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New Definition of 'Adequate Rest'

A recent update to the Working Time Regulations (1998) has clarified the meaning of *adequate rest*, something all coach operators should be aware of when planning driver schedules and managing workloads.

Adequate rest is now defined as regular breaks that are long enough and continuous enough to help prevent fatigue, reduce the risk of accidents, and support both the short and long-term health of workers. While the drivers' hours rules set maximum working limits, these are not intended to be seen as a standard or recommended working pattern.

Operators should take a broader view of fatigue management, beyond just compliance with hours. The Health and Safety Executive (HSE) has published useful guidance on managing shift work, driver fatigue and road safety, which may help when reviewing duty rosters and working patterns.

It's also worth noting that the rule around adequate rest applies even if a driver has opted out of the 48-hour average weekly working limit. Rest breaks still need to be reasonable and regular, and working hours should not become excessive.

There's no one-size-fits-all definition of what's 'adequate'. Factors such as the driver's age, health, type of work, and personal circumstances all play a role. Operators are encouraged to consider these factors as part of their scheduling process.

For general employment-related questions, including those about rest and annual leave, Acas can assist: **0300 123 1100**.

Dates for Your Diary



20th May

Online Members Meeting

15th July

Online Members Meeting

1st August

PSVAR Exemptions

Compliance Level Increases

August

CoachFest (Date TBC)

Vitesse 100 Update

The DVSA has recently updated the Vitesse 100 examination application form (PSVV 1), now live from 1 March 2025. This form is essential for UK coach operators who want their vehicles approved to travel at speeds of up to 100 km/h on French roads.

If you're planning to operate in France, your coach will need to pass a Vitesse 100 test—even if it's already booked in for another inspection like the Certificate of Initial Fitness (COIF). You can apply either online or by post. For online applications, simply download and complete the form, then send it in using DVSA's vehicle test application service. If you prefer post, the form should be sent to DVSA's PSV Section in Swansea.

There's a fee of £20.50 for each application, which can be paid by credit or debit card (DVSA will contact you for payment after receiving the form), cheque, or through a pre-funded DVSA account.

Once your vehicle is approved, you'll receive a certificate that must be carried on board when travelling in France. Make sure to fill in the form correctly and that your vehicle meets the technical requirements, such as braking system standards and a minimum power-to-weight ratio, to avoid delays.

You can find the updated PSVV 1 form and full guidance on the [GOV.UK website](https://www.gov.uk).

Half-Term Procedures at Dover

As we approach the busy May Half Term period, coach operators are reminded that the procedures put in place at the Port of Dover during Easter will be used again to manage high volumes of traffic and reduce delays.

Coaches must not arrive more than three hours before their booked sailing time. Early arrivals will be turned away to prevent congestion.

Between 05:00 and 23:59 on Friday 23rd May, all coaches must report first to the Coach Processing Facility at Dover's Cruise Terminal before heading to the Ferry Terminal. A sequencing system is in operation, and coaches will be issued a number. No coach will be admitted to the Ferry Terminal without this number.

To avoid delays at Border Control, passengers must have passports open and ready for inspection. Bags of passports will not be accepted. The Port ask that you ensure onboard toilets are emptied prior to your arrival and that there is enough food and water available for passengers in case of prolonged waiting times.



For full guidance and updates, visit the Port of Dover's website [Port Of Dover | Official Website Of The Dover Harbour Board](#)

Women in Bus & Coach Honor Jill Viner

Women in Bus and Coach, in partnership with London Transport Museum, recently unveiled a blue plaque commemorating Jill Viner, the first female bus driver for London Transport (now TfL). The prestigious event celebrated Viner's trailblazing achievement in 1974 and her enduring legacy in the transport sector.

A replica of the original plaque, first installed at Kingston's refurbished Cromwell Road bus station in December 2024, is now on display at the Museum, helping preserve Viner's story for future generations. The event also highlighted Women in Bus and Coach's ongoing initiatives to champion women across the bus, coach and community transport industry.

Among the announcements was the introduction of the organisation's latest ambassadors, including TfL Chief Operating Officer Claire Mann and London Transport Museum CEO Elizabeth McKay, both recognised for their leadership in promoting gender diversity.

The UKCOA's Membership and Administration Manager, Margaret O'Kane, attended and noted the significance of both the plaque unveiling and the inspiring efforts to support and grow female representation across the industry, as well as recognising the contributions of women in transport and encouraging a more inclusive future.

