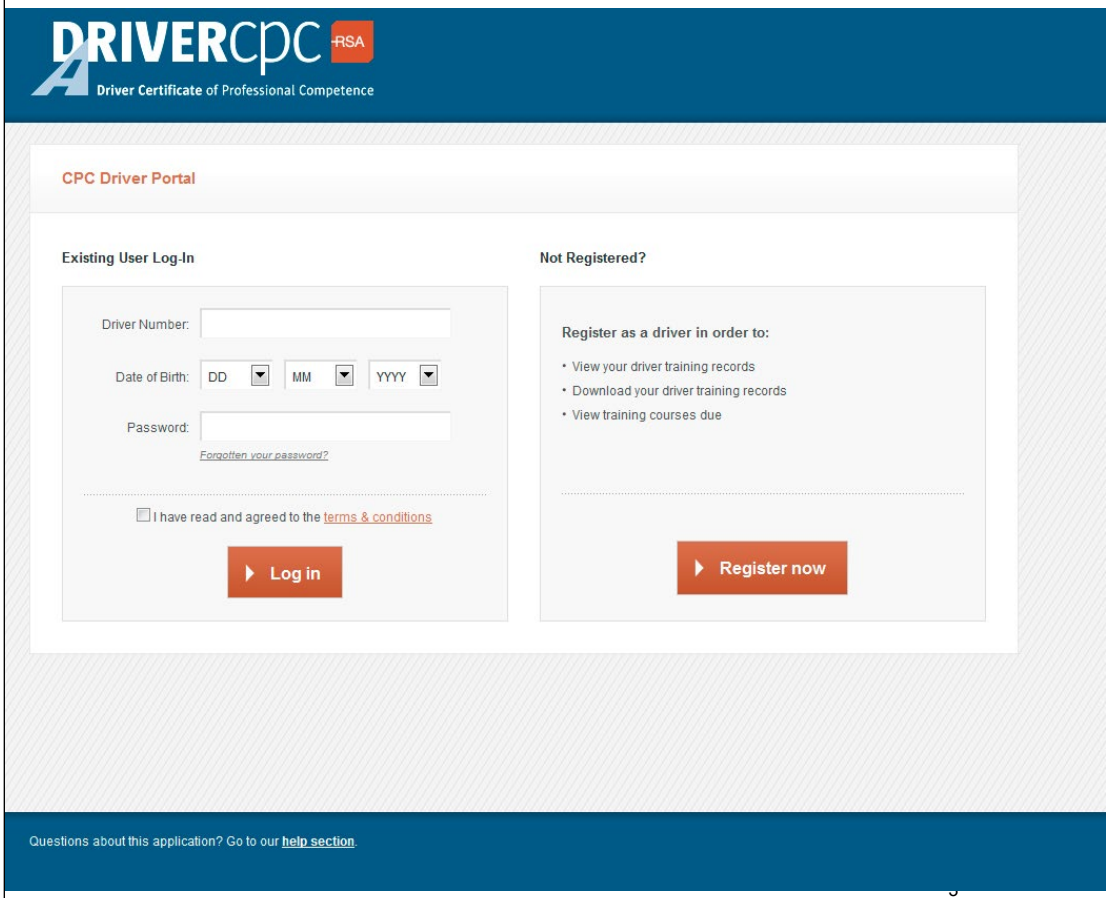
After clicking the "My CPC" link as shown here on the left you will be redirected to a new page where you must select "My CPC Driver Portal" as seen below. Here you will enter your details and sign in.



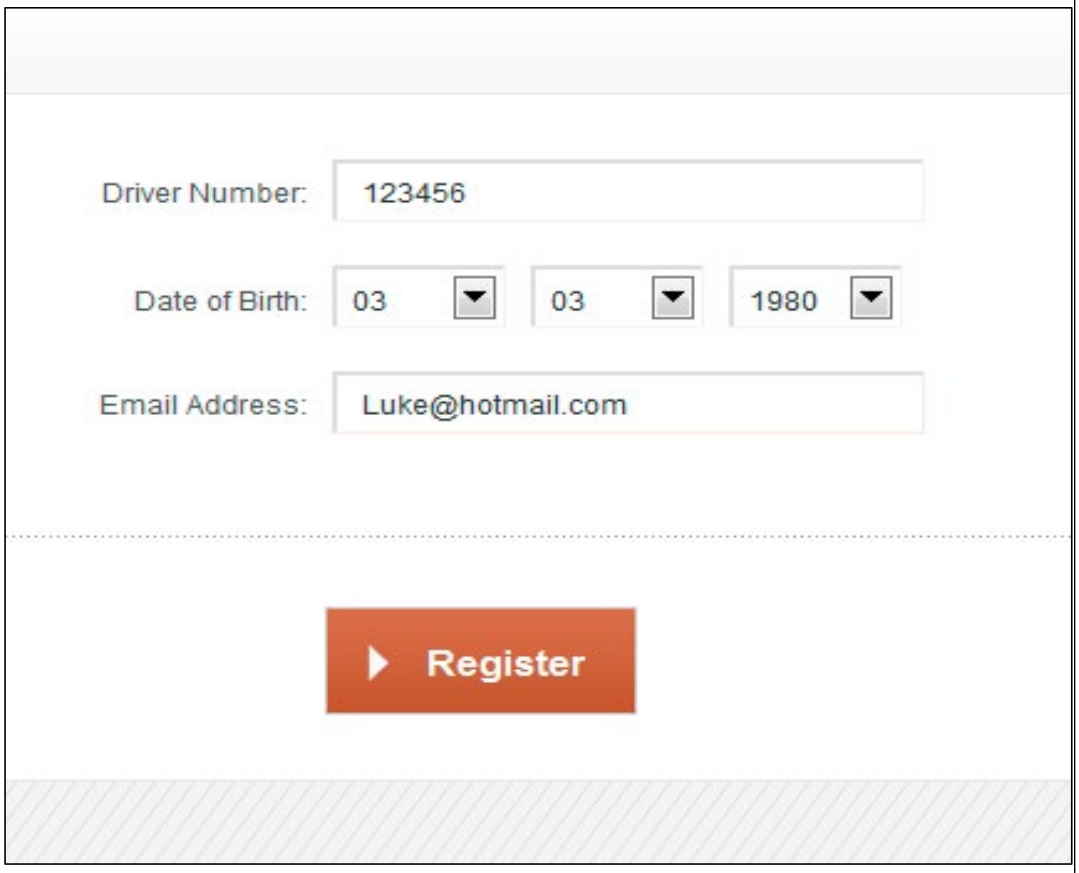
2

When users arrive at the CPC Driver Portal, they are given the option to either Login or Register. Users will be presented with the screen below and will be asked on their initial visit to register on the Portal. At login stage, users must confirm that they have read the Terms & Conditions using the checkbox shown below.
To register, users will need their:

- Driver Number
- Email address
- Date of Birth



Once users click on the Register now button, the below screen is presented. Fill in your Driver Number, Date of Birth and email address and click Register
(**Note:** Your Driver Number may be found at line 5 on the old pink driving licence and line 4d on the newly released plastic card driving licence)



4

Users will then be presented with the following screen:

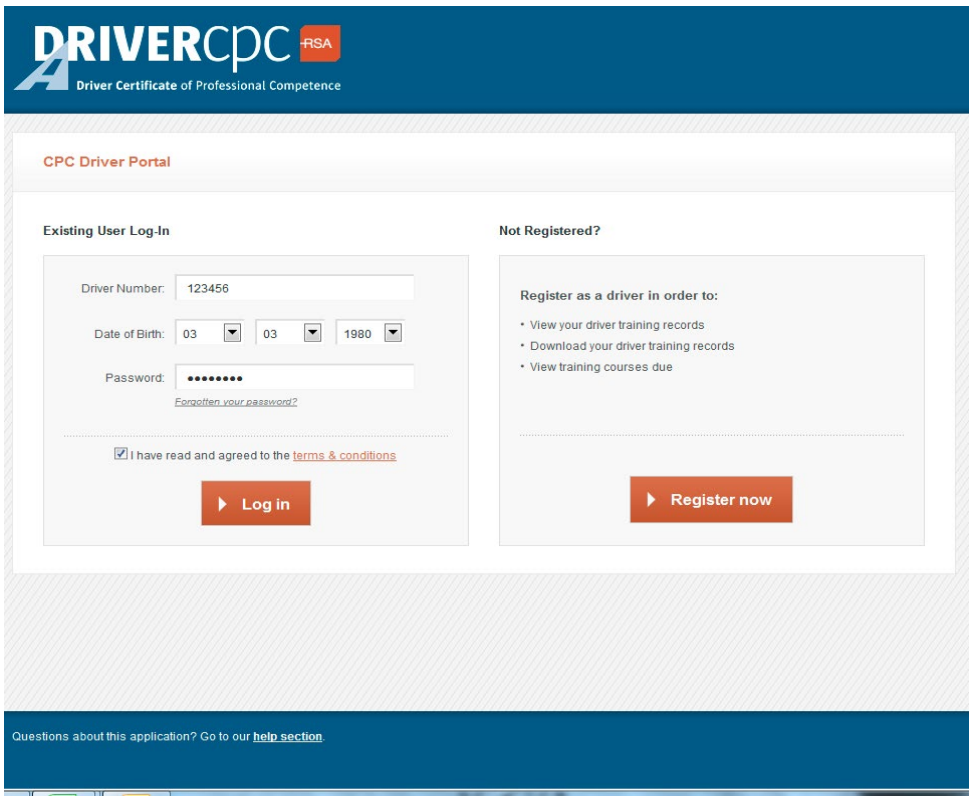
The email sent from the Portal will contain the password used to access the Driver CPC Portal.

5

Upon clicking Close on the “Check your email” screen, the user will be taken back to the initial login screen where the user will enter his/her:

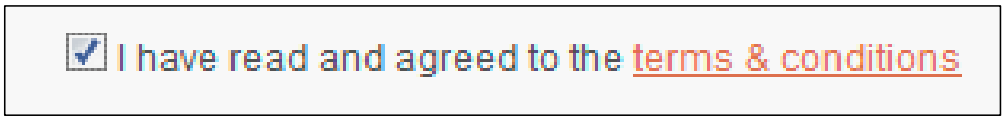
- Driver Number
- Date of Birth
- Password

The user will also be provided with the option of clicking the tick box to acknowledge, that they have read the Terms and Conditions of CPC Portal use.



Please note that the user will not be able to log in without acknowledging that they have read and agreed to the terms and conditions of use of the CPC Portal, by clicking on the tick box provided.

Users should familiarise themselves with the terms & conditions which can be accessed by highlighting and clicking on terms & conditions on the box In screen



7

Once logged in, the user will be presented with his/her training records as can be seen on the next page, the orange numerical tags highlighting the following:

1. Links to supporting content and essential reading on the right-hand sidebar to aid the Driver.

2. Completed modules display the Module Name, Training Centre, Trainer, Status, a green tick and the date of completion. The green tick confirms that the training has been completed within the requisite period and is thus compliant.

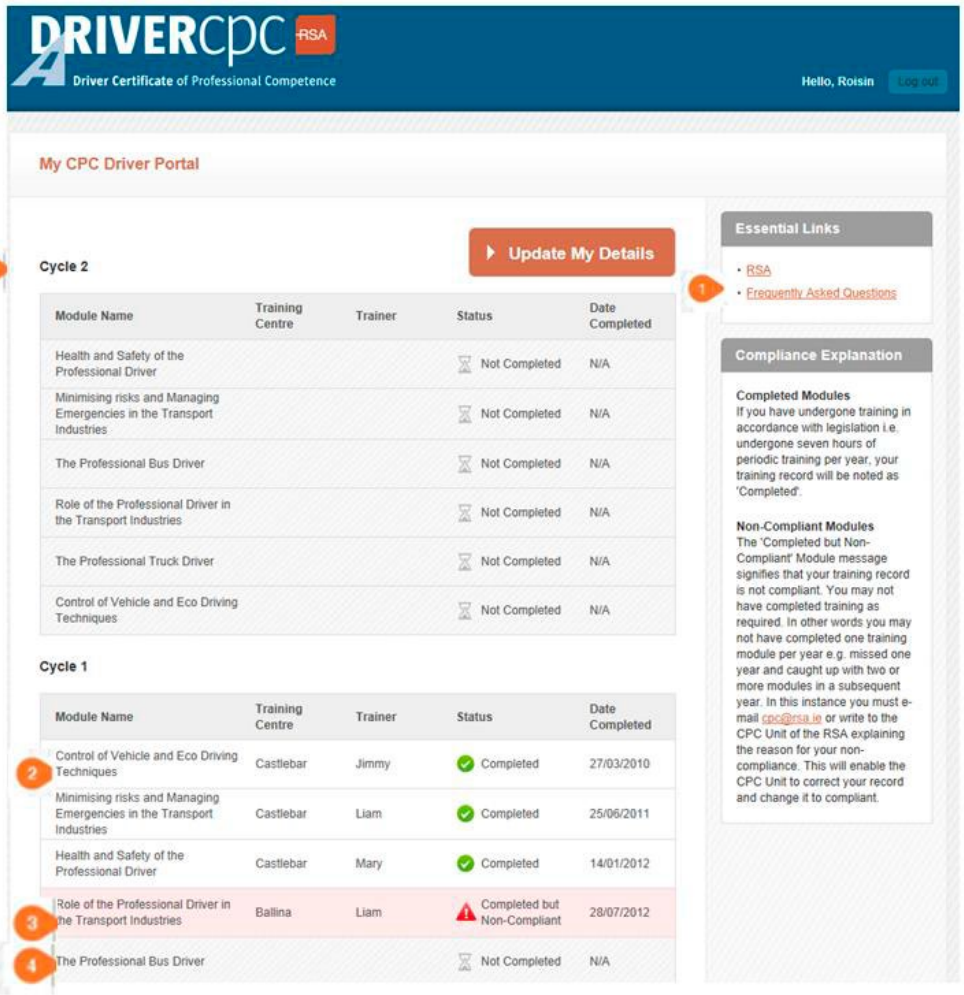
3. Completed but Non-Compliant Modules display the Module Name, Training Centre, Trainer, Status, a red exclamation mark and date of completion. The red exclamation mark is to signify that in this instance the Driver is not compliant as training was not completed before the end of their training year. Driver needs to notify the RSA in writing of the reason that training was completed late.

4. Uncompleted modules display the Module Name, Status, a grey X and an N/A for the date completed.

5. Once each 5-year CPC cycle has passed, previous modules will be stored separately and a new table of modules will appear for the next 5-year period. There will be a maximum of 10 years of Driver Training Records displayed

8

Explanation on previous page:



APPENDIX 10

Glossary of terms used in the transport industry

Term	Meaning
ABA	Active Brake Assist
ABS	Anti-lock braking System
ACC	Adaptive Cruise Control
Accompanied	When a driver ships with the vehicle and load
Ad Blue	A Urea based additive for diesel fuel to reduce noxious emissions
ADI	'Approved Driving Instructor'- Accredited by RSA
ADR	'Accord Dangereuse Routier' - The agreement concerning the carriage of dangerous goods by road
AEBS	Advanced Emergency Braking System
Air Dryer	A filtration system to remove moisture from air system
Ambient	The external temperature on any given day
AMT	Automated Manual Transmission
Artic	A tractive unit pulling a trailer
ASR	Anti-skid reduction
AS-Tronic	DAF Trucks automated transmission system
ATA	Customs document for temporary import of goods
Autobahn	Motorway in Germany
Autopista	A toll road in Spain
Autoroute	A toll road in France
Autovia	Motorway class road which is toll free (Spain)
Baffles	Internal divisions in a road tank to reduce the effects of surge
BAR	A unit of pressure, 1 BAR = 14.72 psi
Bio-Diesel	Alternative fuel or fuel additive produced from organic materials
Bio-Methane	Gas produced from the breakdown of organic materials
Bonded Warehouse	A facility authorised by customs to store goods until any duties are paid
BSA	Blind Spot Assist warns of a hazard to near side
Caddie/s	A rolling pallet with a frame for cargo handling
Catwalk	A metal frame allowing safe passage on top of or around a vehicle or trailer
Chilled	Temp controlled cargo usually between 0c & 10c
CMR	'Convayance Merchandise Routier' - An International Transport Document
CNG	Compressed Natural Gas
COD	Cash on Delivery- Payment to be collected by driver
Consignee	The person or company receiving the load (Importer)
Consignor	The person or company sending the load (Exporter)

Cornering Lights	Front lights are directed to the illuminate the area the vehicle is turning into.
CPC	Certificate of Professional Competence – (manager)
CPC	Certificate of Professional Competence – (driver)
Cross Docking	The quick transshipment of goods through a facility
CWA	Cross Wind Assist
CWS	Collision Warning Systems
Cyclops Mirror	Enables driver to see in of area in front of truck
Deep Frozen	Temp controlled cargo usually between (-15 to -30)
DGSA	Dangerous Goods Safety Advisor
DGVW	Design Gross Vehicle Weight – Max weight of vehicle
Diff Lock	Differential Lock, used to stop drive wheels slipping on ice, gravel, loose surfaces only at very low speeds
DPF	Diesel Particulate Filter
Drawbar	A rigid truck pulling a trailer
Drive Axle	The set of wheels which are driven by the engine
Driving Ban	A restriction for heavy vehicles usually exceeding 7.5 t
DRL	Daytime Running Lights
Eco-Combis	Longer Heavier Vehicles usually 25.25 metres long
Eco-Roll	The vehicle to roll in Neutral to reduce fuel consumption
EEV	Enhanced Environmental Vehicle
EGR	Exhaust Gas Recirculation
ESP	Electronic Stability Programme
ESP	Electronic Stability Programme
Euro 3, 4, 5, 6	A rating system for engine emissions
Europallet	A pallet measuring 800 X 1000 mm
Eurotronic	Iveco's automatic transmission
Fifth Wheel	Connects tractor unit to trailer
Fridge	A temperature controlled unit for transporting cargo
Frozen	Temp controlled cargo usually between 0c & -15c
Green Diesel	Marked Gas Oil, not to be used in a road vehicle
Groupage	A load comprising of many consignors and consignees
GVW	The Gross Weight of the vehicle (Truck, Trailer & Load)
Hanging Load	A load suspended from the roof of the cargo area (Meat)
Hazchem	See ADR
Hybrid	Vehicle using Diesel & Electric Motors
IBC	Intermediate Bulk Container – Palletised liquid container
I-Shift	Volvo's automated transmission for FM, FH, & FH16

I-Sync	Volvo's automatic transmission (light trucks FL & FE)
Jack-knife	When the tractor unit collides with the trailer
JIT	Goods scheduled for, or delivered 'Just In Time'
Landbridge	To transit through UK to and from mainland Europe
LCS	Lane Changing Support, warns driver of blind spot n/side
LDW	Lane Keeping Assist, warns driver of unintentional lane departure
LEV	Low Emission Vehicle
LEZ	Low Emission Zone
LHV	'Longer Heavier Vehicles' usually 25.25 metres long
Lift Axle	A set of wheels which can be lifted off the ground
LNG	Liquefied Natural Gas
Lo / Lo	Lift On / Lift Off – referring to containerised freight
MAM	Maximum Authorised Mass
Manifest	A list of the contents consignors & consignees
Master Switch	Turns off all electrical power in a vehicle
MAUT	Road Tolling System in Germany
Multi-modal	A load transported by at least two different means
Near side	The side of a vehicle nearest the kerb
Off side	The side of the vehicle furthest from the kerb
Opticruise	Scania's automated transmission
Optronic	Renault's automatic transmission system
Pallets	A system used to ease the handling of cargos
Payload	The weight of the cargo a vehicle can carry
PCC	Predictive Cruise Control – can read the road ahead
Peaje	A section of road that is tolled
Pin Release	Handle when pulled releases the Jaws from the Kingpin
Pin Weight	The weight exerted on the fifth wheel by the trailer
POD	Proof of Delivery, document signed by receiver
PowerShift	Mercedes-Benz automated transmission
PTO	Power Take Off, using the vehicle to drive extra equipment usually by means of a drive shaft
Pusher Axle	Axle placed usually placed in front of drive axle,
Range Change	Air/electric switch to select another range of gear ratios
Rear Steer	Rearmost axle of a rigid or trailer which can steer
Regeneration	Cleaning of DPF by increasing operating temperature
Retarder	A braking device operated independently

Reverse Logistics	Transport of returned consignments. Unwanted, faulty or damaged, also packaging & handling equipment
RFID	Radio Frequency Identifier Device
Rigid	A one piece vehicle
Ro / Ro	Roll On / Roll Off – referring to shipped trailer freight
Road Barrel	A method of transporting liquids substances by road
Roll-cage	Cargo handling device on wheels
Route Express	Motorway class road which is toll free (France)
RSA	Road Safety Authority
SCM	Supply Chain Management
SCR	Selective Catalytic Reduction
Semi-Trailer	The trailer of an articulated vehicle
Skeletal	A trailer for the transport of tank containers
Split Fridge	Trailer which can keep cargo at different temperatures
Splitter	An air/electric switch to select a high/low ratio of a gear
STC	Said to Contain - clause inserted when receiving a load
Susies	Air and electrical connections between truck and trailer
Tachograph	A device that records the time, speed and distance travelled by a vehicle over 3.5 tonnes
Tag Axle	Axle affixed to rear of truck , not driven by engine
Tail Lift	Used for loading/unloading from truck without ramp
Tail-swing	The distance from rearmost axle to rear bumper
Telematics	Uses telecommunications technology to transmit and receive information about the vehicle / driver
TEU	Twenty-foot Equivalent Unit (TEU x 2=1 40' Container)
Tip-matic	MAN's automatic transmission system
TIR	'Transport Internationaux Routier' (French)
TPMS	Tyre Pressure Monitoring System
Trailer Brake	An device to apply the brakes on the trailer only
Trailer swing	When the trailer collides with the tractor unit
Transhipp	To transfer a load from one vehicle to another
Transit	To pass through a place or country
Twin Steer	A vehicle with two sets of wheels that both steer
Ullage	The space above a liquid in a container.
Unaccompanied	When a trailer or vehicle is shipped without a driver
Vignette	The road tax payable in (B, L, S, NL, DK)
Wheel Choc	Device placed under wheels to prevent movement
ZEV	Zero Emission Vehicle (Usually Electric)

APPENDIX 11

Answers to Session 1, Section A – Road Safety Questionnaire.

Question Number	Answer
1	c
2	c
3	b
4	a
5	b
6	b
7	c
8	c
9	b
10	b
11	b
12	c
13	c
14	c
15	a
16	a
17	a
18	a
19	c
20	c

APPENDIX 12

Exemptions to Directive 2003/59/EC as amended by Directive (EU) 2018/645.

1. This Directive shall not apply to the drivers of vehicles:

(a) with a maximum authorised speed not exceeding 45 km/h;

(b) used by, or under the control of, the armed forces, civil defence, the fire service, forces responsible for maintaining public order, and emergency ambulance services, when the carriage is undertaken as a consequence of the tasks assigned to those services;

(c) undergoing road tests for technical development, repair or maintenance purposes, or the drivers of new or rebuilt vehicles which have not yet been put into service;

(d) for which a driving licence of category D or D1 is required and which are driven without passengers by maintenance personnel to or from a maintenance centre situated in the vicinity of the nearest maintenance base which is used by the transport operator, provided that driving the vehicle does not constitute the driver's principal activity;

(e) used in states of emergency or assigned to rescue missions, including vehicles used in the non-commercial transport of humanitarian aid;

(f) used for driving instruction for, and examination of, any person wishing to obtain a driving licence or a Certificate of Professional Competence (CPC), in accordance with Article 6 and Article 8(1), provided that they are not being used for the commercial carriage of goods and passengers;

(g) used for non-commercial carriage of passengers or goods;

(h) carrying material, equipment or machinery to be used by the drivers in the course of their work, provided that driving the vehicles is not the drivers' principal activity.

With regard to point (f) of this paragraph, this Directive shall not apply to any person wishing to obtain a driving licence or a CPC, in accordance with Article 6 and Article 8(1), when that person is undergoing additional driving training during work-based learning, where that person is accompanied by another person certified by a CPC, or a driving instructor, for the category of vehicle used for the purpose set out in that point.

2. This Directive shall not apply where all the following conditions are met:

(a) drivers of vehicles operate in rural areas to supply the driver's own business,

(b) drivers do not offer transport services, and

(c) Member States consider that the transport is occasional and does not have an impact on road safety.

3. This Directive shall not apply to drivers of vehicles used, or hired without a driver, by agricultural, horticultural, forestry, farming or fishery undertakings for carrying goods as part of their own entrepreneurial activity, except if driving is part of the driver's principal activity or the driving exceeds a distance set in national law from the base of the undertaking which owns, hires or leases the vehicle.

APPENDIX 13

REFLECTION ON CPC MODULE

Take a few moments to reflect on the following questions and discuss your answers with at least one other colleague from the programme:

What have I gained/learned from the workshop?

Your Response

- For myself

- In my work

- In relation to my colleagues

What personal changes will I undertake/implement?

APPENDIX 14

REFERENCES

1. Directive 2003/59/EC of the European Parliament and of the Council of 15 July 2003 on the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers, amending Council Regulation (EEC) No 3820/85 and Council Directive 91/439/EEC and repealing Council Directive 76/914/EEC. Directive (EU) 2018/645 of the European Parliament and of the Council of 18 April 2018.
2. IRHA. (Irish Road Haulage Association)
3. IFTA. (Irish Freight Transport Association
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6. Road Safety Authority – CVRT (Commercial Vehicle Roadworthiness Testing)
7. Workplace Transport Safety Management, Health and Safety Authority (HSA)
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9. European Agency for Safety and Health at Work (lex.europa.eu)
10. An Garda Síochána
11. Prometric Driver Theory Test
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13. Accident Sketch.com
14. Mercedes Benz trucks
15. DAF trucks

The RSA would also like to acknowledge the valuable contributions made by CPC Training Organisations and their trainers to this and other manuals and training literature.

Whilst every attempt has been made to acknowledge the sources of our reference material, and the origin of the information which we retrieved from the public domain, errors and/or omissions may have occurred. If there are errors or omissions in the acknowledgements of our references please contact the originator who will ensure such errors and/or omissions are corrected.