



Leading UK
Logistics



UK Council Meeting Minutes

7 February 2019

One Great George Street, Westminster, London, SW1P 3AA

Road Freight Council

Minutes of the meeting held at the One Great George Street, London, SW1P 3AA on

Thursday 7 February 2019 at 09:30

PRESENT)	
)	
IN ATTENDANCE)	As recorded in the minute book
)	
APOLOGIES)	

ROAD/19/01 Apologies and personnel, competition law and compliance

Apologies were taken as read and recorded in the minute book.

ROAD/19/02 Meeting conduct and competition law compliance

Members were reminded of the rules concerning the conduct of FTA meetings.

ROAD/19/03 Minutes and matters arising

The minutes of the meeting held on 8 November 2018 were approved as a true and accurate record of the meeting.

ROAD/19/04 Elections

Council noted the Chairman's list of direct appointments

Council elected Geraint Davies (John Raymond Transport) to serve a second term as Chair of Road Freight Council and Allison Kemp (AIM Commercial Services) and David Owen (Royal Mail) as Vice Chairs.

ROAD/19/05 Secretary's Report

Members were updated on implementation of the laws allowing **Category B licence holders to drive alternatively fuelled vehicles up to 4.25t**. Further study by the Office of Low Emission Vehicles (OLEV) had led them to investigate whether the similar measure being introduced by the Driver CPC and Driver Licensing Amending Directive would mean that the derogation would have to revert to this measure. The Amending Directive measure would mean that no training was required for a driver to be eligible to take advantage of it, but it

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would be more restrictive in the range of vehicles to which it would apply. OLEV would be issuing guidance to industry soon; FTA is preparing a briefing note.

FTA would be meeting HM Treasury in February to **discuss taxation of commercial vehicles**. While a previous investigation into the uses of red diesel had not resulted in changes in the 2018 budget as anticipated, the risk of future changes remained. On fuel duty, no changes were now expected during this Parliament.

Members were also advised that comments made by a shadow finance spokesman during the Finance Bill advocating increases in VED for commercial vehicles were not established Labour policy. It seemed likely, however, that a Labour government might find commercial vehicles as something of an 'easy target' for taxation. FTA has prepared a briefing note for the MP on commercial vehicles costs and taxes, and has secured a meeting for further discussion on the issue.

ROAD/19/06

Marian Kitson – Director of enforcement, DVSA

Council was notified that DVSA Director of Enforcement, Marian Kitson, had had to pull out of her commitment to attend Road Freight Council. Ms Kitson had sent her sincere apologies to Council and had agreed to re-arrange for a later date. In her absence, members were updated on a range of DVSA issues.

Enforcement

Members were shown a presentation from DVSA investigating the pilot which led to the change in sift policy. Concern was expressed over the proportions of green vehicles stopped compared to red vehicles and it was suggested that the figures did not reinforce the message that the Agency's focus was on the Seriously and Serially non-compliant. Whilst grey operators did not appear to feature in the data, members were reminded that DVSA had been operating according to a 'combined' enforcement score, which would mask many of the grey scores which existed predominantly in traffic scores.

Test Availability

Members were updated on latest figures on test availability including DVSA's expectations for future availability. Members raised concerns regarding the restrictions on development of new business even when established businesses had collapsed.

It was reported that if an ATF's utilisation was less than 94% then allocation would be reduced proportionately. It was suggested that the market was imbalanced as DVSA had created a system which mixed Government control with the free market; the system could not cope with the flexibilities necessary to allow ATFs to deliver an effective service.

Members agreed that the view must not be allowed to prevail that 2018 held acceptable service standards.

Independent testing

Members were updated on recent developments regarding independent testing, particularly that a cross industry proposal to establish private testing in the PSV

Road Freight Council

sector had been rejected by Ministers in favour of a reviewing the Earned Recognition scheme after two years of operation to see if processes could be adopted under that framework. During that period FTA aimed to conduct a 'parallel testing pilot' which would conduct a proposed private testing process which, once a vehicle had completed, would then be subject to a DVSA test.

ROAD/19/07 Vehicle Operator Licensing (VOL) – priorities for development

Following discussions across Freight Councils the following priorities for development of the VOL system were identified:

Correspondence portal, case tracker and the facility to **provide further information post-submission.**

Free response overview – an optional unlimited text box which allows the applicant to describe what they are trying to achieve. This would be the first part of an application that a caseworker sees so that the context of changes is understood.

Notification of prosecutions and material changes – as was experienced when dealing with ICO and HSE.

A formal format of vehicle listing

Licence-specific log-ins; 'view only' access – multiple licence holders may wish to restrict access for employees to certain licences in a group in the interest of controlling access to data in respect of data security good practice.

There were also continued appeals for development of a process which could handle Schedule IV, and for OTC to accept company credit cards for payment.

At launch OTC indicated that audit of submission of documents would be undertaken but did not indicate volumes for the audits. OTC should report on audit findings.

Members felt that in many instances changes to the system were not communicated. OTC did tend to employ 'soft launches' of new functionality so as to limit early adoption for continued live testing. It was suggested that communications could be made directly through VOL using registered email addresses rather than relying on voluntary subscriptions to DVSA's Moving On blog.

ROAD/19/08 Motoring services

Members were updated on development of digital services at the Driver and Vehicle Licensing Agency and noted FTA's continual efforts to encourage Government to work towards development of a single digital portal across all motoring services for commercial vehicle operators.

ROAD/19/09 Impact of Brexit on Road Freight

Members were updated on the current understanding of the impacts of Brexit, and also the work that FTA had been undertaking to ensure the best workable outcome for the logistics industry.

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It was clarified that, under a no-deal scenario, conditions for EU operators to access the UK market may not be as stringent as those for UK operators wishing to access the EU market as the Government did not want to put barriers to provision of supply. It was possible that individual member States could decide to waive certain administrative requirements; however, where an issue was an EU competence the Member State would have to respect the rules of the single market.

FTA was working with DfT to provide a standard document, recognised across the EU which would demonstrate that a movement fell out of the scope of ECMT.

ROAD/19/10

Ultra-Low Emission Roads and Zones

Members were briefed on the apparent proliferation of small scale, local Ultra and Zero Emission Zones being launched by local authorities often without adequate consultation. Such zones could often extend only to a single street but applied an emission standard of less than 75g/kmCO₂. Currently no heavy commercial vehicles existed which met this standard.

FTA continued to impress upon local authorities concerned that the perceived "swap" to low or zero emission vehicles was not simple and required large scale business review on the part of operators. FTA was pressing to all local authorities that:

- It supports the ambition to reduce road vehicle emissions
- Remind steps already taken by industry
- It is too soon for punitive measures in the absence of real alternatives
- Operators needed more support in moving to low emission vehicles.

On the first Wednesday of every month, e-news would include an update on the latest position on Clean Air Zones and Ultra Low Emission Zones across the UK. Members were invited to feedback on the state of supply of ULEVs.

ROAD/19/11

Any other business

Council noted that Chris Palmer of Trans Am Trucking was retiring and that this would be his last Road Freight Council. The Chairman thanked him for his involvement across the years.

ROAD/19/12

Date of next meeting

The next meeting of Road Freight Council will take place on Thursday 9 May 2019 at One Great George Street, Westminster, London, SW1P 3AA.

Rail Freight Council

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Thursday 7 February 2019 at 09:30**

PRESENT)
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IN ATTENDANCE) As recorded in the minute book
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APOLOGIES)

RAIL/19/01 Apologies and personnel, competition law and compliance

Attendance and apologies noted, including that of John Carpenter the chair. Members attention was drawn to competition law policy in the policy report.

RAIL/19/02 Minutes and matters arising

The minutes of the last meeting of 5 July 2018 were reviewed and approved

RAIL/19/03 Secretary's report

Enhancements

FTA asked for views on the different process for decision making on freight enhancement projects that was introduced with the new Control Period. Members discussed the implications for freight and noted that while there is no longer ring-fenced funding there are also a number of positives to the new approach:

- There are opportunities for freight stakeholders to input proposals via the Strategic Freight Network Steering Group. It then goes through the DfT "pipeline" process for further consideration.
- Developing proposal through the SFN ensures that there is buy-in to schemes from across the industry. It also provides visibility to the wider sector; FTA has a seat on the SFN SG and several members are involved. FTA can share what has been discussed at the group to a wider audience.
- The SFN also provides visibility of schemes under consideration under the private finance initiatives (market-led projects).
- Members also noted that there potentially a greater pot of money than in the previous system: Several enhancements are open to both passenger and freight. Also, Cost-Benefit Ratios tend to be good and costs of proposed schemes are relatively low.

Red diesel review

FTA briefed on discussions with HM Treasury around protecting the taxation status of Red Diesel. Members welcomed FTA activity in this area and made the following comments:

- For heavy equipment for lifting and handling equipment there is typically has no alternative to diesel power. If there are different tax regimes in the future for diesel used in rail this could cause some practical challenges, for example locos and lifters use the same diesel tanks.
- FTA noted that the key justification for retention of the tax benefit for rail diesel is the sector's environmental performance. This led to a discussion around the need to continue industry activity on Air Pollution emissions, e.g. funded projects and the potential to retain expert staff resource on a consultancy basis. These issues are recorded in the Air Quality section below

Other government meetings / campaigns

FTA noted that they are facilitating a "teach-in" session for HM Treasury to a DHL facility which will have multimodal agenda. There is a proposal to follow up with a specific Rail visit.

FTA noted that in general HMT are not thinking about transport tax in a multimodal way at the moment. FTA need to plan arguments and evidence into encouraging a different new approach. There is a challenge around constant moving around of HMT officials.

RAIL/19/04

MSRS – Mode Shift Revenue Support

FTA presented the question from DfT, relating to how to manage bids for broadly the same route; and the more general question about the future of the scheme. Members agreed the following key messages to take back to DfT Freight Grants team:

- The scheme is important for rail; flows into the Midlands in particular
- The major drawback is that the budget is too low
- Regarding changes, with just over a year before the ending of the scheme, it should be rolled over on this occasion
- It is too big a risk to apply for State Aid approval for a different scheme
- Long term changes to the scheme should be considered for the next review, not on this occasion

FTA noted that they will also be seeking feedback from Water Freight members given that the MSRS scheme is also open to inland waterway traffic. However these comments were fed directly back to DfT.

RAIL/19/05

Road pricing policy

FTA thanked members for their support for the Call for Evidence; asked for input on how they felt the review was progressing; and sought advice and input on how to influence the review going forward.

- Members noted that they were pleased with the quality of the FTA response and also pleased to see FTA is aligned with other stakeholders in the sector
- Members reiterated that key priorities include the need to retain a centralised strategic SO function; ensuring the retention of national standards and concerns about rumours of regional integrated structures and decentralised timetabling.
- FTA noted that both DfT officials and the freight representative on the external review panel, Margaret Llewellyn, had committed to meeting with the FTA members.
- Members provided advice on additional contacts and several noted they would be keen to attend the meeting.

Rail Freight Council

- The next milestone would be a speech by Keith Williams at the end of February, which FTA Director Elizabeth de Jong will attend on behalf of FTA.
- We then expect five papers for consideration / comment to be released and a White Paper by Autumn with potential to change legislation. Elements of the 4th Rail Package will not be transposed after Brexit in order to maintain flexibility (see below).

Members offered guidance to FTA on key campaign messages:

- Any public campaign messaging and media attention around the value and importance of rail freight to the economy is vitally important at this stage
- Examples of cross-territory, long-distance flows would be useful to help explain industry concerns about regionalised timetabling and disjointed structures. There was some research on this in the past which noted a high percentage of cross-boundary movements.
- This could include Royal Mail long-distance to Scotland; movements from Southampton to Midlands
- It goes beyond rail freight – and should mention the importance to larger Ports with rail connections and the shippers that use it too, and stress the driver shortage in road and the need for rail to provide an alternative.

RAIL/19/06

Brexit No Deal Planning: Issues for Rail

DfT Rail Brexit team joined to cover this item: Peter Lovitt who dealt with the regulatory aspects of No Deal and Alex Drake who covered wider aspects.

No Deal Regulation

- Govt confident of getting a deal through but is preparing for “orderly exit” (No Deal)
- Rail legislative programme – making fixes to pieces of legislation – e.g. requirements to report to the EC; references to EU law to be replaced by “UK law”
- Tertiary legislation relates to EU Implementing Acts.
- Govt has started laying these regulations – there’s a special process for No Deal SIs. Committees in Parliament ensure these are only to make corrections not policy changes.
- There are 11 SIs covering all from interoperability, licensing and others. Come 30th March the domestic railways shouldn’t have any issues.
- GB have taken a pragmatic view on EU-issued licenses

Rail in Wider Brexit process

- Rail will not be part of the broader debate about future relationship with the EU. Sec of State looking to diverge from EU law after that
- 4th railway package – had to be implemented December 25th. Govt laid the SI to implement market pillar; but this has been sunset to no longer apply until after 2020 because Govt wants the flexibility to diverge.
- Question from Members on the technical pillar – response that this will be a decision for ministers; depends on the deal/no deal scenario.

Bilateral agreements for cross-borders:

- EC agreed in 2012 Recast to allow cross-border bilateral arrangements for EU member states and Third Countries
- Have started discussions with the French; confident that there’ll be an agreement in place on March 29th.
- UK will remain a member of COTIF. UK will be thinking about how the UK could become more involved in it going forward
- Question from Members about A and B safety certificates – DfT asked to provide the question in writing for an answer

Wider Issues

- Ongoing engagement with RDG and RIA which have moved to weekly now

Rail Freight Council

- RDG and RIA set up a legislation tracker – nearly 200 pieces of regulation
- Wider stakeholder group – FTA is member
- Fuel supply was a concern – DfT have been in touch with BEIS; hasn't been a high risk
- There were concerns about licenses and so on, which was cleared up by technical notices

Member preparation / comments

Bilateral agreements:

- Rail customers are very concerned about continuity of service – bilaterals are crucial
- DfT response – bilateral discussions have stepped up; got a late start owing to timing with the broader negotiation

Customs

- Unclear about what requirements the French are putting in place for Customs for Rail
- In the UK there are number of third party operated terminals that haven't applied for approval as clearance sites. Relying on terminals to have capacity to do what they need to do.
- NDAs still haven't been lifted to be able to lift documents related to inland customs clearance documents.
- There is a concern over S&S declarations that rail operators will need to carry out depending on their role in movements through the channel tunnel
- Members noted that HMRC are visiting Tilbury on the 19th Feb and holding an open forum – and are going to DB site next week
- DfT stressed that there would be no additional checks on the UK side but the challenge back is that there could be checks on the French side
- FTA a question about that TSP is focused only on Ro Ro – issues for shippers moving to other modes. DfT agreed to take that back to HMRC.

Other issues

- Concern about locos in other EU countries that are UK-registered assets; they have safety certificates to run in those countries but issues like asset ownership rules make things complex. This will need to be worked through post-Brexit.
- Questions on Settled Status – not seen just now as major issue; data collection hasn't been required; it's close to free movement as could have been hoped for in a No Deal scenario. Staff wouldn't necessarily want to or need to tell employers if they've applied for settled status. The 3 months without restriction easement is important.
- There are challenges around about getting staff to trains as well as train movements themselves in the Folkestone area

RAIL/19/07

Air Quality

- Mark Gibbs and Neil Grennan-Heaven joined the meeting
- Aether and Members listed the various projects currently underway to improve the quality of data on emissions from the rail freight sector.

RSSB projects

- Two RSSB projects T1160 which covers air pollution and CO2, and T1145 which is more about decarbonisation of the entire network.
- In general, there is more focus on air quality at RSSB. There is new steering group including RFG, Colas, others. New member of staff James Wright is an air quality engineer with experience in road and rail, and is commissioning a series of projects under £25k by the end of this FY to move things forward.

Rail Freight Council

- FTA has met James; not seeking membership of the working group; looking for information to inform the public policy debate.
- Going forward, RSSB is looking at strategy for next 12-18 months – looking in more detail about human health impacts on rail at the local level.

DfT work

DfT is planning research and testing to update their rail emissions model. This is not linked to or currently coordinated with the RSSB / Aether work.

DfT are looking to do testing of some kind and has funding available for it. Their top aim is to test an HST power car. This will be taken through their framework contract.

Aether work

Aether noted that thanks to Freightliner and DB they have already got a substantial amount of data which is very helpful. This is a member-funded project so need to be careful about how the project results will be disseminated.

Paul Smart of Freightliner has been invaluable. Comment that there are discussions around Paul retiring shortly, and there was an agreement to take forward a smaller group meeting to see whether additional work could be commissioned from Paul on a consultancy basis to conclude the work.

IMechE study and alternative fuels

Aether noted that an IMechE study on Hydrogen in rail was being launched the same day

The study is available here: <http://www.imeche.org/policy-and-press/reports/detail/the-future-for-hydrogen-trains-in-the-uk>

Aether noted that rail freight on the east coast of the US is entirely LNG –solves air pollution issue but not CO2 emissions.

Link to timetable issues

Members noted that arguably the best solution is to keep the trains moving – increases disbursement

There is a link to the Williams Review – one of the risks of losing SO means there would no longer be the capability to model timetable options to keep fluidity of freight movements

Next steps – alignment of workstreams

- FTA point of view we want to make sure the workstreams are aligned; we've got lots of people bidding for work and concern that things will mesh together.
- Participants for a discussion include RSSB, DfT (Kate Jennings' team) as well as DfT air quality and RDG in addition to members and other stakeholders.
- FTA also has a role to join up what's going on across other modes and interaction between modes; noting that the starting point for FTA involvement was about a customer wanting to be able to compare rail and road on carbon

Actions

- FTA to coordinate a meeting with stakeholders to follow up from workshop last year. Ideally want RSSB and DfT to talk to explain what is going on; all the key actors involved plus all Rail Council
- FTA and Members to arrange a smaller group meeting with Paul Smart before he retires to discuss next steps.

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RAIL/19/07

FTA Activities 2019

Suggestion for FTA Rail meeting at MultiModal 2019: Members noted this could clash with RFG meeting which is 2-hours in the afternoon of the Awards day, so should be avoided.

Support for proposal for a workshop with Shippers' Council members to understand perspectives about the use of rail freight. this is tentatively scheduled for May Council meetings.

RAIL/18/37

Date of next meeting

The next meeting will be held on Thursday 9 May 2019 at One Great George Street, Westminster, London, SW1P 3AA.

British Shippers' Council

**Minutes of the meeting held at One Great George Street, London, SW1P 3AA on
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BSC/19/01 Apologies and personnel

Apologies were taken as read and recorded in the minute book. These include the Chairman. Members present agreed that Richard Kellam would chair the meeting. The Chair referred members to the FTA Conduct of Meetings Policy.

James Hookham (JH) highlighted some recent changes within the FTA team. Alex Veitch has moved to FTA's domestic policy team and will be taking care of the water and air freight councils, as well as the Rail Council. Pauline Bastidon (PB) will be taking over the global policy brief and responsibility for the British Shippers Council, in addition to her responsibilities for European policy.

BSC/19/02 Minutes

The minutes of the meeting held on 8 November 2018 were approved as a true and accurate record of the meeting.

BSC /19/03 Matters arising

JH reminded the group of the proposed changes to FTA Councils, presented at the last meeting. FTA had produced and circulated revised Bye-laws which were for adoption at the Freight Transport Council, later that day. He highlighted that there was an error in the terms of reference of the British Shippers Council (BSC) and noted that the Bye-laws have since been amended to correct that error. There will be no changes to the policy-making powers of the BSC, which remains equal in status to the other modal councils.

JH also reminded members of the discussions about disruptions at Felixstowe Port which had taken place at the previous meeting. He noted that BSC members had expressed a strong interest in exploring capacity on rail freight services to and out of the port. JH added that FTA suggested to set up a joint

British Shippers' Council

meeting with the Rail Council. This joint session would take place as part of the next meeting in May.

Another action from the last meeting was to circulate the *Value of Air Freight* report to BSC. This particular piece of work will now be pursued by the newly established Air Freight Council of FTA.

BSC /19/04

Members reports for trade association involvement

Members raised the following issues and challenges:

- The number one issue at the moment is the fast approaching date of Brexit and the scope of changes required – especially in the field of customs. Members are ramping up preparations for a 'Hard' Brexit.
- Another big challenge as part of the finalisation of tenders is the floating bunkers. Each shipping line seems to work in a different way and it is impossible to find commonalities in the factors and methods used, apart from fact there is an increase in rates across the board.
- Some shippers have experienced space constraints at ports due to Chinese New Year.
- Disruptions in haulage connections at Felixstowe are still a problem. The situation has improved but the waiting time can sometimes average 3-4 hours.
- The driver shortage is starting to have a negative impact on haulage costs. Shippers generally find it difficult to challenge operators due to lack of evidence / details beyond what is shared by operators themselves. Operators are also not keen to operate on long distances to the North of England.
- A similar ongoing problem was reported in negotiations with shipping lines. Bunker fuel & adjustments for sulphur have led to requests for price increases from shipping lines. It is sometimes hard to know which price calculation methodology will be used when the goods are not transported by the company that has a contract with the shipper.
- Members reported an issue with trailer availability in Turkey. This is starting to affect sea freight with increase in container demand.

JH reported that FTA had been approached by consultancies regarding the collection and benchmarking of data related to surcharges and prices paid for low-sulphur bunker fuel. Members were interested in hearing more ahead of the next meeting.

BSC /19/05

Brexit

John Lucy (JL) gave a presentation of specific easements for shipments transported by accompanied ro-ro recently introduced by the UK Government. He noted that these easements have been primarily aimed at SMEs with little prior customs experience.

Members expressed concerns related to the obligation to pre-lodge declarations, which could greatly disrupt, or might be incompatible with, established processes, especially for CFSP traders. Some members expressed concerns that timelines required to meet pre-lodgement obligations would be too tight to allow for a proper exchange of data in the transport and supply chain and that this would create significant operational difficulties for traders.

British Shippers' Council

Actions:

- FTA to liaise with Karen Wheeler and the Border Delivery Group to obtain further technical details on the process, especially for traders already using CFSP.
- FTA to organise a workshop for accredited traders with the Border Delivery Group and HMRC for FTA – and in particular BSC - members. ***(Post-meeting note: this workshop took place in London on 26 February)***

Pauline Bastidon (PB) provided the group with an update on the situation regarding road haulage permits.

BSC /19/06

Insurance

Mr Peregrine Storrs-Foxx, Director of the TT Club, gave a presentation on the use and consequences of 'General Average' for shippers and recent developments in the maritime cargo insurance markets. Discussion focused on serious incidents at sea and how to avoid them through safer packing of containers.

JH reported that the Global Shippers Forum was engaged with other stakeholders in the development of an updated version of the IMO/UNECE/ILO Guide to the Packing of Cargo Transport Unit to packers of containers, over the next few months. This material was intended to be shared by shippers with contractors in their supply chains responsible for the packing of goods in containers. JH pointed out that this initiative was intended to reduce the risk of new regulations mandating compliance with container packing guidelines.

JH also noted that it was intended that the CTU code would be updated to incorporate guidance on the minimization of other risks such as pest contamination, where there is also a threat of regulation.

BSC/19/08

Policy Issues

JH gave an update the group on the European Commission's review of the Consortia Block Exemption regulation. GSF had made a submission to the European Commission in response to its public questionnaire that called for the Regulation not to be renewed but for specific aspects, beneficial to shippers, to be replaced by more focussed legal instruments. He noted that shipping lines are experiencing difficult trading conditions, despite the Block Exemption, and that shippers are generally not happy with quality of service being offered by shipping lines. The submission noted that, no matter what solution the European Commission decided, a much better dialogue between the shipping industry and shippers is needed in the future and that FTA was determined to encourage and facilitate

JH explained that he expected the European Commission reach its conclusions in next couple of months. GSF had been invited to an OECD meeting the following day where EC officials responsible for the Review will speak for the first time after the closure of the consultation. He added that OECD is trying to play the role of honest broker to facilitate dialogue between shippers and shipping lines.

Finally, JH noted that one plea from shippers is to get an all-inclusive, stable price rather than constant and regular increases and surcharges which make budget planning difficult.

BSC/19/09

Secretary's Report

JH provided the Secretary's Report and highlighted the following points:

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- Heathrow airport has initiated projects to increase the efficiency of air freight and would like to gather input from shippers. Shippers wanting to take part in this exercise should contact Alex Veitch.
- The GSF Annual Meeting will take place in London in the week of 16 September 2019. The plan is to stage a global logistics conference around that. JH asked members to note the date. Members might be asked to take part as contributors.
- JH highlighted that he was expecting more clarity on negotiations about future trade relationship with the EU and the trade deals that DIT intends to strike with the rest of the world. He noted that this was likely to be a big theme for the event in September. ***(Post-meeting note: the March BSC webinar focused on trade with the rest of the world. Members wishing to learn more about this should contact PB).***
- FTA will reinstate its regular BSC webinars each first Friday of the months when a face-to-face meeting is not scheduled. PB invited suggestions for topics and areas that BSC members would like to see covered. She added that the timing of these webinars was amended to run from 11.00 to 12.30.
- JH also announced that FTA wanted to revamp and improve the focus and activities of BSC to make it even more useful for its members. PB stated that she would have discussions with individual members about it and welcomed suggestions.

BSC/19/10

Date of next meeting

The next meeting of the British Shippers Council will take place on 9 May 2019 at One Great George Street, Westminster, London, SW1P 3AA.

Freight Transport Council

**Minutes of the meeting held at One Great George Street, London, SW1P 3AA on
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APOLOGIES)

FTC/18/22 Apologies and personnel, competition law and compliance

Members attention was drawn to the written advice on meeting conduct.

FTC/18/23 Minutes and matters arising

The minutes of the meeting held on 8 November 2018 were adopted.

FTC/18/24 Chief Executive's report

David Wells gave an update on: FTA trading; parliamentary activity; FTA reports and events; global and European policy and AGM proposals

FTC/18/25 Changes to Articles of Association & Bye-laws to review and agree

Elizabeth de Jong referred to previously circulated draft new versions of the Articles and Bye-Laws which will be voted upon at the AGM on 9 May. She summarised the objectives behind the revisions: to ensure the organisation represents all of its Members and stays within current HMRC Mutual Tax guidance; to simplify and bring up to date the terms and clauses to reflect modern company law and current processes; and to reflect our new proposed Council structure which allows for a strategic policy council and councils for air and water. Detailed comment was invited in person after the meeting or by email by 11 February.

FTC/18/26 Any other business

No further issues were raised by members

FTC/18/27 Date of next meeting

The next meeting of Freight Transport Council will take place on Thursday 9 May 2019 at One Great George Street, Westminster, London, SW1P 3AA.

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