

**MINUTES OF THE MEETING OF  
THE SECRETARY OF STATE FOR TRANSPORT'S HONORARY  
MEDICAL ADVISORY PANEL ON DRIVING AND DIABETES MELLITUS**

**HELD ON TUESDAY 24 APRIL 2018**

**Present:**

Dr I Gallen                      Chair  
Dr D Flanagan  
Dr M Evans

**Ex-officio:**

Dr A Hemington-Gorse	Panel Secretary/Doctor, DVLA
Rachael Toft	Driver Licensing Policy, DVLA
David Warren	Driver Licensing Policy, DVLA
Lorraine Jones	Panel Co-ordinator, DVLA
Alun Vaughan	Drivers Medical Service Designer, DVLA
Julie Ayres	Business Support Manager, DVLA

**1. Apologies for absence**

Professor Michael Feher.

**2. Interstitial fluid glucose monitoring systems and Group 1 driving.**

At the March 2018 Diabetes Panel Meeting, the panel agreed these systems could be used to monitor glucose levels when driving. However before implementation, the panel and the DVLA required an extraordinary meeting of the Panel to define how this would work in practice to cover all systems.

It is now clinically accepted that interstitial fluid glucose monitoring is established technology with acceptable levels of accuracy and can be included as a way of monitoring glucose levels as an alternative to capillary glucose testing whilst driving.

*Important: These advisory notes represent the balanced judgement of the Secretary of State's Honorary Medical Advisory Panel as a whole. If they are quoted, they should be reproduced as such and not as the views of individual Panel members.*

Discussion at this meeting was on how to incorporate changes to the wording of the DVLA's Assessing Fitness to Drive document and our driver information leaflets to enable us to facilitate the introduction of these systems as an acceptable method of glucose monitoring, whilst at the same time maintaining road safety.

It was agreed that for group 1 drivers on insulin, that they must practice appropriate glucose monitoring as defined by the DVLA and its Medical Advisory Panel at times relevant to driving. The minimum requirements for glucose monitoring for the purposes of driving remain. Therefore you must check your glucose levels no more than 2 hours before the start of the first journey every 2 hours while driving. No more than 2 hours should pass between consecutive glucose readings at times relevant to driving.

It was agreed that appropriate glucose monitoring included traditional finger prick blood glucose monitoring systems and intermittent and continuous interstitial fluid glucose monitoring systems. However it was acknowledged that there are times when using interstitial fluid monitoring systems, that a confirmatory blood glucose test is required.

It was also agreed that whilst using interstitial fluid glucose monitoring systems, should the driver be hypoglycaemic, or experience symptoms of hypoglycaemia, or their system gives a glucose reading inconsistent with symptoms being experienced, then a traditional finger prick blood glucose reading must be taken to confirm the reading. Panel also advised that a confirmatory blood glucose level check must be made if interstitial readings are 4.0mm/mol/L or less. Therefore, any suspected hypoglycaemia must be confirmed with blood glucose monitoring for driving purposes. This advice is in line with current clinical guidelines surrounding the use of interstitial fluid monitoring systems for the management of insulin dependent diabetes.

It was also agreed that an alarm being triggered on these devices warning of hypoglycaemia is not an acceptable alternative to the driver recognising the symptoms of hypoglycaemia themselves. Therefore they cannot be used as substitute for having adequate awareness of hypoglycaemia.

Panel advised that only glucose monitoring systems which have been approved and recommended for the management of diabetes by their treating clinicians can be used for the purposes of driving. Systems which do not measure either blood or interstitial fluid glucose cannot be used for glucose monitoring in the context of driving.

Drivers must only check their glucose levels with any device when stopped in a safe location. It would not be appropriate or safe to check glucose levels with any meter or device whilst driving.

The DVLA will now draft changes to its advice to drivers and clinicians and its medical standards of assessing fitness to drive to incorporate interstitial fluid monitoring systems.

The DVLA will consult with stakeholders to get their views and input into our proposed changes.

However whilst these changes are under consideration and until implementation, it is essential that all group 1 drivers continue to use blood glucose monitoring only for the purposes of glucose monitoring at times relevant to driving.

**Original Draft Minutes prepared by:**      **Dr Alun Hemington-Gorse**  
Panel Secretary

Date: 25<sup>th</sup> April 2018

**Final Minutes signed off by:**              **Dr Ian Gallen**  
Chair

Date: 16<sup>th</sup> May 2018

**Dr A Hemington-Gorse**  
Panel Secretary