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Trailers: registered yours?

REGULATORY

Commercial semi-trailers and trailers weighing over 750kg gross weight, such as pictured at right, are now required to be registered with the DVLA if they are to be towed either internationally or within the EU. In addition to this, non-commercial trailers weighing over 3,500kg gross weight must also be registered before they are permitted to be towed through the majority of European countries, in order to comply with road traffic regulations.

These trailers must display a separate registration plate from the vehicle towing them and the driver must have a



trailer registration certificate on hand to show to the foreign authorities if necessary. As proof of insurance, some EU and EEA countries will also require a separate 'green card' for trailers if there is a no-deal Brexit (see also Fact File, right).

Trailers which are only used in the UK and Ireland do not need to be registered. Other countries for which a trailer does not need to be registered

include Cyprus, Liechtenstein, Malta and Spain. However, it should be noted that registration is still required if a trailer is to be towed through any country which does require registration in order to reach any of these destinations.

To register a trailer there is a fee of £26. A full list of countries which require trailer registration and how to register can be found via www.is.gd/pumovi.

EMPLOYMENT

New employment rights for casual/zero hours workers?

The Low Pay Commission (LPC) has recommended that a law should be introduced to protect vulnerable members of staff. This would cover the right for workers to be given 'reasonable notice' of their work schedules. However, what constitutes reasonable notice has not yet been decided. LPC has also recommended that workers should be compensated if their shifts are cancelled or shortened without giving 'reasonable notice',

irrespective of whether their hours are replaced. It has been suggested that the amount of compensation could be the value of the worker's shift in question. A consultation ended on 11 October.

EMPLOYMENT

New Settled Status Scheme

Over 900,000 people have already applied to the EU Settlement Scheme, and two-thirds have been granted settled status, with the remaining third being granted pre-settled status. In order to apply for settled status, EU citizens need at least

five years' continued residence in the UK.

Those with pre-settled status can stay for as long as they need to build up five years of continuous residence before they can apply for settled status. It is important that employers ensure that their EU employees apply for settled or pre-settled status as soon as possible, and in any event before 31 December 2020. Employers can help their EU, European Economic Area (EEA) and Swiss staff get information they need to apply, to secure their rights in the UK. The application deadline is at least 31 December 2020 see www.is.gd/agojep for more information.

Fact File

Essential EU travel documents

Drivers will need to carry the following documents in the vehicle when driving abroad: a vehicle log book (V5C) or a vehicle on hire certificate (VE103) to use a hired or leased vehicle; a GB sticker fixed to the rear of the vehicle and trailer, even if the number plates include the GB identifier; paperwork, stickers, payment cards or electronic toll devices to use roads abroad; a motor insurance Green Card, according to government (see also the full guide, published in September: www.is.gd/avobay).

A Green Card is an international certificate of motor insurance accepted in 48 countries that are part of the Green Card scheme. Until otherwise advised, drivers will need to carry Green Cards for their vehicle and trailer when driving in the EU if the UK leaves without a deal. Hauliers should ensure Green Cards are provided by their insurance company for all vehicles doing business to, from or through the EU.

Multiple Green Cards are required for commercial operators with fleet insurance, and for both trailers and tractors.