

Logistics UK Meeting Papers – Freight Councils

CONFIDENTIAL MEMBERS' DOCUMENT

Papers to supplement meetings of Freight Councils

JANUARY TO FEBRUARY 2024



CONFIDENTIAL

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INTRODUCTION

CEO's update

As I stated recently in our Logistics Magazine, this always feels like an appropriate time to reflect on the successes of the last 12 months and look forward with optimism to the new opportunities ahead.

Working in the logistics sector has presented a number of quite formidable challenges in the last few years. As a sector we have tackled Brexit, the COVID-19 pandemic, an acute skills shortage, a global recession and now we have our eyes firmly on impending decarbonisation deadlines while in the midst of a cost-of-living crisis.

The legal and regulatory framework of the country has had to shift to rise to the challenge and reflect our new reality. But under pressure we must keep up to speed with the latest changes to road transport legislation and continue to meet the needs of the nation.

I encourage you to check out our newest *Yearbook of Road Transport Law*, widely regarded as *the* authoritative source of legal and compliance information in the UK, to help keep you abreast of developments across the industry to ensure the continued safety and compliance of your operation.

Logistics UK's policy team has also continued to represent and amplify your concerns to key decision makers at local and national levels through the past year. Their collective passion and hard work has resulted in some [big policy wins](#) – 28 in total – and, as an organisation, we have managed to deliver 42 important consultation responses. Our media department has achieved almost 3,000 items of coverage so far this year, including 105 national pieces and 73 broadcasts, with an astonishing reach of around 475 million people.

If you need some more hands-on assistance, our Member Advice Centre (MAC) is always there to help, too. The MAC team dealt with some 13,000 cases by phone or email in 2023 and remains a unique and invaluable resource.

In fact, everyone across the organisation is working hard to make sure Logistics UK is more relevant than ever before.

We have also hosted 26 different events over the last 12 months, with a record number of delegates attending our Transport Manager conferences and our annual Logistic Awards gala event being the biggest and most successful on record.

These Logistics UK gatherings not only allow members to stay ahead of the curve with the latest industry information, they represent precious opportunities to network with industry peers and swap stories of triumph and adversity. I look forward to our 2024 roster, where more exciting ideas will be shared and debated, and connections made across our industry.

Remember, Logistics UK is here to advise and support you through the myriad challenges and opportunities that will likely arise in 2024 – and there will be many.

We encourage you to maximise the use of your membership and look forward to being of continued service.

David Wells,
Chief Executive

PARLIAMENTARY UPDATE

Parliamentary update – November 2023 to January 2024

The Autumn Statement was the key political moment in this period and a focus for our activity. In addition, with the Prime Minister confirming he will call an election in 2024, we have sought to continue to strengthen our engagement with the Labour party, given it remains ahead in the opinion polls. This has taken place alongside maintaining strong engagement with the Westminster government and continuing to develop our activity in Scotland and Wales.

With regards to government, we made representations to the Chancellor of the Exchequer ahead of his Autumn Statement on our policy priorities and concerns about the economy. We welcomed him making full expensing for capital spending permanent, as well as him committing to a consultation on extending it to rented and leased assets. We also continue to call for it to be extended to cover the fees paid to energy network operators for augmenting power supplies, to enable depot charging. Beyond the Autumn Statement, we hosted Minister for Industrial Decarbonisation Lord Callanan as the keynote speaker at our Delivering Decarbonisation conference and Secretary of State for Wales David T C Davies for our annual Welsh Lunch.

To engage with the Labour party, we hosted Shadow Transport Minister Bill Esterson – who has responsibility for roads and logistics – at a member roundtable, and hosted a senior advisor from the office of Shadow Chancellor Rachel Reeves for a member meeting. In addition, we met with Shadow Minister for Industrial Decarbonisation Sarah Jones and Shadow Minister for Trade Gareth Thomas, as well as Liberal Democrat Transport Spokesperson Wera Hobhouse.

As we seek to encourage positive parliamentary debate on logistics, we issued two newsletters to UK, Scottish and Welsh politicians in this period, as well as our reaction to the Autumn Statement, and provided a bespoke briefing to members of the Welsh parliament ahead of a backbench-led debate on road freight. We also worked with supportive politicians to have several questions posed to government ministers on key issues for our sector, including: the importance of logistics to the economy, Generation Logistics and import controls and tariffs.

To support our preparation for the general election, we have sought to determine key parliamentary candidates to engage with by mapping constituencies with a large logistics presence and where there is the significant possibility of a change of MP. We have also created a manifesto for sharing with the main UK parties, setting out what we want to see the next UK government deliver. This is based on policy asks that have come from conversations with our members in recent months and years, including through our councils, and is entitled “Unleashing the power of logistics to drive growth across the whole economy.”

To support our preparation for the upcoming regional mayoral elections, we are preparing regional manifestos and are seeking member input in our policy priorities. To further engage with devolved politicians, we are planning to host a roundtable in the Scottish parliament in February and are seeking a further meeting with the Welsh government on its forthcoming National Freight and Logistics Plan, following our meeting with Welsh Deputy Minister for Climate Change Lee Waters in September.

GUIDANCE FOR CONDUCT OF LOGISTICS UK MEETINGS INVOLVING MEMBERS

Logistics UK provides a broad range of valuable services for members and represents them on a range of issues. It is vital however that Logistics UK staff and members remember that certain meetings are composed of a group of competitors and therefore special care is required to ensure that there can never be any suggestion of any form of anti-competitive behaviour – business practices which prevent or reduce competition in the market. In order to protect Logistics UK and its members, there are therefore matters that should not be discussed and certain precautions that should be taken.

In particular, members must not discuss competitively sensitive information. **Competitively sensitive information covers any non-public strategic information about a business's commercial policy that could lead to a competitive advantage.** Competitively sensitive material includes (but is not limited to): individual company costs; individual company prices; sales volumes, revenues, volumes, capacity, utilisation, stock levels or supplies; confidential plans about the future; and, matters relating to individual suppliers or customers.

These following guidelines must be kept in mind when attending meetings involving members:

1. Logistics UK and its members are committed to adhering to applicable competition laws in all their activities. It is the responsibility of each participating member of each meeting, to ensure that its activity in connection with the Logistics UK meeting complies with applicable competition laws.
2. A named member of Logistics UK staff shall be designated as the **Secretary** of a meeting and be responsible for adherence to these guidelines.
3. A written **Agenda** of meetings will be circulated in advance and be held on file by the Secretary.
4. Detailed and accurate **Minutes** will be circulated to all attendees, after the meeting and held on file by the Secretary. Those minutes will include an accurate list of all members present at the meeting.
5. Membership of Logistics UK, its Councils and Working Groups will be open to representatives of **all relevant organisations** active in the UK, as defined in the Articles of Association and By-Laws.
6. A complete **list of members' names and affiliations** of each Council and Working Group will be held on file by the Secretary, such information being extracted from the Logistics UK membership database.
7. Members will be **formally reminded**, by the **Secretary**, at the **start of every meeting** that they must not discuss competitively sensitive information.
8. There will be **no discussion of competitively sensitive information** (that is not publicly available) either in the formal meeting or otherwise outside of the meeting during breaks.
9. There will be **no coordination of commercially sensitive activity** through the Logistics UK meeting.
10. Should meetings depart from this guidance or if an exchange of competitively sensitive information appears to be taking place or be about to take place, the Secretary or the individual attendee noticing the breach, shall be responsible for notifying the Secretary. The Secretary should draw members' attention to this guidance and prevent further exchanges occurring. This shall be accurately minuted.

11. Any member of a meeting who believes that a meeting is departing from these guidelines should follow the steps in 10 above and be **entitled to leave** the meeting and have their comments and the time of departure minuted.
12. Where any activity of the Logistics UK may involve the passing of commercially / competitively sensitive information that is not publicly available, then such activity may only be carried out after **specific legal advice** has been taken to ensure that the activity is consistent with applicable competition laws.

Logistics UK January 2024

Contact: Kevin Green, Director of Policy and Communications – kgreen@logistics.org.uk

MODAL COUNCIL UPDATES

Road Council

Road Council met on Thursday 9 November. There were presentations from two guest speakers: Nick Harris, CEO of National Highways, and Sian Gibson from the Department for Transport (DfT) on the (Driver and Vehicle Licensing Agency) DVLA Review.

Members agreed and/or discussed the following policy positions:

- Road policy priorities – members discussed a list of road regulation policy areas that Logistics UK has been working on, to ensure the correct issues are being addressed.
- Fleet Engineer – members discussed proposals developed within the Engineering Forum to engage with key stakeholders on possibly giving the role of Fleet Engineer a more statutorily recognised role in companies, as vehicle design changes and the regulatory framework evolves in the coming years.
- Bridge strikes – the Chair led a discussion on the subject of bridge strikes and what the industry could do differently to try and reduce and eliminate the strikes. Members gave their own experiences and suggestions on what the wider industry could improve on.

Rail Council

On 20 December, DfT announced a rail freight growth target of 75% growth in net freight tonne kilometres by 2050. This comes after the Great British Railways Transition Team (GBRTT) launched a call for evidence to inform the design and development of the rail freight growth target, in 2022. Logistics UK fed into GBRTT's call for evidence highlighting that there is significant scope to increase rail's share of the freight market.

Logistics UK will work with Rail Council to ensure clarity on priority routes for investing in the network, as part of a national logistics network; and any work undertaken on the future of road pricing to include reviewing rail pricing too, to ensure rail freight is priced fairly.

Air Council

On 4 March, Logistics UK will be hosting its third annual 'Air Cargo Policy Seminar' in conjunction with Airlines UK. The topic for 2024 is 'A Manifesto for UK Air Cargo'. Invitations will be sent to Air Council members in the coming weeks. If anyone would like to know more, please contact Alexandra Herdman.

Logistics UK will be responding to and seeking member feedback on the 'Airport Slot Allocation System Reform' consultation published by DfT. Comments are being sought on proposed reforms that would affect slot distribution at Level 3 slot-coordinated airports, including London Heathrow, London Gatwick, and Manchester. For more information, please contact Alexandra Herdman.

Water Council

Water Council met on 9 November. Members welcomed guest speaker Dr Nishatabbas Rehmatulla from the Decarbonising UK Freight Transport team. Dr Rehmatulla presented on the latest report from the team: [Accelerating Investment for Decarbonising UK Freight Transport](#).

The Council also heard from James Hookham of the Global Shippers Forum regarding the findings of the EU Commission's review of the Consortia Block Exemption Regulation (CBER) and the decision not to renew it.

Alongside Rail Council, Water Council discussed the [Mode Shift Grants Review call for evidence](#), which Logistics UK will be responding to.

Joint Shippers and Customs & trade Council

On Wednesday 1 November 2023, members attended a hybrid Joint Shippers and Customs and Trade Council meeting. This meeting included a roundtable discussion on topical issues and updates on key policy issues, including the UK EU Trade and Cooperation Agreement. HMRC gave a presentation on the latest updates on the Single Trade Window and the Global Shippers Forum gave an update on the EU Block Exemption Regulation. Members also heard a presentation from Department for Business and Trade on Free Trade Agreements, with a focus on India. This was the last council meeting to be held in a joint format. Customs and Trade will now be held as a working group with the first meeting taking place online on Tuesday 13 February 2024. The Shippers Council will next meet on Wednesday 28 February 2024.

WORKING GROUP UPDATES

Warehouse

Members took part in a workshop with DfT officials on 11 September to discuss the government's call for evidence on planning and logistics.

Van Policy

The Van Policy working group will meet online on 20 February and members will hear from Stewart Osmond and Andrew Millinship from WTW about managing risk for van fleet operators. Also, speaking to the group will be Catherine Bowen from the BVRLA who will update members on our joint Van campaign and associated 2024 activities.

Utilities

Thursday 14 September saw the latest meeting of the Utilities Services Working Group, with plenty of active discussion regarding the legislative developments and changes that have now come into force or are expected to shortly. Topics covered included transitioning to digital tachographs for operations under GB domestic drivers' hours rules, digital transformation of operations, wheel loss procedures and sharing best practice surrounding load security methods in light of the changes to the updated DVSA guidance. The group is next planned to meet in March and is open to join for members within the Utilities and Services sectors.

Skills

The Employment Action Group met in November to discuss the recently-published outcome of the Shortage Occupation List call for evidence, and how to take our approach to migration policy going forward. The group was also joined by representatives from the HGV standards trailblazer group to discuss recent lobbying around the Heavy Vehicle Technician apprenticeship.

Environment

At the next meeting of the Environment Working Group on 22 February, Dave Rose, Founder and CEO of Voltloader will speak about all-electric bulk haulage with a particular emphasis on the agriculture and construction sectors. We will also be introducing our new Head of Environment Policy, Edward Jones, who joined Logistics UK at the end of 2023 from Energy UK.

Waste

The Waste Forum Working Group took place on 19 September, which was kindly hosted by Veolia at their Cannock offices. The group discussed multiple issues affecting the waste sector, including Health and Safety Executive statistics on fatalities, injuries and illness in the sector, the prevention of bridge strikes and DVSA's load security guidance. Norman Harding, London Borough of Hackney and Chris Demetriou, London Borough of Islington, shared their experiences on the

use of alternatively fuelled vehicles in the waste sector.

Innovation

The first meeting of our revived Innovation Working Group took place on 8 November. Its role is to foster conversation in the sector on the positive role innovation can play, develop plans to access innovation opportunities, and to inform Logistics UK's efforts to influence policy makers on innovation – particularly regarding funding and regulations. We hosted speakers from the DVSA, Zenzic and the Connected Places Catapult. The next meeting is on 17 April and will include a presentation about accessing government support to make greater use of satellite data in logistics. Email bgarratt@logistics.uk if you would like to take part.

AGENDA ITEM A1: Election priorities for nations and regions

It is more important than ever that Logistics UK has policy asks directly relevant to the devolved governments as well as English regional and local politicians. We are therefore seeking members' input on our policy asks for these audiences.

A general election will be held this year, and Logistics UK has created a manifesto for sharing with the main UK parties, setting out what we want to see the next UK government deliver. This manifesto is based on policy asks that have come from conversations with our members in recent months and years, including through our councils. It is entitled "Unleashing the power of logistics to drive growth across the whole economy."

It is also becoming increasingly important that we have clear policy asks for the devolved nations and English regions. May 2024 will see elections for the mayors of London, Greater Manchester, Liverpool City Region, South Yorkshire, Tees Valley, West Yorkshire West Midlands and, for the first time, the East Midlands, North East and North Yorkshire. As such, we propose to create manifestos for London, the North of England and the Midlands this year.

There are also local elections in England and Wales this May and, in 2026, there will be elections for the Scottish and Welsh parliaments, so we want to establish our policy priorities for those areas too.

We plan to establish localised policy asks in line with our core policy themes, apart from trade, which is more relevant to the UK government. These themes are:

- Boosting productivity and growth.
- Innovative and integrated infrastructure.
- Fair transition to a green economy.
- Skills partnerships to support a thriving sector.
- Safety and compliance.

We are seeking the input of our regional councils to support this.

Questions for members:

1) Boosting productivity and growth / safety and compliance

- What support do members receive from their devolved government, region/combined authority or local authority that helps them grow and develop their businesses, and what changes should there be?
- What are the main restrictions on logistics in the region and what changes should be made?

2) Innovative and integrated infrastructure

- What are the priorities for transport infrastructure upgrades in the region? While devolved governments and regions often do not have the funding to deliver such upgrades, they play a key role in the establishment of priorities.
- Are there any key roads in the region that are particularly in need of intensive repair and maintenance?

3) Skills partnerships to support a thriving sector

- Does the devolved government / region play a positive role in ensuring there is a strong pipeline of talent to draw from? What changes should there be?

4) Safety and compliance

- What rating would members give the provision of secure parking for logistics vehicles in the area and are there any comments on freight crime?

5) Fair transition to a green economy

- What rating do members give the provision of electric charging points accessible for logistics vehicles in the region, and what engagement has there been on this with devolved, regional or local authorities?

Issue Manager: Ben Garratt bgarratt@logistics.org.uk

AGENDA ITEM A2: *Guide to Maintaining Roadworthiness refresh*

DVSA plans to issue a refreshed version of the Guide to Maintaining Roadworthiness (GTMR) in April 2024, a year ahead of the main changes to brake testing in April 2025. This refresh could allow for other changes to the guide, should members believe them to be necessary.

In April 2023, DVSA released the revised GTMR with the intention of a further revision taking place by April 2025 – when the changes to Brake Testing will take place.

As an interim step, DVSA has now agreed to refreshing the GTMR in April 2024, mainly to elaborate on the in-service brake test requirements for certain vehicle/trailers.

On 29 February 2024, Logistics UK, along with other main stakeholders and trade associations, will meet with DVSA to discuss changes for the April 2024 GTMR refresh.

A 2024 refresh of the GTMR provides an opportunity for Logistics UK to raise any other issues members may have following the April 2023 revision of the GTMR, with a view to seeking any required changes.

Members' views are sought on any concerns or feedback on the wording or actions as outlined in the 2023 version of the GTMR.

Logistics UK has already had several meetings with DVSA to highlight areas of confusion, mainly to do with the application of brake test requirements and DVSA has agreed a series of conditions/exemptions to laden brake test requirements.

Questions for members:

- 1) Is the 2023 GTMR is generally fit for purpose?
- 2) What changes, if any, should be made to the current GTMR and why?
- 3) What items should be added to a revised GTMR and why?

Issue Manager: Phil Lloyd plloyd@logistics.org.uk

AGENDA ITEM A3: Road safety priorities

Logistics UK is seeking member views on the industry's priorities for improving road safety and reducing serious and fatal collisions on UK roads.

Every fatality and serious injury is a tragedy, and the industry has made huge progress in reducing risks both to other road users and those working in logistics. Despite this, a large number of people are harmed in collisions on UK roads each year. In 2022, nearly 30,000 people were killed or seriously injured with 5% of these being either drivers or passengers in Light (LGVs – vehicles under 3.5 tonnes) and Heavy Goods Vehicles (HGVs).

The involvement of logistics fleets in fatal and serious collisions has changed over the past decade, with the biggest decline in the rate of serious incidents involving HGVs (as opposed to other vehicles). However, this has not been replicated with LGVs and while the overall likelihood of being involved in a collision has fallen in the past 10 years, the chance of any such collision causing serious or fatal injury has increased.

Improving safety on the UK motorway network has been a priority for government and National Highways in recent years, including the ongoing investment in further safety measures on smart motorways. Data shows that motorways are now the safest part of the road network, with the majority of serious collisions taking place on A-roads and other heavily used routes. Logistics UK understands that this will become the focus of National Highways' safety-focused activity in the coming years.

We are therefore keen to ensure that the industry is both recognised for the work it does to improve safety and can play an active role in shaping policy and infrastructure investments that reduce harm without compromising operational efficiency.

Questions for members:

- 1) What examples can members provide of actions they have taken to improve the safety of their road operations and employees?
- 2) What more could the logistics industry do to further improve road safety?
- 3) What needs to be done by infrastructure providers, government, police, regulators etc. to further improve safety?

Issue Manager: Jonathan Walker jwalker@logistics.org.uk

AGENDA ITEM A4: ZEV refuelling and recharging

With phase out dates for the sale of new, non-zero tailpipe emission road vehicles 26 tonnes and under set for 2035, the infrastructure for refuelling and recharging is becoming a key concern of operators. Logistics UK is working with national and sub-national agencies on the issue of a zero tailpipe emission vehicle refuelling and recharging strategy. We are also engaging with national and devolved administrations and other key stakeholders to provide insight from our sector for decarbonising logistics operations.

In September 2023, the UK government announced changes to the phase out date for the sales of new diesel and petrol cars and vans from 2030 to 2035, meaning that from 2035 only new zero tailpipe emission road vehicles 26 tonnes and under can be sold.

A [sales mandate](#) for manufacturers requiring 80% of new cars and 70% of new vans sold in Great Britain to be zero emission by 2030, increasing to 100% by 2035, became law on 3 January 2024. No sales mandate has yet been set for HGVs.

The UK government and devolved administrations are seeking to address the issue of how zero emission vehicles will refuel and recharge and how the energy sector will meet future energy demand. The recently allocated zero emission HGV and infrastructure demonstrator programme (ZEHID) will ultimately help provide clarity about which vehicle and energy technologies are most appropriate for various use cases, but the results will not be reported in full until at least 2030.

Logistics UK has a place on the Freight Energy Forum (FEF) and is leading a workstream considering energy demand from all modes to support the logistics sector decarbonise by 2050. The forum includes representatives from across government departments, trade associations connected to the supply chain, energy sector and the British Business Bank. While road transport is a key part of the transport decarbonisation agenda, the energy and refuelling infrastructure needs of other modes and sectors are also being considered.

Separately, we have engaged with Transport Scotland on the Zero Emission Truck Taskforce (ZETT), developing their HGV Decarbonisation Pathway for Scotland and have led on one of the working groups looking at recharging infrastructure. We are also working closely with Transport for Wales on their EV Charging (Connections) Wales group, which is considering the needs of EVs in the Principality.

Urgent questions are being raised about the energy infrastructure required to support a fair transition to a green economy, which is inhibiting private sector investment into decarbonisation technologies. The sector needs a greater say on the plans for energy infrastructure development to give businesses the confidence to invest in the transition at pace.

Logistics UK has responded to recent calls for evidence on [‘Infrastructure for zero emission HGV and coaches’](#) and [‘Scope 3 emissions in the UK reporting landscape’](#) – our responses can be viewed [here](#).

Through our work on DfT’s Freight Energy Forum, the Zero Emission Truck Taskforce in Scotland and the EV Charging (Connections) Wales group it is clear that an understanding of future energy demand and infrastructure for HGV refuelling and recharging is required.

Energy Supply Operator (ESO) National Grid and distribution network operators (DNOs) are seeking insight about logistics operators’ future fleet energy demands and are keen to understand where, when and how much power will be required.

Logistics UK is keen to support research in this area and urges members to engage with their DNOs at the earliest opportunity when planning for fleet decarbonisation.

It would also support our engagement with government and other agencies to feed in any relevant information about future energy infrastructure needs to Logistics UK.

Questions for members:

- 1) When planning for decarbonisation, do members have a clear understanding of their:
 - a) Future energy/refuelling needs?
 - b) Energy/refuelling requirements at own premises, destination sites, en route charging, other charging/refuelling locations?
 - c) Timelines?
- 2) What data has been collected about member operations to obtain that understanding?
- 3) Have members discussed their decarbonisation plans with their DNOs?
- 4) Are members willing to share their data with Logistics UK to collate and forward to relevant agencies anonymously?

Issue Manager: Denise Beedell dbeedell@logistics.org.uk

KEY NATIONAL UPDATES

DRIVER CPC

DfT released its proposals for changes to the Driver CPC rules, following a public consultation at the beginning of 2023. The proposals need a combination of primary and secondary legislation to be implemented, therefore the Department is concentrating on the changes that can be accomplished by secondary legislation first. DfT's plan will be to introduce the legislation into Parliament in the first half of 2024, so that the changes can be implemented from September 2024. If there is an election in early 2024, this will not happen.

The proposals to be tabled for change include:

- Reforming training by reducing the minimum course length from 7 hours to 3.5 hours.
- Decouple e-learning from trainer-led courses.
- Develop with DVSA more core course content and encourage informal assessment at the end of modules.

Logistics UK, in the public consultation, rejected the concept of a periodic test, which would replace the periodic training required (35 hours in a 5 year cycle). The Department has confirmed that this issue will be taken to further consultation before any final decision is taken. Logistics UK will, once again, call for this to be rejected due to fears of lack of training and implications for road safety.

Issue Manager: Chris Yarsley cyarsley@logistics.org.uk

THE ROLE OF FLEET ENGINEERS

At the last Freight Council members discussed Logistics UK's Engineering Forum's proposal for a statutory role of Fleet Engineer. Freight Council members were in broad agreement with the current situation regarding fleet maintenance, as outlined in the proposal, and considered that such a role does add value and aids compliance. The overall conclusions of Freight Councils were:

- That the cost of implementing another statutory role (that of Fleet Engineer) within Operator Licencing would currently be cost prohibitive for most small operators.
- That Logistics UK does not currently support a "statutory" role of Fleet Engineer but does endorse the benefits that such a role can have for operators to ensure high levels of compliance, and effective and efficient fleet management.
- That there would be merit in developing Transport Manager training and the CPC to cover the fundamental elements of a Fleet Engineer's role.
- That the current operator licence regime will need to change to take account of an autonomous world.

Road Council agreed the following actions:

- Logistics UK's Engineering Forum to identify a Fleet Engineer to vehicle/trailer ratio that can be used for future discussions.
- To engage with other trade associations on the role/functions of a Fleet Engineer and to seek agreement to pursuing the actions below collectively.
- To engage with DfT on:
 - A new future Transport Manager/Fleet Engineer role for future autonomous operations.

- New Transport Manager CPC module for maintenance evaluations.
- To engage with the Senior Traffic Commissioner on:
 - Raising the profile of operators undertaking “Key Duties” (of a Fleet Engineer) as part of their maintenance regime.
 - To highlight those “Key Duties” in any future correspondence (Statutory Documents, etc).
- To engage with DVSA on:
 - The development of a guidance for maintenance evaluation (aligned to the duties of a Fleet Engineer).
 - Revising their Maintenance Investigation Visit Report (MIVR) to align with 5a).

Logistics UK’s Engineering Forum members are currently working on a Fleet Engineer to vehicle/trailer ratio.

Logistics UK has discussed these proposals with the RHA and CPT and we are currently working together on the actions.

Traffic Commissioners have discussed Logistics UK’s proposition, and a formal request has been drafted for endorsement with CPT and RHA – this will be sent to the Senior Traffic Commissioner in due course.

DVSA has been approached regarding changes to the MIVR and has agreed to a meeting in early 2024.

Issue Manager: Phil Lloyd plloyd@logistics.org.uk

DIRECT VISION STANDARD – Phase 2 – Member Survey

Following pressure from Logistics UK on the ability of members to prepare their vehicles for the tightening up of the DVS standard in October 2024, Transport for London (TfL) is obliged to perform a market readiness test to understand if the grace period (three months) would need to be extended.

As part of the preparatory work, on Monday 8 January, TfL opened a survey for members to complete before the closing date of Monday 5 February that seeks to understand how many vehicles will be affected and whether members believe they will be able to have the required work performed before the October deadline.

Logistics UK is disappointed that TfL ignored suggestions for the survey to include questions on whether members would use vehicles below 12 tonnes, thus potentially increasing the number of vehicles using London’s road network.

The survey can be found [here](#).

Issue Manager: Chris Yarsley cyarsley@logistics.org.uk

BORDER TARGET OPERATING MODEL (BTOM)

You will recall from previous policy reports that the Border Target Operating Model is a new import controls process being introduced by the UK government through three major milestones in 2024. Below is the latest update for your information.

31 January 2024: The introduction of health certification on imports of medium risk animal products, plants, plant products and high-risk food (and feed) of non-animal origin from the EU. From this date some goods will face full customs controls when moved directly from Irish ports to Great Britain. Goods will need to complete import processes if they are being imported directly from Ireland into Great Britain (not moving from or through Northern Ireland). Goods moving from Northern Ireland to Great Britain through Irish ports will also have to complete import processes if they are: non-qualifying Northern Ireland goods, excise goods (alcohol, tobacco, and energy products) or goods which do not move directly to an Irish port once they have left Northern Ireland

for example, goods which are held in storage in Ireland.

30 April 2024: The introduction of documentary and risk-based identity and physical checks on medium risk animal products, plants, plant products and high-risk food (and feed) of non-animal origin from the EU.

31 October 2024: Safety and security declarations for EU imports will come into force from 31 October 2024. Alongside this, the UK single trade window will be introduced, removing duplication where possible across different pre-arrival datasets.

SPS imports via the short straits

The government has announced that sanitary and phytosanitary (SPS) checks on goods arriving through the Short Straits should be undertaken at Sevington Inland Border Control Post (BCP). Logistics UK also understands that Ashford Borough Council is to be the Local Port Health Authority and is awaiting public confirmation from government.

Sample documentary checks from 31 January until 30 April

Sample documentary checks for medium-risk animal products from EU/EFTA countries will be introduced from 31 January 2024 to 30 April 2024. They will be undertaken on a randomly selected sample of consignments arriving at GB ports. Goods subject to these sample documentary checks on medium-risk animal products from EU/EFTA countries will not be held for inspection and no charges will be levied. However, it is possible that goods identified as non-compliant for other reasons will be subject to enforcement action in line with current requirements.

Companies importing import medium risk animal products from the EU into GB and your consignment is selected for a check, you will receive feedback. These sample documentary checks are to help traders make the transition to the new import requirements. Government has advised this will be an educational and intelligence gathering period to help increase compliance levels and reduce risk of delays and disruption at the border when SPS checks are introduced from 30 April.

Outstanding information

Government has still to publish a number of important decisions and guidance, including details of the Common User Charge that it will apply at all government run BCPs. Logistics UK will continue to keep members updated as and when information becomes available.

Issue Manager: Nichola Mallon nmallon@logistics.org.uk

EU ENTRY/EXIT SCHEME & EUROPEAN TRAVEL INFORMATION AND AUTHORISATION SYSTEM (ETIAS)

The EU is planning to introduce two separate but interconnected schemes that will affect non-EU citizens travelling to most EU countries. These are:

- The EU Entry/Exit System (EES), which is an automated system for registering travellers from the UK and other non-EU countries each time they cross an EU external border.
- The European Travel Information and Authorisation System (ETIAS), a travel authorisation to enter the EU for citizens of non-EU countries that do not require a visa to enter the EU.

EU Entry/Exit System (EES)

The introduction of EES has been much delayed. It was previously scheduled for implementation in 2022, and then May 2023, and then delayed again until the end of 2023. However, EES is not now expected until 2024, possibly to be introduced after the Paris Olympics in the Summer. This is believed to be 6 October 2024.

EES will be an automated IT system for registering travellers from non-EU countries, including the UK, each time they cross a border into or out of the EU. Travellers will need to scan their passports or other travel documents

at an automated self-service kiosk prior to crossing the border. This will replace the current manual stamping of passports for visitors to the Schengen area who are not nationals of EU or Schengen countries.

The system will register the person's name, type of the travel document, biometric data (ie fingerprints and captured facial images) and the date and place of entry and exit.

It is likely that non-EU/Schengen citizens who do not require a visa to enter the EU will have their fingerprints and facial images taken the first time they cross a border into the EU, once the new system is in operation. This data will normally be erased from the system for data protection reasons three years after the last trip to a country using the EES system. Nationals of countries requiring a visa to enter the EU will not have their fingerprints taken by the EES system, as they will already have provided fingerprints as part of their visa application.

According to the European Commission, the system will apply when entering 25 EU countries (all Member States apart from Cyprus and Ireland) and four non-EU countries (Norway, Iceland, Switzerland, and Lichtenstein) that are part of the border-free Schengen area along with most EU Member States.

The system will apply to all nationals of countries that are not in the EU or Schengen when travelling to the 29 countries operating EES for short stays. Non-EU citizens who are legally resident or have long-stay visas to live in an EU Member State will be exempt from EES.

Impact on border checkpoints in the UK

The system will operate at the Port of Dover and Eurostar and Eurotunnel terminals in the UK. The UK government has reciprocal agreements with France that the French authorities can operate border checks at these UK departure points into the EU. Operators of services at these points have expressed concerns about the impact of EES, and its potential to increase delays at border checkpoints. The logistics of operating EES for travellers passing through the Port of Dover and Eurotunnel terminal in Folkestone are seen as particularly challenging.

The EU, and countries operating EES, are still working on implementation plans for EES. Some details on how the system will operate are therefore not clear. The European Commission has said it is looking at introducing the system in a gradual and flexible way to avoid long waiting times at certain border crossings.

EES and Schengen rules on short stays

EES data will be used for ensuring compliance with the rules of the Schengen area on entry and permitted length of stays. It will record overstayers, and refusals of entry.

Schengen rules restrict visitors who are not nationals of EU or Schengen countries to short stays of 90 days within a 180-day period. For longer stays, non-EU/non-Schengen nationals would have to apply for longer-stay visas in line with the national rules of the Member State they wish to stay in.

The UK and Ireland have a Common Travel Area, operating separately to Schengen. This has continued since Brexit. Ireland will not be operating either EES or the ETIAS system. However, neither of these systems will apply to Irish passport-holders when travelling to EU or Schengen countries.

European Travel Information and Authorisation System (ETIAS)

EES will work in conjunction with the new ETIAS authorisation system, which is now also scheduled to become operational in 2024. ETIAS has been delayed alongside EES but has previously been scheduled to come into operation a few months after EES.

ETIAS will apply to British and other non-EU/non-Schengen country citizens travelling to all EU Member States, with the exception of Ireland. It will also apply for travel to the four non-EU Schengen countries.

The EU has a list of countries (which includes the UK) whose citizens do not need a visa to travel to the EU/Schengen area. The ETIAS travel authorisation is required for citizens of all countries that have such a visa-

waiver to travel to the EU/Schengen area. Again, this does not apply to UK-Ireland travel as there is a Common Travel Area between the two.

Applications for an ETIAS authorisation will be made online or via a mobile app. Applicants will be checked against EU information systems for borders and security. According to the European Commission, a travel authorisation will be issued within minutes in most cases. However, some applicants may require further checks, which could delay authorisation for up to 30 days.

The ETIAS authorisation will last for three years (after which it will need to be renewed for future visits), or until the holder's passport expires (whichever is sooner). It will cost €7 for people aged 18 to 70. However, it will be free for under-18s and over-70s.

UK nationals and their family members who have rights to reside in the EU under the Withdrawal Agreement (i.e. they were resident in an EU Member State at the end of the Brexit transition period on 31 December 2020) are exempt from ETIAS. They can travel to other EU/Schengen countries without an ETIAS authorisation as long as they hold documents proving their status.

Other non-EU nationals are also exempt if they are holders of resident permits for any country using ETIAS. The ETIAS system is similar to the ESTA system for travel to the USA, where visitors pay a one-off fee (currently \$21) for a travel authorisation which lasts for two years. The UK government is also introducing a similar system for non-UK travellers to the UK, the Electronic Travel Authorisation. It plans to implement this system by the end of 2024.

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SKILLS AND APPRENTICESHIPS

On 3 October, the Migration Advisory Committee (MAC) published its review of the Shortage Occupation List (SOL) for 2023. Logistics UK had responded to the call for evidence on the SOL and provided evidence for the inclusion of HGV technicians on the list, and hosted a roundtable event with the MAC earlier in the year. In their recommendations, the MAC claimed that the SOL is currently unfit for purpose as it could leave open the possibility of exploitation of lower-wage workers from overseas.

On 4 December, Home Secretary James Cleverley announced a list of future changes to UK immigration law, which are intended to reduce immigration. The changes are as follows:

- Social care workers will not be allowed to bring dependants (that is, partners and children) on their visa.
- The baseline minimum salary to be sponsored for a Skilled Worker visa will rise from £26,200 to £38,700 (but not for the Health and Care Worker visa, which includes social care, or for education workers on national pay scales).
- Changes to the shortage occupation list to significantly reduce the number of jobs where it will be possible to sponsor overseas workers below the baseline minimum salary (which is the main purpose of the list).
- The minimum income normally required to sponsor someone for a spouse/partner visa will rise from £18,600 to £38,700.
- The MAC will review the Graduate visa, a two-year unsponsored work permit for overseas graduates of British universities.

These changes are currently expected to come into effect in Spring of 2024, and people who apply for visas or visa extensions right now will not be affected by these changes.

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CONSULTATION SUBMISSIONS BETWEEN OCTOBER 2023 AND JANUARY 2024

Since the last round of Freight Councils, Logistics UK has made the following submissions to consultations and calls for evidence at local, regional and national levels:

2024

Smarter regulation and the regulatory landscape (January 2024)

2023

Retained Liner Shipping Consortia Block Exemption provisional decision (December 2023)

Infrastructure for zero emission heavy goods vehicles and coaches (December 2023)

UK greenhouse gas emissions reporting: Scope 3 emissions (December 2023)

Logistics UK Scottish Budget Representation (November 2023)

Newry Southern Relief Road - Stage 3 Consultation (November 2023)

Response to DFI Consultation on the Eastern Transport Plan (October 2023)

DVA consultation on proposals to change fees for approved tachograph centres (October 2023)

Response to DVA NI consultation on changing driving and vehicle test fees (October 2023)

Freight and Logistics and the planning system: call for evidence (October 2023)

All Island Strategic Rail Review (October 2023)

REGIONAL UPDATES

NORTH EAST

Study to consider Tees tunnel viability

Tees Valley Mayor Ben Houchen has committed to a £1 million study into a potential tunnel under the River Tees, connecting Redcar and Hartlepool. The Tees Valley Combined Authority is funding the project through some of the re-allocated funds disbursed from the cancellation of HS2. The study will also consider the feasibility of a new bridge crossing and the potential impact on shipping.

North of Tyne budget proposals

In December 2022 the government announced a devolution deal with North of Tyne Combined Authority (NTCA) and the seven constituent councils to form a new North East Mayoral Combined Authority.

Subject to parliamentary approval, which is expected in early 2024, an election will take place on 2 May next year and the new authority will form on 7 May. You can find out more about this work on the [North East Devolution website](#).

NTCA will end as an organisation on May 6 as well as the non-mayoral combined authority, the North East Combined Authority (NECA), which covers Durham, Gateshead, Sunderland and South Tyneside. A draft [budget](#) for the new authority has been prepared, with investment plans designed for delivery of the portfolio activity being developed. NTCA are consulting on the proposals from 30 November 2023 to 12 January 2024.

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NORTH WEST

Greater Manchester Clean Air Zone

Mayor of Greater Manchester Andy Burnham has published details of the latest plans to introduce a Clean Air Zone in the area which reject any form of driver and vehicle charging in favour of public investment in cleaner vehicles. Details include:

- A £51.2 million investment in 64 zero-emission electric buses and upgrades to charging infrastructure at depots.
- A £22.5 million “clean taxi fund” providing grants of between £3,770 and £12,560 to help taxis meet a new minimum standard by the end of 2025. Taxi drivers who already meet the standard would be helped by an £8m electric upgrade fund.
- A further £5 million would be spent on measures to manage traffic flow on some roads in the centre of Manchester and Salford.

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YORKSHIRE & HUMBER

Porter’s Bridge

South Yorkshire’s Mayor Oliver Coppard officially opened the new Porter’s Bridge in December, providing a significant new transport link between iPort logistics hub and West End Lane in New Rossington. Up to eight bus services an hour will access iPort via Porter’s Bridge from January. Access for walking, wheeling and cycling between the two areas is improved by new segregated cycle and footways. General traffic is restricted from using the new link, however, it is hoped this link will reduce congestion on other major routes connecting to

iPort.

Leeds Sustainable Travel Gateway

Demolition works have ended on the £46 million scheme to improve access to Leeds City Station, with major construction due to begin in early 2024. The scheme, which will bring traffic disruption during construction and which will change vehicle access in the station area, will see New Station Street pedestrianised, including the section which meets Boar Lane, with outdoor seating, rest areas, and landscaping.

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MIDLANDS

Midlands mayoral elections 2024

Logistics UK is working on a Midlands manifesto ahead of the forthcoming mayoral elections on 2 May 2024 for the combined authorities in the central regions. In the document we call for logistics to be used as a driver for growth and provide information about the sector's contribution to the regional economy. We call for greater investment in road and rail infrastructure and access routes to Felixstowe and the South West alongside our national policy priorities around skills and decarbonisation and their importance to the Midlands.

The Midlands Rail Hub

It was announced on 7 December that the Midlands Rail Hub will be delivered in full to support connectivity between Wales and England and will see investment of £1.75 billion to improve journey times, increase capacity and boost frequency of services.

Zero Emission HGV and Infrastructure Demonstration (ZEHID formerly known as ZERFD) winners announced

Roads Minister Richard Holden MP visited Voltempo in Birmingham on 18 October 2023 – one of the recipients of the £200 million fund – whose eFREIGHT 2030 project is set to create up to 200 new jobs by 2030 and provide Birmingham with one of the UK's first electric vehicle charging hubs dedicated to HGVs.

Autumn Statement 2023

The Chancellor confirmed the next set of investment zones will include the West Midlands and announced a doubling of the flexible funding envelope for the investment zone by extending the programme and associated tax reliefs from five to ten years.

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EAST OF ENGLAND

Logistics UK attends Greater South East Freight Forum

On December 7, 2023, the Greater South East Freight Forum held its maiden meeting, at which Logistics UK was in attendance. England's Economic Heartland, Transport East, and Transport for the South East – the three sub-regional transport organisations (STBs) responsible for the greater South East of England – highlighted the growing cooperation between the STBs, public sector entities, and the freight and logistics sector.

In order to oversee upcoming sessions, the STBs have established a Wider South East Freight and Logistics Forum and are collaborating with Ian Wainwright from Future City Logistics and Heather Watkinson from City Science.

Logistics UK pledges support for rail capacity improvements at Ely Junction

Logistics UK, amongst other organisations, contributed to a joint letter to the Secretary of State for Transport, Mark Harper, urging the progress of Ely on behalf of the Managing Director of England's Economic Heartland, Naomi Green & the Chief Executive of Transport East, Andrew Summers.

Ely will enable improved frequencies of passenger services between economic hubs in the East of England, while unlocking the potential for passenger service integration when East West Rail connects to Cambridge in the early 2030s. As well, the scheme at Ely has the potential to be a catalyst to plan for further complementary measures on the Felixstowe to Midlands and North corridor, recognising its key role in moving the country's freight.

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SOUTH EAST

Greater South East Freight Forum

Logistics UK was invited and represented members at the Greater South East Freight Forum which held its inaugural meeting on 7 December 2023. The three sub-regional transport bodies (STBs) in the wider South East of England, England's Economic Heartland, Transport East, and Transport for the South East, highlighted their increasing engagement between the STBs, public sector organisations and the freight and logistics industry. The aims of the freight forum going forward is to:

- Promote a better understanding and partnership working between freight and logistics operators and public sector.
- Provide oversight and support the implementation of each STB's work on freight.
- Provide a mechanism to share good practice across the wider geographical area.
- Identify areas for joint working.
- Bring together stakeholder expertise, intelligence, innovation, and advice to support all forum members.
- Advise, facilitate, and encourage collaborative working to resolve common issues and drive action towards shared goals.

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SOUTH WEST

Peninsula Transport consultation on draft strategy

The strategy will be used to guide regional transport investment decisions and will be the foundation of an investment plan set to transform transport for the peninsula by 2050 and beyond. By 2030 the desired outcomes are: Easier journeys: integrating walking and wheeling with the bus and rail network, to make getting around without a car easy. Going electric: affordable zero-emission transport through a reliable electric vehicle charging network. A connected peninsula: safe, reliable and resilient road and rail travel within the peninsula and beyond. These outcomes will ultimately lead to the key objective of: Completing the network: improved connections within a growing and fully integrated transport network on a path to net zero. Logistics UK will be responding to this consultation.

A303 Stonehenge (Amesbury to Berwick Down)

On 14 July, the Department for Transport approved the £1.7 billion development of a tunnel on the A303 at

Stonehenge, running from Amesbury to Berwick Down. This project had previously been approved in 2020 before subsequently being blocked by a High Court ruling in 2021, but has now been given the green light from government to go ahead. Pending a further High Court ruling, the first stage of development is now scheduled to begin in 2024.

Representatives from the A303 Stonehenge project team will be in attendance at the South West Freight Council meeting in January in order to explain the project to members, and what it will mean for their businesses both during the development and after completion. They will also lay out the ways in which they plan to use traffic data to help local operators navigate any disruptions during the course of development.

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GREATER LONDON

Direct Vision Standard

Following pressure from Logistics UK on the ability of members to prepare their vehicles for the tightening up of the DVS standard in October 2024, Transport for London (TfL) is obliged to perform a market readiness test to understand if the grace period (three months) would need to be extended.

As part of the preparatory work, on Monday 8 January, TfL opened a survey for members to complete before the closing date of Monday 5 February that seeks to understand how many vehicles will be affected and whether members believe they will be able to have the required work performed before the October deadline.

Logistics UK is disappointed that TfL ignored suggestions for the survey to include questions on whether members would use vehicles below 12 tonnes, thus potentially increasing the number of vehicles using London's road network.

The survey can be found [here](#)

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SOUTH CENTRAL

Government-mandated Clean Air Zone continues as air quality challenges persist

A government assessment of Portsmouth's Clean Air Zone in November revealed that air quality standards for Portsmouth had not yet been met. While an encouraging 94% of monitored areas were found to comply with air quality standards, specific locations continue to face persistent challenges. As a result, the current CAZ will remain in operation for the foreseeable future and non-compliant taxis and private hire vehicles, buses, coaches and HGVs will continue to be charged if traveling within the CAZ.

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SCOTLAND

The Scottish Budget for 2024-2025 presented to Scottish Parliament

The budget includes an increase in spending of over £200 million on trunk road safety, adaptation, maintenance and improvement, including to continue the A9 dualling programme. However, the only mention of freight was a cut to a line that was previously £700,000 per year and is now zero. We understand that this is the Scottish government ending its contribution to the UK-wide Mode Shift Revenue Support (MSRS) scheme, which aims to assist logistics operators to make greater use of rail and inland waterways.

With regards to education and skills, the budget of the Scottish Funding Council (which funds further and higher education, including apprenticeships) has been cut by over £100 million and the lifelong learning budget is subject to a £20 million cut.

The Scottish Parliament will debate and vote on the Scottish Budget in February.

Ahead of the budget, Logistics UK made a submission to the Scottish government calling for greater transparency in the allocation of apprenticeship funding. We also called for the delivery of upgrades to the A75, A77 and A1, and for planned improvements to the A9 to be prioritised. In a letter of response, the Deputy First Minister said, “the 2024-25 year will be extremely challenging,” adding that the funding the Scottish government received from the UK government through the Autumn Statement “has not matched the scale of these challenges.”

Following the Budget, Logistics UK has written to the Scottish government to seek confirmation that the £700,000 budget cut does apply to the MSRS and to express our concern, including how it is compatible with the Scottish government’s High level Output Statement for the railways, 2024-2027, which reasserts support for rail freight growth.

Mode shift grants

Although administered at a UK level, the mode shift grants Modal Shift Revenue Support (MSRS) and Water Freight Grant (WFG) are also part owned by the Scottish and Welsh governments. The grants are designed to move freight by rail or water when doing so would be more expensive than road. The Department for Transport is currently reviewing the grants and a call for evidence was published in December. Logistics UK will be submitting a response. As mentioned above, we believe Transport Scotland’s current budget of £700,000 for the grant has been cut for 2024-2025.

Glasgow LEZ

Fines that were issued by non-tracked post between June and October 2023 have been written off following a tribunal hearing. There were over 1,300 fines issued during this period that could not be tracked. Glasgow City Council is appealing the decision. All fines are now sent via tracked post.

Zero Emission Truck Taskforce (ZETT)

Logistics UK remains a key stakeholder in this taskforce, having chaired one of the working groups. In 2024, we will continue to work with Transport Scotland to publicise the work of the task force and we have invited Karen Geekie to speak with members and provide an update on the work.

Lorry parking review by Transport Scotland

Although the topic has been raised at several Transport Scotland meetings, the Scottish government is no further forward with undertaking a review of parking shortages for lorries across Scotland. In light of cuts to other logistics activities, we are not optimistic this will be prioritised in 2024, but we will continue to highlight the importance to the sector.

A9 dualling will continue but will not be completed until 2035

Currently, 77 miles of the A9 remain to be dualled. The Scottish government has announced that a hybrid model of funding the road-building project will be used, with some of the construction work involving private investment. By the end of 2030, government projects nearly 50% will be dualled, rising to 85% by the end of 2033 and finalised in 2035. Construction on the Tomatin to Moy road will begin this year. Expected completion dates of the remaining sections under the new programme, subject to contract and funding processes, are:

- Tomatin to Moy – by the end of 2027.
- Tay Crossing to Ballinluig – by the end of 2028.
- Pitlochry to Killiecrankie – by the end of 2030.

- Pass of Birnam to Tay Crossing – by the end of 2032.
- A9 North (Crubenmore to Kincaig and Dalraddy to Slochd) – by end of 2033, at the earliest.
- A9 Central (Killiecrankie to Glen Garry, Glen Garry to Dalwhinnie and Dalwhinnie to Crubenmore) – by end of 2035, at the earliest.

Union Connectivity Review

In December, UK government Transport Secretary Mark Harper announced £23 million of funding for feasibility studies in devolved areas of transport in Scotland, Wales and Northern Ireland. For Scotland connectivity the UK government is:

- Committing funding to deliver targeted improvements to the A75 between Gretna and Stranraer, starting with providing £8 million to the Scottish Government to support their business case development.
- Committing funding for dualling the A1 between Morpeth and Ellingham, helping to improve an important route between England and Scotland.
- Funding Network Rail to study options for enhancements to improve capacity and journey times on services between England and Scotland.

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WALES

First Minister resignation

Wales's First Minister, Mark Drakeford has announced he is resigning after five years as First Minister. Mr Drakeford will step down in March, with a new Welsh Labour leader due to be elected before Easter. The Economy Minister Vaughan Gething MS and The Education Minister Jeremy Miles MS have entered the contest to succeed Drakeford.

Road safety in Wales – a new road safety strategy

Welsh government is currently consulting on a new road safety strategy, until 31 January. The consultation comes deliberately without the usual additional documents, as its aim is to gather views without guiding the public into a certain direction. The consultation can be accessed [here](#).

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NORTHERN IRELAND

DFI to change Driver CPC process for UK only drivers

The Department for Infrastructure will maintain parity with GB and implement DFT's planned reforms to the Driver Certificate of Professional Competence (DCPC). The new Driver CPC regime will introduce two classes of qualification – a National CPC for those intending only to drive in the UK, and an International CPC, close in its parameters to the current national standard, which would permit driving in the UK, Republic of Ireland and internationally. Details on these reforms, which are due to be introduced in NI in summer 2024, are set out in the Key National Updates Section on page 19 of this report.

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£254 charge per trivial variation to fleets

The Department of Infrastructure is now charging a new fee of £254 for the non-publishable (trivial) variation to fleets. This follows a decision by Traffic Commissioners in GB to start charging for non-publishable (trivial) variations fees in June 2022 due to an escalation in the volume of applications. DFI said the decision was justified 'given the limited impact to the industry and the extra administrative effort required from the Department'. If you have any questions, contact DFI at FreightandBusPolicy@infrastructure-ni.gov.uk

Issue Manager: Nichola Mallon nmallon@logistics.org.uk

Update on efforts to resolve Driver CPC card errors

Members will know from previous updates that Logistics UK continues to press for a timescale for completion of the development work required to resolve the issue that drivers who hold a pre-1997 DI (nfr) licence entitlement are experiencing with their Driver Qualification Card (DQC) dates. It has also come to our attention that new DQC cards are being issued to drivers with an entitlement to drive category D (bus) and D+E (Bus and trailer) when they have no such entitlement on their driving licence. We have raised this issue with the Driver and Vehicle Agency (DVA) who has said the cards are being issued due to ongoing data transfer issues that occur after periodic training has been taken and the system is incorrectly recognising acquired rights as a full entitlement. A fix is currently being put in place by DVSA and correct entitlements will be issued when the cards renew. In the meantime, drivers are advised to ignore the extra entitlements as they have been added in error and they are not entitled to drive under them. As soon as we receive confirmation of exactly when these fixes will be implemented, we will notify members via the NI Members Policy Update. If any member has queries, they can also contact DVA directly at CPC.Enquiries@infrastructure-ni.gov.uk

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DFI 2023/24 Road Safety Action Plan published

Following Logistics UK's response to the consultation on the 'Draft Road Safety Strategy for Northern Ireland to 2030', the Department for Infrastructure published the 2023/24 Action Plan in November 2023. The 2023/24 Action Plan, which forms part of the Strategy, includes 52 renewed and additional actions that the Department and its stakeholder partners have developed to reduce road deaths and injury as part of its commitment to road safety. The Action Plan and Strategy can be found through the following link:

[Draft Road Safety Strategy Action Plan for 2023/24](#)

We will continue to work with the Department to represent your interests in the ongoing development and delivery of the Strategy.

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Consultation response – Newry Southern Relief Road

On 13 November 2023, Logistics UK submitted a response to DFI's Stage 3 Consultation on the Newry Southern Relief Road. In this response we reiterated our very strong support for the development and delivery of the Newry Southern Relief Road because of the positive impact it will have on freight transport, traffic movements, journey times and reliability, operational costs, road safety, trade, the local and wider economy, the environment and on the local businesses and community in the City of Newry. You can read the consultation response in full on page 23 of this report.

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Logistics UK Annual Business Conference

In recent years, the logistics industry has faced unprecedented disruption to supply chains in ways never seen before, highlighting their critical importance to the success of businesses in the UK. Supply Chain Resilience will arm you with the insight needed to navigate these challenges and plan your business strategy, protect your operations against global and national supply chain pressures, and maximise the opportunities of emerging technologies. Join us on Wednesday 20 March in Central London!

www.logistics.org.uk/SCR

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www.logistics.org.uk/transport-manager



LOGISTICS UK



The leading awards event for the industry, by the industry!

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www.logistics.org.uk/logistics24