

Newsletter

*Transport Regulation Unit**Enabling People Today, Building Our Tomorrow***This Months
Newsletter**

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➤ www.infrastructure-ni.gov.uk/articles/transport-regulation-unit**INTRODUCTION FROM THE HEAD OF
TRANSPORT REGULATION UNIT (TRU)**

Since the TRU newsletter in January 2026, there has been significant and productive engagement with key stakeholders across government and the haulage industry.

TRU was pleased to welcome colleagues from the Office of the Traffic Commissioner (OTC), UK, and the Road Transport Operator Licensing Division (RTOLD), Ireland, to Belfast on 3-4 March 2026. This marked the first joint meeting between TRU, OTC and RTOLD, providing a valuable opportunity to discuss the licensing and regulation of goods vehicles across Northern Ireland, Ireland and Great Britain.

Speaking at the event, Kevin McVeigh, Head of TRU, highlighted the importance of collaborative working and the sharing of ideas to address areas of mutual concern, including road safety and fair competition. Competent Authorities from the three regions also explored the key pillars of the operator licensing system - establishment, financial standing, professional competence and good repute - as well as the administrative processes in each jurisdiction.

TRU looks forward to strengthening this collaborative approach and continuing engagement with UK and Irish counterparts in the coming months. ➔



Pictured along with their respective teams in Killymeal House, Kevin McVeigh, Head of TRU, Gerald Devine, Presiding Officer, TRU, Colette Callanan, Assistant Principal Officer, RTOLD and Kevin Rooney, Senior Traffic Commissioner for Great Britain.



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In addition, my colleague Gerald Devine, Presiding Officer for TRU, and I attended the Logistics UK Members Meeting on 14 May 2026 at Belfast Castle. This provided a valuable opportunity to update members on TRU's ongoing work and priorities,

and to discuss key policy issues affecting the logistics sector.

Engagement with stakeholders such as Logistics UK and the Road Haulage Association (RHA) is essential, given their representation

of the industry and insight into operational challenges. Maintaining this dialogue helps ensure our work is informed by industry experience and supports effective, collaborative working.



VAN DRIVERS – NEW TACHOGRAPH REQUIREMENTS

From 1 July 2026, most vans and light goods vehicles between 2,501 kg and 3,500 kg used for commercial international journeys must be fitted with and use a Smart Tachograph 2.

This requirement applies to any vehicle carrying goods for commercial purposes within this maximum permissible mass range (including any trailer), unless the following two conditions are met – the journey is carried out on an own account basis (i.e. transporting your own goods) and driving is not the driver's main activity, or another specific exemption applies.

This brings many vans, small goods vehicles and other vehicles used to carry goods on international journeys into scope of:

- tachograph requirements, and
- drivers' hours rules



Find out more here:

[Tachograph Rules for International Journeys: What You Need to Know | Department for Infrastructure](#)

SHARING INFORMATION WITH THE DRIVER & VEHICLE AGENCY (DVA)

Non-compliant operators gain an unfair commercial advantage by reducing their costs at the expense of safety or the environment. This means they are able to undercut compliant operators or increase their profit margins in comparison.

If you think a driver or a vehicle operator is breaking safety rules or conditions of their driving or operator licence, you can share information confidentially with us.

This includes if they are:

- breaking drivers' hours rules
- overloading vehicles
- using vehicles that are not safe to drive (not roadworthy)
- using emission cheat devices
- speed limiter or tachograph manipulation
- transporting goods without an operator's licence

We will review the information you have provided and decide what to do next. Good quality information helps us to maintain safety standards and promote a level playing field for all drivers and operators.



DVA can be contacted at:

DFI DVTA Enforcements
dvtaenforcements@infrastructure-ni.gov.uk

Phone: 028 9025 4101

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REMINDER- BRAKE TESTING CHANGES FROM SEPTEMBER 2026

The DVA Guide to Maintaining Roadworthiness includes updated brake performance assessment requirements which will apply from September 2026. Operators are encouraged to familiarise themselves with the new requirements and review their maintenance arrangements accordingly.

Further information is available in the Guide to Maintaining Roadworthiness:



Any queries should be directed to DVA by phone on 0300 200 7862 or via email at dva.customerservices@infrastructure-ni.gov.uk

OPERATING CENTRES

Vehicles and trailers must be parked off the public road and in an authorised operating centre when not in use. It is important that you choose an operating centre that:

- has sufficient capacity
- has safe access and egress; and

- is in an environmentally acceptable location

Operating centres should also meet the requirements of planning law. Consult your local planning authority if you are unsure about the planning position of your proposed site.

Capacity

An operating centre must be big enough to park all authorised vehicles and trailers. Vehicles should be able to turn around safely within the site to allow safe entry and exit in forward gear.

It is useful to upload an aerial image of a proposed operating centre to the application before it is submitted to help the Department decide whether it may be suitable. Individual parking spaces for each vehicle and trailer should be marked on the image. For example, an application requiring authority for two vehicles and two trailers will require four parking spaces to be identified.

Road safety

The site must not pose a road safety risk at the point it joins the public road. The Department cannot consider road safety on the roads leading to or from an operating centre.

Road safety conditions may also be imposed if considered necessary to prevent authorised vehicles causing danger to the public at any point where vehicles first join a public road on their way to and from an operating centre, and on any private approach road.

Environmental suitability

Operating centres should not affect owners or occupiers of land within their vicinity. This means consideration should be given to the effects of noise, fumes/pollution, vibration, and visual intrusion caused by vehicles and trailers when using the site.

You risk opposition being made against an application to use an operating centre if owners or occupiers of land within its vicinity feel that the use or enjoyment of their own land would be adversely affected.

Environmental conditions may also be imposed to help address any environmental concerns.

Refusal of applications

You risk refusal of an application if an operating centre is not deemed to be suitable on environmental and/or road safety grounds and where the imposition of conditions would not help to address those issues. This would mean reapplying and paying the application fee if a new licence/change to an existing licence was still required.

Existing licence holders

Operating centres are not only considered when a licence application is made. The Department may review the suitability of an operating centre as part of the five-year licence review process.



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Where concerns have been identified relating to road safety, environmental impact, or the use of an operating centre, operators may be asked to provide further information about their arrangements. In some cases, conditions may be added to a licence to address identified issues. In more serious cases, the Department may consider whether the operating centre remains suitable for continued use.

Operators should regularly review their operating centre arrangements to ensure they remain appropriate for the size and nature of their operation and continue to meet licensing requirements.

Further information

Further information about operating centres was published in our [June 2025 newsletter](#). The Department's [guide to making representations, objections and complaints](#) also contains more detailed information about opposition and conditions.

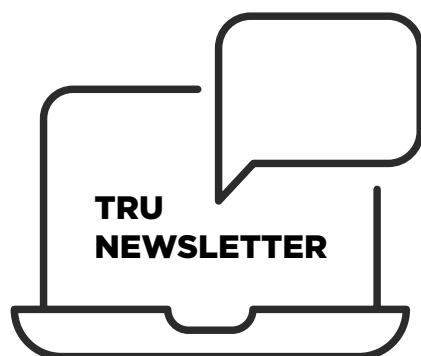
PARKING COMPLAINTS

TRU has introduced new staff guidance to support the consistent handling of parking-related complaints involving goods vehicles and trailers. The guidance has been developed in line with the Goods Vehicles (Licensing of Operators) Act (Northern Ireland) 2010 and Practice Guidance Document No. 4 (Operating Centres) [TRU Practice Guidance Document No. 4 - Operating Centres, Stable Establishments & Addresses for Service V2.1 April 2024](#), ensuring that complaints are considered within TRU's statutory remit and regulatory responsibilities.

A key message within the new guidance is that TRU does not regulate parking or traffic offences. Responsibility for illegal parking rests with DFI Parking Enforcement, while dangerous parking matters fall within the remit of the PSNI. TRU's focus is instead on whether operators have suitable arrangements for keeping their vehicles and trailers at their authorised operating centre when not in use.

Where an operator receives correspondence from TRU regarding a parking related concern, they should review their arrangements for keeping vehicles and trailers at their authorised operating centre and consider whether those arrangements remain suitable. In many cases, the purpose of the initial letter is simply to make the operator aware of a concern and provide an opportunity to review their operating practices. Operators should retain a record of any review undertaken, as this information may be relevant should further concerns arise.

The new policy adopts a proportionate, staged approach that enables issues to be addressed appropriately according to their severity and persistence. Members of the public will be encouraged to submit complaints in writing, but they will not be asked to gather evidence on behalf of the Department. The aim is to ensure a fair, transparent and evidence-based approach while maintaining public confidence in the complaint handling process.



FEEDBACK

We value your opinion and would encourage your feedback on the TRU Newsletter. If you have any comments about the Newsletter or any ideas on what topics you think should be covered in future Newsletters, please contact us by phone on 028 9054 1410 or via email at tru@infrastructure-ni.gov.uk