FTA's policy achievements for members 2019 (first half) (short)

ther	= rail, sea (including ports), air (inc		C	Operator		Operator			Buyer					
	Policy issue	Achievement	HGV	PSV	Vans	Other*	Public	Road	Rail	Air S	Sea	International	Geographical	
1	National Infrastructure	FTA is pleased with how supportive the published NIC freight report is about the industry, following FTA work to improve this					service							
	Commission (NIC) freight	from the initial call for the study. The NIC acknowledged that the UK's freight system is one of the most efficient in the world												
	report	and recommends government committ to decarbonising road and rail by 2050, providing clear guidance for better land-use	Х	Х	Х	Х	Х	Χ	Χ	Х	X		UK	
ľ	тероге	planning and establish a new Freight Leaders Council to accelerate progress on long-term issues across modes.	,,	,,	^`	•		,,	,,	,,	· ·		0	
		planning and establish a new meight ceducis obtained accelerate progress of long term issues across modes.												
2	Water-preferred policy for	The Department for Transport (DfT) changed its mind on a proposal that would have made it more difficult to move abnormally												
	abnormal loads	heavy loads by water for a proportion of their journey. DfT has agreed not to use an expensive transport specialist consultant												
		to review applications to move these loads by water and has clarified its guidance on when moving these loads by water	X			Χ		X			X		E	
		meets a financial reasonableness test. It will also now regularly attend Highways England's abnormal loads liaison meetings to												
		ensure it is working in partnership with industry.												
3	Red diesel	Government has decided not to restrict the use of red diesel or increase the tax on it, at this time.	Χ	Х	Х		Х	Х	Χ				UK	
4	City of London Low Emission	City of London has agreed to postpone the introduction of a Low Emission Street scheme on Moor Lane, near the Barbican,	Х		Х			Х					L	
	Street scheme	for six months.	X					Χ.					L	
5	Direct Vision Standard (DVS)	Driver training has been completely removed as a requirement for obtaining a permit, and Transport for London (TfL) has	Х				Х	Х					ı	
		committed to consulting on the Progressive Safe System in 2022, two years ahead of its introduction.	^				^	^					L	
6	DVLA confirmation of intent	An understanding by the Driver and Vehicle Licensing Agency (DVLA) that it must move towards a bulk administration process												
	and move towards bulk	(when online services are concerned) and a change from the single vehicle administration process previously adopted.											GB	
	processing													
	First bulk processing for	The first time the Driver and Vehicle Licensing Agency (DVLA) has adopted a real-time bulk application process and the first												
	transactions on trailer	time it has incorporated a single payment process based on multiple transactions.											UK	
	registrations													
	Williams Rail Review	FTA ensured the team leading the Williams Review of Rail are fully aware of the freight sector's concerns.				X			Х				GB	
9	Aviation Strategy	FTA engaged with ministers and industry on the Aviation Strategy, to push for freight sector's proposals to be adopted.				Χ				Χ			GB	
10	EU drivers' hours (multi	The Driver and Vehicle Standards Agency (DVSA) is examining the enforcement of recording multi manning in EU drivers'												
	manning)	hours to account for a passenger with the capbility to drive conducting other work - particularly in the waste sector.	Х				Х	Х					UK	
ľ	ag/	industrial decountries aparents of the second control of the secon	,,				^	,,						
11	Derogation to allow category B	The Office of Low Emission Vehicles (OLEV) is re-examining whether the UK needs to apply the EU driver licensing Amending												
	licence holders to drive	Directive measure concerning the driving of alterntively fuelled vehicles up to 4.25 tonnes on a category B licence, preferring												
	alternatively fuelled vehicles	the UK's individual derogation which allows greater payload potential.			X								UK	
	up to 4.25 tonnes													
12	Major Route Network	Government to press ahead with the creation of a network of major routes (principal roads under local authority control).	Χ	Х	X	X	Х	X	Χ	Χ	Х		E	
13	landaria di anna di canalia	Highways England now provide a daily roadworks report to update road users on closures.												
	Improved roadworks	nighways England now provide a daily foadworks report to update road users on closures.	V	Х	~		Х	Х					Е	
	information from Highways England		^	^	^		^	^					_	
	Clean Air Zones (CAZs)	Due to FTA lobbying, six city Clean Air Zones (CAZs) or air quality schemes, including London's Ultra Low Emission Zone												
· -	olean All Zones (GAZS)	(ULEZ), have had their start dates delayed for as long as possible.	Χ	Χ	X	X	X	Χ	Χ		X		GB	
15	Southampton Clean Air Zone	Southampton City Council confirmed it has rejected a chargeable zone in favour of other, non-chargeable methods, including a												
	(CAZ)	consolidation centre trial, booking system for the port and a HGV accreditation scheme.	Х	Х			Х	Χ			X		#REF!	
	Greater Manchester Clean Air	Greater Manchester leaders have excluded vans from the city's proposed Clean Air Zone (CAZ) until 2023, when the			Х			Х					E	
	Zone (CAZ)	availability of compliant vans on the market will make switching a more viable option.			^			^					=	
17	Birmingham Clean Air Zone	UK Government approved Birmingham City Council's 'good faith' provisions for its proposed Clean Air Zone (CAZ),	V	Х	Х		Х	Х					E	
	(CAZ)	campaigned for by FTA, to allow one-year exemptions for many commercial vehicles operating within the zone.	^	^	^		^	^						
	Birmingham Clean Air Zone	Birmingham's Clean Air Zone (CAZ) set its daily charge for HGVs, coaches and buses at £50 (instead of £100) and postponed	Х	Х	X		Х	Х					E	
	(CAZ)	its start date until January 2020 (initially scheduled for April 2019)												
	Birmingham Clean Air Zone	Sunset clause granted for up to two vehicles per operator based within the city.	Х	Χ	Х								GB	
	(CAZ) Leeds Clean Air Zone (CAZ)	Leeds City Council is offering a 'sunset clause' (temporary or full exemption) for some vehicles and up to £16,000 in grant												
.5	Lecus Clean All Zone (CAZ)	funding for non-compliant HGVs, non-scheduled buses and coaches operating within the zone.	Χ				X	Χ					E	
- 1	Leeds Clean Air Zone (CAZ)	In line with FTA recommendation, Leeds City Council has reduced the size of its originally proposed Clean Air Zone (CAZ),						,.						
21			Y	X	Х		X	X					E	
21	,	delayed the start date, and made vans exempt from charges.	^	^	- ' '		,,							
	Derby Clean Air Zone (CAZ)	delayed the start date, and made vans exempt from charges. Derby City Council agreed with the FTA recommendation to avoid the introduction of a CAZ and instead work on achieving compliance with air quality standards through other measures (e.g., traffic management plans).		X			X	Х					E	

23	Derby Clean Air Zone (CAZ)	FTA called on Derby to avoid a CAZ and use traffic management measures instead. The city agreed and these plans have	Х	Х	Χ						GB
24	Cardiff Clean Air Zone (CAZ)	now been confirmed by central government. Consistent with FTA's campaiging, Cardiff City Council announced it will not be implementing a Clean Air Zone (CAZ) to									
		combat air pollution in the city.									W
25	Oxford's proposed zero	Following calls from FTA, revised plans for Oxford City Council's proposed zero emission zone show the hours of operation	Х	Х	Χ		Х	Х			Е
	emission zone	will be changed from 24/7 to between 10.00am and 6.00pm instead.									_
26	Cleaner Air for Scotland	Substantial changes to the Cleaner Air for Scotland Transport Working Group final report.	Χ	Χ	X						S
27	Transport Working Group Earned Recognition	Agreed a set of enhancements that could be offered to Earned Recognition (ER) members.	Х	Х							GB
28	Fleet Operator Recognition	Transport for London (TfL) has proposed a revised FORS model which addresses all of our key asks regarding the separation									
20	Scheme (FORS)	of the commercial operation of the scheme from an independently set standard.	Χ	Χ	X						GB
29	DVSA testing staff	Convinced the Driver and Vehicle Standards Agency (DVSA) of the need to recruit additional Vehicle Standards Assessors									
	DVOA tooting starr	(VSAs) to meet testing demand. DVSA has now confirmed it has increased its VSA net compliment by 54, apprenticeships by									
		20 and Network Business Managers (who work with ATFs to help manage the MOT service) by 6. DVSA are to recruit more	Χ	Χ		X					GB
		staff to improve MOT test availability for members.									
30	Test availability	Convinced the Driver and Vehicle Standards Agency (DVSA) of the need to review both its regional allocations of resources	V	Х		Х					GB
	,	and to assess the number of "open access" ATFs.	Х	Х		Х					GB
31	MOT exemption campaign	Convinced the Driver and Vehicle Standards Agency (DVSA) to run a media campaign to raise awareness of the removal of	Х								GB
		MOT test exemption for certain HGVs – which FTA supported through enews.	^								GB
32	Underinflated tyres prohibition	A revised version of the Driver and Vehicle Standards Agency (DVSA) prohibition action for seriously underinflated tyres.	X	Х							GB
			^	^							05
33	Driver Certificate of	A two-year (or more) course approval; amendment to an existing DCPC exemption for mechanics conducting road tests to									
	Professional Competence	allow a 'technical assistant' to travel in the vehicle (requested by an FTA member); enforcement of DCPC at the roadside from	Χ	Х							UK
	(DCPC) Amending Directive	the electronic record, meaning a driver would no longer need to carry a Driver Qualification Card.									
24	London Assembly Transport	The London Assembly Transport Committee recognised and acknowledged, in a letter to the Mayor, FTA's calls for greater									
34	Committee	leadership on freight policy; in particular, supporting the boroughs with a more consistent approach, supporting the review of									
	Committee	the London Lorry Control Scheme, enabling more deliveries to be retimed, and identifying suitable land for logistics, particularly									
		to support the uptake of electric delivery vehicles.	Χ		X	X		Χ			L
		to support the uptane of disorder delivery verificies.									
35	London Lorry Control Scheme	After campaigning for many years for a review of the London Lorry Control Scheme (LLCS), a research officer is now being	Х					Х			L
		appointed to lead on the review.	^					^			L
36	Transport Regulation Unit (NI	A review of the Transport Regulation Unit (TRU) structure and short-term fix of temporary staff to address the backlog of	Х					Х			NI
	operator licensing)	applications & decisions.									
37	Transport Regulation Unit	A review of the TRU. A new head of the TRU, appointed on 20 May 2019, was recruited from the Department for Finance with the task of overhauling the current system.	Χ					Χ			NI
38	(TRU) review EU driver facilities and HGV	Members of European Parliament (MEPs) want member states to introduce reporting obligations on the availability of safe and									
30	parking provisions	secure truck parking areas (to be confirmed in upcoming negotiations with member states).	X							X	EU
39	EU drivers' hours and	Convinced Members of European Parliament (MEPs) and EU member states to keep domestic-use vans out of the scope of									
55	tachograph requirements for	drivers' hours and tachograph requirements (as per provisional positions of MEPs and member states; to be confirmed in			Χ					X	EU
	vans	upcoming negotiations).								,	
40	Simplified EU administrative	Convinced Members of European Parliament (MEPs) and EU member states to simplify administrative requirements relating									
-	requirements for local	to local minimum wages. A single list of requirements will replace a patchwork of national rules (as per provisional positions of	Х	Х	V					V	F.1.
	minimum wages	MEPs and member states; to be confirmed in upcoming negotiations).	X	Х	Х					X	EU
	_										
41	Shortage Occupation List	Recognition that all devolved countries in the UK would benefit from a SOL.	X	Х	Х	Х		χ,	x x x		UK
_	(SOL) [Brexit]		^	^	^						JI.
42	Six-month waiver for safety	UK Government waived the requirement to submit safety and security declarations for inbound flows.							, ,		1116
	and security declarations		Х		Х	Χ		X 2	K X	X	UK
43	(inbound flows) [Brexit] EU Brexit road haulage	Permit-free market access for UK hauliers in the case of 'no deal' for bilateral transport, NI-ROI-GB (until the end of 2019)									
43	contingency [Brexit]	and, to some extent, cross-trade and cabotage.	X	Χ	X			X		X	UK
44		UK-licensed air carriers can operate flights between the UK and the EU without capacity capping (until end of March 2020), as									
~~	[Brexit]	well as limited fifth freedom rights.							Χ	X	UK
45	Transitional Simplified	FTA has successfully lobbied for the extension of the new Transitional Simplified Procedures (TSP) for other modes of									
		transport beyond accompanied roll-on roll-off. This is not only important for a mode-neutral approach, but is also critical							, ,, ,,		
	Procedures [Brexit]	transport beyond accompanied roll-off follows. This is not only important for a mode-neutral approach, but is also childar								~	
	Procedures [Brexit]	for shippers, most of which do not control what mode of transport is used in practice to transport their products (as the choice						X 2	x x x	X	EU
	Procedures [Brexit]							X 2	× × ×	X	EU

46	Transitional Simplified Procedure [Brexit]	FTA has successfully lobbied HM Revenue and Customs (HMRC) to ensure traders using the Transitional Simplified Procedures (TSP) for non-controlled goods would not have to submit declarations straight away in the event of 'no deal'. These traders will be able to use a simple 'declaration in their record' procedure (i.e., an internal recording procedure) when importing non-controlled goods into the UK, and they will now have until 4 October 2019 to submit a supplementary declaration. This will greatly increase the attractiveness of TSP for importers and give them more time to prepare themselves for the need to submit supplementary declarations.		x x x x	Х	EU
47	Specialised transport (events transport and objects of art) in Germany [Brexit]	Germany used to ignore the international road haulage (ECMT) permit exemption for events transport (concert tours, sports events, circus performances, etc) and transport of objects of art for exhibitions. Following a long awareness-raising campaign by FTA, Germany changed its policy and now no longer requires ECMT permits for these transport operations.	x x	Х	Х	EU
48	Specialised transport (events transport and objects of art) in all ECMT-participating countries [Brexit]	The definition and exact criteria to be met to benefit from international road haulage (ECMT) exemptions for events transport and transport of objects of art were unclear. The ECMT secretariat consented to agree on a common interpretation in all ECMT countries and produced a leaflet that drivers can keep in their vehicles to facilitate roadside checks.	x x	х	х	EU
49	ECMT exemption for own account – official flyer to facilitate roadside checks	Following our campaing on facilitating enforcement of post-Brexit haulage rules, the international road haulage (ECMT) secretariat agreed on a common interpretation of the definition of 'own account' and produced a flyer that drivers can keep in the vehicle to facilitate roadside checks in the 16 EU countries that do not require an ECMT permit for own-account transport.	x x	Х	Х	EU
50	Guarantee relaxations for customs special procedure(s) [Brexit]	HM Revenue and Customs (HMRC) is also allowing importing businesses until 30 September 2019 to provide the guarantee required to cover any customs duties they wish to defer (i.e., to avoid paying duties at the point of import). This will apply for all importers, not just those who have registered for Transitional Simplified Procedures (TSP).		x x x x	Х	EU
51	Customs and border processdures post-Brexit [Brexit]	HM Revenue and Customs (HMRC) responded to our concerns regarding the original plans for customs and border procedures post-Brexit. The original plan was to have haulage operators and the actual driver make customs declarations before, at and after crossing the UK/EU border, but, in most cases, neither would actually be able to for various practical reasons that had not been previously considered. Additionally, when it was discovered that Safety and Security Declarations (which mirrored the data on the customs declaration) were deemed the legal responsibility of the haulier, FTA continually highlighted the fact to HMRC that no haulier in the UK or EU could actually make such declarations, so the requirement has been waived for six months following Day One of Brexit to allow industry to secure agents or software to comply.	x x	X	х	EU