

# East of England Freight Council Minutes

**Tuesday 23 October 2018  
Bedford Lodge Hotel, Bury Road  
Newmarket, Suffolk, CB8 7BX**

## **CHAIRMAN'S WELCOME**

- The meeting was chaired by Chris Palmer from Transam.
- The minutes of the last meeting were approved.
- Members were reminded by the Secretary about new guidance on competition law compliance. Full details can be found in the Policy Report.

## **REPORT FROM UK COUNCIL**

- Members received a report back from discussions at UK Council on 5 July including financial standing for restricted operators and FTA's response the red diesel review.

## **SECRETARY'S REPORT**

- Members received a Secretary's report which included an update on Brexit, the trailer registration scheme, the outcome of the Budget which saw fuel duty frozen for the ninth consecutive year. Members were also updated on the removal of the tolls on the Severn Bridge from 17 December and the numerous local and national consultations FTA has been responding to including the Government mandated Clean Air Zones across the UK, plus two of the Government's industrial strategies: the 'Future of Mobility' and 'The Last Mile'.
- Council was also informed about the new look Policy Report, proposed changes to the UK Council structure and the new arrangements for booking onto Freight Councils in 2019 where members will receive an invitation from Eventbrite rather than an email invitation from Tracy.

## **PRESENTATION**

### **Kirsten Heine, Lower Thames Crossing**

- Members received a presentation on the latest plans for the Lower Thames Crossing scheme.
- It was confirmed that as a result of updated traffic modelling, the scheme would now have three lanes rather than two.
- A rest and service area with lorry parking to the west of East Tilbury is now included in the plans. However, FTA has questioned whether the proposed 80 HGV parking spaces will be sufficient and also suggested that the lorry parking should be secure.
- Members wanted to see a direct link from the new crossing to the M11 so that traffic that doesn't need to access the M25 does not add to an already congested part of the network. It was pointed out that to include it in the current scheme, would make it too expensive, but in its response to the consultation, FTA will ask for several long-term improvements to the surrounding road network to support the new crossing.

## **Richard Turfitt, Senior Traffic Commissioner and Traffic Commissioner for the East of England**

- Members received a briefing from Richard Turfitt, Senior Traffic Commissioner and Traffic Commissioner for the East of England and had the opportunity for Q&A.
- The discussion included, advertising and environmental applications, training for restricted licence holders, applications, vehicle testing and stat docs.

## **UPDATE ITEM**

### **FORS**

- Members were updated on Transport for London's review of the structure of FORS ahead of the letting of the new concession in 2020.

## **REGIONAL ITEMS**

### **U24 Felixstowe Delays**

- Members were briefed on the ongoing discussions with the Port of Felixstowe about delays at the port due to the introduction of a new IT system. This is resulting in delays of, on average, five days, plus a large number of diversions to other container ports. In turn, this has stretched haulier capacity, leading to further problems.
- After discussion in Shippers' Council meetings throughout 2018, FTA CEO David Wells has written to Hutchison UK's CEO and will visit the port to meet senior managers on 29 October. FTA is also keeping open communication with members to see whether performance improves and considering the next steps to take.
- Members reported that they are still experiencing delays and there were issues with ships docking and only taking off part of the load, then tipping at other ports such as Rotterdam for more urgent loads before returning to Felixstowe which is adding delays of up to five days.
- Members felt that communication between the port and hauliers is poor and would like to see improvements.

### **G6 Oxford to Cambridge Expressway**

- Members were updated on the announcement of the chosen corridor for the Oxford to Cambridge Expressway. The route will link the M1 at Milton Keynes with the M40 at Oxford. It is predicted to take up to 40 minutes off the journey between the A34 south of Oxford and the M1.

### **G5 A14 to become a motorway**

- Council was briefed on Highways England's announcement that the section of the A14 between Ellington and Girton is to be reclassified as a motorway by the time the new road opens in 2020.
- The design for the road upgrade is not changing – only the road signs, from green to blue, for the section of the road upgrade that will become a motorway. But this new classification will help provide more efficient road use through information and management when it is built. The new A14(M) will have variable speed limits, and slow-moving vehicles will be prohibited from using it.
- Members commented that the whole of the A14 should have motorway status, not just the new section.

## **AGENDA ITEMS**

### **A1&2 Changes to DVSA sift policy and HGV enforcement targeting**

- Members were briefed on proposed changes to DVSA's enforcement target procedures affecting Green OCRS operators, asked to agree FTA's stance in response and consider what criteria they believe should determine enforcement practices in future.
- It was commented that DVSA stops seem to be classed as a sift when they find nothing and as a result, it doesn't enhance your OCRS score. However, it was also commented that green status can lead to complacency and that enforcement should be based more on gut instinct as often a clean truck is hiding other issues as they don't think they'll get stopped.
- It was felt that this new approach was a back-door way of getting operators to join Earned Recognition.

- Members would like more resources and effort to be put into annual testing rather than roadside enforcement and want more transparency over where Operator Licence fees go.

### **A3 Migration Advisory Committee: immigration**

- Members were briefed on the workforce implications of current proposals for restricting the access to lower skilled migrants, discussed the implications for their business, and asked to agree a response.
- Members felt that the MAC recommendations would affect their ability to operate. In particular, it will affect warehouse workers as 90 per cent are not from the UK. It will impact on refuse collection workers and will make it difficult to recruit new drivers. It will also have consequences for the repair industry which is already short of technicians.
- Members had scepticism about the Government's assumption that, under a hard Brexit scenario, accompanied roll-on roll-off would decrease and unaccompanied transport would rise in importance. They commented that there isn't enough tarmac to put these trailers and there are not enough ships to take unaccompanied trailers. The biggest issue is the volume of empty containers going back to the ports as the UK is a net importer.

### **A4 Reclassifying maximum weights and dimensions of HGVs**

- In light of the success of the Longer Semi Trailer trial (LST), members were asked to agree what position FTA should take on seeking other extensions to current maximum weight and/or dimensions rules for HGVs.
- Members agreed with FTA's stance on seeking increased efficiency within all forms of logistics and therefore to provide continued support to the reconsideration of maximum weight/dimension restrictions. It was felt that the LST trial has already proved to be successful, so it should be stopped early and made permanent.
- It was commented that we need to be careful on weight as we will still have vehicles travelling in Europe and is risks the temptation of more vehicles being stopped abroad.
- There were also some concerns about the roads being able to take the extra weight of heavier vehicles.

### **A5 Abnormal loads**

- Members heard about proposed changes to requirements for moving abnormal loads and its implications for all road users and asked to agree a response.
- Members said that it depends on what is defined as an abnormal load – it could be a mobile home or a 350 tonnes transformer.
- No one at the meeting moved abnormal loads, so they felt unqualified to comment further. Those that do this kind of specialist operation are likely to have more expertise than Highways England. It was felt that this is just a revenue raising exercise.

### **A6 Priorities for legislative change after Brexit**

- Members were asked to identify and agree regulatory areas regarding HGVs where change should be sought post-Brexit when Parliamentary time is available once again and potentially some freedom from EU regulations may be possible. For example: Operator Licencing, working time, drivers' hours and driver qualifications.
- Members felt that Driver CPC training should be allowed to be split into 3.5-hour sessions. There was discussion that DCPC should be mandated to be carried out one day a year to stop drivers from sitting back-to-back identical courses and would stop the feast or famine situation with training as it would evenly spread demand evenly over the five-year period. However, there were concerns about creating a two-tier system for international operators as they would still need to comply with EU requirements. There were also concerns that new drivers don't get training on drivers' hours, so the module two and four requirement should be removed.
- Council would like to see drivers' hours recording for domestic driving reviewed as the log book system doesn't work.

## ANY OTHER BUSINESS

### Date of next meeting

- Tuesday 22 January 2019 at the Bedford Lodge Hotel, Newmarket

### UK Council

- Thursday 8 November 2018 at One Great George Street

## ATTENDEES

### Chairman

Chris Palmer Transam

### Members

Joe Addison	Glazewing Ltd
Russ Avery	Grace Foods UK Ltd
Kevin Barcroft	Simply Waste Solutions
Jamie Bielawski	Forterra Building Products
John Burbridge	Turners (Soham) Ltd
Peter Chivers	P&O Ferrymasters
Chris Clark	Wincanton
Phil Clifford	Consultant/Braintree District Council
Neil Davies	Milebay Consultancy Ltd
Geof Driscoll	TCS Ltd
Lara Drury	St Edmundsbury Borough Council and Forest Heath District Council
Chris Francis	Turners (Soham) Ltd
David Hunter	Gist Ltd
Peter Lambert	Milebay Consultancy Ltd
Andrew Kingdon	Kier Group Ltd
Robin Peck	Norfolk County Council
Es Shepherd	ESRTC
Paul Smalley	Kier Fleet
Simon Smith	Dacorum Borough Council
Michael Whatling	Geodis UK
Su Winch	Novadata TAB Ltd
Neil Woods	DS Smith Packaging Ltd

### Guests

Kirsten Heine	Lower Thames Crossing
Richard Turfitt	Senior Traffic Commissioner and Traffic Commissioner for the East of England

### Staff

Natalie Chapman	Head of South of England and Urban Policy
Rebecca Kite	Environment Policy Manager
Jon Noble	Membership Relations Manager
Abi Jones	Member Service Centre Manager
Dan Tempest	Membership Relations Executive

### Apologies

Danny Alborough	Milebay Consultancy Ltd
James Andrews	Maritime Transport Ltd
Robert Carter	Greene King Plc
David Cooke	Fowler Welch Ltd
Derek Daly	Goldstar Transport Ltd
Paul Duggan	Paul Duggan Consulting Ltd
Ian Limeburner	One Broker Ltd
Ian MacAulay	DHL Supply Chain
Richard Pelly	Pellys Transport & Regulatory Law
Tim Ridyard	Ashtons Legal
Maurizio Romano	Fowler Welch Ltd
Tim Smart	Frontier Agriculture Ltd