



Leading UK Logistics

North West Freight Council Minutes – April 2019

For the meeting held in:

Wrightington Hotel

Wigan

WN6 9PB

on 17th April 2019

Chaired by John Thomas

1 Introduction

- **Welcome**

Chair John Thomas opened the meeting and welcomed members followed by introductions.

- **Minutes of last meeting**

These were accepted as a true and accurate record. Proposed by Carl Milton and seconded by David Owen

- **Competition law compliance**

Member attention was drawn to the "Guidance for Conduct of FTA Meetings involving Members" on page 8 of the current Policy Report document.

2 Presentation: Greater Manchester Clean Air Plan – Nigel Bellamy and Richard Banks

Members were briefed on the Air Quality proposals for the 10 Authorities within the Greater Manchester Area. A hand-out was given to members in attendance. More information can be found on the web-site - CleanAirGM.com or email any specific enquiries to info@cleanairgm.com

- Draft proposals have been sent to Government following endorsement by GMCA and the 10 Local Authorities
- Public conversation will be launched in Mid-May (13th)
- Statutory Consultation will follow – estimated will be end of August

Members were encouraged by FTA to complete survey and make submissions if they are going to be affected by the proposals. We had some success when Leeds made their proposal public and the final solution looked quite different in the end.

3 Issues arising from UK Council on 7 February 2019, and attendance at UK Council 9May 2019.

Council was updated on a range of DVSA issues including: Test Availability; pilot on Private testing of PSV's; and further development of the Vehicle Operator Licensing (VOL) online system.

4 Secretary's report

Members were updated on issues including;

- Transport Taxation
- HGV test availability. Consensus from members was that the situation was yet to improve, although it was acknowledged there are geographical variances in level of service.
- Clean Air Zones. Members advised to look out for updated Information via e-News first Wednesday of the month
- Office of the Traffic Commissioner Review

5 Regional Items

Malcolm updated members on 3 items:

- Clean Air Zone for Newcastle. Current consultation on-going. Members encouraged to make submission if they are affected: <http://www.breathe-cleanair.com/>
- Transport for the North have launched their Strategic Plan for the next 30 years. https://transportforthenorth.com/wp-content/uploads/TfN-Strategic-Plan_draft_lr.pdf

6 National Items

A1 Brexit

Due to uncertain nature of fast-moving situation, Malcolm Bingham encouraged any members around the table affected by Brexit to sign up to the Brexit E-News Digest. Members were briefed on:

- Article 50 now extended: additional 7 months until new deadline – 31st Oct
- Operation Brock has been stood down for now
- Ports in North of England see a potential opportunity (Port of Mersey one of these)
- TEC Offshore are setting up a new Ferry service between Rosyth and Eemshaven in Holland (if you need more info on these please contact Mags Simpson msimpson@fta.co.uk)
- FTA have submitted a list of Outstanding/Pending Questions and Issues
- Trailer Registration for International Journeys was also mentioned- Important to note that this is separate to Brexit

A2 Road Infrastructure Information Provision

Members were asked for feedback on any operational delays and/or additional costs incurred due to poor roadworks information. Members could not give precise figs but explained that GPS systems in cabs of vehicle helped to re-route.

Members discussed the fact that often Live Info was more accurate from a source like Google Maps.

One member mentioned Overhead signage specifically, saying the messages along a route often appeared to be ineffective and inconsistent. It was agreed that reliable and timely information was the ideal and before you reached the location of the issue so that an informed decision on re-routing could be made.

Members were also asked about potential barriers and how Roadworks information could be improved. Better data; smarter data; and faster info was consensus. Malcolm explained how he is trying to establish precisely what this looks like for operators. It was pointed out that often the problem was getting the info to the driver in the cab quickly enough – less of a problem to Traffic Offices

A3 FORS Reform

Members were up-dated on the on-going FORS review and the proposed models from both TfL and FTA. They were then asked if they agreed with FTA's stance; and if there is anything else they would like FTA to focus on in on-going discussions about FORS

Members discussed that hadn't been an issue for many in this region until recently. Recently announced that the work on M6 Junctions 13-15 by Kier Group will require sub-contractors to have FORS Silver to be involved.

Members explained that when initially came out FORS was all about safety and standards. Now seen as a money-making machine/monopoly – can cost a small operator £7k/vehicle to get up to spec.

Agreement around the room that confusion due there now being so many different standards and an overall standard with bolt-ons would be better. Too many variations on what must be on different vehicles with no apparent consistency.

A4 Earned Recognition

Members were asked to prioritise the additional benefits as listed in Policy Report:

- MOT testing: Most Members agreed that this would be a good benefit. Recognition that DVSA must be very confident in the on-going checks with ER to offer MOT exemption as a possibility
- Prohibition: Members felt that this should not apply to an operator with ER
- OTC: not discussed
- Insurance: Seen as mid-level importance by most although was pointed out that Insurance costs are going up every year
- ER-Specific requirements: Was seen as a high priority by members in attendance

Members were asked if there were any other benefits that would encourage uptake of ER. One member said that if got ER could this mean a tick box for FORS Silver?

Another member asked about where ADR would sit within this?

A5 Brake Testing Vehicles in a Laden State

Members were briefed by James Firth and asked how operators and maintenance providers could be encouraged to conduct all brake tests at safety inspection, in laden state. Feed-back from members was that this would create a sizeable cost burden on both operators and Maintenance Facilities. It was also pointed out that there were potential H&S issues at test sites due to loads being involved. Balance between Road Safety and H&S at site.

Members asked why now; where is the evidence that this is required and encouraged FTA to push on this matter. Other members explained that they are using electronic braking systems on their vehicles regularly to monitor this.

Finally, several members explained the inconsistency issues, where a trailer is tested at maintenance provider and passes. Then at test site goes for a voluntary test and fails within minutes.

It was pointed out that Traffic Commissioners are looking closely at Brake Test data at PI's and checking that TMs understand brake reports

Specific vehicles that could prove difficult included: specialist product tankers. Mobile Service Providers would not be able to fulfil this service. Operators with ATFs would need to invest in a lot of additional equipment and timing issue with loading/unloading which will affect number of slots available.

Members were then asked questions on tri-axle trailers. Again, costs involved in loading and unloading vehicles was a major barrier and again question was asked where is the evidence that this is an issue?

A6 Implementation of DPCC Amending Directive

Members were briefed of the FTA's proposals for amendments, including the 3 additional proposals of: 2-year (or more) course approval; including technical assistant, as well as mechanic; and Driver Qualification Card position (DQC). They were then updated on DVSA's clarifications on Work-Based learning and E-Learning

Members were then asked if they would welcome the opportunity to conduct DCPC in work-based learning environment and if so what safeguards they would like to see in place. Some members seemed to be already using this as part of DCPC no issue as JAAPT approved. However, issues with cost for supplying a qualified Trainer for small part of courses

Members were then asked if they would like to see e-learning included as an acceptable delivery method for DCPC; and whether distance-based learning would be helpful. Some members in the room already using E-Learning as part of DCPC and have it JAAPT approved. Question was asked why 12 hours – this has been taken away as an action to discuss with DVSA. Was pointed out that fits better within the original proposal of 3.5hour slots.

Finally regards reliable user identification: Passports; Gov.uk log-ins; Driver Licence were all suggested

A7 Ban on Tyres Aged 10 Years or Older

Members were briefed on expected Government proposal and asked would they support a ban on fitting tyres 10 years or older. Question was asked if this only covered O Licenced commercial vehicles. Once we have consultation in full FAT will check this detail and why Vans not mentioned previously.

Historic Vehicles were mentioned as possible exemption requirement

A8 Recording Drivers Hours in Multi-Manning Operations

Members were briefed on the operational challenges discovered by the waste sector and asked if they thought that they could be affected to contact James Firth directly jfirth@fta.co.uk

James also invited concerned members to attend next waste forum meeting – again contact him directly to be included

A9 Additional Item – Legislative Changes to Operator Licencing

James explained that the consultation suggests replacing the Guidance and Directions pertaining to Public Inquiries with Tribunal Rules laid down in law would make process simpler and clearer.

One member commented that formal rules would make better structure but also increased costs. The question was put to the group, that although these proposals would help the traffic commissioners would they help industry? Caution was suggested and to ensure clear understanding of all potential impacts. This will be discussed at UK Council and members will be updated.

AOB

UK Council attendance was confirmed for 9th May: Carl Milton; Andrew Woolfall; David Owen

Malcolm explained that the FTA's Leeds office has been closed.

Confirmation that John Thomas would continue as Chair with David Owen and Carl Milton deputising.

James briefed members on the presentation that we made to Malcolm at North East Freight Council and John Thomas thanked Malcolm for his continued support to North West FC.

Dates of next meetings

The next meeting of the FTA North West Freight Council will be held at the Wrightington Hotel commencing with lunch at 1200 on **Wed 26th June 2019**

Chair John Thomas will not be available as on holiday. Mags will pick up with David and Carl

Present:

John Thomas – Sellafeld Ltd
Roy Thomas – TIP Trailer Services
Dave Durham – Oldham Council
Mark Downing – Tarmac
Steven Hentley-Hughes – Tiss Fuel Security
Mark Young – Air Liquider UK
Keith Thompson – Abbey Logistics Group
David Hibbs – Yorkshire Water
Chris Goulden – Flintshire County Council
Mark Shakeshaft – James Hall & Co
Darren Williams – HB Clark
Peter Williams – Dugdale Nutrition
Robert Day- Silentnight
Syd Parkinson – Fresh Start Waste
David Owen- Royal Mail
Neil Shacklady – West Lancs Borough Council
Philip Samosa – West Lancs Borough Council
Joanna Lane – TFGM
Les Grabarz – Cemex
Carl Milton – Cemex
Any Eames – B&M Waste
Amanda Hughes – B&M Waste
Tony Greenhalgh – Suttons
Kieran Barry- Air Products
Neil Caldwell – CILT
Darren Whitehead- Vehicle Compliance Training Services
Gary Barker- Archbold
Sarah Mahoney – Yodel
Peter Roper – Yodel
Stuart Hepworth – Yodel
Craig Fisher – EMR
Pat Riley – Egertons Recovery
Mike Egan – BHF
Andrew Woolfall – Backhouse Jones
Paul Stewart – Bidfood
Richard Paul – AO
Karl Williams - AO

In Attendance from FTA:

Mags Simpson; Malcolm Bingham; James Firth; Ailsa Watson; Ally Salter; John Gill

Apologies:

Gavin Shannon – Williams Haulage Ltd; Nikita Lavin – Blok 'N' Mesh; David Parr – TIP; Kevin Brock – Biffa; Andy Brookes – Muller; Gary Lewis – Tarmac; Kevin Riley – Stena line

