

Direct Vision Standard (DVS) Progressive Safe System (PSS) FAQs

This is a “working document” which will be updated as and when issues arise and are clarified with Transport for London (TfL).

What is the DVS Progressive Safe System (PSS)?

It's TfL's upgrade to the existing DVS Safe System.

When does it come into force?

28 October 2024.

Does the new PSS apply to my vehicle?

Vehicles over 12t GVW and with a star rating of **Zero**, **One** or **Two** will need to comply with the new PSS requirements from 28 October 2024.

Vehicles with a Star Rating of between **Three** and **Five** are unaffected by the DVS PSS changes.

Any Three to Five Star rated vehicle that already holds a valid Safety Permit will retain that permit until its designated end date, and any new applications will not require the submission of additional evidence.

When can I apply for a new PSS permit?

You can apply for them through the TfL website from June 2024.

Can I install PSS compliant kit before the application process opens from June 2024?

Yes.

Is there a guidance document for the PSS?

Yes. The DVS guidance has been updated and is available on the TfL website:

<https://tfl.gov.uk/info-for/deliveries-in-london/delivering-safely/direct-vision-in-heavy-goods-vehicles>

What are the PSS requirements?

Class V and VI Mirrors

Mirrors must be fitted to the front and nearside of the vehicle or can be replaced by a suitable camera monitoring system (or a combination of both).

Camera Monitoring System

A fully operational Camera Monitoring System must be fitted to the nearside of the vehicle to completely eliminate the remaining blind spot at the nearside. This provides a visual alert of an approaching vulnerable road user and prevents collisions in the blind spot area.

Active Sensor System (Blind Spot Information System BSIS)

Sensors must ensure full coverage down the nearside of rigid vehicles to detect vulnerable road users. **They must not activate in relation to roadside furniture or stationary vehicles.** For articulated trailers, sensors must be fitted to the front tractor unit but are recommended for the trailer where possible.

Vehicles that are approved to **UNECE Regulation 151** will be deemed to comply with BSIS requirements.

Moving Off Information System (MOIS)

Sensors must be fitted to the front of a vehicle to prevent collisions at the frontal blind spot zone when a vehicle moves off from rest.

Vehicles that are approved to **UNECE Regulation 159** will be deemed to comply with MOIS requirements.

Audible Manoeuvring Warning

An audible vehicle manoeuvring warning must be fitted to warn vulnerable road users when a vehicle is turning left. For left-hand drive vehicles this must activate when the vehicle is turning right.

Vulnerable Road User Warning Signage

External pictorial stickers and markings must be displayed on vehicles to warn vulnerable road users of the hazards around the vehicle.

Side Under-Run Protection

Side under-run protection must be fitted to both sides of the vehicle, except where this is demonstrably impractical.

Are there any equipment specifications?

Yes, there are specifications for the Active Sensor System (BSIS) and Moving Off Information System (MOIS). These can be found on the TfL website:

<https://tfl.gov.uk/info-for/deliveries-in-london/delivering-safely/direct-vision-in-heavy-goods-vehicles>

How do I find out if the current DVS Safe System on my vehicles is compliant with the new DVS PSS requirement?

Installers of equipment should provide details of the specifications and functionality of the kit they have fitted. In circumstances where you do not have these details (e.g. the kit installer is no longer in business, the necessary details have been lost), we are seeking clarity from TfL on what you should do.

I already have a Safe System fitted and a current permit, how long does it last?

Any vehicles that currently hold an existing DVS Permit with a Star Rating of between **Zero and Two** will remain compliant until **midnight on 27 October 2024**.

Note permit end dates for Zero to Two Star vehicles will state 24 October 2024.

No action is required by Operators; the extension will be implemented in-house by TfL

To maintain compliance beyond this date and to be issued with a new DVS PSS Permit, the operators of these vehicles will be required to submit evidence that their vehicles are compliant with the requirements of the new PSS.

Any **Three to Five Star** rated vehicle that already holds a valid Safety Permit will retain that permit until its designated end date which may be October 2030.

How do I apply?

You will need to go to the TfL website, check your star rating and apply:

<https://tfl.gov.uk/modes/driving/dvs-safety-permit-application/>

Your HGV safety permit will be issued by email to the applicant. You will receive a permit reference number in the confirmation email but a physical permit or certificate will not normally be provided.

What evidence of compliance is required?

For applications regarding vehicles rated zero, one or two stars, or where your vehicle is unrated, you will need to submit the following:

Visual evidence: two photographs to demonstrate that you have fitted the PSS to your vehicle:

For the visual evidence, the photographs must clearly show the front and nearside of the HGV in photo one, and the rear and nearside of the vehicle in photo two.

The vehicle registration plates must be clearly readable in both photos and the images must demonstrate that the PSS equipment has been fitted to the vehicle as specified in this guidance and accompanying technical specifications. If your vehicle is a tractor unit, it is not necessary to include a photo of the trailer as well. Where a trailer is present, the rear photo must show the rear nearside of the trailer with the vehicle in situ.

Examples of good photographic evidence are provided online on the TfL DVS website.

Sensor functionality statement: The current guidance from TfL is that a statement self-certifying that all sensors have been fitted in accordance with their technical specifications and are in functional working order is required.

TfL **do not** require operators to provide third-party **certification** for their equipment installed for the purposes of fitting the PSS.

However, operators are required to provide a sensor functionality statement alongside an application for vehicles with a **Zero, One or Two star rating** that demonstrates that the blind spot and moving off information systems have been fitted to comply with the standards set in the technical specifications, and are in functional working order.

This should comprise an official statement or letter from either the fitter or the original equipment manufacturer of the product being installed, to the effect that the sensors fitted to the vehicle are active and fitted in compliance with the approved technical specifications. The letter should include a statement that certifies that ‘the blind spot and moving off information systems fitted to this vehicle are fully functional, effective and installed in compliance with the PSS technical specifications’. This statement can be attached to your application along with the required visual evidence.

How can I be assured that the kit installers are installing compliant kit?

We are seeking clarity from TfL on this issue.

What happens if I can not get the new PSS installed on my vehicle before the new standard is enforced from 28 October 2024?

TfL has promised a “grace period” of 3 months to allow operators additional time to fit PSS-compliant kit if it is not possible to install it before 28 October 2024. The fine detail of how this will work is not yet known. However, we understand that an operator must be able to show that they’ve booked an installation slot before TfL will grant an exemption under the grace period.

We will press TfL to provide clarity on how the grace period will work.

Will the grace period be extended?

It is too early to say whether an extension to the grace period will be granted. Such a decision is subject to TfL providing a “market readiness” report by next June 2024.

We have made clear to TfL that the timescales for fitting PSS-compliant kit by October 2024 are very challenging, and we will supply TfL with periodic data to inform whether the grace period should be extended.

In the meantime, we advise operators to ensure PSS-compliant kit is on their vehicles as soon as possible.

Can I still apply for a current Safety Permit before the PSS comes into place, if my Zero-Star rated vehicle is fitted with the Safe System

Yes. Zero-Star rated vehicles fitted with a Safe System under current DVS permit rules will be eligible for a Safety Permit up to 27 October 2024.

Applications can continue to be submitted online as normal.

Can I still apply for a current DVS Permit if my one to Two Star rated vehicle is not fitted with the PSS?

Yes. One and Two Star rated vehicles that are not fitted with the PSS will remain eligible for a DVS Permit up to 27 October 2024.

Applications can be submitted online as normal. From 28 October 2024 these vehicles will need to be fitted with the PSS to be eligible for a Safety Permit.

Can I apply for a current DVS Permit if my Zero One or Two Star rated vehicle is fitted with the PSS?

Yes. A permit will be issued if the new PSS is fitted. This will expire on 27 October 2024 when, if not already applied for, a new application must be made under the new guidance.

If I have already fitted the PSS (possibly a year in advance of the new PSS system coming into force) and have a current safety permit, how will I comply with the TfL requirement for an official declaration by the fitter of the PSS equipment when making the new application for a safety permit?

Fitters may be reluctant to verify that the equipment fitted, possibly a year ago, is still active, in working order and compliant with PSS. This is something we're seeking clarification on from TfL.

How can I check if my vehicle has a DVS safety permit?

TfL is creating a permit checking portal. This is not yet operational but is planned. TfL has confirmed that a single vehicle look up tool will be operational in June 2024, and a multivehicle look up tool will be operational in October 2024.

Are there any plans to make changes to the DVS Zone?

There are no changes planned to the existing zone for Phase 2. The HGV safety permit scheme covers most of Greater London and is in operation 24 hours a day, every day of the year. A zone checker (with postcode and map search tools) can be found on the TfL website: <https://content.tfl.gov.uk/direct-vision-standard-map.pdf>

A simplified map can be found in the TfL Direct Vision Standard Guidance for Operators: <https://tfl.gov.uk/info-for/deliveries-in-london/delivering-safely/direct-vision-in-heavy-goods-vehicles>

TfL CONTACT/ENQUIRIES

DVS Enquiries: To raise a DVS enquiry go to <https://tfl.gov.uk/modes/driving/dvs-contact-us> scroll down to "Make An Enquiry" and complete the form there. There is no email address for queries.

DVS Penalty Charge Notices (PCNs): Full details as to how to challenge DVS PCNs can be found on the PCN.

Road User Charging Contact Centre: The Contact Centre is open Monday to Friday, 08:00-20:00. The relevant numbers are as follows:

UK: 0343 222 2222 (TL call charges)

International: +44 (0)343 222 2222

Textphone: 020 7649 9123

Do not use the DVS Operations Mailbox! - The DVS Operations mailbox is not intended for general email enquiries and is used solely for the administration of pending DVS Multi Permit Applications (MPAs) that have previously been made via our website. TfL will have specifically advised if an Operator needs to send something to this mailbox. Queries sent to this mailbox about any other matters, including queries about DVS PCNs, **will not be responded to**. An auto message is generated to the email sender every time an email is sent to the mailbox which clearly outlines this point and the correct contact channels.