



# Leading UK Logistics

## Scottish National Freight Council Minutes – March 2019

For the meeting held in:

**Best Western Garfield House Hotel  
Cumbernauld Road  
Stepps  
Glasgow  
G33 6HW**

**on 27<sup>th</sup> March 2019**

**Chaired by Stephen Halleran**

### **1 Introduction**

- **Welcome**  
Chair Stephen Halleran opened the meeting and welcomed members followed by introductions.
- **Minutes of last meeting**  
These were accepted as a true and accurate record. Proposed by Stephen Halleran and seconded by Billy Ferguson.
- **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 Issues arising from UK Council on 7 February 2019, and attendance at UK Council 9 May 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.

### **3 Secretary's report**

Members were updated on issues including;

- Transport Taxation
- HGV test availability. Consensus from members at SFC was that the situation was yet to improve in Scotland. Member made attendees aware that DVSA were hosting a meeting at Radisson Hotel today (27<sup>th</sup> March) to discuss issues operators were facing
- Clean Air Zones. Malcolm Bingham mentioned current consultations on Manchester and Newcastle CAZ's and encouraged members attending to make submissions if they operate in these areas. Chair asked that Scottish council members are informed of Northern England Council dates
- Office of the Traffic Commissioner Review

## **Scottish Regional Items**

### **Cleaner Air for Scotland Review (CAFS)**

Members were briefed on this by Mags Simpson who has attended the working group meetings set up by Transport Scotland to look at the role of Transport within the review framework. Mags went on to explain that Freight is not being targeted, however there has been discussion around Road User Charges. FTA will continue to ensure that any recommendations do not unfairly penalize the Freight and Logistics Industry.

Members also informed of Low Emission Zone Regulation and Guidance Workshops, occurring in May. Mags to circulate original email invite to members of council.

### **Scotland Future Immigration White Paper & Skills Ministerial Meeting**

Members were briefed on this by Mags Simpson and Stephen Halleran who attended the ministerial roundtable meeting with Michael Mathieson. Scottish Economic reliance on EU migration was highlighted. Accessing Apprenticeship Levy funding also became an outcome of this meeting. With the cabinet secretary understanding with the difficulties of accessing the monies paid in to the fund by the Freight industry. Finally improving the image of the industry and, attracting young talent was also discussed. This links into progress of Road Haulage Skills Group item below.

### **Strathclyde Partnership for Transport- Consultation on the Regional Transport Strategy**

Mags Simpson updated members on the consultation process. As members were previously advised via email and Scottish Members inputted to the consultation.

### **Northern Links: A Major Cycling and Streetscape Bid for Dundee Consultation**

Members were briefed on the consultation process. FTA bid ensured that importance of not reducing available road space for Freight use was not impeded; and ensuring access to premises for deliveries was not impacted.

### **Road Haulage Skills Meeting**

Members were briefed on the recent meeting of the group. The group is currently under-represented by hauliers and would therefore benefit from FTA members attending. The next scheduled meeting is on 12<sup>th</sup> June 2019 at Grangemouth

## **National Items**

### **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:

- Customs Procedures that have been issued
- Tariff Information that has been published by HMRC
- Operation Brock
- FTA's recent visit to Calais
- Scottish Transport and Logistics Intelligence Group: Ports and Airports in Scotland happy to meet with any members looking at alternative routes to market
- Operation Stack "Stranraer". Feed back from members took unusually long time to return to normal. Mags to feed back into STLIG group

## **Road Infrastructure Information Provision**

Members were asked for feedback on any operational delays and/or additional costs incurred due to poor roadworks information. Members explained that it was very difficult to be precise on exact costs, and that information provided by Traffic Scotland on Roadworks meant that alternative routes could be planned.

Several members mentioned the bigger impact of "Incidents", whether weather or accident related. Members talked about Information being out of date on websites and route closure detail quickly being out of date. It was felt that the uplift in people looking for information all at the same time, during an incident; impacted on web-site functionality and sites tended to crash.

One member mentioned Overhead signage specifically, saying the messages along a route often appeared to be inconsistent. It was agreed that reliable and timely information was the ideal

Members were also asked about potential barriers and how Roadworks information could be improved. One member explained that the fact that so many parties are now involved and the natural hierarchy from Lead contractor, through sub-contractor down to on site operators can over complicate the situation.

## **Earned Recognition**

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

- MOT testing: Members were cautiously optimistic that those operators with appropriate facilities could benefit. Some concern around image for industry if something were to go wrong. Members agreed that the bigger benefit would be in control of timings for MOT tests: not having to travel to test centres; or wait for DVSA examiner when required
- Prohibition: Members were concerned that this could be interpreted as "getting around the law". Members felt that the prohibition framework was very clear and well understood and should not be played around with
- OTC: Middle level priority
- Insurance: Not seen as relevant by members as most operator's self-insure
- ER-Specific requirements: Not felt applicable to members in attendance

Members were asked if there were any other benefits that would encourage uptake of ER. One member said that exemption from CAZ's for an operator with ER would be a benefit. Discussion then moved onto FORS...

## **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 their frustrations with the many "mini interpretations" of FORS scheme; including ECO stars. One member suggested that one national standard should be recognised nationally. The question was asked whether this standard was Earned Recognition?

One member discussed how they had quite deliberately moved away from FORS as although their customers were asking for FORS these customers had no understanding what FORS was. This member has been using their ER status to demonstrate an equivalent but comparable standard to FORS for their customers.

## **Brake Testing Vehicles in a Laden State**

Members were briefed by Malcolm Bingham 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 very much depended on what type of vehicle and what facilities were being used. Specific vehicles that could prove difficult included: laden bin lorries and laden tankers.

Members were then asked questions on tri-axle trailers. Transfer of weight was mentioned as a possible barrier; Ejector Trailers were also mentioned as difficult due to head height required at test facility.

## **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. The members around the table did not think that this was viable. They felt the safeguards could not be put in place. One member suggested that the Trainer should have additional qualifications to demonstrate ability to train in work-based environment. Members around the table did not feel there was any advantage to work-based training. General opinion was that training should quite deliberately be away from the work environment; but to ensure relevance to work practices was important.

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. Most members said "No" as there were too many difficulties with verifying the person doing the training. Reference was made to those members in Highland and Islands where this may be considered viable, however, no representation around the table.

Finally regards reliable user identification: Members explained that many used E-learning type training – via web in front of a computer. However, it was still felt that anybody could complete the course even if knowledge test at the end – unless sat in a classroom as a group with laptops. One member mentioned that the only way that either distance or E-learning could truly be tested, was if the individual turned up to complete an exam after completing the training.

## **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. All Members around the table were genuinely surprised that any operation could get 10 years of use from any tyre in any commercial scenario. When asked on any specific scenarios where this could present an issue, the following were mentioned: Low mileage in North West Highland and Islands; Vintage vehicles for demonstration purposes. One member also mentioned an article he had read where UV light could be responsible for damaging the outer walls of tyres.

## **Recording Drivers Hours in Multi-Manning Operations**

Members were briefed on the operational challenges discovered by the waste sector and asked if they could see any other sector being affected. The Milk Industry was mentioned although no representation around the table. One other member mentioned a similar issue when a driver trainer doing "In Cab" Training on a 1-2-1 basis. This member sought confirmation from DVSA at the time. Issue was caused by Tacho Head automatically defaulting to POA. Members also raised the point that different manufacturers kit, defaulted to different things.

## **AOB**

Members were made aware/reminded of Webinars that are being run instead of free member briefings. Feed back from members was that these were proving popular and very useful. I have included link to access recordings of previous briefings (you will need to log in FTA web-site to access) <https://fta.co.uk/events/member-briefings-january-2019>

Stephen explained that we would put together a short survey to sense check format and content of Scottish Freight Council. Once completed we will send out to all registered members for SFC. Encouraged members to let us know who they would like to present at future meetings

Mags explained she will not be able to attend next meeting. Colleagues Christopher Snelling and Seamus Leheny will be in attendance

## **Dates of next meetings**

The next meeting of the FTA Scottish National Freight Council will be held at the Garfield House Hotel commencing with a buffet lunch at 1200 on **Wed 12<sup>th</sup> June 2019**

### **Present:**

Stephen Halleran – ADM Milling  
Jim Dougan – EEG  
Emil Laiolo – Glasgow City Council (GCC)  
John Hutton – GCC  
Alex Colquhoun – GCC  
Paul Morrissey – Truline  
Gary Nelson – Post Office Ltd  
Bob Adamson- Leiths  
Colin Millar – XPO  
Billy Ferguson -Fife Council  
Kerry Rankine – Fife Council  
Carl Olufson – Markon  
James Bilsland – James D Bilsland Ltd  
Tracy Cochran – Kuehne & Nagel  
Joanna Pegg – Bidfood  
Krystina Ferguson – Jarvie Plant

### **In Attendance from FTA:**

Mags Simpson; Malcolm Bingham; Andy Jones; Robbie Anderson; Fiona Bartels - FTA

### **Apologies:**

Allan Campbell- Road Transport Solutions  
Alex McPhee – JW Suckling  
Harry Foster – Central Industrial  
Craig Hogg – Bidfood  
Alisdair Craik – Billy Bowie Tankers  
Craig Chirrey - XPO