

# **Logistics UK Meeting Papers – Freight Councils**

CONFIDENTIAL MEMBERS' DOCUMENT

**Papers to supplement meetings of Freight Councils**

**SEPTEMBER TO NOVEMBER 2024**



**CONFIDENTIAL**

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# INTRODUCTION

## CEO's update

At our last round of regional and devolved councils we were looking ahead to the general election and what a change of government might mean for our industry. Despite the enormous political changes that election brought about, Logistics UK has remained steadfast in its commitment to representing the interests of its members and ensuring that the logistics sector continues to thrive.

As you'll see elsewhere in this report, over the past few months we have been actively involved in addressing a wide range of issues that directly impact the logistics industry, from trade and fuel duty to planning reform and infrastructure delivery.

We have highlighted the potential consequences of new border controls on food prices and product availability. These warnings serve as a crucial reminder of the delicate balance required to maintain the efficiency and reliability of our supply chains, especially as the UK continues to navigate the post-Brexit landscape.

I have had the pleasure of speaking on key infrastructure priorities at the Lower Thames Crossing parliamentary reception and representing Logistics UK at high-profile events, including the Downing Street Summer Business reception. Throughout these, I have spoken about the vital role our industry plays in supporting the UK's economic growth and development.

As parliament returns and party conference season begins, Logistics UK has been actively engaging with political leaders to ensure that our members' voices are heard. This has included reacting swiftly to claims of a potential fuel duty hike in the upcoming October budget, urging the government to reconsider measures that could place additional burdens on our industry.

In addition to our national efforts, Logistics UK has also been focusing on regional issues, including engagement with newly elected mayors and combined authorities to discuss the future of logistics in their areas. Furthermore, our response to the Chancellor's spending cuts announcement and planning reforms reflects our dedication to ensuring that logistics remains a priority in the UK's broader policy agenda.

We have also continued to ensure our offer to members is relevant and useful for modern logistics businesses. The agenda for our forthcoming Transport Manager conferences is packed with informative sessions aimed at keeping you and your businesses compliant, as well as thinking about how to get the best out of your teams. If you haven't yet registered to attend, please find the details on our website.

Finally, it has been great to announce the shortlist for upcoming Logistics Awards at the end of the year. As always, the quality of the entrants has been staggering and the process for determining the shortlist was extremely difficult. This event showcases the very best our industry has to offer and I look forward to seeing many of you there.

As we head into our industry's busy period ahead of the festive season, I want to thank you for your hard work and support in championing the importance of logistics to the UK economy. Rest assured, Logistics UK will continue to be a powerful advocate on your behalf and will be there to provide advice and guidance whenever it is needed.

David Wells,  
Chief Executive

## PARLIAMENTARY UPDATE

### Parliamentary update – June 2024 to August 2024

Logistics UK's public affairs engagement this period was shaped by then-Prime Minister Rishi Sunak calling the general election for 4 July. In the pre-election period, we focused on highlighting our policy priorities to election candidates and, following the election, we reached out to the Prime Minister and new ministers. This and previous engagement resulted in David Wells attending a summer business reception for industry leaders on 23 July at Number 10, hosted by the Prime Minister, where he spoke with Secretary of State for Transport Louise Haigh.

#### **Pre-election**

We shared our national manifesto and highlights of our Logistics Report with the general election candidates and other stakeholders, and highlighted to relevant candidates that they are seeking to represent constituencies with large numbers of logistics jobs. We also briefed the media on our policy priorities.

We also analysed the manifestos of the political parties, sharing this with members and our reaction with a senior Labour adviser and the media.

To highlight the centrality of logistics to national debates, we hosted the inaugural Sir James Whitehead Address on 19 June, bringing together an audience of logistics leaders, policy makers and thought leaders. The address entitled 'Trade, economics and a crisis of politics' was delivered by Anand Menon, Professor of European and Foreign Affairs at King's College London and Director of UK in a Changing Europe. Professor Menon's address was followed by a politically-focused panel discussion, chaired by David Wells with John McTernan, former Political Secretary to the Prime Minister Tony Blair, James Wroath, CEO of Wincanton and Michelle Gardner, Logistics UK Deputy Director – Policy.

#### **Post-election**

We launched our priorities for the government's 100 days, building on our manifesto with practical steps to be taken before the autumn.

We wrote to Prime Minister Sir Keir Starmer (as Logistics UK and also as part of a coalition of twelve trade associations), and wrote to relevant ministers across government, to seek meetings.

As a result, David Wells met with Parliamentary Under-Secretary of State in DfT, responsible for the Future of Roads, Lilian Greenwood, on 16 July. The minister explained that her role covers all of logistics, including by coordinating with her ministerial colleagues across the Department, and that she looks forward to working closely with Logistics UK.

To support members to engage with the new Parliament, the Public Affairs Working Group meeting of 7 July included an overview of the results and initial announcements by ministers and what Labour's manifesto could mean for logistics. We also hosted Alex Davies, Director at Higgison Strategy, Former Chief of Staff to the Leader of the Liberal Democrats, to advise how to engage with the Liberal Democrats, who now have many more MPs than they did prior to the election.

#### **August**

With Parliament in recess, activity in August focused on preparing for Parliament's return, the party conference season and the 30 October Spring Budget. As part of this, we drafted our representation to HM Treasury ahead of the Budget and promoted the opportunity for members to shape it.

We also promoted the opportunity to sign a joint letter in favour of the Lower Thames Crossing to the Secretary of State for Transport, as a decision by the Secretary of State on the Development Consent Order for the scheme is due by 4 October.

### **Devolved and regional activity**

We launched our policy priorities for Wales, Scotland and Northern Ireland, sharing them with devolved politicians as well as general election candidates standing in the devolved nations.

Logistics UK and members met with Cabinet Secretary for North Wales and Transport Ken Skates on 17 June. During the meeting, we set out how logistics underpins the Welsh economy and can drive sustainable growth, and the Cabinet Secretary set out his priorities for Wales which included getting Wales moving again and alleviating congestion on the roads. The Cabinet Secretary stressed the need for Wales to have a Freight and Logistics Plan and said that he wants to ensure this is co-designed with Logistics UK and its members.

Logistics UK and members met with Scottish Cabinet Secretary for Transport Fiona Hyslop on 20 June, to discuss the importance of logistics to the Scottish economy. We highlighted we can deliver inclusive growth for the Scottish economy, if the government has a targeted focus on the country's infrastructure pinch points, electric vehicle charging network and opportunities for modal shift.

Logistics UK and members met with Natasha Asghar MS, the Welsh Conservative's Shadow Minister for Transport on 16 July 2024, to seek obtain cross party support for the logistics sector in the Welsh Parliament. Following the meeting, Asghar attended a transport debate with the Cabinet Secretary later that day and as part of her response, she reminded the Senedd how the logistics sector is key to maximising growth, efficiency, and output for Wales.

With regards to English regions, Logistics UK met with London Deputy Mayor for Transport Seb Dance on 24 July to discuss DVS, reform to the London Lorry Control Scheme and the development of London's Growth Plan; and Richard Parker, Mayor for the West Midlands on 25 July, to discuss the development of the West Midlands Growth Plan and skills initiatives, including Generation Logistics.

## **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 September 2024**

**Contact:** Kevin Green, Director of Policy and Communications – [kgreen@logistics.org.uk](mailto:kgreen@logistics.org.uk)

## MODAL COUNCIL UPDATES

### Road Council

Road Council met on Thursday 6 June. The planned presentation from DVLA was postponed due to the pre-election period rules, following the calling of the UK General Election.

Members agreed and/or discussed the following policy positions:

- Direct Vision Standard being introduced by TfL in London. Members were given an update on lobbying efforts with London Councils on the length of the proposed grace period.
- Removal of plating certificates – members agreed with the proposed policy position on removal of the need to hold physical plating certificates but recognised that there would be occasions when they would still be helpful to have.
- Transport Manager CPC review – members offered their ideas on how they see the future of this qualification, which will be fed into the on-going review of the syllabus.
- Driver CPC training prior to issuing of vocational entitlement – members agreed to support permitting new candidates to begin vocational training before they receive their provisional vocational licence.
- The First 100 Days of new government – members were presented with Logistics UK's key asks for the first 100 days of the new government.

### Rail Council

Rail Council met in person at Logistics UK's London office on 27 June. The Council heard from guest speakers Cross River Partnership (CRP) on their Waterloo Freight Study. CRP is working with numerous partners to unlock the logistics potential of an underutilised space beneath Waterloo station.

The Council also heard an update from Head of Infrastructure and Planning Policy at Logistics UK, Jonathan Walker. Jonathan presented the beginnings of Logistics UK's work on the creation of a 'UK Logistics Network Map'. As well, the Council heard an update from Senior Policy Advisor, Ellis Shelton, on the Freight Energy Forum (FEF). The FEF recognises the criticality of transitioning to electric energy sources to ensure the sector's sustainability and resilience.

### Air Council

Air Council met on 23 May. Members had a useful discussion on sustainability for aviation, including the topic of hydrogen as a low carbon fuel for air freight. Members re-iterated their support for sustainable aviation fuel (SAF) and how this will remain the key fuel for decarbonisation until a long term solution is found.

Air Council members signed off a new Terms of Reference document and were updated on the council's objectives.

### Water Council

Water Council members joined Shippers' Council members at a joint meeting on 5 June.



## **Shippers Council**

On 5 June, a joint meeting of the Shippers' Council and Water Council was hosted by DFDS in Immingham Port. This meeting included a roundtable discussion on topical policy issues of mutual interest including the Border Target Operating Model (BTOM). A presentation was given by the UK Chamber of Shipping on the EU Emissions Trading Scheme. Members were also taken on a tour of DFDS' operations at the port. The next meeting of the Shippers' Council will be on Wednesday 30 October 2024 and will be online.

## **WORKING GROUP UPDATES**

### **Van Policy**

The final meeting of 2024 for the Van Policy Working Group was held on 3 September and included speakers from Transport for London (TfL) who provided information about opportunities to acquire use of land for ultra-light logistics hubs in London and Weightmans LLP who gave a presentation on the risks and opportunities for managing vans and drivers. The meeting was also the last member meeting for Senior Policy Manager Denise Beedell and Secretary for the Van Policy Working Group, who retires from Logistics UK on 30 September.

### **Engineering Forum**

The four forums last met in April/May with the Northern forum kindly being hosted by Cummins in Darlington and the Midlands forum at Volvo Trucks in Warwick. Members discussed and agreed the guidance document they had produced to help reduce MOT Failures and reviewed the HGV inspection manual changes, as well as reviewing the EU General Safety Regulations coming into force in July. Members were informed of a new 'Elite Truck' accreditation scheme for body repairs and discussed how to manage the introduction of the brake test changes that will come into effect in April 2025.

The next round of Engineering Forums will take place over September/October; Southern on 17 September, kindly hosted by DVSA in Bristol; Scotland on 25 September; Northern on 2 October, kindly hosted by Travis Perkins at Salford University, and Midlands on 3 October, kindly hosted by Tesco at Daventry. Members will be updated on the Maintenance Provision Rating Scheme, will discuss with DVSA the changes they would like to make to the inspection manuals and will be looking at the future of HGV MOT testing.

### **Utilities**

Logistics UK's Utilities Services Working Group last met on 14 March, kindly hosted by Weightmans LLP at its Birmingham office, where the group discussed various issues affecting the utilities and essential services sectors. As part of the agenda, there were presentations from James Ashford of Brigade Electronics on the upcoming General Safety Regulations and the Progressive Safe System in relation to the Direct Vision Standards, Chris Powell of Weightmans on various considerations for operators if they are called to a public inquiry, and Adrian Wanford of Balfour Beatty, who discussed the process the business went through to get approval from the Secretary of State for Transport to operate these vehicles on the public highway.

### **Environment**

The Environment Working Group met on 27 June and was joined by speakers from the JOLT project – a joint operator logistics trial set up to demonstrate the viable operation of battery electric HGVs with suitable charging infrastructure, Department for Transport (DfT) who gave an update about the zero emission HGV and infrastructure demonstrator (ZEHID) programme and the energy sector

regulator Ofgem, who outlined the steps they are taking for addressing transport electrification. Ofgem are keen to speak with members about their plans for decarbonisation their transport operations. Members interested in speaking with Ofgem should email [policy@logistics.org.uk](mailto:policy@logistics.org.uk).

#### **Waste**

The Waste Forum Working Group last met on 5 March, which was kindly hosted by Weightmans LLP at its Birmingham office. The group discussed various issues affecting the waste sector such as bridge strikes and fires in compaction vehicles. Amongst this, there were presentations from James Ashford of Brigade Electronics on the upcoming General Safety Regulations and the Progressive Safe System in relation to the Direct Vision Standards, Chris Powell of Weightmans on various considerations for operators if they are called to a public inquiry, and Rob Beckers of the Metropolitan Police Commercial Vehicle Unit who shared its experiences of road safety within the waste sector and how its road safety seminars may be of interest to operators.

#### **Customs and Trade**

On 9 May 2024, members attended the second meeting of the Customs and Trade Solutions Working Group. This meeting was hybrid, with the in-person location being Logistics UK's London office. Members started the meeting with a roundtable discussion about DfT undertaking a review of UK border processes, ICS2 System – release three, E-CMR's and CDS Export Migration. DEFRA attended as guest speaker and gave Q&A update on the implementation of SPS checks for BTOM. This was followed by an update on the Single Trade Window (STW) with a guest speaker from HMRC. Substantive agenda items discussed included the EU's Entry Exit System (EES) and Carbon Border Adjustment Mechanism (CBAM). Members heard an update from Logistics UK's Public Affairs team on the Logistics UK's recent political engagement activity.

#### **Public Affairs**

The Public Affairs Working Group met on 11 July – a week after the general election. Our guest speaker was Alex Davies, former Chief of Staff to the Leader of the Liberal Democrats, who shared his views on why the Liberal Democrats had done so well at the general election and how to best engage with the party and its MPs. The group was updated on the immediate activity Logistics UK had undertaken in the run up to and the week following the general election and feedback was sought on Logistics UK's plans for the remainder of 2024.

#### **Innovation**

Our Innovation Working Group met most recently on 17 April. Its role is to foster conversation in the sector on the positive role innovation can play, champion the innovation taking place in the sector, and assist the sector in accessing innovation opportunities. We hosted speakers from the Connected Places Catapult and Unlocking Space for Business Programme, heard from Wincanton on how it discovers and nurtures innovation, discussed ways the sector can inform the technology community of its needs, and fed into the agenda of our Digital Transformation in Logistics conference, being held in Birmingham on 22 October.

**For more information, future meeting dates or to join any of the working groups listed above, please contact: [policy@logistics.org.uk](mailto:policy@logistics.org.uk)**

## **AGENDA ITEM A1: 4.25t Call for evidence**

**Logistics UK is seeking member views on a possible review of the regulatory threshold of 3.5 tonnes for zero-emission vehicles, to allow them to avoid falling into scope of the full suite of commercial vehicle legislation.**

The Motor Vehicles (Driving Licences) (Amendment) Regulations 2018 made changes to the law to allow category B licence holders to drive an alternatively fuelled vehicle, used for the transportation of goods, provided all the following conditions are met:

- The vehicle has a maximum authorised mass (MAM) between 3.5t and 4.25t.
- It is not driven outside of Great Britain.
- It is not towing a trailer.
- The driver has completed a minimum of five hours training.

In 2022 Logistics UK called for the mandatory training requirement to be removed, and for the vehicle to be permitted to tow a trailer. This request was successful and in late 2023 the Office of Zero Emission Vehicles (OZEV) recommended:

- Removal of the mandatory training requirement.
- Permission to tow a trailer of equal MAM to their internal combustion engine equivalent (up to 7000kg vehicle and trailer).

These changes require legislative change, but the previous Conservative administration did not manage to complete the necessary legal work, so the situation remains unchanged.

To avoid falling into scope of drivers' hours and tachograph rules, the vehicle cannot be driven more than 100kms (62 miles) radius from the base of operations.

Vehicles up to 4.25t must be treated as HGVs for the purposes of vehicle testing so must be tested one year from date of registration (compared to ICE vans that can wait three years) and must only be tested by a technician qualified to test HGVs, of which there are fewer than those qualified for ICE vans.

Logistics UK has been informed that a Call for Evidence was drafted by the previous administration to ask for evidence on the implications of removing the remaining regulatory barriers from zero-emission vehicles, namely:

- Drivers' hours rules in scope if the vehicle travels further than 100km from base of operations.
- Digital tachograph rules if the vehicle travels further than 100km from base of operations.
- MOT testing under HGV standard rules and frequency.

Logistics UK has written to the new Roads Minister requesting:

- The OZEV recommendations from 2023 are carried out in full.
- The government release the Call for Evidence to begin the formal process of consideration that would result in the legislative change required.

The OZEV proposals have completed all the necessary steps prior to drafting of legislation and therefore is the simplest request to be completed by the new government, should they decide to do so. The Call for Evidence would need to be followed by a formal consultation on the proposals before legislation could be drafted and laid before Parliament for adoption.

**Questions for members:**

1. What is the cost of installing a digital tachograph into such a vehicle, and to train drivers and staff to utilise it in line with legislation?
2. What would be the cost to train drivers to understand drivers' hours regulations in order to remain compliant?
3. What would be the cost saving if MOT tests were performed under regular van conditions and not by a HGV qualified technician?

**Issue manager:** Chris Yarsley ([cyarsley@logistics.org.uk](mailto:cyarsley@logistics.org.uk))

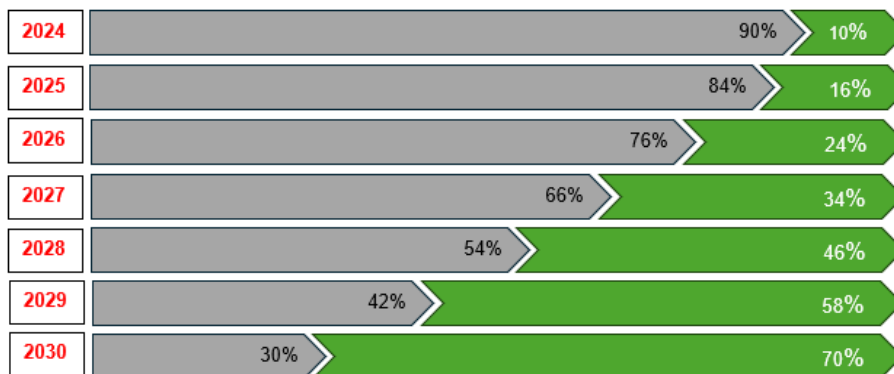
## AGENDA ITEM A2: Impact of ZEV mandate on fleet renewal

The Zero Emission Vehicle (ZEV) mandate is a set of targets for the sale, or more precisely the UK registration, of zero emission vehicles. It has now come into force and manufacturers must ensure at least 10% of vehicles registered this year are zero emission at the tailpipe or face being fined.

The [ZEV mandate](#), which became law on 3 January 2024, sets out the percentage of new zero emission cars and vans manufacturers will be required to produce each year up to 2030. 80% of new cars and 70% of new vans sold in Great Britain will now be zero emission by 2030, increasing to 100% by 2035. The mandate is implemented through the Non-Zero-Emission Car Registration Trading Scheme (CRTS) and the Non-Zero-Emission Van Registration Trading Scheme (VRTS). The trading schemes apply to Great Britain (England, Scotland and Wales). It is intended that it will also apply to Northern Ireland, once a sitting Northern Ireland Assembly chooses to pass the legislation. Further details are available in a [guide for how to comply with the trading schemes](#), which was published in February 2024.

It was expected that the King's Speech on 17 July would set up changes to restore the phase out dates of sales of new diesel and petrol cars to 2030 (from 2035) following a pledge made in the Labour party manifesto. It was not clear if this would also include vans. However, there was no reference to changing the phase out dates in the speech.

The table below sets up the percentages of new zero-emission vans that manufacturers must register each year up to 2030. If they do not meet the targets, they may trade allowances with other firms who have exceeded the targets, make use of other flexibilities or pay fines.



Further legislation to cover the post-2030 period will be brought forward in due course.

Non-ZE Vans    ZE Vans

The intention of the mandate is to register increasing numbers of zero emission cars and vans for use on UK roads and to avoid a 'cliff edge' situation nearer the phase-out dates. Reports are coming in that manufacturers are taking differing approaches to orders for new vehicles in respect of the mandate.

In its [submission to the May 2023 consultation](#) on proposals to introduce a zero emission vehicle (ZEV) mandate and CO2 emissions regulation for new cars and vans in the UK, Logistics UK supported the introduction of a UK wide regulatory framework to avoid unnecessary complexity. We said that it was important for logistics operators that work on a national basis, to ensure that any vehicle supply targets were introduced consistently across the country.

We agreed with the Government proposal that higher ZEV shares are required to drive decarbonisation in the 2024 – 2030 period.

We also supported the proposed minimum range requirements for ZEVs and the proposal to keep the regulation

under review.

We would like to understand how the new law has impacted on van fleet operators' vehicle replacement plans and what their experience of how this law is being applied by individual manufacturers.

**Questions for members:**

1. Have members vehicle replacement plans for 2024 (and beyond) taken into consideration the ZE Van Mandate/Van Registration Trading Scheme percentages?
2. Where members acquire vehicles from different manufacturers, have any differences in approach to placing orders been noted, particularly in relation to small orders (fewer than 10 vehicles)?
3. When acquiring new vans, have price changes been seen to encourage uptake of zero emission vehicles, or to discourage orders for petrol and diesel vans?

**Issue manager:** Phil Lloyd ([plloyd@logistics.org.uk](mailto:plloyd@logistics.org.uk))

## **AGENDA ITEM A3: Road user charging**

**In March 2021, members agreed Logistics UK policy principles on Road User Charging (RUC). While any government policy on road user charging has yet to be developed, the beginning of the transition to zero tailpipe emission vehicles means there is growing interest in what mechanism may be used to replace falling fuel duty.**

To date, there is no government policy on introducing RUC. In a letter to the Transport Select Committee in January 2023, the former government said it was focusing on delivering their core priorities and had no plans to introduce road pricing. There has been no indication to date that the current government has plans to introduce road pricing.

While there are no formal plans, Logistics UK wants to revisit our policy position with members to ensure it is still relevant and to understand if introduced, what RUC mechanism members would support. The Transport Select Committee suggested in its report in February 2022 that the technology now existed to deliver a national scheme that priced up a journey based on the road, time and type of vehicle, offering better prices at less congested times.

Logistics UK want to ensure any RUC scheme does not result in an overly complex scheme that penalises logistics due to vehicle type and the need to travel at all times of the day. There is also the question of how this would then fit with local and regional road charging schemes, such as Clean Air Zones, that are already in place.

Logistics UK's current policy position sets out the following principles for any RUC:

- To be carefully phased in as alternative fuels take the place of diesel fuel, to avoid double taxation.
- All vehicles, not just heavy duty or commercial vehicles, to be included.
- An independent regulatory body, free from political interference, should set road user charging rates.
- The RUC system must be simple and reduce red tape. It should be interoperable around the UK, allow automated payments, and be governed in a transparent and fair way.
- Funds raised to be ring-fenced to ensure adequate funding for roads spending, to deliver improvements to road maintenance and reduction in periods of disruption (e.g. roadworks/incident recovery).
- RUC policy must be developed in close consultation with the logistics sector to ensure a fair balance between government and business objectives.

See Annex A below for the full position paper.

### **Questions for members:**

1. Are there any areas of the current policy position paper that should be updated?
2. What mechanism of RUC would you support? For example, one based on road, time and type of vehicle.

**Issue manager:** Michelle Gardner ([mgardner@logistics.org.uk](mailto:mgardner@logistics.org.uk))

## **Annex A: Road user charging position statement**

### **Summary: Principles for Road User Charging**

- To be carefully phased in as alternative fuels take the place of diesel fuel, to avoid double taxation
- All vehicles, not just heavy duty or commercial vehicles, to be included
- An independent regulatory body, free from political interference, should set road user charging rates.
- The RUC system must be simple and reduce red tape. It should be interoperable around the UK, allow automated payments, and be governed in a transparent and fair way
- Funds raised to be ring-fenced to ensure adequate funding for roads spending, to deliver improvements to road maintenance and reduction in periods of disruption (eg roadworks/incident recovery)
- RUC policy must be developed in close consultation with the logistics sector to ensure a fair balance between government and business objectives

### **Background**

The Government has decided to gradually phase out petrol and diesel vehicles from the UK over the next few decades. This policy decision will reduce and eventually eliminate tax revenues from Fuel Duty. Our expectation is that the Government will introduce a form of Road User Charging (RUC) rather than lose this important source of tax revenue.

There are many ways to structure an RUC regime, which offers government a flexible tool to help deliver policy outcomes from the road transport network. Charging rates could, for example, be varied depending on the type of road, time of day, amount of congestion, environmental performance of the vehicle, and other factors. This paper seeks to engage at an early stage in the debate by setting out our members' principles around RUC.

### **Principles**

#### **Avoid double taxation**

The UK has the highest fuel duty rates in Europe, which acts as a distance charge, which also strongly incentivises logistics efficiency and better environmental performance. The introduction of RUC in place of fuel duty should be carefully managed avoid double taxation: While the market for electric vehicles cars and vans is already well underway, the market is at a much earlier stage for HGVs, with significant uncertainty around the type of alternative fuels that will be most suitable. Therefore, diesel HGVs are likely to be on Britain's roads well into the 2030s, and there is a risk that moving to RUC could create a dual tax regime for freight. This unintended outcome must be avoided.

#### **Appoint an independent Regulator to set RUC rates**

The introduction of RUC would create a system where users pay to access publicly-owned infrastructure. This is similar in concept to the rail industry, where users pay the infrastructure manager (Network Rail) to use the network. Prices are set through a control period process and reviewed by an independent economic regulator (the Office of Rail and Road). The introduction of RUC will create a similar situation for road. We therefore call for an independent regulatory body, free from political interference, to be granted powers to scrutinise and amend road user charging rates. This could be an expansion of the role of an existing body such as the ORR or may require a new body to be set up.

#### **Reduce red tape**



The RUC system must be simple and reduce red tape. It should be interoperable around the UK, allow automated payments, and be governed in a transparent and fair way. It should also be integrated with other infrastructure and congestion charges that are currently in place, to create a one-stop shop for charging.

#### **Ensure fair treatment across the road sector**

Passenger cars are by far the biggest road user and create most of the traffic congestion. It is vital that all road vehicles are included in any RUC scheme so that essential logistics road use is not unfairly penalised.

#### **Use funds to improve road infrastructure**

Funds raised should be ring-fenced to ensure adequate funding for roads spending, to deliver improvements to road maintenance and reduction in periods of disruption, such as roadworks and incident recovery.

#### **Engage with logistics on the details**

There will be many stakeholders with competing visions for RUC, whether to reduce congestion, deliver for business or help tackle environmental challenges. RUC strategy and policy must be developed in close consultation with the logistics sector to ensure the decisions are balanced between user interests, government objectives and stakeholder views.

## **AGENDA ITEM A4: *Member feedback on councils***

**Logistics UK is keen to ensure that our regional and devolved Councils are valuable to our members and that they continue to play an integral role in ensuring our national, regional and local policy work is reflective of members' views and experiences. We are therefore seeking feedback on the current content and operation of Councils.**

The stated objectives of regional and devolved councils, as set out in their terms of reference, are:

- To influence, inform and shape Logistics UK policy positions on matters affecting freight and logistics operators in their region/nation, with a focus on road and regulatory issues.
- To engage members with local and regional policy issues and decision makers and to understand the impact of local and regional economic conditions.

Each group's purpose is to:

- Shape, inform and help direct Logistics UK's policy positions in responding to, and influencing, measures proposed or taken by local, devolved and UK Government, in matters that affect members in the region.
- Create a forum for the presentation, understanding and discussion of policy matters and industry developments that are relevant to local members.
- Champion and showcase good practice and approaches taken by operators to meet current and forthcoming regulatory and environmental obligations.
- Seek opportunities to raise the profile of the role of logistics in the region.

Logistics UK constantly seeks to be flexible in the operation of councils in order to adapt and respond to members' needs and changing patterns of engagement. In 2022, the frequency of council meetings was reduced from four to three per year, while some councils are experimenting with moving entirely or partially online. Overall member engagement with councils has remained fairly static and there remains significant scope to grow participation. The recent change to an online registration system will improve data collection, which will enable better targeting of invitations to attend, while a wider programme of awareness raising is being led by the Logistics UK Policy and Marketing teams.

In order to ensure the content and format of our council meetings remain relevant and interesting to members, we are seeking feedback on the questions below.

### **Questions for members:**

1. Which aspects of council meetings do you find the most/least useful (e.g. guest speakers, policy discussions, networking)?
2. Are there any particular issues feel ought to be discussed regularly at councils?
3. Which speakers/organisations would you be most interested in hearing from?
4. Do you have any other feedback on the content and structure of council meetings?

## KEY NATIONAL UPDATES

### Maintenance Provision Rating Scheme (MPRS)

In June 2023 Freight Councils were updated on the proposals for introducing a new scheme into our industry. At the time this was known as the 'Commercial Vehicle Workshop Rating Scheme' (CVWRS). This has since been renamed the 'Maintenance Provision Rating Scheme' (MPRS) and there has been good progress over the past 12 months.

The scheme has received endorsement from DfT and there is a Steering Group (including major industry groups such as Logistics UK, RHA and the National Franchised Dealers Association, as well as Traffic Commissioners, DVSA and DfT) progressing with the initiative. IRTE will administer the scheme and are hosting the website (which is currently live for registering interest) and we are currently trialling the MPRS with Daimler Trucks at their dealerships. DAF and Volvo Trucks are preparing for their dealerships to join the scheme and interest is growing with others.

The scheme has 5 ratings: Qualified (level 1), through to Platinum (Level 5).

An overview of the MPRS is/will be included in the updated version of the Guide to Maintaining Roadworthiness (GTMR), and subject to the success of the trial, the scheme will go live in 2025, with further details planned to be included in the April 2025 GTMR.

Members wishing to register their workshops interest should go to the IRTE Workshop Accreditation website, where they will find a link to the MPRS.

Issue manager: Phil Lloyd [plloyd@logistics.org.uk](mailto:plloyd@logistics.org.uk)

### Guide To Maintaining Roadworthiness (GTMR)

Following on from the work that Logistics UK, RHA and CPT have done with DVSA on the revisions of the GTMR, and our challenge on the requirements for Brake Testing, we have held several meetings with DVSA and the Traffic Commissioner to agree a meaningful and reasonable approach to be taken for brake testing, due to take effect in April 2025.

The main changes agreed are; a reversion to at least 4 brake tests p.a. or an Electronic Brake Performance Monitoring System (EBPMS) evaluation, retention on decelerometer checking, a generic list of vehicle/trial types where there would be a concession to the requirements for laden brake testing and acceptance of a risk assessment evaluation to support not undertaking laden brake testing, where considered appropriate.

Having secured these concessions with DVSA and the Traffic Commissioner, DVSA had planned to release a revised revision of the GTMR in June. However, due to the general election, no new documents were allowed to be published on Gov.uk. With a new government now elected, DVSA are awaiting approval for the revised GTMR to be published. DVSA believe that this is unlikely to be until at least mid-September. Members will be notified of the release of the revised GTMR through enews.

Issue manager: Phil Lloyd [plloyd@logistics.org.uk](mailto:plloyd@logistics.org.uk)

### Entry Exit System (EES) and European Travel Information and Authorisation System (ETIAS)

Following years of delay due to readiness concerns, the EU's Entry/Exit System (EES) will be launched on 10 November; this will require non-EU travellers to provide biometric information, such as fingerprints and facial scans, at the border.

The EU is introducing the checks to make it harder for criminals or terrorists to enter the bloc using fake passports.

As a result of the UK's juxtaposed borders arrangement, the introduction will lead to new checks in the UK for those travelling to the EU through the Port of Dover, on LeShuttle in Folkestone and on the Eurostar through London's St Pancras.

On 27 August 2024, the government pledged new support to prepare for EU EES border checks. £10.5 million has been allocated to help prepare the Port of Dover, Eurostar, and Eurotunnel for the upcoming EU digital border system.

It has also been confirmed that, from May 2025, the European Travel Information and Authorisation System (ETIAS) will be introduced, which could see non-EU nationals having to pay an entry fee. Travellers under 18 or over 70 will be exempt from the charge, while those travelling to Ireland or Cyprus will not need an ETIAS as these nations are outside the Schengen area.

The visa waiver will require UK citizens to apply for an online permit and submit personal information such as address, employment details and any criminal convictions, as well as contact information when in the country of destination.

Logistics UK will continue to update members on this subject.

Issue manager: Josh Fenton [jfenton@logistics.org.uk](mailto:jfenton@logistics.org.uk)

## CONSULTATION SUBMISSIONS BETWEEN APRIL 2024 AND SEPTEMBER 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:

Developing biomethane production in Northern Ireland (June 2024)

Sustainable Aviation Fuels Revenue Certainty Mechanism Revenue Certainty Options - Logistics UK response (June 2024)

Lowering the Minimum Age Requirement for Train Drivers from 20 to 18 (June 2024)

National Infrastructure Commission study: connected and automated mobility (June 2024)

Smarter regulation - proposed changes to legislation for EAPCs (April 2024)

Future policy framework for biomethane production (April 2024)

Enabling road use of hydrogen-powered NRMM (April 2024)

Call for Input on the Rail, Road and Inland Waterways Block Exemption Regulation (April 2024)

## REGIONAL AND DEVOLVED UPDATES

### NORTH EAST

#### Mayor and local leaders approve over £100m transport improvements

On 30 July, the North East Mayor and Cabinet approved plans which will see millions of pounds spent on a range of North East transport priorities. This includes over £100m for bus, Metro, rail and Ferry schemes, as well as approving the region's plans for its City Regional Sustainable Transport Settlement.

The North East Combined Authority Cabinet approved:

- £4.58m to safeguard the future of the Shields Ferry and fund a new North Landing in North Shields – the remaining investment will be funded through the region's City Region Sustainable Transport Settlement.
- £8.6m on a business case to extend the Metro to Washington and begin work on re-opening the southern section of the Leamside Line running from Washington to Ferryhill in County Durham.
- Bus Service Improvement Plan (BSIP) funding - £60.81m (revenue) and £40.468m (capital) to deliver a wide range of transformative including affordable fares and cheaper multi-modal day tickets, improvements to bus stops, a new public transport website and app, and enhancements to bus services region-wide.
- The North East CRSTS programme which details plans to invest £181m (inclusive of overprogramming) and £346m of funding for Highways Maintenance (both subject to Government approval at a later date).

Issue manager: Jonathan Walker [jwalker@logistics.org.uk](mailto:jwalker@logistics.org.uk)

### NORTH WEST

#### New Traffic Commissioner for the North West

A new Traffic Commissioner has been appointed for the North West of England following the retirement of Gerallt Evans.

David Mullan will take up the post on 19 August having previously worked for the Department of Infrastructure in Northern Ireland. Since January 2023 he has been responsible for policy in respect of Driver Licensing, Motor Insurance, and for the delivery of the Road Safety Strategy for Northern Ireland. From 2019 to 2023 he served as the Head of the Transport Regulation Unit, which acts as the Northern Ireland regulator for goods vehicle operators. Despite leaving the role in January 2023 he has continued to sit as a Presiding Officer on public inquiries and impounding hearings within Northern Ireland.

Further information is available [here](#).

Issue manager: Jonathan Walker [jwalker@logistics.org.uk](mailto:jwalker@logistics.org.uk)

### YORKSHIRE & HUMBER

#### West Yorkshire Vision Zero

The West Yorkshire Combined Authority has launched its 'Vision Zero' strategy, which aims to reduce the number of people killed and seriously injured (KSI) on the region's roads by 50% by 2030, and to zero by 2040. It advocates that no deaths or serious injuries are acceptable and argues for the joint responsibility of all road users for safety, alongside all those who plan, design, build, maintain, legislate, and enforce the transport system.

The strategy has five key themes:

- Safe roads
- Safe behaviours
- Safe speeds
- Safe vehicles
- Post-collision response

Further information is available [here](#).

Issue manager: Jonathan Walker [jwalker@logistics.org.uk](mailto:jwalker@logistics.org.uk)

## MIDLANDS

### **New West Midlands Mayor – Logistics UK engagement**

Logistics UK Chief Executive David Wells and Head of Public Affairs Natalie Chapman met Richard Parker, Mayor for the West Midlands on 25 July. The discussion covered the development of the West Midlands Growth Plan and skills initiatives, including Generation Logistics.

### **Midlands Connect recommends 17 new road schemes to government**

Sub-national Transport Body Midlands Connect has published a list of 17 road projects it believes to be transformational for the Midlands in a new report entitled ‘Keeping the Midlands moving’ that was published on 8 August. The projects are recommended for funding as part of the next Road Investment Scheme 3 programme, to be delivered from 2025–2030.

Four of the schemes were originally earmarked for the Road Investment Scheme (RIS) 2, for delivery between 2020 and 2025, but have been delayed. Midlands Connect believes the projects remain of vital importance to the future of the regional and national transport systems.

Thirteen other schemes across the region are proposed for delivery in the next RIS 3 programme, with delivery from 2025 to 2030.

### **RAC Report on motoring – East Midlands has the worst roads**

The RAC reported on 12 August that 56% of the 2,700 drivers surveyed ranked the poor state of council-maintained roads as their top concern, and it urged the government to provide councils with more funding to improve the state of local roads. Across the UK, the greatest proportions of drivers who report the condition of local roads as being bad are those in the East Midlands (85%), the South East of England (83%) and the South West (79%).

Issue manager: Michelle Gardner [mgardner@logistics.org.uk](mailto:mgardner@logistics.org.uk)

## EAST OF ENGLAND

### **Logistics UK urges Transport Secretary to approve Lower Thames Crossing Development Consent Order**

Logistics UK wrote to the Secretary of State for Transport, Louise Haigh, in a joint business letter on 12 September about the Lower Thames Crossing (LTC) Development Consent Order (DCO), outlining its support for the scheme. Within the letter, it is noted that Logistics UK has long been calling for a new river crossing to the east of the capital for many years to provide much needed capacity, to help alleviate the congestion challenges at the Dartford Crossing as well as ensure a more resilient logistics network.

Issue manager: Ellis Shelton [eshelton@logistics.org.uk](mailto:eshelton@logistics.org.uk)

## SOUTH WEST

### **Stonehenge Tunnel Scheme Scrapped**

Plans to build a two-mile tunnel near to Stonehenge have been cancelled by the new Labour government.

The scheme along the A303 in Wiltshire, had previously been agreed to by the last Conservative government, however it had faced legal challenges from campaigners. The new Labour government has now scrapped the £2bn project altogether, as announced by Chancellor Rachel Reeves, who said the Transport Secretary has agreed not to "move forward" with the project.

### **Bristol City Council Freight Consolidation – Soft Market Testing Exercise**

Bristol City Council are undertaking a soft market testing exercise to understand the level of interest in freight consolidation in the city. The soft market testing exercise is to inform options appraisal for freight consolidation. Members should note this soft market testing exercise by Bristol City Council does not commit the council to running any future tendering opportunity. Please direct any questions to the contact listed on the portal/in the form.

For more information and submitting expressions of interest, members should visit [here](#).

Issue manager: Josh Fenton [jfenton@logistics.org.uk](mailto:jfenton@logistics.org.uk)

## **GREATER LONDON**

### **Direct Vision Standard**

Logistics UK successfully lobbied for the grace period to be doubled in length for those operators who can show they have done as much as they can to ensure their fleet is ready but have not yet been able to have the work undertaken on their vehicles. This means the period runs from 28 October 2024 to the 4 May 2025.

Phase 2 of DVS will begin, as expected, on 28 October 2024.

Issue manager: Chris Yarsley [cyarsley@logistics.org.uk](mailto:cyarsley@logistics.org.uk)

## **SOUTH CENTRAL**

### **Transport for the South East receives additional government funding**

DfT has awarded Transport for the South East (TFSE) grant funding of £2.065m for 2024/25. This is an increase of £340k compared to the previous financial year. TFSE also received £498k of local contributions from local transport authorities. To support freight, TFSE have used previous funds to complete work on a study of the provision of lorry parking and driver welfare facilities in the South Central area, commenced work on studies to examine the potential for modal shift to waterborne freight, and the future warehousing requirements in the South Central area.

Issue manager: Ellis Shelton [eshelton@logistics.org.uk](mailto:eshelton@logistics.org.uk)

## **SCOTLAND**

### **SNP Conference**

On 30 August, Alexandra Herdman, Senior Policy Manager - Scotland, attended Business Day at the SNP Conference. The day began with a breakfast session with the First Minister. The First Minister spoke about challenging times for public finances and that there is a need for public investment to be complemented by private sector funding. Alexandra asked the First Minister what his priorities are for the logistics sector. He responded positively, highlighting the Highland Spring depot in Blackford as an example of how public and private partnerships can be successful, but also that they can be challenging projects. He would like to foster more conversations about potential partnerships and drive modal shift, support forestry projects and major infrastructure needs.



## **Transport Secretary Meeting**

Logistics UK's Deputy Director - Policy, Michelle Gardner, and Senior Policy Manager - Scotland, Alexandra Herdman, met with Cabinet Secretary for Transport Fiona Hyslop MSP in the Scottish Parliament. Joined by members from The Malcolm Group, Tesco and Royal Mail, the meeting was held under Chatham House rule to facilitate open and frank conversation.

The agenda included infrastructure priorities, low carbon fuels, modal shift and electric vehicles.

Covering infrastructure and road safety, the impact of closures on the A9 including increased costs for businesses and late arrivals of goods for highland and remote communities. The Cabinet Secretary agreed to look into the ferry service from Aberdeen - Lerwick and capacity for freight during peak periods.

Discussing electric vehicles and charging, the Cabinet Secretary was urged to consider the needs of fleet charging as well as private charging for electric vehicles and a clear timetable for phase out dates.

The Cabinet Secretary listened and engaged with members, although some issues such as tax incentives are reserved, she reaffirmed her commitment to the sector and supporting some of our asks including acknowledging the role of modal shift.

Further meetings with officials have been set up following this meeting and Logistics UK continues to engage across the Scottish government.

## **Greenfleet Scotland Conference**

In August, Alexandra Herdman and Ellis Shelton spoke at the Greenfleet Scotland conferences, held across Scotland in Edinburgh, Dundee and Inverness. The conference brought together key individuals across the private and public sectors to share knowledge and best practice for leasing/purchasing, maintain and crucially for charging net zero vehicles.

Alexandra and Ellis spoke about the opportunity for modal shift and how this can alleviate busy roads, reduce emissions and provide access to remote areas of Scotland that can be difficult for road freight to access.

## **Scottish Freight and Logistics Advisory Group**

At the most recent Scottish Freight and Logistics Advisory Group (SCOTFLAG), government officials gave an update on the long awaited review of driver facilities and parking spaces. Alexandra Herdman suggested a working group on the topic should be formed to drive forward the review and align with the infrastructure charging needs for electric HGVs. Scottish government officials have since suggested a wider issues working group, with Logistics UK will sit on, the first issue to be looked into will be driver parking and facilities.

## **Scottish Futures Trust**

Alexandra Herdman and Michelle Gardner met with Scottish Future Trust to discuss their work on private investment for heavy duty vehicles. This follows on from the work done by Transport Scotland on the Zero Emission Truck Taskforce. Scottish Future Trust was keen to understand more about the barriers hauliers face in relation to net zero vehicles and we discussed members' views on prohibitive costs and lack of infrastructure, as well as skills for vehicle maintenance.

## **Secure Supply Chain Scotland Forum**

As well as attending the quarterly Secure Supply Chain Scotland (SSCS) Forum, Logistics UK hosted an introductory call with Police Scotland to explain more about the forum and invite new members to join. Following the call, several Logistics UK members have now joined the forum. If any member wishes to know more about the forum, please contact Alexandra Herdman.

## Scottish Freight Joint Board

The Scottish Freight Joint Board (SFJB) is chaired by Network Rail and meets quarterly. At the most recent meeting, Logistics UK was asked to find a member willing to attend a future SFJB meeting to talk about their experience with rail freight and the barriers they have faced that prevents them from utilizing this mode. If any member would like to know more about this, please contact Alexandra Herdman.

## Winter Resilience

Alexandra Herdman met with Transport Scotland's Resilience team in the Roads Directorate for an update. The Winter Resilience Service will launch in November and Alexandra will be attending the launch, alongside Transport Scotland and the Transport Secretary. Members will be kept updated of any relevant weather and road updates coming from Transport Scotland over the winter months.

## Customs and Trade policy

Nichola Mallon, Logistics UK's Head of Trade and Devolved Policy, met with the Constitution, Europe, External Affairs and Culture Committee in the Scottish Parliament 2 June 2024 to give evidence on behalf of the logistics industry.

Logistics UK raised a range of issues including the Windsor Framework, BTOM, the review of the EU-UK Trade and Cooperation Agreement, the urgent need for a solution to the shortage of crew servicing GB - NI ferry services and the importance of the A75 and an upgrade with improved parking facilities for NI GB trade.

Issue manager: Alexandra Herdman [aherdman@logistics.org.uk](mailto:aherdman@logistics.org.uk)

## WALES

### Eluned Morgan becomes the new First Minister

On 6 August 2024, Baroness Eluned Morgan was appointed as the sixth first minister of Wales, replacing Vaughan Gething who announced his resignation as first minister and Welsh Labour leader on 16 July, after four ministers resigned from his government.

The departing ministers stated that Gething's position was not tenable following his defeat in a motion of no confidence on 5 June. That motion had been tabled amid concerns about donations to Gething's leadership campaign and his dismissal of the Minister for Social Partnership, Hannah Blythyn, whom he accused of leaking private messages.

Gething's position was also weakened by the decision of Plaid Cymru to end its co-operation agreement with Labour, leaving Gething as the head of a minority administration.

On 24 July, Welsh Labour members of the Senedd (MSs) nominated Eluned Morgan as new party leader. She was approved by the King as first minister on 6 August after first having been formally nominated by a vote in the Senedd.

Eluned Morgan, who was health secretary at the time, stood on a joint 'unity ticket' with Huw Irranca-Davies (rural affairs secretary) who will serve as her Deputy First Minister. She was the only candidate, with 26 nominations from the 30 Labour MSs

Ken Skates MS, who was the Cabinet Secretary for North Wales and Transport under Gething, has kept this role but has added to his portfolio and is now the Cabinet Secretary for the Economy, Transport and North Wales.

A full list of the Cabinet Secretaries and Ministers can be found [here](#).

## Freight and Logistics Plan for Wales

On 16 July 2024, Logistics UK met with the Welsh Conservatives Shadow Transport representative, Natasha Asghar MS to discuss the need for Wales to have a Freight and Logistics Plan. Later that same day during a transport debate, Asghar MS asked the Cabinet Secretary for the Economy, Transport and North Wales, when the logistics sector could expect this plan to be published. Skates MS responded to say it would be published in 2024. Logistics UK will continue to work with the Welsh government and keep members informed on the latest progress with the plan.

Issue manager: Josh Fenton [jfenton@logistics.org.uk](mailto:jfenton@logistics.org.uk)

## NORTHERN IRELAND

### Logistics UK launches new report highlighting the vital role of logistics in driving growth in NI

In July, Logistics UK launched a new report setting out our policy priorities for driving sustainable growth in Northern Ireland. In *Logistics: underpinning the Northern Ireland economy, the vital role of logistics in driving growth*, we highlight that more than 65,000 people are employed in logistics roles in Northern Ireland, making, selling and moving goods – 7.9% of the Northern Ireland workforce and that our sector enables goods exports from Northern Ireland valued at more than £19 billion per year.

To drive sustainable growth in Northern Ireland, we are calling for:

- A public-private partnership to unlock investment and enable logistics to maximise the benefit it can deliver. This should be backed by a Northern Ireland logistics strategy, covering infrastructure, planning, innovation, decarbonisation, skills and trade.
- Innovative and integrated infrastructure, to enable the delivery of goods in the most productive, strategic and green way, and to better connect Northern Ireland to Great Britain, the Republic of Ireland, wider EU and global markets. This must include long-term infrastructure investment and supporting the development and adoption of new technologies to support logistics efficiency.
- A fair transition to a green economy that keeps costs down and supply chains resilient, underpinned by a public-private roadmap for logistics decarbonisation. This must cover both long distance and last mile journeys, and include investment in energy infrastructure, low carbon fuel production and modal shift.
- Skills partnerships to support a thriving sector, with careers in logistics backed by effective strategies, increased skills funding and a sustained commitment to attracting people, ensuring businesses have a strong pipeline of talent to draw from and nurture.
- Trade backed as a driver of growth, achieved by maximising Northern Ireland's unique selling point and market access to Great Britain and the EU and by further easing Great Britain – Northern Ireland trade.

We continue to engage with the Executive and the new Labour government on these key asks as we press for greater intervention by government to help unlock our industry's full potential.

Issue manager: Nichola Mallon [nmallon@logistics.org.uk](mailto:nmallon@logistics.org.uk)

## **DFI to increase maximum authorised weights for certain alternatively fuelled HGVs**

On 21 May, following a consultation on increasing the maximum authorised weights for certain alternatively fuelled vehicles and certain zero emission vehicles, the Department for Infrastructure (DFI) announced that NI will align with the weight changes introduced in GB in July 2023.

The vehicle categories which will have their weight limit increased if they are zero emission are:

- i. articulated lorries and road train combinations with 5 or 6 axles whose conventional technology weight limit is 40 tonnes.
- ii. articulated lorries and road train combinations with 4 axles, normally limited to 36 or 38 tonnes.
- iii. two axle motor vehicles (other than buses, which already have a higher limit), normally limited to 18 tonnes.
- iv. three axle motor vehicles, normally limited to 25 to 26 tonnes; and
- v. three axle articulated buses, normally limited to 28 tonnes.

No additional weight allowance for zero emission vehicles or alternatively fuelled vehicles will apply to the heaviest weights for articulated lorry and road train combinations (of 44 tonnes) or four axles motor vehicles (of 32 tonnes). DFI said that while a weight limit increase above 44 tonnes could help operators, these limits are in place to avoid problems with road structures and excessive road wear. The maximum weight limits for individual axles will remain unchanged. In response to a query from Logistics UK, DFI has said this change is expected to come into force before the end of this year.

Issue manager: Nichola Mallon [nmallon@logistics.org.uk](mailto:nmallon@logistics.org.uk)

## **DVA deregulates fees ATCs can charge**

Following a consultation last year by DVA on changing the fees charged by Approved Tachograph Centres, DFI announced on 22 July that it was deregulating the fees which ATCs can charge for calibration services. As this decision did not require a change to legislation, it became effective from the 22 July 2024, and will be subject to a review after a period of 5 years, or earlier if necessary, to evaluate the fairness or otherwise of the deregulated pricing scheme.

The DVA consulted on this issue because the maximum fees which ATCs are allowed to charge for calibration services had not been increased since approximately 2006, and providers were advising the department that the rising cost of delivering their services, coupled with mandatory investments in new technology and associated training, meant that many ATCs were providing these services at a loss with some at risk of closure. Logistics UK responded to this consultation reflecting the views of members who purchase this service and those that provide it.

Issue manager: Nichola Mallon [nmallon@logistics.org.uk](mailto:nmallon@logistics.org.uk)

## **Logistics UK responds to biomethane call for evidence**

On 9 August, Logistics UK responded to a call for evidence from the Department for the Economy on developing biomethane production in Northern Ireland. In the response Logistics UK emphasised that the logistics sector is committed to decarbonising, however, zero emission technologies remain unsuitable for widespread HGV rollout due to barriers such as vehicle availability, suitability, cost and lack of supporting energy infrastructure.

In the meantime, low carbon fuels, including biomethane, can fill a significant gap and reduce emissions immediately supporting Northern Ireland's path to net zero. Logistics UK therefore supports the promotion of biomethane production. You can read the full response on page 19 of this report.

Issue manager: Nichola Mallon [nmallon@logistics.org.uk](mailto:nmallon@logistics.org.uk)

### **Logistics UK responds to DVA consultation on changing the emission test**

On 5 September, Logistics UK responded to the consultation published by the DVA on changing the exhaust emissions test for light vehicles with a modern diesel engine. The consultation proposed conducting an exhaust emissions Particle Number (PN) test on cars and light goods vehicles (first registered from 1 January 2013) fitted with a modern diesel engine, as a more effective alternative to the smoke opacity (density) test. DVA also proposed changing the legislation to include vehicles over 3500kg gross vehicle weight to allow roadside enforcement checks to be carried out on modern light and heavy diesel vehicles to determine the effectiveness of the vehicle's diesel particulate filter (DPF). As the PN test should take no longer to conduct than the existing petrol emissions test, DFI has said that no related test fee increase is envisaged at this time.

After consulting with Council members, Logistics UK submitted a response agreeing that a PN test would help to improve air quality and enhance the wellbeing of citizens, and that its implementation for vehicles registered from 1 January 2013 is reasonable. We however highlighted the importance of a reasonable grace period and an effective communications plan by DVA to ensure businesses and citizens are aware in advance of its implementation and potential costs as replacement of DPFs are expensive. We also expressed a strong view that this change should not result in any test fee increase. A copy of this response is on page 19 of this report.

Issue manager: Nichola Mallon [nmallon@logistics.org.uk](mailto:nmallon@logistics.org.uk)

### **Logistics UK hosts Freight Crime webinar for members**

On 18 September, Logistics UK held a webinar dedicated to tackling freight crime for members. At this event members were given an update on haulage crimes and the work of the PSNI's Interceptor Teams, as well as an overview of the current road policing situation by PSNI Inspector Neil Harrison and Detective Inspector Conor Sweeny. We are keen to hold similar events on key issues for members. Please feel free to send suggestions to Nichola Mallon.

Issue manager: Nichola Mallon [nmallon@logistics.org.uk](mailto:nmallon@logistics.org.uk)



## Join us at Delivering Decarbonisation 2024!

An essential conference for senior logistics leaders and decarbonisation experts, Delivering Decarbonisation explores the roadmap to Net Zero, delving into the plans, initiatives and ongoing projects that are shaping the decarbonisation journey for businesses.

[www.logistics.org.uk/deliveringdecarbonisation](http://www.logistics.org.uk/deliveringdecarbonisation)



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

Logistics UK's 8th annual Logistics Awards celebrate supply chain leadership and excellence, and recognise leaders who have made a significant contribution to the industry. Guests will be treated to a top-class entertainment programme, including the awards ceremony, laughs from Andy Parsons and a party late into the night, it really is an event not to be missed! Book your table now to secure your place at this sellout event.

[www.logistics.org.uk/logistics24](http://www.logistics.org.uk/logistics24)

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