



**INTERNATIONAL TRANSPORT FORUM  
TRANSPORT MANAGEMENT BOARD**

**ITF/TMB/TR(2016)3/ADD9/FINAL  
For Official Use**

**Group on Road Transport**

**UK Report on Implementation of QUALITY CHARTER**

*The application of United Kingdom was approved by the Group on Road Transport under Agenda Item 4 of the meeting held on 4 - 5 October 2016 in Kiev (Ukraine).*

*The Report is complemented by Goods Vehicle Operator Licensing Guide by the UK Vehicle and Operator Service Agency [cf. ITF/TMB/TR(2016)3/ADD9/APP1]*

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*This document and any map included herein are without prejudice to the status of or sovereignty over any territory, to the delimitation of international frontiers and boundaries and to the name of any territory, city or area.*



**Driver & Vehicle  
Standards  
Agency**

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Eastbrook FAX: 01223 309681  
Shaftesbury Road [www.gov.uk/dvsa](http://www.gov.uk/dvsa)  
Cambridge  
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9 June 2016

Elene Shatberashvili  
Working Group on Road Transport  
International Transport Forum  
OECD/ITF  
2 rue André Pascal  
F-75775 Paris Cedex 16

Dear Elene

**Re: Implementation of Quality Charter for International Road Haulage Operations under the ECMT Multilateral Quota**

**Country: United Kingdom**

**National Authority: Department for Transport/International Road Freight Office**

The United Kingdom is compliant with the requirements of the Quality Charter for international road haulage operations undertaken under the ECMT Multilateral Quota.

Compliance with the charter is usually achieved through European Union Regulations and the implementation of appropriate European Union Directives. The key international legal instruments are Regulation 1071/2009, Regulation 1072/2009, Regulation 561/2006, Regulation 3821/85, Directive 2002/15/EC and Directive 2006/22/EC.

In support of these laws, the International Road Freight Office (IRFO) manages the UK ECMT permit allocations. IRFO ensures that undertakings seeking permits meet all the requirements of the Quality Charter prior to the issue of permits.

For background, we provide the guide that is available for GB operators interested in applying for a licence to manage goods vehicle operations. This sets out all the necessary regulatory requirements applicants must meet; it is available at [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/193518/Goods\\_Vehicle\\_Operator\\_Licensing\\_Guide.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/193518/Goods_Vehicle_Operator_Licensing_Guide.pdf)

The check list submitted with this statement of compliance details the laws and/or administrative processes adhered to ensure that the provisions of the Charter in the Country are met by UK holders of ECMT licences. ECMT permits are only issued to an operator with a standard international operator's licence.

Yours sincerely

**SHARON LENTON**  
**Acting Head of the International Road Freight Office**

**REPORT ON IMPLEMENTATION OF QUALITY CHARTER  
FOR INTERNATIONAL ROAD HAULAGE OPERATIONS UNDER THE  
ECMT MULTILATERAL QUOTA**

**COUNTRY:** UNITED KINGDOM

**NATIONAL AUTHORITY:** DEPARTMENT FOR TRANSPORT  
INTERNATIONAL ROAD FREIGHT OFFICE

**DATE OF SUBMISSION:** 9 JUNE 2016

**SECTION 1. PROVISIONS REGARDING TRANSPORT UNDERTAKINGS  
(Chapter II of the Charter)**

***A) Conditions of establishment (Chapter II, 2)***

**Implemented**

Article 2.2.a)	<input type="checkbox"/> Fully <p>The UK complies with this provision through Article 5 of EU Regulation 1071/2009 which defines conditions of establishment for goods vehicle operators.</p> <p>The EU Regulation is supported by domestic legislation, The Goods Vehicles (Licensing of Operators) Act 1995.  <a href="http://www.legislation.gov.uk/ukpga/1995/23/contents">http://www.legislation.gov.uk/ukpga/1995/23/contents</a></p> <p>further information summarising the legislation and providing guidance can be found at  <a href="https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/193518/Goods_Vehicle_Operator_Licensing_Guide.pdf">https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/193518/Goods_Vehicle_Operator_Licensing_Guide.pdf</a></p>
Article 2.2.b)	<input type="checkbox"/> Fully <p>The UK complies with this provision through Article 5 of EU Regulation 1071/2009 which defines conditions of establishment for goods vehicle operators.</p> <p>The EU Regulation is supported by domestic legislation, The Goods Vehicles (Licensing of Operators) Act 1995. Link as above in 2.2.a).</p>
Article 2.2.c)	<input type="checkbox"/> Fully <p>The UK complies with this provision through Article 5 of EU Regulation 1071/2009 which defines conditions of establishment for goods vehicle operators.</p> <p>The EU Regulation is supported by domestic legislation, The Goods Vehicles (Licensing of Operators) Act 1995. Link as above in 2.2.a).</p>

**Request for recognition of equivalence**, if appropriate, in relation to one or more provisions listed above:

Provision of the Charter:	Not applicable as UK complies with the Charter.
<b>Any other comments:</b>	The UK notified the European Commission of our compliance with these conditions. This has been accepted by the Commission.

**B) Good Repute (Chapter II, 3)****Implemented**

Article 3.1.	<input type="checkbox"/> Fully The UK complies with this provision through Article 6 of EU Regulation 1071/2009 which defines conditions of establishment for goods vehicle operators. The EU Regulation is supported by domestic legislation, The Goods Vehicles (Licensing of Operators) Act 1995. Link as above in 2.2.a).
Article 3.2., incl:  - points a) to e);  - list of most serious infringements: point d), items i - vii;	<input type="checkbox"/> Fully The UK complies with this provision through Article 6 of EU Regulation 1071/2009 which defines conditions of establishment for goods vehicle operators. The EU Regulation is supported by domestic legislation, The Goods Vehicles (Licensing of Operators) Act 1995. Link as above in 2.2.a).
Article 3.3.	<input type="checkbox"/> Fully The UK complies with this provision through Article 14 of EU Regulation 1071/2009 which defines conditions of establishment for goods vehicle operators. The EU Regulation is supported by domestic legislation, The Goods Vehicles (Licensing of Operators) Act 1995. Link as above in 2.2.a).

**Request for recognition of equivalence**, if appropriate, in relation to one or more provisions listed above:

Provision of the Charter:	Not applicable as UK complies with the Charter.
<b>Any other comments:</b>	The UK notified the European Commission of our compliance with these conditions. This has been accepted by the Commission.

**C) Professional competence (Chapter II, 4)****Implemented**

<p>Article 4.2, incl.:</p> <ul style="list-style-type: none"> <li>- List of knowledge (4.2.a); b); cf.annex1)</li> <li>- Examination required: oral; written; exempted (cf. 4.2.c))</li> </ul>	<p><input type="checkbox"/> Fully</p> <p>The UK complies with this provision through Article 8 and Annex I of EU Regulation 1071/2009 which defines conditions relating to the requirements for professional competence.</p> <p>The UK complies with this provision through Article 8, Article 9 and Annex I of EU Regulation 1071/2009 which defines conditions relating to the requirements for professional competence.</p> <p>The EU Regulation is supported by domestic legislation, The Goods Vehicles (Licensing of Operators) Act 1995. Link as above in 2.2.a).</p>
<p>Article 4.3., incl.:</p> <ul style="list-style-type: none"> <li>- Examinations procedure (4.3.a); cf. annex 2)</li> <li>- approval of examination bodies (4.3.b))</li> <li>- pre-training (4.3.c))</li> </ul>	<p><input type="checkbox"/> Fully</p> <p>The UK complies with this provision through Article 8 and Annex II of EU Regulation 1071/2009 which defines conditions relating to the requirements for professional competence.</p> <p>The UK complies with this provision through Article 8 of EU Regulation 1071/2009 which defines conditions relating to the requirements for professional competence.</p> <p>Approved examination bodies for the CPC exams in the UK are:</p> <p>Oxford Cambridge and RSA (OCR)</p> <p>The Chartered Institute of Logistics and Transport</p> <p>City &amp; Guilds</p> <p>These bodies organise the exams and training centres and obtain approval to offer the exams by the Office of Qualifications and Examinations Regulation (Ofqual) in England, The Department for Children, Education, Lifelong Learning and Skills (DCELLS) in Wales, the Examinations and Assessment (CCEA) in N.Ireland and Scottish Qualifications Authority (SQA) in Scotland.</p> <p>The EU Regulation is supported by domestic legislation, The Goods Vehicles (Licensing of Operators) Act 1995. Link as above in 2.2.a).</p>
<p>Article 4.4. CPC, incl.:</p> <ul style="list-style-type: none"> <li>- National certificate (4.4.a); cf. Annex 3)</li> </ul>	<p><input type="checkbox"/> Fully</p> <p>The UK complies with this provision through Annex III of EU Regulation 1071/2009 which defines the model of the certificate of professional competence that the approved bodies must use.</p> <p>The approved bodies in the UK meet the requirements for the approval of</p>

<p>- IRU Academy CPC (4.4.b))</p>	<p>examination and training centres as set out in Article 8 of EU Regulation 1071/2009 and are duly approved to offer the exams and issue certificates by the Office of Qualifications and Examinations Regulation (Ofqual) in England, The Department for Children, Education, Lifelong Learning and Skills (DCELLS) in Wales, the Examinations and Assessment (CCEA) in N. Ireland and Scottish Qualifications Authority (SQA) in Scotland.</p> <p>The EU Regulation is supported by domestic legislation, The Goods Vehicles (Licensing of Operators) Act 1995. Link as above in 2.2.a).</p> <p>-</p>
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**Request for recognition of equivalence**, if appropriate, in relation to one or more provisions listed above:

Provision of the Charter:	Not applicable as UK complies with the Charter.
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<b>Any other comments:</b>	The UK notified the European Commission of our compliance with these conditions. This has been accepted by the Commission.
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#### **D) Financial standing (Chapter II, 5)**

##### **Implemented**

<p>Article 5.2., including Capital required for:</p> <ul style="list-style-type: none"> <li>- first vehicle</li> <li>- each additional vehicle</li> </ul>	<p><input type="checkbox"/> Fully</p> <p>The UK complies with this provision through Annex 7 of EU Regulation 1071/2009 which defines conditions of establishment for goods vehicle operators.</p> <p>The EU Regulation is supported by domestic legislation, The Goods Vehicles (Licensing of Operators) Act 1995. Link as above in 2.2.a).</p>
Article 5.3 & 5.4	<p><input type="checkbox"/> Fully</p> <p>The UK complies with this provision through Annex 7 of EU Regulation 1071/2009 which defines conditions of establishment for goods vehicle operators.</p> <p>The EU Regulation is supported by domestic legislation, The Goods Vehicles (Licensing of Operators) Act 1995. Link as above in 2.2.a).</p>

<p>Article 5.5.</p>	<p><input type="checkbox"/> Fully</p> <p>The UK complies with this provision through Annex 7 of EU Regulation 1071/2009 which defines conditions of establishment for goods vehicle operators.</p> <p>The EU Regulation is supported by domestic legislation, The Goods Vehicles (Licensing of Operators) Act 1995. Link as above in 2.2.a).</p>
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**Request for recognition of equivalence**, if appropriate, in relation to one or more provisions listed above:

<p>Provision of the Charter:</p>	<p>Not applicable as UK complies with the Charter.</p>
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<p><b>Any other comments:</b></p>	<p>In accordance with the EU rules at Annex 7 of EU Regulation 1071/2009 the financial standing rates are adjusted annually in local currency to maintain its value in Euros.</p>
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**SECTION 2. PROVISIONS REGARDING THE DRIVERS**  
**(Chapter III of the Charter)**

**A) Driving times and rest periods(Chapter III, 1):**

All 43 Member Countries participating in the ECMT Multilateral Quota are parties to the European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR) dated 1 July 1970. In the course of any international road haulage operation carried out under an ECMT licence, the undertaking and members of the crew must comply with the provisions laid down by the AETR with regard to the duration of driving and rest times and crew composition [*It is understood that compliance with these provisions are monitored through National procedures, established for the purpose of implementing the AETR or equivalent regulations*].

**Any Comments:** The UK complies with Regulation (EC) No 561/2006 on driving times, breaks and rest periods; Regulation (EEC) No 3821/85 on the fitment and use of tachographs to record compliance with 561/2006 and Directive 2002/15/EC on the working time of mobile road transport workers (which have been transposed into domestic legislation in the Road Transport (Working Time) Regulations 2005). The UK is also compliant with Directive 2006/22/EC on requirements for enforcement.

**B) Driver training (Chapter III, 2)**

**Implemented**

Article 2.1:	<input type="checkbox"/> Fully <p>The UK complies with this provision through Directive 2003/59/EC which defines conditions the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers.</p> <p>The EU Regulation is supported by domestic legislation, Vehicle Drivers (Certificates of Professional Competence) 2007.</p>
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<p>Article 2.2.a) - Initial qualification , incl:</p> <p>- List of knowledge (cf.annex4)</p> <p>- Course + test, or, a test only</p> <p>- exemptions</p>	<p><input type="checkbox"/> Fully</p> <p>The UK complies with this provision through Article 3 of Directive 2003/59/EC which defines conditions the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers.</p> <p>The EU Regulation is supported by domestic legislation, Vehicle Drivers (Certificates of Professional Competence) 2007.</p> <p>The UK complies with this provision through Annex I section 1 of Directive 2003/59/EC which defines conditions the list of subjects to be covered by courses for the periodic training of drivers.</p> <p>The UK complies with this provision through Article 3 of Directive 2003/59/EC which defines the qualification and training options for the periodic training of drivers.</p> <p>The UK complies with this provision through Article 2 of Directive 2003/59/EC which list the exemptions from the Directive for vocational drivers of certain vehicles under specified conditions.</p>
<p>Article 2.2.b) - Periodic training, incl:</p> <p>- List of knowledge (cf.annex4)</p> <p>- Number of hours (35)</p> <p>- Periodicity (every 5 years)</p> <p>- first periodic training to be completed by [31 Dec 2019]</p>	<p><input type="checkbox"/> Fully</p> <p>The UK complies with this provision through Directive 2003/59/EC which defines conditions the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers.</p> <p>The EU Regulation is supported by domestic legislation, Vehicle Drivers (Certificates of Professional Competence) 2007.</p> <p>The UK complies with this provision through Articles 4, 6 and 7 of Directive 2003/59/EC which defines the qualification and training options for the periodic training of drivers.</p> <p>The UK complies with this provision through Directive 2003/59/EC which defines conditions the number of hours of periodic training of drivers of certain road vehicles for the carriage of goods or passengers.</p> <p>The UK complies with this provision through Directive 2003/59/EC which defines conditions the number of periodicity of periodic training of drivers of certain road vehicles for the carriage of goods or passengers.</p> <p>The UK will ensure that administrative processes are in place to ensure that drivers complete their first periodic training by 31 December 2019.</p>

<p>Articles 2.3;</p> <p>2.4 - approval of training centres</p>	<p><input type="checkbox"/> Fully</p> <p>The UK complies with this provision through Section 5.1 of Directive 2003/59/EC concerning Approval of the initial qualification and periodic training.</p> <p>The EU Regulation is supported by domestic legislation, The Vehicle Drivers (Certificates of Professional Competence) Regulations 2007.</p> <p><a href="http://www.legislation.gov.uk/uksi/2007/605/contents/made">http://www.legislation.gov.uk/uksi/2007/605/contents/made</a></p> <p>The Joint Approvals Unit for Period Training (JAUPT) sends their recommendations to the Driver and Vehicle Standards Agency (DVSA) who formally approve Driver CPC training centres on behalf of the Secretary of State.</p>
<p>Article 2.6 - CPC proof, incl.:</p> <p>- Sign affixed on driver licence (permit)</p> <p>- Driver Qualification card (cf. annex 5)</p> <p>- IRU Academy CPC</p>	<p><input type="checkbox"/> Fully</p> <p>The UK complies with this provision through Annex II of Directive 2003/59/EC which defines the model requirements of the Driver Qualification Card.</p> <p>The EU Regulation is supported by domestic legislation, The Vehicle Drivers (Certificates of Professional Competence) Regulations 2007.</p> <p><a href="http://www.legislation.gov.uk/uksi/2007/605/contents/made">http://www.legislation.gov.uk/uksi/2007/605/contents/made</a></p> <p>DVSA advise the Driver and Vehicle Licensing Agency (DVLA) when drivers have completed the necessary training and DVLA issue a Driver Qualification Card.</p> <p>-</p>

**Request for recognition of equivalence**, if appropriate, in relation to one or more provisions listed above:

Provision of the Charter:	Not applicable as UK complies with the Charter.
<b>Any other comments:</b>	The UK notified the European Commission of our compliance with these conditions. This has been accepted by the Commission.

**C) Conditions of employment (Chapter III, 3)**

**Implemented**

<p>Article 3.1</p>	<p><input type="checkbox"/> Fully</p> <p>The UK complies with EU legislation covering conditions of employment and employment rights.</p> <p>UK legislation includes:</p> <p>Equal Pay Act 1970</p> <p>Health &amp; Safety at Work etc Act 1974</p> <p>Sex Discrimination Act 1975</p> <p>Race Relations Act 1976</p> <p>Trade Union and Labour Relations (Consolidation) Act 1992</p> <p>Disability Discrimination Act 1995</p> <p>Employment Tribunals Act 1996</p> <p>Employment Rights Act 1996</p> <p>Public Interest Disclosure Act 1998</p> <p>Data Protection Act 1998</p> <p>National Minimum Wage Act 1998</p> <p>Human Rights Act 1998</p> <p>Employment Relations Act 1999</p> <p>Employment Act 2002</p> <p>Employment Relations Act 2004</p> <p>Disability Discrimination Act 2005</p>
<p><b>Any other comments:</b></p>	<p>The UK notified the European Commission of our compliance with these conditions. This has been accepted by the Commission.</p>

**SECTION 3. PROVISIONS REGARDING CHECKS AND PENALTIES**  
**(Chapter IV of the Charter)**

***A) Competent authorities and mutual assistance (Chapter IV, 1)***

**Implemented**

<p>1.2.1: re. provisions on undertakings, incl.:</p> <ul style="list-style-type: none"> <li>- authorisations</li> <li>- training/ examinations</li> <li>- CPC</li> </ul>	<p><input type="checkbox"/> Fully</p> <p>In GB Traffic Commissioners are appointed by the Secretary of State to administer the GB operator licensing system which includes the power to issue authorisations (licences) to haulage operators under The Goods Vehicles (Licensing of Operators) Act 1995. Office of the Traffic Commissioner staff deals to examine and process applications for licences on behalf of the Traffic Commissioners.</p> <p>The Secretary of State approves examination bodies to approve training centres and organise examinations leading to the award of a certificate of professional competence under The Goods Vehicles (Licensing of Operators) Act 1995.</p> <p>Approved examination bodies for the CPC exams in GB are:</p> <p>Oxford Cambridge and RSA (OCR)</p> <p>The Chartered Institute of Logistics and Transport</p> <p>City &amp; Guilds</p>
<p>1.2.2: re. provisions on drivers, incl.:</p> <ul style="list-style-type: none"> <li>- training/ examinations</li> <li>- CPC</li> </ul>	<p><input type="checkbox"/> Fully</p> <p>Officers from the Driver and Vehicle Standards Agency carry out checks on drivers at the roadside and operator premises to check compliance with driving times, breaks and rest periods. They also co-ordinate a national enforcement strategy for these checks.</p> <p>The Driver and Vehicle Standards Agency, acting on recommendations received from their contractor - the Joint Approvals Unit for Periodic Training (JAUPT), approve Driver CPC training centres on behalf of the Secretary of State.</p> <p>The Driver and Vehicle Licensing Agency issue the Driver Qualification Card.</p>
<p>Articles 1.2.3- 1.2.4.</p>	<p><input type="checkbox"/> Fully</p> <p>The UK attends all Road Transport Group meetings and we have a national contact point for ECMT matters to liaise with other Member Country contacts if there are any enforcement issues, and will exchange information on offences committed by ECMT licence holders from another Member country any penalties imposed.</p>

<p>Article 1.2.5</p>	<p><input type="checkbox"/> Fully</p> <p>The UK – via the national contact point - will support any processes which might lead to the removal of ECMT licences from any operator who has committed serious infringements.</p>
<p>Article 1.3.</p>	<p><input type="checkbox"/> Fully</p> <p>The UK is happy to provide details of undertakings holding ECMT licences providing such information complies with national legislation on data confidentiality.</p> <p>In the UK issues related to ECMT licences should be directed to the national contact point and/or International Road Freight Office (details below):</p> <p>Mrs Kim Fishenden Office Manager DVSA - International Road Freight Office, Eastbrook, Shaftesbury Road, Cambridge, CB2 8BF, United Kingdom</p> <p>Tel: +44 (0) 1223 531051</p>

**Any other comments** in relation to one or more provisions listed above:

<p>Provision of the Charter:</p>	
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**B) Checks (Chapter IV, 2)**

**Implemented**

<p>Article 2.1. - checks re. Drivers , incl:</p> <p>- 2.1.1. Driving times and rest periods (cf. also Annex 6):</p>	<p><input type="checkbox"/> Fully</p> <p>The Driver and Vehicle Standards Agency implement a system of enforcement checks on driving and rest times at the roadside and at operator premises.</p> <p>DVSA have a coherent national enforcement strategy in place to deal with driving and rest times.</p>
<p>Article 2.2. - Checks re. Undertakings, incl:</p>	<p><input type="checkbox"/> Fully</p> <p>The Traffic Commissioners carry out periodic checks of undertakings (on an ongoing basis and at least every 5 years) to ensure they meet the requirements related to good repute, professional competence and financial standing.</p>

**Request for recognition of equivalence**, if appropriate, in relation to one or more provisions listed above:

Provision of the Charter:	Not applicable as UK complies with the Charter.
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<b>Any other comments:</b>	
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**C) Classification of Infringements (Chapter IV, 3)**

**Implemented**

Article 3.1. re. driving times and rest periods (cf. also. Annex 7)	<input type="checkbox"/> Fully The UK fully complies with enforcement against infringements of the AETR rules through DVSA enforcement officers.
Article 3.2. re. undertakings, incl:	<input type="checkbox"/> Fully The Traffic Commissioners consider all aspects related to the good repute of undertakings and take action against the most serious infringements.

**Request for recognition of equivalence**, if appropriate, in relation to one or more provisions listed above:

Provision of the Charter: [Chapter, article]	Not applicable as UK complies with the Charter.
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<b>Any other comments:</b>	
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**D) Penalties (Chapter IV, 4)****Implemented**

Article 4.1.	<input type="checkbox"/> Fully The UK complies with existing EU Regulations regarding penalties for infringements by operators and drivers.
Article 4.2.on drivers incl, infringements re:  - 4.2.1. AETR rules  - 4.2.2. driver training	<input type="checkbox"/> Fully Penalties for infringements of driving times and rest period infringements are included in the following domestic legislation:  <b>Primary legislation</b> Transport Act 1968 Road Traffic Offenders Act 1988 (RTOA) Road Traffic Act 1988 Road Safety Act 2006  <b>Secondary Legislation</b> The Fixed Penalty Offences Order 2009 (SI No. 2009/483) The Fixed Penalty (Amendment) Order 2013 (SI No. 2013/1569) The Road Safety (Financial Penalty Deposit) (Appropriate Amount) Order 2009 (SI No. 2009/492) The Road Safety (Financial Penalty Deposit) (Appropriate Amount) (Amendment) Order 2013 (SI No. 2013/2025) The Road Safety (Financial Penalty Deposit) Order 2009 (SI No. 2009/491) The Road Safety (Financial Penalty Deposit) (Interest) Order 2009 (SI No. 2009/498) The Fixed Penalty (Procedure) (Vehicle Examiners) Regulations 2009 (SI No. 2009/495)  Penalties for Driver CPC related infringements are also included in the Fixed Penalty regime.  The DVSA have administrative systems in place to deal with approved training centres who no longer meet the required standards.  DVSA/DVLA have systems in place to remove the distinguishing mark if drivers have not met the required Driver CPC training requirements.  The Goods Vehicles (Community Licences) Regulations includes provisions relating to the offence of not having a Community licence and the level of penalties for non-compliance.



<p>Article 4.3. on undertakings:</p> <p>- 4.3.1.</p> <p>- 4.3.2.</p>	<p><input type="checkbox"/> Fully</p> <p>The Traffic Commissioners will put in administrative systems which may lead to the withdrawal of ECMT licences if they no longer meet the requirements of Chapter II.</p> <p>The Traffic Commissioners will notify undertakings if they consider they are no longer fulfilling the requirements for pursuit of the occupation of road transport operator and will set time limits to rectify the situation.</p>
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**Any other comments** in relation to one or more provisions listed above:

<p>Provision of the Charter:</p>	
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