

Tuesday 19th September 2023 10:00 - 13:20

Veolia, Kingswood House, Kingswood Dr, Norton Canes, Cannock, Staffordshire, WS11 8JP

Chair

Mike Jones Veolia

Secretary

Tom Griffith Logistics UK

Speakers

Norman Harding London Borough of Hackney
Chris Demetriou London Borough of Islington

Members

Daniel Brookes	Suez
Michael Jones	Suez
Peter Tod	JG Pears
Anthony Barnes	JG Pears
Robert Fraser	Recycling Lives
Hayley Starbuck	Biffa Waste
Alan Riding	Biffa Waste
Michael Colbourne	Veolia
Steve Jefferies	Veolia
Rick Marson	Saica Natur UK Ltd
Ian Garden	Grundon
Michael Clark	Grundon

Logistics UK Staff

Martin Candish

Virtual Attendees

Fergal McGorman	Bryson Recycling
Terri Armitage	Logistics UK

Apologies

Andy Ray	European Metal Recycling
Barry Elder	South Ribble Borough Council
Pat Murphy	Cox Skips
Andrew Bostock	JG Pears
Aileen Monahan	Bryson Recycling
Craig Fisher	European Metal Recycling
John Hole	PHS Group
Kate Markey	Ipsum Infrastructure
Stephen Townsend	Grundon
Ben Grundy	Casepak

1. WELCOME NEW MEMBERS, MEETING CONDUCT, COMPETITION LAW COMPLIANCE AND GENERAL INTRODUCTIONS

The Chair welcomed members to the Waste Forum working group and introductions were made. Apologies were made for those who were unable to attend. Every attendee introduced themselves, and the formalities such as the location of toilets, smoking areas and planned fire drills were covered.

The conduct of the Logistics UK meetings was noted. The Secretary gave an overview of the guidance of conduct for Logistics UK meetings, full details of which can be found attached to the agenda, with a particular focus on not discussing any competitively sensitive information.

It was also noted that this was the first waste forum working group where a trial hybrid format took place, using Google Meet. It was agreed in advance that cameras should be on, where possible, but if any virtual attendee wanted to raise anything, they could do so when, or by raising their hand.

2. MINUTES OF PREVIOUS MEETING AND MATTERS ARISING

The group approved the minutes from the previous meeting in February 2023.

The Secretary covered the matters arising from those previous minutes. The group were asked if the Generation Logistics campaign resonated with them, and if anyone had taken it further within their own business, however the consensus was it had gone no further for multiple factors, such as the waste sector appearing unattractive, with younger generations preferring the cleaner sectors within the industry. Another reason was that some members had their own apprenticeship programmes, insurance implications for the younger employees, and a question of how it benefits the members of the group, eg what would they be getting for their money now?

There were updates on the status of the consultations from the [Senior Traffic Commissioner on their Statutory Documents](#), Department for Transport's [driver licencing call for evidence](#) and the [Welsh Government consultation on the separate collection of waste materials for recycling](#).

The group suggested hearing from a DGSA would be of interest, which is recognised as an ongoing action point, which JG Pears suggested may have a DGSA who could present some information.

Members hosting a waste forum, like Veolia did today, has been recorded as an ongoing action point, with any members willing to host one to contact the Secretary.

Wheel security and vehicle rollaway best practice was raised at the previous waste forum working group, so the Secretary asked if anyone would be interested in sharing their best practice on this subject, like Veolia were doing on bridge strike preventions today, with willing members to contact the Secretary.

The Secretary also suggested the ongoing action point of new members/colleagues coming to future waste forum working groups, and the issue of sending a replacement from representative from the business when a regular member of the group cannot attend.

3. EXPERIENCES OF OPERATING ALTERNATIVELY FUELLED VEHICLES IN THE WASTE SECTOR

Norman Harding and Chris Demetriou presented their experiences around operating alternatively fuelled vehicles in the waste sector, challenges they have faced when using these vehicles, including operating costs, infrastructure and electric vehicle technicians/waiting time for parts. Members of the group were invited to ask Norman and Chris any areas they wanted covered in advance of the meeting, but questions were also asked in the meeting, including the

notion of colder weather affecting the batteries, and the top faults/issues they have faced operating alternatively fuelled vehicles in the sector.

The group took a short break after this agenda item.

4. HSE WASTE AND RECYCLING BULLETIN: GUIDANCE TO PREVENT WASTE AND RECYCLING WORKPLACE ACCIDENTS

In May 2023, Health and Safety Executive (HSE) published an e-bulletin guidance note to prevent waste and recycling workplace accidents, following a series of accidents in various parts of the waste and recycling sector at the start of the year, all of which are currently under investigation.

The group looked at the statistics from HSE and HSENI that covered the 2021/22 year, which covered fatalities, injuries, illnesses, as well as provisional figures for 2022/23 including the number of work-related deaths to members of the public.

It was noted in the HSENI figures, that a significant number of injuries in Northern Ireland resulted from assault/violence, which raised a discussion on the use of bodycams for their operatives, whilst recognising the divisiveness when they are worn in certain settings.

With slips, trips and falls being a common reason for injuries, the group were free to use the figures in the slides for HSE/HSENI guidance for Driver CPC courses, toolbox talks etc. Members agreed that the statistics can be used to push the importance and seriousness of the subject, and push the mentality of those delivering as well as receiving the information, if they are delivered effectively. It was agreed that these figures are worth discussing annually, so the Secretary has noted down that each September meeting these can be discussed. With winter approaching, the risk of slips, trips and falls arguably increases with the darker, colder weather. It was also highlighted in relation to the number of deaths of the general public, that at this time of year, the risk may be higher of people sleeping in bins than it is at other times of the year.

One member noted that they have increased the use of LED lighting around their site and walkways, to help operatives, which seemed to have been a success.

One member raised the discussion point on auto bin lifts due to some recent high-profile fatalities, and wanted other members views on them. The consensus appeared to be that any accidents or issues tended to be as a result of operator error. The use of wander leads was raised but it was recognised that this was not particularly appropriate for door-to-door household waste collection vehicles. It was also agreed that the culture of 'job and knock', could be contributing to the operatives rushing to complete their rounds as quickly as possible.

ACTION: The HSE and HSENI report will be sent to members alongside these minutes, and item to be added to September 2024 agenda.

5. DVSA LOAD SECURITY AND GUIDE TO MAINTAINING ROADWORTHINESS UPDATE

In May 2023, DVSA's Guide to Maintaining Roadworthiness was updated. This was considered in line with the updates to their Categorisation of Defects, and the long-awaited production of Department for Transport's Code of Practice on load security.

The group discussed the requirement, in DVSA's load security guidance, with particular focus on applying lashings to stacked empty skips.

Loose items on the bed of skip vehicles were also discussed, as per the image in the relevant slide. A sight that many will be common with, are the 'miscellaneous' items stored between the vehicle cab and the skip, which are classed as an insecure load, so they should be secured appropriately, as one member recollected an experience of a fatality resulting from loose items on skip vehicles. Another point raised in relation to loose items, surrounded drivers' put in their vehicle footwell, which can potentially cause issues in the event of an incident.

ACTION: The Secretary to send Hayley Starbuck picture of the side clamps used by JG Pears, which was shared with the group before Hayley joined the working group.

6. TRAFFIC ENCOUNTERS FROM A VEHICLE EXAMINER

Daniel Brookes asked to lead a discussion regarding traffic encounters undertaken by DVSA Vehicle Examiners, after they had a clear roadside encounter with a Vehicle Examiner. Despite it being a clear encounter, not a SIFT, it didn't affect the OCRS score, as DVSA said OCRS does not include positive traffic events recorded by vehicle examiners. The only reason they noticed it hadn't affected their OCRS score was because it was grey and they expected it to turn green as a result of the clear encounter.

The group mentioned the issues with OCRS, that since the issues and updates were made to OCRS, no reports seem to be true. It was felt that if the vehicle examiner found an issue, their OCRS score would have been negatively affected. After appealing to DVSA, there was not much feedback from them, so the Secretary said Dan could email the details to him for the Logistics UK policy team to enquire on behalf of the member.

Dan also raised a query about abandoned MOTs, which had started but were abandoned during the test. These don't affect the OCRS scores, but do affect the test history and first-time pass rate, as they are counted as a fail. In Dan's case, no paperwork was issued, and they only realised they'd had an abandoned test when the test results came though.

ACTION: Dan Brookes to send details of both issues to the Secretary, who can ask the Logistics UK policy team to contact DVSA.

7. VEOLIA PRESENTATION ON BRIDGE STRIKES

Mike Colbourne shared Veolia's presentation on bridge strikes, although due to the sensitive nature of the slides, they will not be distributed to the group. Some of the figures in the presentation were from Network Rail, which have produced this information free to the public.

After the presentation, the group shared their experiences on bridge strikes, and many within the room had similar experiences and present similar information to their drivers. Interestingly, one member noted the majority of bridge strikes included their employees, not agency drivers, although there is wider recognition of induction processes for agency drivers including the importance of knowing their vehicle height and routes to avoid bridge strikes. Members suggested root cause analysis training is the key to understanding and hopefully preventing further instances.

Members seemed keen to review the delivery of their training and the effectiveness of managing it and how it is received by drivers.

ACTION:

- **The Secretary to send Network Rail guidance alongside minutes.**
- **The Secretary to enquire with Office of the Traffic Commissioner on bridge strike statistics.**

8. ANY OTHER BUSINESS

The Chair asked the group individually if they had any other items to raise as part of this agenda item.

The subject of apprenticeships were raised, with the requirement for them to have Maths, English and IT skills, and why the government insist on these requirements. The member felt these requirements may put perfectly competent fitters applying for positions, narrowing the pool, in what is already considered a section of the waste sector and wider logistics industry that is short of technicians. It was suggested that these requirements are in place as the technician position is the equivalent of an NVQ Level 3, which require these.

The production of MAC Fact Sheets was mentioned, with bridge strikes, and the recording of GB domestic hours using tachographs. Logistics UK also offer bridge strike training packages which are being developed to incorporate the Operator Licence Awareness Training (OLAT) course.

The lack of parts available to repair vehicles was discussed, with one member unsure if the maintenance provider was using this as an excuse because they are a smaller operator, but the group assured the member that the lack of parts seemed to be consistent across the industry and everyone had noticed the issue.

The Direct Vision Standards were raised an agenda item for the next waste forum working group meeting, which will be added accordingly.

One member asked whether there would be interest in the Metropolitan Police presenting at working group meeting, following a highly recommended experience themselves. The previous experience was that they were not there to chastise the drivers, but to teach them and help them understand issues, unless there were safety critical defects on vehicles. The group seemed keen to have this as a presentation, so Peter will share the contact details with Tom Griffith, who can contact them and try and get them to present at the next working group. This member also raised the issue of the retirement age being pushed back, but from the age of 65, the vocational licence renewal and subsequent medical had to be completed annually, suggesting that this requirement for annual medicals should be in line with the retirement age. Tom suggested the feedback was emailed to him, to pass on to the policy team for reference.

Tom then explained the idea of responding to consultations as a working group that hold particular relevance to the sector, as members have previously raised a desire to increase the profile of working group. Tom was happy to share any relevant consultations with the working group as and when they are released, with the idea of each member of the group replying to Tom with any points they want Logistics UK to make on the behalf of the group as part of a response to the consultations.

The Secretary of Logistics UK's Utilities Services Working Group approached Tom asking to gauge the interest of a vehicle finance-based session, with the possibility of a separate, one-off, cross-group virtual session. Any members that were interested can contact Tom.

Tom mentioned that the Logistics UK Policy team were currently reviewing the terms of reference for each working group, and that this would be an item to be added to the next agenda.

Tom suggested rather than doing a poll for future dates, whether the group's dates could be done in advance, with a meeting held w/c 4th March 2023 and w/c 16th September 2024. The idea being if the dates are set for a calendar year, people have enough notice to attend, and it is a more efficient way of setting the dates. Tom to send an invite for the dates in advance.

ACTION:

- **Michael Clark to send their experiences of apprenticeships requiring maths, english and it skills, to the Secretary to feedback to the policy team.**
- **The Secretary to send out MAC Fact Sheets mentioned above with the minutes.**
- **The Secretary to add Direct Vision Standards to next working group agenda.**
- **Peter Tod to share Metropolitan police contact details with the Secretary, with the aim of getting someone to present at the next working group.**
- **Peter Tod to email the Secretary about the requirement for an annual medical to renew vocational licence from 65.**
- **The Secretary to monitor relevant consultations and notify the group accordingly to formulate a response for Logistics UK.**
- **The Secretary to set dates for 2024 and send invites via email.**