Aerodrome Safety

Roads, Vehicles & Equipment

Operational Safety Instruction Vehicles and Equipment Airside - Requirements

10th June 2025

ASDRVE_OSI_008

Version 6.1

It is the responsibility of all employers to ensure that relevant OSIs are brought to the attention of their staff. However, individuals remain responsible for their own actions and those who are in any doubt should consult their Supervisor or Manager.

1. Introduction

1.1. This Operational Safety Instruction (OSI) outlines the requirements for vehicles and equipment operating in the external airside areas and within the baggage operations areas. It also applies to electric passenger carrying vehicles (also known as buggies) used within the terminals at Heathrow Airport.

1.2. All requirements in this OSI must be fully complied with to ensure that all airside vehicles and equipment are correctly operated, managed and safe for operation.

1.3. All vehicles, Ground Support Equipment (GSE), trailers and items of wheeled equipment used airside, as defined in Section 3.1 of this OSI, must meet the minimum standards for use and be suitable for their intended purpose as detailed in this OSI and Airside Operations Licence (AOL)/Ground Operations Licence (GOL) whichever is applicable.

1.4. In addition to the above, the following guidance documents should also be referenced regarding standards for vehicles, GSE, and other related equipment.

1.4.1. The International Air Transport Association (IATA)'s Airport Handling Manual (AHM) Chapter 9, including but not limited to AHM 913 regarding aircraft damage prevention system.

1.4.2. The British Standards for Ground Support Equipment.

1.5. In circumstances where the terms used, standards or requirements in this OSI conflict with that of the above documents, the contents of this OSI shall prevail.

1.6. Red bars have been added to the left-hand side of this document to draw the reader's attention to where changes or clarifications have been incorporated.

1.7. This OSI should be read in conjunction with all reference documents highlighted. All current OSIs can be found via the link here or via the Quick-response (QR) code below.

1.8. The older version of this OSI "ASDRVE_OSI_008 Vehicles and Equipment Airside – Requirements (Version 6.0)" is hereby cancelled.

2. Table of Contents

3. Definitions

Abbreviation	Description
ADR	Agreement concerning the International Carriage of Dangerous Goods by Road
AHM	Airport Handling Manual
AI	Artificial Intelligence
AOL	Airside Operations Licence
AOT	Airside Occurrence Ticket
API	Application Programming Interface
ATC	Air Traffic Control
CAA	Civil Aviation Authority
CCTV	Closed-Circuit Television
DVLA	Driver and Vehicle Licensing Agency
DVSA	Driver and Vehicle Standards Agency
EBT	Electric Baggage Tug
EU	European Union
EVAP	Emergency Vehicle Apron Pass
GB	Great Britain
GOL	Ground Operations Licence
GSE	Ground Support Equipment
HVO	Hydrotreated Vegetable Oil
IATA	International Air Transport Association
LOLER	Lifting Operations and Lifting Equipment Regulations 1998
LDVAP	Limited Duration Vehicle Apron Pass
OSI	Operational Safety Instruction
PCV	Passenger Carrying Vehicle
PSV	Public Service Vehicle
PUWER	Provision and Use of Work Equipment Regulations 1998
UK	United Kingdom
ULD	Unit Load Device
UN	United Nations
VAP	Vehicle Apron Pass
WiFi	Wireless Fidelity

3.1. For this OSI, the following definitions shall be adhered to:

3.1.1. "Lifting Equipment" is defined as any work equipment used for lifting and lowering loads, including attachments used for anchoring, fixing, or supporting it. This can include cranes, lifts, hoists, and other machinery designed for lifting operations.

3.1.2. "Vehicle" means any self-propelled conveyance and any conveyance towed by it, excluding trailers.

3.1.3. "Standard Vehicles" means:

- Cars.
- Vans.
- Terminal buggies.
- 4X4/Sport Utility Vehicles/All-wheel drive Vehicles.
- Pick-up Vehicles.
- PCV/PSV.
- Light goods Vehicles weighing up to 3500kg.
- Heavy goods Vehicles weighing over 3500kg.

3.1.4. "Specialised Road Vehicles" includes but not limited to the following:

- Aircraft de-icing rigs.
- Truck-mounted air start unit.
- Hi-lift Vehicles.
- ULD carriers.
- ULD loaders.
- Aircraft tugs.
- Lavatory service trucks.

3.1.5. "Trailers" include but are not limited to ULD dollies (container dollies), baggage or loose load trolley, baggage carts trailers (commonly referred to as "Wessex"), pallet trailers for cargo pallet handlings but excluding articulated trailers.

4. Vehicle Age Limits

4.1. The following are the age limits for the respective type of Vehicles/equipment airside:

- 10 years for internal combustion engine Standard Vehicles (including hybrid Vehicles).
- 15 years for zero-emission PCVs (e.g. Terminal Buggies) operating inside passenger terminals.
- 15 years for internal combustion engine Specialised Vehicles.
- 20 years for zero-emission Standard Vehicles.
- 30 years for zero-emission Specialist Vehicles.

4.2. Should any Vehicles fall outside the above definition or where a company believe they have an exempt Vehicle or they have a specific case for a dispensation from meeting the above age limit, they must seek approval from Heathrow Licencing Team by email to airsidelicencing@heathrow.com.

5. Occupational Health and Safety Legal Requirements

Individual companies must observe and comply with all applicable legal and regulatory requirements while operating any Vehicles/equipment airside, including but not limited to Trailers and any other manually operated equipment, such as engineering steps. In particular, the following must be complied with:

5.1. The Agreement concerning the International Carriage of Dangerous Goods by Road (ADR).

5.2. The Workplace (Health, Safety and Welfare) Regulations 1992.

5.3. Provision and Use of Work Equipment Regulations 1998 (PUWER).

5.4. Lifting Operations and Lifting Equipment Regulations 1998 (LOLER).

5.5. Management of Health and Safety at Work Regulation 1999.

5.6. The Work at Height Regulations 2005.

5.7. The non-exhaustive list below are some common examples of airport-specific Lifting Equipment:

- **5.7.1.** Catering Vehicles.
- **5.7.2.** Fuelling Vehicles.
- **5.7.3.** Cargo Loaders.
- **5.7.4.** Aircraft de-icers with a boom assembly.
- **5.7.5.** Mobile elevating work platforms - (also referred to as 'Cherry Pickers').
- **5.7.6.** Lifting platforms on toilet and portable water servicing Vehicles.
- **5.7.7.** Forklift trucks.

5.8. The following must always be considered when selecting Vehicles/equipment to be used airside:

- It must be safe, fit for its intended purpose, clearly marked with its safe working load and appropriate for the conditions in which it is used, ensuring that no risks are posed to people's health and safety — particularly in the case of lifting equipment.
- It must be maintained and inspected to ensure it is safe for its intended use with all parts correctly fitted and operational. Any deteriorating parts must be replaced.
- Give collective protection measures priority over personal protection measures, i.e. Any collective protection measures are systems or controls that safeguard multiple people simultaneously without requiring individual action - for example, the guardrails on belt loaders.
- The working conditions, and the risks to the safety of persons at the place where the work equipment is to be used.
- In the case of work equipment for access and egress, the operating height should be kept to minimum for the task to be conducted.

- The distance and consequences of a potential fall from height. Where work is carried out at height, every employer shall provide appropriate equipment to minimise the likelihood of falling from height so far as is reasonably practicable.

- The risk of entanglement while the Vehicle/equipment is being used.

- The height restrictions, ground conditions and gradients where the vehicle and equipment will be used, and their ability to transfer and maintain stability in different circumstances.

- The duration and frequency of use.

- The need for easy and timely evacuation and rescue in an emergency. For example, in the event of colleagues feeling unwell while working at height or become entangled.

- Where applicable, all 'danger zones' or 'no-go zones' must be clearly identified and marked. It is recommended that appropriate physically barriers are used to restrict access wherever possible.

- The dimension of the Vehicle/equipment must be appropriate to the nature of the work to be performed and the foreseeable loadings and allow passage without risk.

5.8.2. It must only be used by people who have received the required information, instruction, and training and passed any relevant assessments.

5.8.3. Employers must ensure that all Vehicle/equipment used in the workplace undergoes a risk assessment. This involves identifying hazards (including weather conditions), evaluating and mitigating risks, implementing control measures etc.

5.8.4. The following are the key requirements under LOLER that must be complied with:

- **Initial thorough examination:** Before any Lifting Equipment is used for the first time, it must undergo a thorough examination by a competent person.

- **Regular thorough examinations**: Lifting Equipment must be thoroughly examined **<u>at least once every 6 months</u>** as a minimum if they are designed for lifting people or accessories.

- **Examinations following exceptional circumstances:** Any Lifting Equipment exposed to conditions causing deterioration must be examined to ensure it remains safe for use.

- Following thorough examination, if an employer is notified of any defect which is or could become a danger to persons, the Lifting Equipment **<u>must be isolated and must not be used until the defect is rectified.</u>**

- Ensuring that risks, created by the use of the equipment, are eliminated where possible or controlled, such as adequate measures are taken to prevent people from falling, being struck or being entangled in any moving part of the equipment.

- Taking appropriate 'hardware' measures, e.g. providing suitable guards, warning devices, system control devices (such as emergency stop buttons and fall prevention devices) protection devices, markings and personal protective equipment.

- Taking appropriate 'software' measures such as following safe systems of work (e.g. performing maintenance only when the machine is correctly isolated) and providing adequate information, training and instruction.

6. Administration

6.1. Vehicle Apron Pass

6.1.1. VAPs are for Heathrow-based companies using Vehicles to support their airside operations. The list below details various types of VAPs issued by Heathrow for their specific purposes:

- "Permanent VAP" – For Vehicles operating airside on a permanent basis.

- "Limited Duration VAP" or "LDVAP" – For satisfying the need for short-term hired or leased Vehicles, sub-contractors, emergency repairs and breakdown recovery purposes and is valid for **no more than 4 months**.

- "Emergency VAP" or "EVAP" – Primarily for emergency Vehicles responding to a declared airport emergency only.

6.1.2. All Vehicles (except Trailers), as defined in Section 3.1 of this OSI, must display a valid VAP in a prominent location while airside, such as on the Vehicle's windshield if one is available.

6.1.3. All Vehicles issued with a VAP must remain in good serviceable condition. Otherwise, the VAP may be revoked, and the Vehicle must be removed from airside immediately.

6.1.4. Any non-Heathrow based emergency services Vehicles responding to a declared airport emergency must be escorted by Heathrow Airfield Operations Team.

6.1.5. Failure to display a valid VAP will result in denial of airside access by Heathrow Security. If the Vehicle is already airside, an AOT will be issued, and it must be removed to the landside area immediately.

6.1.6. Trailers or any other manually operated equipment currently do not need a VAP to operate airside, but the respective company name must be displayed as per the AOL/GOL at all times.

6.2. VAP Eligibility and Application Process

6.2.1. Companies wishing to apply for a VAP for their Vehicles or equipment will require either a GOL or AOL endorsed by Heathrow. For additional details on the licensing process at Heathrow Airport, contact should be made by email to the Heathrow Licensing Team at airsidelicencing@heathrow.com.

6.2.2. Companies wishing to operate Vehicles or equipment that fall outside the definition in Section 3.1 of this OSI, or those wishing to operate refurbished Vehicles or equipment, must seek approval from the Heathrow Licensing Officers by submitting a dispensation application prior to making a commitment to purchase, lease, or hire.

6.2.3. Before introducing any new first of type electric vehicles or GSE airside, either under leasing or purchase agreement, prior approval must be sought by email to EV.charging@heathrow.com.

6.2.4. Individual companies may be eligible to apply for an LDVAP to support their operation, if one of their company's Vehicle is out of service and undergoing repair. These applications are subject to a further level of criteria checks conducted by Heathrow. For details, contact shall be made to the respective Heathrow Licencing Officer.

6.2.5. For non-emergency Vehicles, EVAP can only be obtained when exceptional circumstances occur outside the normal approval window. This will be handled by Heathrow's Security Operations Manager (Alpha 1) and the EVAP will only be valid **for a maximum of 1 overnight period**. The application and issuance of EVAP will be done through Airport Gateway.

6.2.6. For Permanent VAP and LDVAP applications, the following documents must be submitted through Airport Gateway:

- A safety inspection sheet **no older than 6 months**. Heathrow's safety inspection sheet will no longer be accepted. Companies are required to provide their own safety inspection sheet for VAP application purpose.

- An adequate insurance certificate. For details, reference should be made to the GOL or AOL.

6.2.7. All safety inspections sheet must fulfil the requirements in the DVSA's guidance as a minimum which can be found here, and must cover all the necessary requirements as detailed in this OSI.

6.2.8. All Permanent VAP and LDVAP applications must be made online by the authorised signatories through Airport Gateway. Heathrow will conduct necessary criteria checks on the application. If approved, the applicant can then print the VAP themselves.

6.2.9. The processing time for Permanent VAP and LDVAP applications is normally **within 5 working days**. Incomplete or incorrect information or documentation may result in additional delays or potential rejections.

6.2.10. For any airside works related Lifting Equipment, prior approval must be sought from the Heathrow Airside Works Approval Team before a VAP can be issued. The companies/authorised signatories are required to upload airside works approval into the Airport Gateway. Otherwise, the VAP application will be rejected.

6.2.11. Any VAP issued are strictly **non-transferable**.

6.2.12. Any lost or stolen VAPs must be reported through Airport Gateway and to their Licencing Officer immediately. The subject Vehicle must be immediately removed from airside until a new VAP has been issued and displayed.

6.3. Quotas for VAP

6.3.1. Individual companies must ensure that they have the correct quantity and Vehicle mix to provide their contractual service at Heathrow Airport effectively.

6.3.2. The allocation of Permanent VAPs for individual companies is determined by agreement with the Heathrow's Licensing Officer at the time of licensing. Companies seeking to increase their Permanent VAPs must submit additional supporting documents, such as new contracts, telematics data, and other relevant paperwork to substantiate their request. Without sufficient justification, the Heathrow's Licensing Officer retains the right to decline the application.

7. Vehicles and Trailers Standards

7.1. All Vehicles must comply with the following standards or regulations at the first time of Permanent VAP application:

7.1.1. All applicable UK law and regulations (including but not limited to any assimilated law/retained EU laws and regulations), relating to vehicle construction and use.

7.1.2. The current Euro or Stage emission standard as applicable at the time of manufacture.

7.1.3. Be less than 5 years old from the date of manufacture.

7.2. The use of motorcycles, e-scooters and bicycles **are not permitted** airside, except for those used by emergency services.

7.3. All Vehicles must have a turning radius of not greater than **10.15 metres or 33.3 feet**.

7.4. No Standard Vehicles or Trailers (as defined in Section 3.1 of this OSI) is to be more than **2.55 metres (8.37 feet) wide**. Vehicles or Trailers that do not comply with this will need prior permission from Heathrow by email to Heathrow Licensing team at airsidelicencing@heathrow.com.

7.5. No Vehicles or Trailers combination (including articulated trailers) is to exceed a length of **18.81 metres or 61.71 feet**.

7.6. All Vehicles and equipment must be of a suitable height to utilise the airside road system and capable to overcome various slopes/gradients, avoiding the use of uncontrolled crossing and the back of stand roads/access lanes.

7.7. The height restrictions across airside areas (excluding baggage operational areas) can be found in the Airfield Road Maps on Heathrow website or the link here.

7.8. Vehicles with heights **exceeding 3 metres** must have a height indicator displayed inside the driver's cabin. It is recommended that such an indicator should be displayed in both feet and metres.

7.9. **Within 12 months from the date of publication of this OSI**, all Vehicles/equipment used to perform working at height tasks, for example, conveyor belt loaders, cargo loaders, catering truck and etc, must be equipped with suitable guardrails, **which must be painted in yellow except for passenger steps**. These guardrails must be capable to prevent any person from falling.

7.10. Heathrow recommends that all alternative fuel Vehicles be clearly labelled for easy identification in the event of a fire emergency.

7.11. If required by the ADR, all Vehicles carrying dangerous goods must display a placard to include the operating company's 24/7 emergency telephone contact number. **Any Heathrow emergency telephone number, for example '222', must not be displayed or used for this purpose.**

7.12. **All new EBTs ordered after 1st September 2025** must be fitted with a 3-point seat belt system consisting of a shoulder and lap belt which are connected to a buckle, retractor, and anchor. **Lap belt only design will no longer be accepted**. Heathrow recommends retrofitting all existing EBTs if overall Vehicle safety is not compromised.

7.13. Trailers Standards

7.13.1. All Trailers and Wessex must be equipped with a parking brake system, which must be activated either by a lever or by positioning the tow bar in the raised or lowered position.

7.13.2. It is recommended that all Trailers and Wessex be equipped with a braking system.

7.13.3. The Trailers' and Wessex's steering system must be such that when they are towed in a train, a true line is followed.

7.13.4. All tow bars or tow hitches fitted on Trailers and Wessex must be of sufficient strength to withstand the declared maximum towing capacity.

7.13.5. All Trailers and Wessex must be equipped with a mechanical device to prevent accidental detachment, for example a rear hitch locking collar that prevents inadvertently opening (as illustrated below). **Any retrofitting of the existing fleet must be completed within 12 months from the date of publication of this OSI.**

7.13.6. **Within 12 months from the date of publication of this OSI,** all Trailers and Wessex must comply with the following requirements:

- All Trailers and Wessex must be fitted with either lights, reflectors or reflective tapes in the following ways:
  - Red at the back
  - White at the front.
  - Yellow/amber along on the 2 sides.

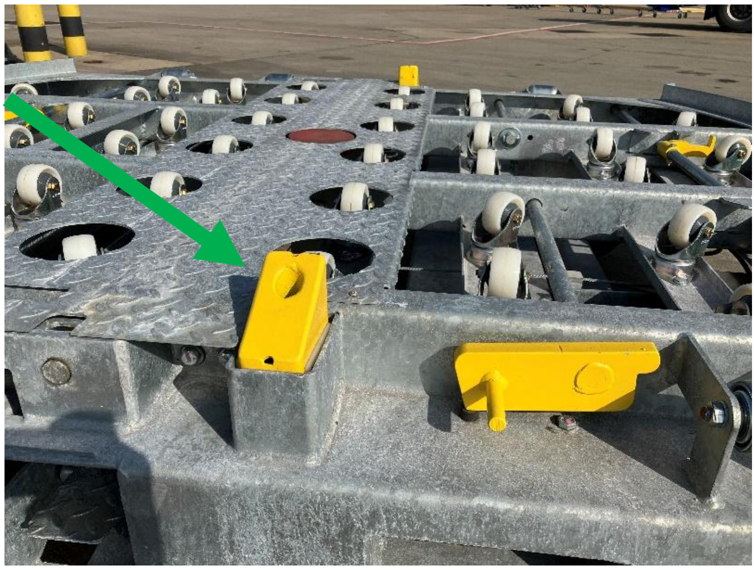
- All Trailers and Wessex must be painted in prominent colours on all 4 corners, for example yellow or orange.

- All Trailers and Wessex must display the month when the next service is due. For the minimum requirement of each service interval, reference should be made to Section 11 of this OSI.

7.13.7. **<u>Within 12 months from the date of publication of this OSI</u>**, the following requirements must be complied with:

- **<u>No Trailers (excluding Wessex) with finger or gravity stops design can be used</u>**. Photos below are for reference only but not exhaustive.

- For all Trailers (excluding Wessex), the primary side stops must be an automatic stop mechanism. It must be designed to safely secure a fully loaded ULD/container towed at maximum towable speeds. Photos below are for reference only but not exhaustive.



- All Trailers (excluding Wessex) must be equipped with a secondary side stops which **<u>must not be</u>** a finger or gravity stop design. They must be operable on both sides by the operator.

- The side stops of all Trailers (excluding Wessex) must be painted in yellow.

- All baggage Trailers, container dollies and Wessex must be fitted with a suspension system for a quieter (softer) ride and towing security.

- All Trailers and Wessex must have a physical barrier to discourage colleagues from walking in between connected Trailers. See the picture below for examples of current recognised barrier systems.

- It is a mandatory requirement for all Trailers and Wessex to display clear and visible signage, which shall carry a cautionary message to alert colleagues about the risks associated with crossing a connected Trailer. An illustrative message could be, “DO NOT WALK BETWEEN TRAILERS.”

7.13.8. For Wessex, a fixed headboard and adequate means of securing the load must be equipped.

7.14. Vehicle Obstruction/Obstacle Lights

7.14.1. **<u>Within 12 months from the date of publication of this OSI</u>**, all Vehicles holding a valid Permanent and LDVAP must be equipped with an obstruction/obstacle light that complies with the requirements specified in CAP168 Licensing of Aerodrome.

7.14.2. Additional information regarding obstruction/obstacle light requirements shall be reference to UK Regulation (EU) No 139/2014.

7.14.3. Obstruction/obstacle lights must be visible to other road users from a 360-degrees around the Vehicle, which include articulated trailers from a reasonable distance. The fitting of additional beacons may be required to achieve this requirement.

7.14.4. The obstruction/obstacle light must be activated **<u>at all times</u>** when driving airside unless instructed otherwise. For example, it should be switched off while driving in the Cargo Tunnel.

7.14.5. The use of strobe lighting **<u>is not permitted</u>** at any time unless authorised.

7.14.6. The use of green beacons to confirm seatbelt status and red beacon on an aircraft towing tug for aircraft towing operations are permitted, but these beacons must not interfere or obstruct the obstruction/obstacle light.

7.15. Fire Extinguishers

7.15.1. Individual companies must conduct a risk assessment to determine the necessity and type of fire extinguisher for their Vehicles or equipment. If a fire extinguisher is required, colleagues must be trained in its specific use, including the type of extinguisher, its location, and the potential scenarios they may encounter.

7.15.2. Notwithstanding 7.15.1 of this OSI, in the event of fire, Heathrow's emergency telephone numbers must be called as soon as possible, i.e. **222 if using a Heathrow internal landline or 0208 759 1212 if using an external or mobile phone**.

7.16. Use of Fuel Cans

7.16.1. All fuel cans used airside must be manufactured to UN standards for both plastic and metal cans.

7.16.2. Maximum capacity of a single fuel can must not exceed 10 litres in volume.

7.16.3. A maximum of 2 fuel cans can be carried airside by a single Vehicle.

7.16.4. A Tools of Trade card is required by individuals for carrying fuel cans airside.

7.16.5. Any Vehicle carrying fuel can(s) airside must adhere to the following requirements:

- Carry 2 kg fire extinguishers.
- Fuel cans must be securely stowed.

8. Clean Vehicle Policy

8.1. In line with Heathrow Airport's commitment to reducing carbon emissions, Heathrow will implement a robust Clean Vehicle Policy that raises the minimum Vehicle standards for air quality during 2025, while accelerating the transition to zero-emission Vehicles by 2030. For details, please refer to Appendix E of this OSI.

8.2. Individual companies are advised to take this into consideration when planning their fleet replacements. Therefore, it is highly recommended that companies prioritise zero-emission Vehicles to ensure compliance and contribute to a cleaner airport environment.

9. Livery and Retroreflective Requirements

9.1. **Within 12 months from the date of publication of this OSI**, all airside Vehicles (including private Vehicles) must comply with the mandatory retroreflective requirements. For details, please refer to the following appendices of this OSI:

9.1.1. Appendix A: Retroreflective Requirements for Vehicles/GSE to Operate on Apron Roads Only.
9.1.2. Appendix B: Retroreflective Requirements for Vehicles to Enter the Manoeuvring Area.
9.1.3. Appendix C: for Suitable Reflective Materials.

9.2. Notwithstanding the above requirements, emergency response Vehicles, Heathrow Airfield Operations Team Vehicles and The Windsor by Heathrow Vehicles are subject to alternative compliance or mandated reflective markings.

9.3. Under exceptional circumstance where a company believe they have a specific case for a dispensation from meeting the retroreflective requirements, they must seek approval from the Heathrow Licencing Team by email to airsidelicencing@heathrow.com.

9.4. All Vehicles with a Permanent or LDVAP must display a permanent livery/logo, which must include the company name as per the GOL and/or AOL. Any type of magnetic stickers **will not be** considered as permanent. The livery should be legible from a reasonable distance, i.e. from a minimum of 10 metres away.

9.5. All Vehicles must prominently display a valid 24/7 contact telephone number based at Heathrow Airport. This facilitates immediate contact in case of urgent operational or safety reasons. This contact information displayed must fulfil the following requirements:

9.5.1. The sign must be made of a durable non-fading material, use black lettering on a white background and be no smaller than 125mm x 75mm with a 10mm capital height. Example as below:

HAL
Heathrow Engineering
020 8757 1234

9.5.2. The sign must display the company name, section/department and a valid 24/7 telephone contact number.

9.5.3. The sign must be located in a prominent position.

9.5.4. Vehicles holding an LDVAP or EVAP may display contact information on a card/label of the same dimensions as described above which has to be fixed on the dashboard. However, this must be approved by the Heathrow's Licensing Officers and a dispensation agreed upon.

9.6. Any Vehicles that do not comply with the requirements as detailed in this section will be prohibited from entering airside areas. If already airside, they must be relocated to a landside location.

10. Radio Equipment

10.1. All Vehicles operating in the manoeuvring areas must be equipped with radio(s) capable of transmitting and receiving all relevant Heathrow Airport's ATC frequencies and channels. For detailed requirements, please refer to OSI "ASDRVE_OSI_010 ATC Radio Frequencies - Control of Vehicles on the Manoeuvring Area".

11. Vehicle/Trailer Safety Inspections, Maintenance Requirements and Roadworthiness

11.1. Safety inspections form part of the overall maintenance procedure. For all Vehicles and Trailers, a minimum of at least 2 full safety inspections per year, no more than six months apart unless additional inspection is required as specified by the manufacturer and/or regulatory requirements, for example the Goods Vehicle/PSV Operator's Licence.

11.2. No safety inspection sheet is required **within the first 6 months** from the date of manufacture for the initial application of a VAP. However, it is encouraged to do so.

11.3. Individual companies should consider carrying out more frequent safety inspections depending on the Vehicle or the equipment's activities.

11.4. Companies operating under an Operator's Licence (if applicable) issued by the Traffic Commissioner must comply with all the condition as detailed in the licence.

11.5. Regular preventive maintenance of all Vehicles and Trailers must be undertaken in line with manufacturer's guidelines. These records, along with the date of first use, must be made available upon request by Heathrow.

11.6. Vehicle operators must have a robust maintenance procedure to ensure that their Vehicles and Trailers remain safe and operational at all times.

11.7. The person(s) carrying out maintenance or service work on any Vehicles, Trailer and equipment must be competent to carry out the task.

11.8. Heathrow conducts regular roadside inspections. These checks aim to keep unsafe Vehicles and equipment out of the airside environment. Any Vehicles or equipment found to have safety related defects or unserviceable must be removed from airside immediately. Heathrow reserves the right to revoke any VAP under these circumstances.

11.9. Any pre-use inspection, fault reporting and rectification process for all Vehicles and Trailers shall be auditable by Heathrow upon request. For more information regarding pre-use inspection, reference should be made to OSI "ASDRVE_OSI_005, Vehicle and Equipment Operations – Airside".

11.10. All companies are required to ensure that they have suitable arrangements in place for any breakdown and/or recovery. For detailed requirements, refer to AOL/GOL as appropriate.

12. Vehicle Telematics System and Airside Driving Risk Management

12.1. All Vehicles holding a Permanent VAP and LDVAPs must be fitted with a vehicle telematics system which meets Heathrow's minimum requirements as detailed in this section. Heathrow reserves the right to audit the telematic system.

12.2. Team Heathrow companies must implement processes or procedures using the vehicle telematics system to identify, address, and mitigate driving-related safety concerns, including but not limited to speeding events and Road Traffic Collisions (RTCs). Companies must regularly review this data and use it to develop policies aimed at reducing these incidents.

12.3. Team Heathrow Companies must have the following in place:

- Driving airside risk assessment
- Management of Occupational Road Risk Policy or standard

12.4. All vehicle telematics system must be able to record the following parameters as a minimum. These data shall be included in a report and must be shared **immediately** upon request from Heathrow and **no later than 14 calendar days** from the date of the request.

Data Type	Information Required
Identity	Vehicle registration or identification
Location	Vehicle location of the event and journey details (Longitude and Latitude is acceptable)
Date/Time	Date and time of the event
Speed	• Vehicle speed • For speeding events, max. speed achieved over published speed limits and duration
Driver Behaviour	Harsh cornering, braking and acceleration
Engine Idling	Duration of the event

12.5. The refresh rate for all mandatory telematics data is expected to be at least every 5 seconds, but no more than every 30 seconds.

12.6. All telematics data must be retained and accessible for 12 months.

12.7. Heathrow recommends that all vehicle telematics system is capable to provide the following parameters:

- Mileage – Trip distance/time within Heathrow Airport perimeters.
- Utilisation
- Emissions

12.8. All speed data must be reviewed regularly to ensure accuracy.

12.9. The vehicle telematics system should support data export to Excel in both ad-hoc and automated formats such as APIs to exchange data between the operating companies' vehicle telematics system and Heathrow.

13. In-vehicle CCTV (Dashcam)

13.1. Heathrow recommends all Vehicles to be equipped with an in-vehicle CCTV system, including both forward-facing and rear-facing cameras, where feasible, to capture external views of the vehicle. The CCTV system should include the following features:

- The storage device should be capable of being secured as to prevent unauthorised data access, removal and/or tampering.
- The data should be accessible via a remote method. For example, over Wi-Fi or mobile data connection.

13.2. For passenger vehicles with nine or more seats, in addition to the external view CCTV system, interior cameras should be installed to capture the driver and all passengers.

13.3. Heathrow also recommends using AI-enabled monitoring devices with alarm functions to prevent fatigue driving, seatbelt violations, and poor driving behaviours.

13.4. Post-incident footage should be retained and stored for investigative purposes. The retention period must be sufficient to ensure the completion of the investigation before any data is deleted.

13.5. Heathrow intends to mandate the above requirements in the future.

14. Enquiries

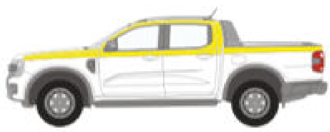
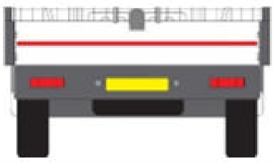
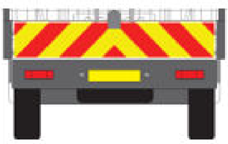
Any enquiries regarding this OSI should be made to Heathrow Airside Operations Team at airside@heathrow.com.

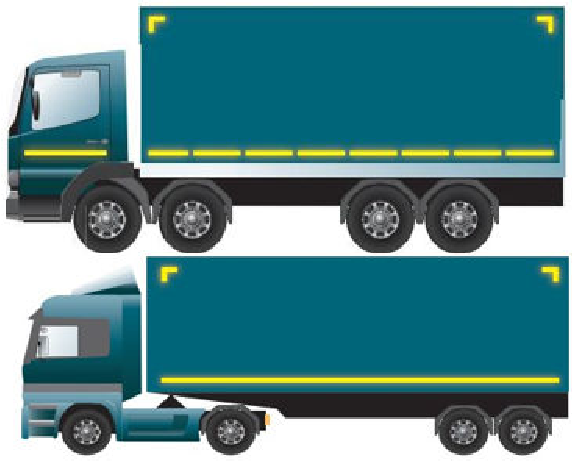
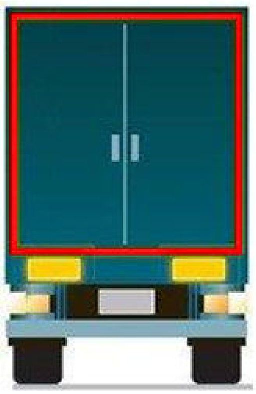
15. References

15.1. The Agreement concerning the International Carriage of Dangerous Goods by Road (ADR).
15.2. The Workplace (Health, Safety and Welfare) Regulations 1992.
15.3. Provision and Use of Work Equipment Regulations 1998 (PUWER).
15.4. Lifting Operations and Lifting Equipment Regulations 1998 (LOLER).
15.5. Management of Health and Safety at Work Regulation 1999.
15.6. The Work at Height Regulations 2005.
15.7. The Road Traffic Act and Vehicle Construction and Use Regulations.
15.8. Heathrow Byelaws 2014.
15.9. IATA's AHM 913 – Basic Safety Requirements for Aircraft Ground Support Equipment.
15.10. The British Standards for Ground Support Equipment.
15.11. UK Airport (Ground Handling) Regulations 1997.
15.12. EC Regulation 300/2008.
15.13. UK & EU Regulations relating to vehicle and GSE design and construction.
15.14. Euro or Stage emission standard.
15.15. CAA publication CAP 642 Airside Safety Management.
15.16. CAA Publication CAP 168 Licensing of Aerodrome.
15.17. UK Regulation (EU) No 139/2014.
15.18. ASDRVE_OSI_005 Vehicle and Equipment Airside – Operations.
15.19. ASDRVE_OSI_010 ATC Radio Frequencies - Control of Vehicles on the Manoeuvring Area.
15.20. ASDRVE_OSI_087 Management of Airside Safety Offences.

Appendix A: Retroreflective Requirements for Vehicles/GSE to Operate on Apron Roads Only.

Cars and Commercial Vehicles under 7.5T		FOR VEHICLES REQUIRED TO OPERATE **ON APRON ROADS ONLY**
Materials – minimum	ECE104 - 50mm	Colours: Side – Fluorescent Orange or Yellow-Green, Rear – Red, Front – White.
Recommended	Class R3B - 100mm	

Location	Requirement	Examples
Side Required	Single stripe of fluorescent **orange or yellow-green** colour retroreflective material must be applied to the sides, minimum 50mm width. The stripe must be continuous and be applied along the central portion of the vehicle.	
Side Desirable	Vehicle outline in fluorescent **orange or yellow-green** colour retroreflective material of 50mm with central stripe of 100mm width. Front A-pillar in **white/silver** to show direction of travel.	
Rear Required	Single stripe of retroreflective **red** colour material must be applied to the rear, of minimum 50mm, continuous and applied along the central portion of the vehicle.	
Rear Desirable	Rear chevrons are permitted - the application and material must comply with DFT Chapter 8 of the Traffic Safety Signs Manual.	 

COMMERCIAL VEHICLES 7.5T AND OVER		FOR VEHICLES REQUIRED TO OPERATE **ON APRON ROADS ONLY**
>> Heathrow have elected to adopt the UNECE Regulation 48 (and any UK regulation post Brexit) for conspicuity markings for commercial vehicles. All trucks on UK roads should be marked to ECE104		
Materials – minimum	ECE104 50mm side & rear	Colours: Side – Fluorescent Yellow-Green, Rear – Red (and non-reflective fluorescent yellow), Front – White.
Recommended	50mm side, 100mm rear	
Sides Required	The side markings are required to extend to within 600mm of each end of the vehicle and cover 80% of the whole vehicle length (the vehicle length excludes the cab; however, the cab area **must** be marked to comply with the requirement to extend to within 600mm of the front of the vehicle). The lower markings must be between 250mm and 1,500mm from ground (up to 2,500mm is acceptable if 1,500mm is not possible). Upper markings must be within 400mm of the top of the vehicle	
Rear Required	The rear markings are required to be as close as practicable to the edge of the vehicle and cover 80% of the vehicle total width. The marking must be at least 200mm from any mandatory stop lamp. The lower line must be between 250mm and 1,500mm from ground (up to 2,500mm acceptable if 1,500mm is not possible), and the upper line must be within 400mm of the top of the vehicle.	

Ground Service Equipment (GSE)		MANDATED FOR ALL GSE
Materials	ECE104 - 50mm Class R3B - 100mm	Colours: Side – Fluorescent Yellow-Green, Rear – Red, Front – White.

Location	Requirement	Examples
Side Required	A retroreflective stripe of fluorescent **yellow-green** colour must be applied to the sides, minimum 50mm width, ideally 100mm to the centre line of the vehicle on any available panels in as continuous a stripe as possible.	Due to the different and complex design of Ground Service Equipment, the application of the retroreflective marking for GSE can be challenging. Where no panels exist and where practicable, at least the four corners of the side and rear must be marked. This can include marking of handrails, barriers and equipment.
Side Desirable	It is recommended to also outline the vehicle in fluorescent **yellow-green** colour retroreflective material of 50mm width. The front A-pillar can also be highlighted in **white/silver** colour to show direction of travel.	
Rear Required	A minimum of 50mm retroreflective red colour material must be applied to the centreline the full width of the rear on any available surface. Rear chevrons to comply with DFT Chapter 8 of the Traffic Safety Signs Manual may be applied, as per the cars and commercial specification.	

PLEASE NOTE:

> **Fluorescent Yellow-Green colour material is different to Fluorescent Yellow, and GREEN colour reflective is not permitted at all.**

> **Only** vehicles marked compliant to this OSI are permitted to enter the stands, clearway and un-controlled crossings.

> For elevated bodies (Catering/High Loader), retroreflective material **must** be applied to the chassis and be visible from ground level.

> Whilst ENECE Reg 48 allows the use of white retro-reflective material on the sides of commercial vehicles, to reduce confusion with other vehicles and equipment, the use of white reflective material for the sides of commercial vehicles is **NOT** permitted airside.

> Engineering grade (Enclosed lens Class 1) reflective material is permitted for company logos, fleet numbers, safety notices and instructions only.

> Inspection of the Reflective material must be included within the vehicle maintenance program and be replaced if found damaged or ineffective.

These regulations were produced and updated in conjunction with published documentation from Highways England, Department for Transport, Civil Aviation Department and REMA and are up to date at time of publication. Please see www.rema.org.uk for relevant guidance documentation and materials that meet these requirements.

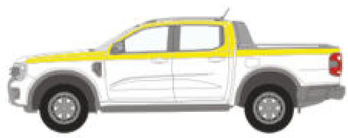
Exemptions from the Retroreflective requirements ONLY

Diplomatic Vehicles	Diplomatic Vehicles will be required to be escorted by a compliant vehicle
Vehicles issued with emergency VAP	Vehicles will be required to be escorted by a compliant vehicle

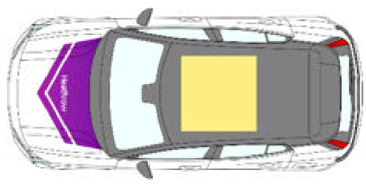
*For clarity, Security and Airside Operational minibuses are **NOT** exempt from these requirements

Appendix B: Retroreflective Requirements for Vehicles to Enter the Manoeuvring Area

Cars and Commercial Vehicles **For Vehicles over 7.5T, these are additional requirements to operate in the manoeuvring area**		FOR VEHICLES **REQUIRED** TO ENTER THE MANOEUVRING AREA
Materials	Class R3B - 100mm side Class R3B 150mm rear	Colours: Side – Fluorescent Orange or Yellow-Green, Rear – Red (and non-reflective fluorescent yellow), Front – White.

Location	**Requirement**	**Examples**
Side Required	Single stripe of fluorescent **orange or yellow-green** colour retroreflective material must be applied to the sides, minimum 100mm width. The stripe must be continuous and be applied along the central portion of the vehicle. Front A-pillar in reflective white/silver to show direction of travel.	 
Rear Required	Rear chevrons to comply with DFT Chapter 8 of the Traffic Safety Signs Manual. Upward facing chevrons, no less than 150mm wide, with retroreflective red and fluorescent yellow.	

All Vehicles		FOR VEHICLES **REQUIRED** TO ENTER THE MANOEUVRING AREA
Materials	Non-reflective vinyl colours	Colours: Avery Supreme Yellow

Location	**Requirement**	**Examples**
Top Required	With the exception of emergency Vehicles, the top of the Vehicle shall have a 1m x 1m square in avery supreme yellow where possible.	

Appendix C: Suitable Reflective Materials

Suitable materials that meet the relevant legislation		
Application:	**Chapter 8 R3B compliant reflective red & non reflective fluorescent yellow**	
Supplier	RED REFLECTIVE	YELLOW Non-reflective Fluorescent
3M	Diamond Grade DG3 4092	Scotchcal 3485
Lakeside Group	Avery T-600,V8108,Aura 191	Aura 139
Orafol	Brilliant Grade 6930,VC612RA-012, VC412RA-12	ORACAL 7510/7510RA 7710RA
Rennicks	Nikkalite Crystal Grade 92805	Hi-S Cal 7F-310
Application:	**Side Stripe (Non-HGV)**	
3M	Diamond Grade DG3 4091, 4083	
Lakeside Group	Avery V6700, Aura 144	
Orafol	6929, VC612-112, 412RA-112	
Rennicks	92804, 92844	
Application:	**50mm Stripe (HGV and GSE) EC104**	
3M	Diamond Grade 983-10 (White), 983-21 (Red), 983-23 (Yellow), 983-32 (Yellow/Green), 983-71 (Green), 983-72 (Fluorescent Yellow)	
Lakeside Group	V-6700B, V6790B, Aura 144	
Orafol	Oralite VC104 (012 Red/015 White/065 Yellow)	
Rennicks	N/A	

Appendix D: Vehicle Maintenance Airside

It is recognised that there will be occasions where minor or emergency repairs are required to be completed on Vehicles in the airside environment.

The purpose of this appendix is to set out;

i. Which maintenance activities are permissible airside, and
ii. The safety-related requirements for carrying out these activities.

All Vehicle maintenance providers must comply fully with all the instructions set out in this appendix, and where appropriate ensure that all their staff, contractors and other related parties are aware of the requirements herein. All Vehicle maintenance providers must dedicate sufficient management time and resources to complying with these requirements.

Permitted Locations for Vehicle Maintenance Activities

Minor Repairs are short-duration repairs required to restore the safe operation of the Vehicle. A minor repair shall not include preventative or pre-planned maintenance such as the replacement of filters or oil changes unless such changes are related to the rectification of the original fault.

Emergency Repairs are a repair that is required because, if not rectified, towing of the Vehicle would be impossible.

Routine Servicing is a preventative or pre-planned maintenance process designed to assure safe operation and extend the life span of a Vehicle or equipment.

The following table details where each type of maintenance is permitted to be carried out:

	Minor Repairs	Emergency Repairs	Routine Servicing
Parking Stand	x	√	x
Interstand Clearway	x	√	x
Equipment Parking Areas	√	√	x
Airside Roads	x	√	x
Maintenance Facilities	√	√	√

Maintenance Providers

Vehicle maintenance providers must ensure that their personnel have received sufficient training for both technical and operational work in the airside environment. Guidance on minimum induction training requirements as set out in ASGrOps_OSI_041 Minimum Induction Training for Staff Operating on Airside Roads and Ramp Areas. Support is also available from Heathrow's Airside Operations in achieving this requirement.

PPE Requirements

Vehicle maintenance service providers must take steps to ensure that personnel carrying out duties in the airside environment are as visible as possible. The following PPE must be worn as a minimum requirement:

i. BS EN ISO 20471 Class 2 High-visibility trousers
ii. BS EN ISO 20471 Class 2 High-visibility tabard or jacket
iii. Protective safety shoes or safety boots

Reference should be made to ASGrOps_OSI_042 Use of Personal Protective Equipment Airside for the requirements of high-visibility and any other protective equipment. Vehicle maintenance providers may also specify additional PPE in accordance with their own task-based risk assessments (gloves, glasses etc.). It is the responsibility of Vehicle maintenance providers to ensure that their personnel wear the appropriate PPE for the task.

Site Safety Requirements

Risk Assessment

Vehicle maintenance providers must complete a risk assessment for carrying out their activities in the airside environment and must communicate the contents of the risk assessment to their personnel and ensure that the identified control measures are included within their standard operating procedures and training programmes.

Vehicle maintenance personnel, upon arrival at a task, must carry out a dynamic risk assessment of the site and area in which the repair is to take place. The assessment must include at a minimum (not exhaustive):

i. The suitability of the site for the repair (surface condition, lighting conditions etc.)
ii. The ability to set up a safe working boundary and the ability to move around the Vehicle safely, giving particular consideration to other vehicular traffic in the area.
iii. The ability of the operative to access the parts of the Vehicle required to affect the repair without placing themselves at any risk – especially when these parts may require working at height or underneath Vehicles/equipment. The Vehicle maintenance provider must provide suitable or specialist equipment for its worker for carrying out such work to ensure their safety.

iv. Where the operative identifies hazards during their dynamic assessment, suitable control measures must be put in place prior to any works taking place; for example, where lighting levels are deemed insufficient, artificial lighting should be provided, or the Vehicle should be recovered to an appropriate maintenance facility.

Site Segregation and Protection

The following requirements are applicable to ‘minor repairs’ and ‘emergency repairs’ only.

When a safe protective zone for repairs is required:

i. Barriers must be placed around the full perimeter of the Vehicle being worked upon **at a minimum distance of 1m** from the Vehicle/equipment. The purpose of the barrier perimeter is to increase the conspicuity of the Vehicle under repair and to increase the distance at which other Vehicles pass.
ii. Barriers must be of sufficient weight and stability to be unaffected by-passing traffic or prevailing weather conditions. Barriers must be able to withstand winds of 25kts without falling.
iii. Barriers must be a minimum height of 1m.
iv. Barriers must be conspicuously coloured and ideally, reflective in nature.
v. Where the 1m perimeter from the subject Vehicle protrudes into an airside road, into a clearway, or a taxiway, maintenance operators may position barriers alongside the Vehicle so as not to infringe the roadway, clearway or taxiway, unless the maintenance provider is required to work on that side of the Vehicle; in which case maintenance providers must contact Airfield Operations Team by phone 0208 745 0802 to request support with traffic management.

Where practicable, the Vehicle maintenance providers’ service Vehicle may be positioned in such a way as to afford protection to the operative from other Vehicles or the elements.

In addition, the following protective measures are required:

i. Where practicable, the wheels of the Vehicle/equipment must be turned in such a direction that, should the subject Vehicle be struck by another Vehicle, the Vehicle will move away from the operative.
ii. The subject Vehicle’s wheels must be chocked, where practicable.
iii. The subject Vehicle’s engine must be switched off if not required for the repair.
iv. The subject Vehicle’s handbrake must be firmly applied.

Repair Durations

Vehicle repair should be avoided if recovery is feasible. Both minor repairs and emergency repairs must be completed within a reasonable time period. Vehicles whose repairs cannot be carried out within this duration must be recovered to a dedicated maintenance facility by the maintenance provider. This recovery must take place immediately if the Vehicle is in any position other than in an equipment parking bay, or within 24 hours if parked within a marked bay.

Heathrow’s Airside Operations team reserves the right to direct Vehicle maintenance providers to recover Vehicles to dedicated maintenance facilities if it deems that a repair may not be completed safely within an appropriate time. Heathrow’s Airside Operations may also direct its own recovery provider to remove a Vehicle if a maintenance provider cannot do so within a suitable time; costs for this service will be billed to the maintenance provider.

Supervision, Auditing and Record Keeping

Maintenance providers must hold records of all Vehicle repairs that take place airside. These records must be made available to Heathrow’s Airside Operations upon request. These records must include the following information as a minimum:

i. Location of the repair;
ii. Start and finish times of the repair;
iii. Description of the Vehicle/equipment repaired, including registration number;
iv. Confirmation that a pre and post-repair safety inspection took place;
v. Description of work completed; and
vi. Names of the personnel involved in the repair.

Maintenance providers must also hold records to demonstrate that they have conducted routine auditing, monitoring and reviewing of their safe systems of work. This must include both scheduled and unplanned visits and inspections to airside Vehicle repairs to ensure that Vehicle maintenance operators are adhering to safe systems of work.

Vehicle maintenance providers must complete a minimum of 12 supervisory site audits each year and must hold records of these audits which must be made available to Heathrow’s Airside Operations upon request.

These records must include as a minimum:

i. Location of the repair;
ii. Start and finish times of the repair, and the audit;
iii. Description of the Vehicle/equipment repaired, including registration number;
iv. Confirmation that a pre and post-repair safety inspection took place;
v. Description of work completed;
vi. Names of the personnel involved in the repair;
vii. Whether the safe system of work was adhered to, including all control measures identified through risk assessment;
viii. Details of any matter identified that risks the health & safety of any person;
ix. Details of any action taken in respect of any matter identified above;
x. Details of any further actions considered necessary as a result of the audit;
xi. The auditor’s name.

The Heathrow’s Airside Operations Team will also carry out random on-site audits of Vehicle maintenance activity to ensure that these requirements are adhered to. Results will be shared with the appropriate Vehicle maintenance provider.

Near Miss Reporting

Vehicle maintenance providers must have in place a safety reporting system to enable personnel operating airside to raise concerns related to their health and safety whilst carrying out their duties.

Vehicle maintenance providers must share with Heathrow without delay the findings from any near miss or safety observation reports which may influence either the content of these requirements or the processes and procedures employed by other Vehicle maintenance providers.

Appendix E: Clean Vehicle Policy

An airside Clean Vehicle Policy will be implemented **from 1st January 2026** that raises the minimum standards for air quality, while accelerating the transition to a Zero-Emission Vehicle (ZEV) fleet by 2030.

Current definitions cover standard and specialised Vehicles these will be expanded to cover three Vehicle types to allow appropriate emission standards to be set:

- Standard road Vehicles mean those that are regulated under the EU on-road Vehicle emission legislation (Euro Standards) (or GB equivalent) and include [DVLA Vehicle categories]:
    - Light duty Vehicles – Cars [M1], vans [N1, N2], minibuses [M2].
    - Heavy duty Vehicles (Mass in service >2,610kg, typically gross weight >3.5 tonnes) – HGV [N3], larger vans [N2] and minibuses [M2], buses [M3], etc.
- Specialised Road Vehicles mean those that are regulated under the EU on-road Vehicle emission legislation (or GB equivalent) as above but have specialist bodies or conversions. These include:
    - A Vehicle where the specialist body or fitments represent over 50% of the new purchase price.
    - Emergency Vehicles such as fire and snow clearing.
- Non-road Vehicles and equipment mean those that are regulated under the EU non-road Vehicle emissions regulations (or GB equivalent) and include but are not limited to:
    - Loaders, hi-lifts, steps.
    - Baggage tugs.
    - Aircraft tugs.
    - Etc.

All Vehicles and equipment (except zero-emission Vehicles or equipment) must meet the following emission standards:

- For Standard and Specialised light-duty Road Vehicles (defined as mass in service <=2,610kg, typically gross weight <=3.5 tonnes): at least Euro 6 diesel and Euro 4 Petrol.
- For Standard and Specialised heavy-duty Road Vehicles (defined as mass in service >2,610kg, typically gross weight >3.5 tonnes): at least Euro VI.
- For non-road Vehicles and equipment, including auxiliary engines, at least Stage IIIB.
- The current Euro or Stage emission standard as applicable (in the UK or Europe) at the time of manufacture where that supersedes the minimum requirements above.

Where a company believe they have an exempt Vehicle or they have a specific case for a dispensation from meeting the emissions requirements they must seek approval from the Heathrow Licencing Officer by completing VAP dispensation application. Dispensations will be considered for the following situations:

- Vehicles that have an agreed replacement plan for a zero-emission Vehicle over the next 2 years subject to appropriate charging infrastructure being available.
- Vehicles that have a compliant replacement on order and due in the next year.
- Vehicles within the following age limits but don't meet emission standards:
  - 10 years for standard Vehicles.
  - 15 years for specialist road Vehicles and off-road machinery.
- Exceptional circumstances on a case-by-case basis which will require additional sign-off by Heathrow Head of Airside Operations.

The following will apply from 1st January 2027 onwards:

- Standard light duty road vehicles (i.e. cars and vans) registered for the first time for a VAP will need to be electric.
- All diesel vehicles and equipment will need to be fuelled with HVO.

Document History

Revision	Description of Change	Date
V1.0	Transferred to new template	29th June 2017
V1.1	Appendix A amended CL	15th September 2017
V3.0	Updated with additional requirements	30th November 2018
V5.0	Full review, updates on legislation & regulatory information, Vehicle Apron Pass, quotas, age limit and maintenance requirements, add contents of jerry cans and operating over 10 metres	29th March 2019
V5.1	Updates on Licence Manager's details, requirements on electric/diesel baggage tractor tugs	5th November 2019
V6.0	Full review including the following: • Updated definitions. • Updated vehicle age limit. • New section on occupational health and safety legal requirements. • Updated Vehicle Apron Pass administration. • Remove age limits for manual equipment. • Updated Vehicles and new sections on Trailers Standards. • New section on Clean Vehicle Policy. • Updated livery and retroreflective requirements. • Updated vehicle/trailer safety inspections, maintenance requirements and roadworthiness. • Updated Vehicle Telematics System and new contents on Airside Driving Risk Management. • New section on In-vehicle CCTV (Dashcam). • New Appendices A, B, C, D and E.	5th June 2025
V6.1	Updates on Paragraph 5.8.4. LOLER requirements regarding thorough examination for lifting equipment that are designed for lifting people or accessories. Changed from 12 months to 6 months.	10th June 2025