



Department  
for Transport

# Clear and Effective Cabotage – the UK approach

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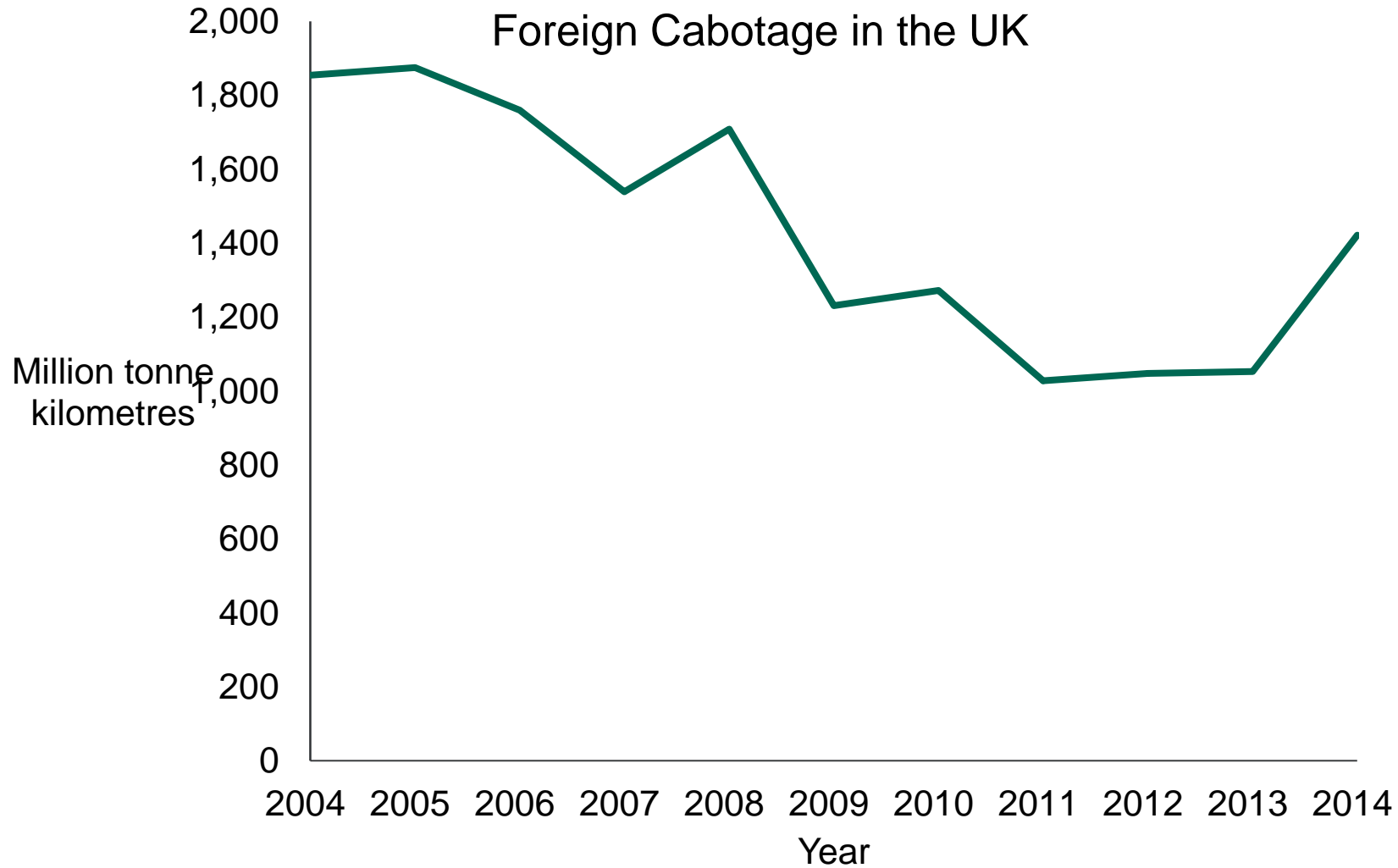
# Prevalence of Cabotage

- ▶ As an island nation the challenges and issues faced by the UK in respect of Cabotage differ from those faced in more mainland Europe.
- ▶ We can easily monitor vehicles entering the UK. We can obtain information from the ports and the Channel Tunnel as to when a vehicle enters and leaves the UK,
- ▶ This entry would (generally) be the start of a potential series of cabotage operations.
- ▶ There is a specific challenge around the Northern Ireland / Republic of Ireland border where a significant amount of cabotage is undertaken.





# Levels of Cabotage





**Driver and Vehicle Standards Agency (DVSA) has responsibility for enforcement of cabotage as part of their roadside checks. Where a vehicle is pulled they check for**

- ❖ Drivers' hours and tachograph offences
- ❖ HGV Levy Payment
- ❖ Vehicle weight
- ❖ Vehicle Condition
- ❖ And of course – Cabotage

During 2015-16 DVSA inspected 191,919 HGVs of which just over 120,000 were non UK registered.

They issued over 31,000 prohibitions to these vehicles and approx. 17,000 fixed penalties.

The prohibitions were for roadworthiness, overloading, drivers hours infringements with 506 issued for breaches of cabotage.

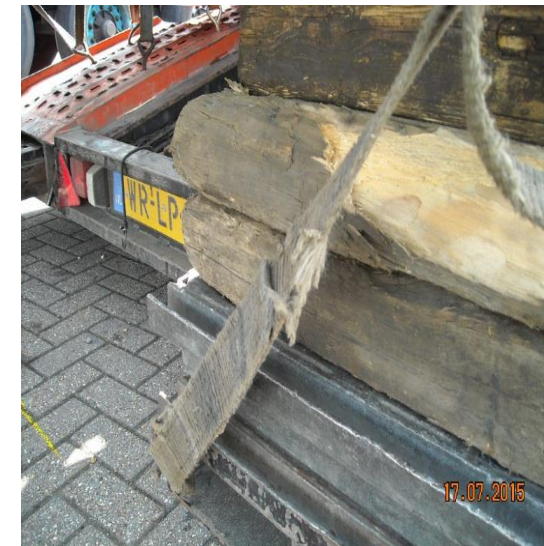






## Enforcement Challenges / Successes

- ▶ As well as stopping vehicles for roadside enforcement, DVSA favours a collaborative approach to obtaining buy in.
- ▶ Recently DVSA worked jointly with another member state to establish whether a haulier had a licence. DVSA was able to prove they were in fact operating in the UK without the appropriate documentation.
- ▶ An ongoing problem with an operator was resolved through a high level meeting between DVSA and the company management.
- ▶ At the meeting company CEOs were briefed on the performance of their company and put on notice that without demonstrable improvement, DVSA would instigate a more systematic targeting regime which would seriously halt their operating ability. This resulted in a commitment by the company to improve their level of compliance.
- ▶ **We would always support dialogue with other Member States, (formal and informal) and collaborative and joined up working to target the serially and seriously non-compliant.**





## View on Future Changes to Cabotage (1)

- ▶ Any change to Cabotage needs to strike a careful balance. Proposals assessed on their merits including value for money.
- ▶ It is essential not to impose any changes that will impose an undue burden on business.
- ▶ Any measures also need to be proportionate in terms of the work required of enforcement agencies.
- ▶ Removing the maximum number of cabotage operations and reducing the maximum period for cabotage operations is expected to reduce the burden of proof currently imposed on hauliers in order to show that they have complied with the regulations.
- ▶ While we view it as important that records are kept up to date and can be provided, this should not be so burdensome as to make difficulties for operators.





## View on Future Changes to Cabotage (2)

- ▶ The UK is also opposed to the further regulation of small vans (under 3.5 tonnes) and does not support these being brought into operator licensing. We would consider this unduly burdensome and not properly evidenced.
- ▶ **Non legislative measures are highly desirable.** For example there are regular ongoing discussions with European colleagues on tackling specific problems, both bilaterally and through the CORTE and ECR meetings.
- ▶ Sharing best practice would potentially improve cabotage enforcement and this is something that should be encouraged and supported as much as possible.



BAD



GOOD

