

## SCS Summary Principle Requirements for Large Goods Vehicles (over 3.5t)

### Organisation

1. Vehicle operator must be accredited to FORS at Silver level, the accreditation must cover the vehicle operating centre. Sub contracted hauliers must operate their own FORS certification.



### Driver

1. Must have a valid driving licence for the vehicle when driven on the highway or haul roads. A licence check must have been completed in the previous 6 months
2. Must have completed approved vulnerable road user training
3. Must have completed fuel efficiency training & the new bespoke HS2 rural driver training module (within 6 months of first visit to site)
4. Must have Personal Protective Equipment and obey site rules
5. Must follow the authorised route into/from site displaying the windscreen site identifier sign

### Vehicle

1. Must be Euro VI emissions compliant
2. Must be an N<sub>3</sub> category vehicle as opposed to an off-road N<sub>3</sub>G vehicle
3. Comply with the emerging requirements of the TfL Direct Vision Standards
4. Be fitted with the legally required class V & VI mirrors and side under-run protection
5. Have VRU warning signage (non-instructional) – back and side
6. Have a method of minimising the nearside vehicle blind spot eg a sensor detection system or camera with monitor (Fresnel lenses are not considered adequate)
7. Audible left-turn alert
8. Reversing audible alert and for rigid vehicles a rear facing camera
9. Carry a first aid kit
10. For Muckaway (Mass haul vehicles) Must have a 4-way or 360° recordable camera system with footage available for at least 4 weeks
11. A 'walk around' pre start check must be made by the driver which must include checks that any VRU safety systems are working. Drivers must be able to evidence that their check has been completed. This is a legal requirement

### Process

1. We will require pre compliance information electronically to validate the organisation's FORS status, driver's training/licence status and vehicle credentials
2. We will require an advance electronic booking procedure to be followed for all deliveries
3. Drivers must be able to evidence their company, driver and vehicle credentials as detailed above. We are investigating the practicality of holding this information via an electronic 'driver passport' scheme to streamline this process
4. We are required to track all delivery vehicles to ensure route compliance, we aim to do this using a mobile tracking app (in development) for android and apple phones. We will require drivers to log on and enable this app at the start of their journeys - Driver's must adhere to the HS2 policy on mobile and electronic equipment

**Vehicles will be turned away in the event of non-compliance with any of the above, the process detailed aims to minimise the possibility of this occurring**

**Further information:** HS2 Route Wide Traffic Management plan

<https://www.gov.uk/government/publications/hs2-phase-one-route-wide-traffic-management-plan>