

The longer semi-trailer (LST) trial is ending. Operators on the trial have until 29 February 2024 to adapt processes to meet the new requirements and migrate their existing LSTs to the new arrangements. DfT have issued and continue to update their [guidance supporting the regulations](#).

**This help sheet summarises some key points from recent conversations with industry trade associations, manufacturers, operators and drivers.**

This does not replace the need to read the guidance, it should encourage you to do so, as there is more detail on all these issues in that document.

## 12 Common Misunderstandings

**None of these statements circulating are true:**

- ✗ The transition period has been extended to Feb'24 so DfT can amend the regulations
- ✗ There is no guidance available
- ✗ I have to log every LST trip in detail
- ✗ There is no guidance about diversions
- ✗ I cannot use LSTs if there is a diversion
- ✗ I have to issue a specific route plan for every trip each day (with driver name and date)
- ✗ Route plans and risk assessments must be
  - (a) printed on paper and/or
  - (b) in a DfT-defined template
- ✗ I brief my drivers verbally or by text so I cannot comply unless I change this
- ✗ My jobs are finalised at short notice (hours) so I cannot pre-plan routes and risk assessments
- ✗ The requirement for on-board weighing is new – it was not required on the trial (*Note: it was*)
- ✗ The regulation does not 'REQUIRE' LST driver training so I can stop doing it. (*Note - training staff on all equipment is already required by law*)
- ✗ There are extra Double-deck LST rules.

## 7 Helpful insights and approaches from other operators

**Some operators have found these ideas helpful [RP=Route Plan RA=Risk Assessment]**

- ✓ **Minimum viable change to existing processes – not a separate new process**  
Start with your existing process for assigning jobs and add the absolute minimum extra, whether you have the latest in-cab technology or use paper and text messaging. Individual requirements may be added to different existing processes as long as there is a clear plan.
- ✓ **Use a single RA for Motorway** (a generic Motorway RA is published in the [DfT guidance](#))  
The guidance says a single generic RA for all motorway route segments can be cited. So a Route Plan may then simply state “**take any reasonable motorway route to M1 J10**”
- ✓ **Route Plan changes to the norm, not each new trip**  
If a route slightly varies from frequent journeys, focus on the parts that have changed. You can assemble any new trip as ‘**[New part A] to [standard route section] to [New part B]**’
- ✓ **Store RP and RA as ‘tails’ with location/client info**  
Store RP/RA notes for each new end location in whatever system (paper or digital) you hold location or client information. Use it to rapidly assemble new RPs.
- ✓ **Summarise risks in RP for driver**  
The RA is a separate document / piece of text, but the easiest way to communicate to driver is to highlight any risk advisories in the RP (see next)
- ✓ **Use RP shorthand** if it helps communication.  
**For example: Oak Drive to A56 to M56J7 to Motorway to M1J15 etc. 1 Risk: Adjacent lane space at lights R-Tn to A56**
- ✓ **Separate the process for driver briefing from ‘docs in cab’**  
Verbal driver briefing is allowed. It is possible to communicate route plans and risks verbally and as long as a paper or digital copy is present in the driver’s cab, available for inspection (for proof in the event of enforcement as opposed to reference during driving).

For further information use the following links:

[The Legal Regulation](#)

[DFT LST Regs Guidance Webpage](#)

For further advice [Email Risk Solutions](#) or call them on 0161 242 1153

Issued: 22 Jan 2024