



Operating Commercial Vehicles Beyond 3.5t GVW

The positives, negatives and key details for
consideration when updating your fleet



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Introduction

Freedom of movement. It's one of the constitutions that makes the world go around, but it's how we do this that has now found itself coming under scrutiny more than ever. These are unprecedented times of change for the transport industry and Venson is here to help businesses extract the most from their vehicle fleets to keep the wheels of business turning.

As the pressures of the modern world weigh down, the general public are becoming increasingly aware of the issues of costs, vehicle emissions, air quality, traffic congestion and road safety. This means that fleet decision-makers must be proactive in order to maintain a responsible corporate image while continuing to chase the age-old desire to reduce cost and improve productivity.

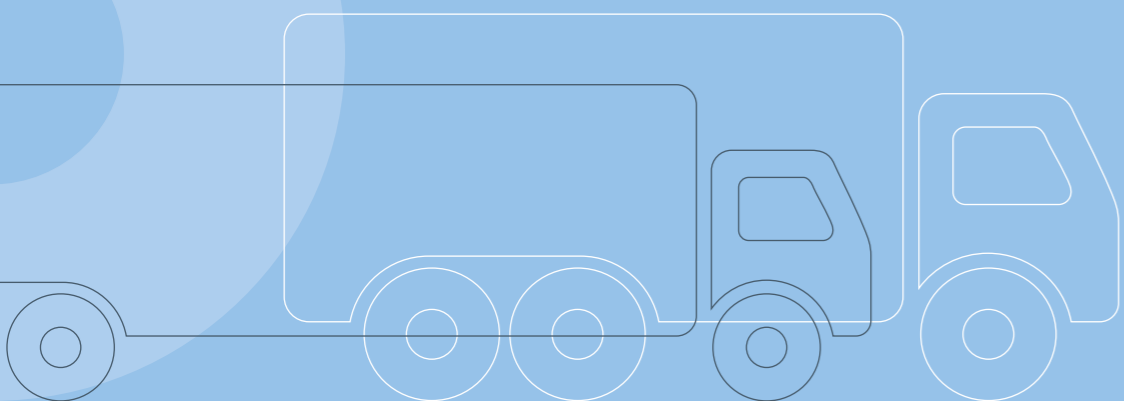
One stance is to upgrade vehicles in size to create and run a more flexible, more socio-economically friendly fleet. While most standard passenger car driver licences entitle their holders to drive vans up to 3.5-tonnes Gross Vehicle Weight (GVW), things can get more complex and daunting when moving up to larger and more complex vans or light and heavy trucks from every aspect. Driver recruitment, vehicle and company compliance, licences and vehicle complexity are just some of those challenges.

Look at it this way; your average large delivery van can carry a load weighing 1,000 to 1,800kg, yet a 7.5 GVW truck can manage 3,000 to 4,500kg, a two to threefold increase, meaning the potential to run two less vehicles to carry out a similar workload is a viable option.

However, since changes to the licensing system introduced in 1997 it means that a driver must be in possession of a Heavy Goods Vehicle (HGV) Class 2 licence to drive a 7.5-tonne GVW truck. What's stopping a further increase in vehicle size if it fits with your company's business needs as a Class 2 driver can drive any rigid truck way beyond 7.5 tonnes?

A 16-tonne GVW rigid trucks' footprint isn't usually vastly different to a 7.5 tonne truck yet it could more than double the payload, hypothetically suggesting a reduction in your fleet - one truck for every five vans.

The possibilities are endless, and these scales won't work for everyone, but here we aim to detail the positives, negatives and key details for consideration when updating your fleet.





#1

personnel

considerations

- Additional challenges beyond 3.5t
- Driving licence categories
- Driver training
- Tachograph cards



Additional challenges beyond 3.5t

Where would a business be without its staff? Getting the basics sorted in terms of personnel requirements is probably the most appropriate place to start. Within this area lies some complex issues that need addressing before a business considers moving forward to a larger, heavier and more specialist fleet.

As with anything vehicle related, it all starts with a licence, but what does yours entitle you to drive? As these licences and their various levels of restrictions become more complicated, keeping clear, verifiable and GDPR compliant of your drivers and their company driving records become vastly more important. Venson understands the complexities surrounding this and can assist a company to introduce a system or process for recording and monitoring staff driving licences with efficacy.

There are a variety of different categories and restrictions that have changed in relation to driving licences over time. For example, drivers who passed their driving test after 1 January 1997 are only entitled to drive a car or van with up to a 3,500kg maximum authorised mass (MAM) with a 750kg MAM trailer.

Their licence would also allow them to tow a trailer that exceeded the 750kg MAM on the proviso the vehicle and trailer combination weighed no more than 3,500kg.

In order to tow anything that weighed more than 3,500kg, the driver would be required to obtain the B+E categories for their licence.

Those who obtained their full car licence before 1 January 1997 are entitled to drive vehicles in combination with a trailer weighing up to 8,250kg MAM. They will also be permitted to drive a Minibus towing a trailer weighing more than 750kg.

Before drivers look to upgrade their licence categories, they will be required to hold a provisional licence to enable them to partake in any further driving lessons. Medical standards differ for licences covering larger vehicles over and above those for a standard car licence.

- A standard car licence falls into Group 1
- Heavy goods vehicles (HGVs) are governed within Group 2

This need for definition is due to the potential vehicle size and the time in which an occupational driver may spend behind the wheel. Due to this, in order to obtain a provisional HGV licence, an individual will need to pass a physical health check before they make their application to the Driver Vehicle Licensing Authority (DVLA <https://www.gov.uk/contact-the-dvla>).

These health checks must be carried out by a registered medical practitioner, for example their usual registered doctor and recorded on a 'D4' form which can be downloaded from the DVLA website.

The National Trailer & Towing Association (NTTA) offers advice for individuals and businesses alike <https://www.ntta.co.uk/>

Driving licence categories

While ultimate responsibility lies with a driver to ensure they hold the correct licence for the vehicles they take command of, every business retains a Duty of Care to validate this before a vehicle is assigned. Understanding the different licence categories is not always easy and research will need to be undertaken to assure complete clarity when employing a new colleague.

A driver must hold a valid C1 licence in order to be able to drive a vehicle with a gross vehicle weight (GVW) of up to 7,500kg with a trailer weighing up to 750kg.

Moving up the scale, holding a C1+E licence will allow a driver to take charge of a vehicle weighing up to 7,500kg GVW plus a trailer weighing in excess of 750kg as long as the combination of vehicle and trailer does not exceed a maximum authorised mass of 12,000kg

Drivers will be required to hold a category C licence to drive a large goods vehicle plus a trailer weighing up to 750kg. These vehicles may otherwise be referred to as 'rigids' and can weigh up to 32,000kg GVW. This may also be described as a Class 2 HGV.

Commonly referred to as an 'artic', articulated lorries require a C+E licence category. In layman's terms, this is known as Class 1 HGV. This will permit a driver to drive a large goods vehicle with a trailer

weighing up to 44,000kg GVW. These vehicles can either take the form of a large rigid towing a similarly sized trailer, or a more commonly seen tractor unit pulling a long trailer.

However, the licence isn't the only thing that a driver will need before they can climb behind the wheel. For certain vehicle types and uses, the driver may be required to hold a digital tachograph card. (More Tachograph info in Preparing your Business)

Building upon a company's Duty of Care, all licences must also be checked before handing over the keys to a driver. Where a business takes on temporary drivers through an agency, or when recruiting drivers itself, it is of utmost importance to ensure clarity on which licences are required before making formal offers of employment.

Using an independent third party to check and verify staff licences should also be a consideration to minimise such risks as employing a driver carrying nine penalty points or one with a previous ban for speeding. Offering employment to foreign drivers is also now a key consideration for businesses and making sure their driving ability and paperwork match the compliance needs of the business is imperative.





Driver training

Since September 2014, individuals that drive HGVs and Light Commercial Vehicles (LCVs) weighing 3,500kg GVW and upwards professionally are required to hold a Driver Certificate of Professional Competence (CPC) qualification as a legal requirement. This is obtained by completing 35 hours of training followed by competency exams. This process needs repeating every five years for the driver to maintain legal compliance. Drivers are required to carry their Driver CPC card with them at all times while driving professionally or they run the risk of facing a £50 fine. Driving without a valid Driver CPC qualification could lead to a £1,000 fine and invalidated insurance.

It is worth devising or investing in a system for logging and managing driver qualifications, licensing and training requirements in addition to vehicle management. This will go some way to ensuring that a business remains compliant at all times, while also minimising downtime attributable to avoiding expired licences.

When a business moves into work requiring their vehicles to be fitted with ancillary equipment such as loading cranes or tail lifts, these may also involve more complex and/or hazardous loading/unloading methods. This could, for example, introduce the need for Forklift trucks which come with their own associated licences and training needs. Heavy lifting among other health and safety related training is also highly recommended. It would be prudent for an employer to provide further training in this area, along with on-the-job refreshers as while some may not necessarily be a legal requirement, a business carries a Duty of

Care for the health and safety of its employees. Besides, is it worth losing an operative for four weeks through injury against investing a small amount of money in half a day's training?

It would be a prudent exercise for the company to start compiling a driver handbook which can be issued to every employee driving on company business. As your vehicle fleet grows in stature so the handbook would need updating with a new section to cover rules and regulations for staff in charge of larger vehicles.

As an example, outlining the practice of safe loading of vehicles should be a key consideration. A hazarously or overloaded vehicle can very quickly become a huge legal and safety headache, for both the driver and the wider business. A pragmatic approach could be taken to updating policies by forming focus groups from a variety of disciplines. Utilising different skillsets and thought processes could streamline an otherwise laborious process while minimising the risk of overlooking something obscure.

This may also uncover a requirement to revisit any policies encompassing company supplied Personal Protective Equipment (PPE): Hi-vis jackets, hard-hats, steel toe-capped boots etc dependent on job role and use/load of the vehicle. Enforcing physical health checks should be incorporated to ensure continued safe operation and driver fitness.

Tachograph cards

The law states that vehicles being used for hire or reward that have a GVW of over 3,500kg require fitment of a tachograph which is a device fitted to a vehicle that automatically records its speed and distance, together with the driver's activity selected from a choice of modes. All relevant vehicles manufactured in the EU since 1 May 2006 must be fitted with digital tachograph heads. However, some may remain exempt on the condition that driving the vehicle is not the drivers' primary task and/or the vehicle is not leaving a 100km radius of its base. Examples of this may cover scaffolders, builders or vehicle recovery drivers.

Commonly overlooked, vans with a GVW of 3,500kg fitted with a tow hitch will require fitment of a tachograph. This is because the weight of a trailer and its contents will be added to the van's GVW. According to Parkers Vans, it is estimated that less than one per cent of those vans on UK roads are fitted with the required tachograph, which means they are operating illegally.

A professional driver must record their working time and ensure that they remain on the right side of the EU working time directive for HGV drivers which says a driver must adhere to the nine-hour daily driving limit, although this can be extended to 10 hours twice in one week.

A driver must take an uninterrupted break after 4.5 hours, if it is not convenient to take this in one go, it is possible to 'split-break'. The first break must be no less than 15 minutes in length, with the second break covering a minimum of 30 minutes. It is also an employer's responsibility to monitor their driver's working time and keep details on record for at least two years.

#2

Preparing your business

- Physical space and insurance
- Driver wellbeing
- Journey planning
- Operator's licence, associations and compliance



Physical space and insurance

Once a company's personnel aspects are in order, a business should make time to assess its own physical site capacity as there is a strong likelihood that a whole manner of aspects to accommodate larger vehicles will require attention.

Space is probably the most obvious concern. While parking for a small car derived van may seem simple, things can quickly spiral out of control up the weight scale as things get wider and taller, lest we forget longer. Bring trailers into the fray and again, complexities only increase further as turning, storage and site access becomes a challenge. Leaving insufficient space to store and manoeuvre vehicles can lead to an increased risk of vehicle and property damage from careless or inexperienced drivers, while vehicle and load security can also become a new challenge.

According to a report carried out by the Road Haulage Association (RHA), "more than half of all stolen trucks are taken from their owners' own premises. It is for this reason that secure premises are vital in the fight against theft". They suggest that "when planning your premises security, consider perimeter protection, controlled site access, surveillance/alarm systems and key security".

Whatever you do and wherever you are, the world of insurance can seem complex. Specifying insurance is seldom a welcome task but needs must. Take time out to consider the differing insurance needs, from standard vehicle insurance to public liability, and the benefits any specific policy may offer.

HGVs, loads, and ancillary equipment may require specialist policies. Heavy vehicles can come in all manner of minutely differing levels of specification, so management of this will need a careful eye. This can seem especially daunting, but with years of fleet management experience, Venson is able to help support a company every step of the way.

It is also worth taking into consideration the need for staff to keep vehicles they rely on for their jobs at home addresses overnight and therefore finding clarity on limitations or special requirements surrounding this. You never want to get into a situation where a driver takes a vehicle home with your name emblazoned on the side and it is causing a hazard to their neighbours.

Aside from obvious insurance constraints, keeping vehicles out with staff can in certain circumstances invoke company vehicle Benefit in Kind tax.

Driver wellbeing

The Freight Transport Association (FTA) considers drivers as “industrial athletes”, suggesting that “we all go to considerable efforts to ensure that our vehicles are properly equipped and specified for the job in hand, so why don’t we have the same ambition for the single most important component in it – the driver?”

While an individual must ultimately take sole responsibility for looking after their personal hygiene and health, that phrase makes another return. A business will carry a Duty of Care over an employee while they’re driving for work. It’s always worth remembering that a company’s drivers could well be away from base and/or home for periods of time and that they are the face of the business.

Give them help, support and guidance in your company driver handbook. That’s particularly useful for when drivers wear a corporate uniform.

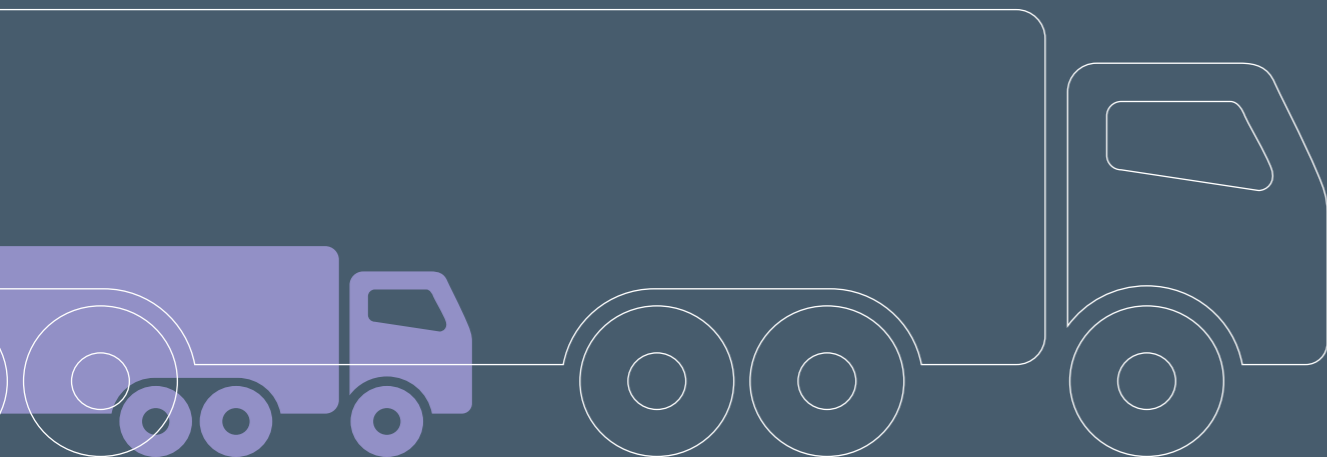
When should they wear it and how often should it be changed may determine how many changes of uniform each driver is given based on how often they are away from home on company business.

While on the subject of distant working, consideration should be given to the company’s mobile phone policy and allowances afforded to a driver should they be required to stay somewhere overnight on company business. Many companies are now instructing drivers not to use their phone at all while driving to reduce distractions while at the wheel but when more and more commercial vehicle drivers are requested to make deliveries to sites within a strict timeframe this policy is not relevant to all driving environments.

Journey planning

It may seem relatively trivial but, journey planning becomes a different ball game with larger, heavier vehicles. Transport planners and drivers alike will need to account for increased size, let alone width, height and weight restrictions. Moreover, there are further restrictions in place within urban conurbations permitting HGVs between certain times. Elsewhere there could be varied costs for river crossings (such as Dart Charge), as well as the London Congestion Charge and Ultra Low Emissions Zone (ULEZ).

All large vehicles should carry warnings visible from the driver’s seat stating their dimensions, and a company should even consider investing in truck-specific navigation systems that account for these limitations if they are not built into the vehicle already.



Operator’s licence, compliance and associations

A business that operates vehicles with a GVW in excess of 3,500kg for carrying goods in conjunction with a business will require an Operator’s Licence of ‘O’ Licence. Each vehicle run by the business that fits the criteria will need to be registered to that licence too. A company’s operating base also comes under scrutiny, whereby it must be proved that it offers safe access, is located in an environmentally acceptable area and that it is big enough to safely store all vehicles.

An ‘O’ Licence is split into three categories:

1 Standard International Licence:

Allows for the carrying of own goods and those for others on a hire or reward basis in the UK and abroad.

2 Standard National Licence:

Allows for the carrying of own goods or those for others on a hire or reward basis in the UK, and your own goods for your own use abroad.

3 Restricted Licence:

Allows only for the carrying of your own goods for your own use in the UK and the European Union (EU)

An Operator’s Licence can be applied for through the Vehicle & Operator Services Agency (VOSA www.gov.uk/government/organisations/vehicle-and-operator-services-agency), but a business owner must first satisfy criteria set below:

- They are of good repute and fit to hold a licence
- They are financially sound with respect of running the business
- They have suitable facilities or arrangements for maintaining vehicles
- They are capable of ensuring that they and all staff obey the rules

If a business is applying for a Standard National or International Operator’s Licence, they will need to ensure they have at least one competent Transport Manager in employment either internally or via an external contractor. This Transport Manager must hold a valid Transport Manager Certificate of Professional Competence.

There are several exemptions for the requirement of an Operator’s Licence:

- Recovery vehicles used solely for the transportation of a disabled vehicle
- Vehicles permanently adapted to carry fixed appliances eg Road Sweeper or Cherry Picker
- Snow Plough and Salt-spreading vehicles
- Alternative-fuelled vehicles (gas or electric) with a GVW of up to 4,250kg

There are several organisations, official bodies and schemes that offer guidance and support to a business for the safe, compliant and efficient running of their van and truck fleet.

- RHA – Road Haulage Association
- FTA – Freight Transport Association
- FORS – Fleet Operator Recognition Scheme
- NTTA – National Trailer & Towing Association

<https://www.rha.uk.net/>
<https://fta.co.uk/>
<https://www.fors-online.org.uk/>
<https://www.ntta.co.uk/>



Which vehicle?



- Specifications
- Petrol, diesel, electric or gas power?
- Bodybuilders
- Ancillary equipment
- Financing
- Taxes and levies
- Registration and ongoing maintenance

While it's important to get the basics and admin in check, deciding on the most efficient vehicle for the job is very important, and Venson's Commercial Vehicle team is always on hand to help and support this often-daunting process.

Specifications

Businesses that find themselves moving into to the more specialist and heavier end of the vehicle spectrum will find themselves walking through an endless minefield of vehicle specification combinations. From wheelbases to roof-heights, cab size, engine power outputs, axle configuration and suspension types. The list could go on...

While bigger companies may employ a fleet manager that can dedicate time to due diligence in selecting the correct vehicles, Venson is on hand to support smaller companies that can't justify a full-time employee in this area. In this era, more than ever, businesses must also carefully consider the environmental impacts of their vehicles.

Petrol, diesel, electric or gas power?

In recent years van and truck manufacturers have been busy developing battery electric powertrains to offer alongside their more conventional diesel offerings. Even in the past couple of years the industry has seen an influx of new petrol-powered commercial vehicles enter the fray as an alternative for diesel, which has been the fuel of commercial vehicles for decades.

Elsewhere in the marketplace we're beginning to welcome plug-in hybrid technology into the commercial vehicle sector which combines electric batteries and a normal combustion engine. Previously reserved for passenger cars, this type of technology hasn't until now proved exploitable in vans, due to the limitations placed on payload and load space by bulky and heavy batteries, but it can now offer limited mileage on battery power around town and the power and flexibility of a petrol or diesel engine for when drivers are travelling outside of towns and cities.

Compressed and Liquid Natural Gas powertrains are also beginning to become more popular as refuelling infrastructure begins to catch up, and previous performance shortcomings have been engineered out.

Depending on the type of deliveries, annual mileages and general environments the commercial vehicle works in will depend which option best suits you. For instance, all commercial vehicles entering London now need to be fitted with a EuroVI engine which reduces its levels of noise and emissions to help contribute to improving air quality in our inner cities.

Venson is on hand to take operators through this minefield and has a large network of contacts within the vehicle manufacturers that can arrange demo vehicles prior to making a final decision to buy or lease.



Bodybuilders

The decisions don't stop with the vehicle though. Not every company will want to operate a standard vehicle, which means more details that need to be considered.

What a company is delivering will influence the type of bodywork needed and whether you need a box body, Luton body, a curtainsider accessible for fork lifts, or a temperature-controlled vehicle that enables the safe carriage of chilled and frozen food.

Some manufacturers can offer vehicles with pre-built conversions direct from the dealer. Dependent on complexity, others will supply chassis cabs without the body on the back that is then sent to a bodybuilder who can bespoke your vehicle as requested. Venson works with a range of approved bodybuilders around the country to help provide advice on designing and developing the best vehicle from a weights, measures and compliance perspective. Although suffice to say, this can take additional time and will incur additional cost to buying or leasing the vehicle.

Ancillary equipment

Base vehicle? – Check. Bodywork? – Check. Now it's time to deliberate on ancillary equipment... Will that curtain-sided Luton van require a tail-lift? Does that insulated trailer need a refrigeration unit? Or that heavy-duty pick-up need a winch, safety beacons or in-built tool storage? It doesn't stop there though. The business may also wish to monitor their vehicles by way of tracking devices or by fitting speed limiters and camera recording equipment. This may be for driver safety, to

mitigate insurance restrictions or to ensure high value or sensitive goods are protected while out on the road. These all need to be specified and fitted prior to handing the vehicle over to a driver. Venson will ensure your vehicle is 100% operational prior to its delivery, right down to your brand graphics being fitted to the side of your van, truck or trailer.

Financing

There are a multitude of different options available to either assist with supply or carry the initial burden of financing a specialist vehicle. It's worth exploring the benefits and pitfalls of outright purchase, finance lease or operating lease contracts, with or without maintenance etc.

Outright Purchase – Paying the total purchase price up front and taking total ownership and residual value risk on the vehicle.

Finance Lease – Devised to spread the cost over a set term, paying interest on the total amount borrowed and only taking total ownership when paid off.

Operating Lease – Paying for the use of a vehicle without taking on the financial burden. An agreement may include an upfront deposit and monthly payments including interest over a set term allowing for simple disposal or renewal after a period.

All these finance types can be combined with a maintenance agreement to enable you pay for running costs on a monthly basis.

Taxes and levies

While Vehicle Excise Duty (VED) remains a much simpler affair across most vans than passenger cars, there are a variety of differences when moving to trucks. HGVs are taxed according to their Gross Vehicle Weight taking into consideration the number of axles. An additional charge is taken to cover any trailers, again taking into consideration the axles. These VED charges are reduced for the cleaner Euro VI vehicles and there are separate classes for specialist vehicles such as road working equipment, showman's vehicles, cranes, pumps and recovery vehicles. Buses are taxed depending on their number of seats.

HGVs exceeding a 12,000kg GVW are subject to the HGV Road User Levy. The Road User Levy aims to ensure that vehicles at the heavier end of the weight scale contribute fairly to the added wear and tear they can inflict upon the road network. The heavier the vehicle, the higher the charge however it does take into consideration the number of axles that the weight is spread over.

Newer, cleaner and more efficient Euro VI vehicles are subject to a discounted rate over their older and more polluting counterparts. The charge is calculated per day used on the roads and discounts are available for purchasing a weekly, monthly or annual levy.





“ DVSA’s priority is to protect everyone from unsafe drivers and vehicles. We always pursue operators and push for the toughest penalties where there’s evidence they are cutting corners at the expense of road safety ”

Caroline Hicks – DVSA’s National Head of Enforcement

Registration and ongoing maintenance

As mentioned earlier, specifying insurance can prove testing at times, and when your vehicle is fitted with bespoke and expensive bodywork and equipment, the need to ensure it is sufficiently covered is paramount. It may not be appropriate or possible to keep each vehicle on company property overnight or when not in use.

Long-haul vehicles, or those relied on by remote or field-based staff that need to keep their vehicles away or at home bring their own unique concerns. Fitment of camera and tracking equipment may no longer be a sole concern for safety, compliance and efficiency, but also for security. Alarm systems and other passive security kit such as slam locks and cable seals are also available, working to discourage and prevent vehicles from being tampered with.

As with any other road-based vehicle, everything must be correctly registered with all modifications properly declared. Even trailers require official registration and are subject to many of the same safety inspections as the vehicles that pull them.

A driver is legally responsible for the vehicle they are driving on the road and should carry out a basic roadworthiness check each day or at the start of each shift. Any and all defects must be reported whether minor and easily rectifiable or major, rendering the vehicle off-road until repairs can be made.

The government guidelines suggest checks to the following areas as a daily minimum:

- Lights
- Tyres
- Wheel fixings
- Bodywork
- Trailer Coupling
- Load & other equipment

All safety and roadworthiness inspections and maintenance records must be documented and kept by companies for a minimum of 15 months. In the event of an accident for example, a company must be able to prove that it has taken all necessary precautions to ensure that their vehicles remain in the safest possible condition. Drivers must also ensure that their Tachograph cards are downloaded each week with records kept by the company for two years.

Along with daily walkaround checks, HGVs are subject to annual MOT inspections with the first being due just 12 months after the vehicle was first registered. Trailers with an unladen weight exceeding 1,020kg and featuring their own powered braking systems must also pass an annual inspection each year, again from 12 months after original sale.

Vehicles should also go through a comprehensive inspection every few weeks. This can be scheduled up to every 13 weeks or as frequently as every four weeks, depending on the vehicles operating conditions and workload.

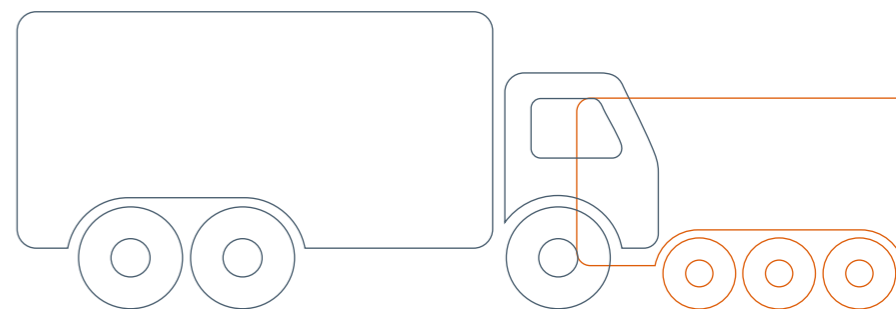
Bear in mind the Vehicle Operating Standards Agency (VOSA) has the power to stop and inspect vehicles when they are on the road if they feel they may fall short against standards. An Operator Compliance Risk Score (OCRS) is kept centrally and evaluates the risk of an operator running in a non-compliant manner. If a business finds itself with a high OCRS score, their vehicles run the risk of being targeted by inspectors.

Bigger vehicles bring with them bigger, and often more, tyres. This can be quite a contrast to managing tyres on more conventional four-wheeled vehicles. Investigating the viability of commercial vehicle tyre contracts could be judicious, outsourcing the management of standard replacement and lifetime re-cutting of rubber across trucks and trailers alike.

Ancillary equipment such as mounted forklifts, tail-lifts, loading cranes and fridges will also have their own need for inspections and servicing to keep them in a safe and efficient working order. Internally, digital tachographs must be fully recalibrated after any changes to the vehicle registration number, after having any significant work carried out and/or every two years regardless.

Nobody ever expects to be involved in an accident, and should the worst happen it can be incredibly disruptive to business continuity.

Venson can use its own supplier network to get vehicles repaired and back on the road quickly, whilst being supported with access to a nationwide rental vehicles that will ensure your business remains productive even if your vehicle is off the road.



Summary

When beginning to plan expanding a fleet beyond a 3.5t GVW, it's worth referring to the following checklist before you get moving:

- Lay out key requirements and ensure clear reasoning as to why new vehicles are required and what they'll allow your company to achieve.
- Get the right administration people and drivers in place by re-training current staff or recruiting new staff.
- Carefully research the best base vehicle to suit the new needs. Considerations should include availability, list price, maintenance facility location, projected running costs and suitability for intended role.
- Body and Equipment – Are your needs met by off-the-shelf conversions? If not, open a line of communication with a reputable bodybuilder to discuss your needs.
- Will any of these vehicles fall under company vehicle tax regulations for your staff?
- Understand impact on operating base, is it already appropriate or is a move required?
- Decide on the preferred method of financing to suit your company needs with the help of external experts and your own accounting.
- Reporting – Ensure that any systems for vehicle and driver reporting are in place and a team member is empowered to carry this out as part of their daily routine.
- Maintenance – It is vital that a clear and well-managed maintenance plan is put in place and adhered to.
- Management – As the jobs and vehicles become more complex, so does the task of managing them, and their drivers. Ensuring clarity with regards responsibilities is paramount.
- Compliance – driver, vehicle, licences, ancillary equipment and operating base all have to be compliant with the laws of the road and the land.

Glossary of terms

CV Commercial Vehicle	MAM Maximum Authorised Mass
LCV Light Commercial Vehicle	Tacho Tachograph
HGV Heavy Goods Vehicle	RHA Road Haulage Association (https://www.rha.uk.net/)
Kg Kilograms	FTA Freight Transport Association (https://fta.co.uk/)
t Tonnes	NTTA National Trailer & Towing Association (https://www.ntta.co.uk/)
DVLA Driver & Vehicle Licencing Agency	FORS Fleet Operator Recognition Scheme (https://www.fors-online.org.uk/)
DVSA Driver & Vehicle Standards Agency	ULEZ Ultra Low Emissions Zone
VOSA Vehicle & Operators Services Agency	Driver CPC Driver Certificate of Professional Competency
OCRS Operator's Risk Score	Transport Manager CPC Transport Manager Certificate of Professional Competence
EU European Union	MOT test/inspection Ministry of Transport test/inspection
Euro V Emissions standard	
VED Vehicle Excise Duty	
GVW Gross Vehicle Weight	

Appendix

<https://www.commercialfleet.org/fleet-management/compliance-should-your-35t-van-be-fitted-with-a-tachograph-/45555/>
<https://tfl.gov.uk/modes/driving/ultra-low-emission-zone/ways-to-meet-the-standard>
<https://www.gov.uk/government/publications/goods-vehicle-operator-licensing-guide-gv74>
<https://www.gov.uk/become-lorry-bus-driver>
<https://www.mvcommercial.com/pages/how-to-get-an-operators-licence>
<https://www.gov.uk/driver-cpc-training>
<https://www.gov.uk/driver-cpc-training>
<https://www.commercialfleet.org/>
<https://www.ukhaulier.co.uk/news/>
<https://www.wallaceschool.co.uk/courses/hiab>
https://www.jungheinrich.co.uk/services/forklift-training-for-drivers-and-mhe-operators-111742?gclid=EAlaQobChMI0cKd28DH6AIVVODtChjhGAEAAAYAAAEgloxvD_BwE
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<http://www.legislation.gov.uk/ukpga/2018/19/contents/enacted>
<https://www.palfinger.co.uk/commercial-vehicle-bodies/>
<https://www.iveco.com/uk/services/pages/financial-solutions-product-operating-lease.aspx>
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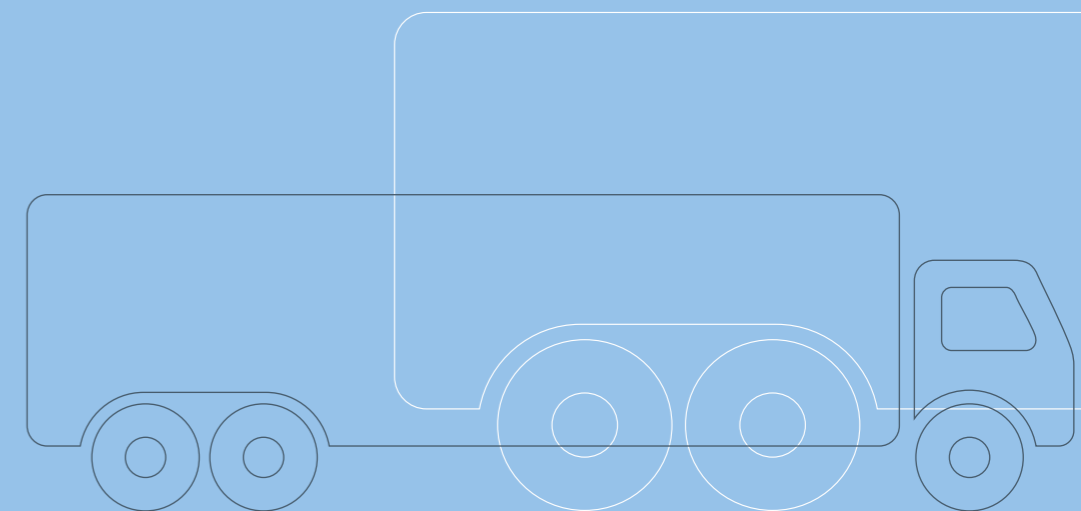
Venson fleet management solutions

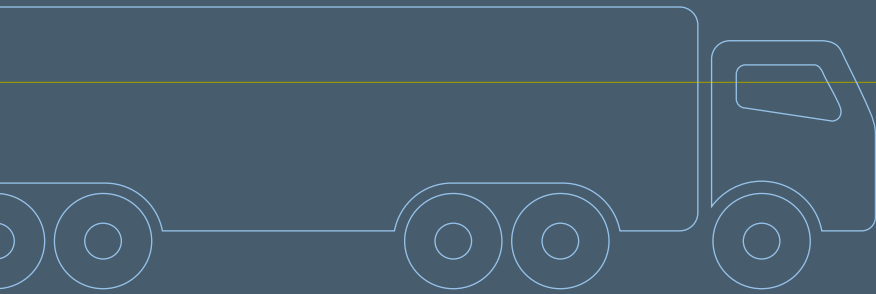
Company vehicles are an important asset for supporting core business operations and that's why our contract hire and fleet management solutions are created in response to our clients' needs and are based on our commitment to long term partnership and exceptional customer service.

Testimony to this is our client retention rate of over 95%. Along with exceptional service we ensure our clients receive great value from their fleet, by delivering solutions that are based on impartial advice and that provide tangible financial return. We can do this because we've only ever specialised in managing fleets, so our knowledge and in-depth understanding of the market is the best in this sector and relevant to public, private, not for profit and emergency service organisations.

We also believe in true partnership, working with fleet operators and their drivers to ensure they always receive the most appropriate solution to support their operational and financial needs.

venson





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