

**Tuesday 30 October 2018**

**Doubletree by Hilton Hotel Newbury North**

**M4, Junction 13, Oxford Road, Newbury, RG20 8XY**

#### **CHAIRMAN'S WELCOME**

- The meeting was chaired by Peter Staines from M&S Transport Temperature Control
- Roundtable introductions were made
- Minutes from the last meeting were proposed and seconded

#### **COMPETITION LAW COMPLIANCE**

- Members were reminded of the competition law compliance rules

#### **REPORT FROM UK COUNCIL 5 July 2018**

- Including financial standing for restricted operators and the red diesel review.

#### **SECRETARY'S REPORT**

- Members were updated on recent issues including Clean Air Zones, Severn Bridge tolls, Brexit, trailer registration, the Autumn budget, alternative fuel duty rates, the new structure for the policy report, freight council and freight council booking system.

#### **REGIONAL ITEMS**

##### **FELIXSTOW PORT DELAYS**

- Hutchinson Port have introduced a new IT booking system which has experienced some teething issues which have resulted in serious delays with some ships being diverted to other ports. Members were asked if they had been affected.

##### **G8 SOUTHAMPTON CLEAN AIR ZONE**

- Members received an update to Southampton's Clean Air Zone consultation which closed on the 13 September and meant they missed the governments deadline to submit their business case
- FTA responded to the consultation calling for harmonization with the other CAZ, ULEZ and DVS start times of October 2020, and requested an exempt route for vehicles to access test sites located within the zone

##### **G6 OXFORD TO CAMBRIDGE EXPRESSWAY STUDY**

- The study announced that corridor B, the central option, was their chosen option, it is predicted to remove 40 minutes off the journey between the A34 south of Oxford and the M1
- The route also has a further option of either travelling to the East or West of Oxford, a further consultation will follow in 2019

- We were supportive of the decision, the corridor will provide a more efficient route for commercial vehicle operators, and will also benefit freight using the A34 to connect to the Port of Southampton

## **G7 PORTSMOUTH AIR QUALITY ACTION PLAN**

- Members were updated on Portsmouth's Air Quality Steering groups progress to update their Air Quality Action Plan and agree the most effective measures that will improve local air quality

## **G9 SLOUGH PROPOSED CLEAN AIR ZONE FEASIBILITY STUDY**

- Slough Borough council are conducting a CAZ feasibility study in 2019/20 as part of their Low Emission Strategy. FTA will continue to follow their progress and report back to members accordingly

## **LONDON ITEMS**

### **G1 DIRECT VISION STANDARD**

- Members were updated on the progression of the Direct Vision Standard and the safe system
- TfL have commissioned research into operational evidence and preferences of safety equipment so they can refine the wording and content of the safe systems guidance document to provide as much clarity as possible

### **FORS**

- Members received an update on the Fleet Operator Recognition Scheme and their plans to change the standards for each band and introduce new environmental requirements

### **A3 MIGRATION ADVISORY COMMITTEE: IMMIGRATION**

- Members were briefed on the workforce implications of current proposals for restricting access to lower skilled migrants, and asked to discuss any potential implications for their business to decide FTAs response
- Members pointed out that if you are unable to hire enough drivers, there would be an increase in foreign drivers with the ability to come and do cabotage. Members asked what were the entry requirements for drivers coming over to the UK if there is no free movement, what documentation would they need – would they need a permit for the driver as well as for the truck to prevent them from staying permanently?

### **A6 PRIORITIES FOR LEGISLATIVE CHANGES 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 the EU regulations may be possible.
- Member suggestions included changes to the Driver CPC to introduce a test at the end, to check the drivers were paying attention, and mandating the number of times a particular module could be repeated. It was felt that more credibility would be given to DCPC if a pass/fail mark was awarded, and changes to the duration of the modules were suggested to make them more flexible.
- Licencing of maintenance staff for vehicles- the equipment for the trucks is developing faster than the training for the engineers servicing them, more regulation is needed to ensure the skill levels of the engineers are kept up to date.

## **A1&2 CHANGES TO SIFT POLICY AND HGV ENFORCEMENT TARGETING**

- Members were briefed on the proposed changes to DVSA's enforcement target procedures affecting green OCRS operators and asked to agree FTA's stance in response and consider what criteria members believe should determine enforcement practices in future.

## **A4 MAXIMUM WEIGHTS AND DIMENSIONS OF HGVs**

- Members were asked to agree what position FTA should take on seeking other extensions to current maximum weight and/or dimensions rules for HGVs, following the success of the Longer Semi Trailer trial.

## **A5 ABNORMAL LOADS**

- Members were informed about proposed changes to the requirements for moving abnormal loads and its implications for all road users and asked to agree a response.

## **ANY OTHER BUSINESS**

### **ELECTIONS**

- Elections will take place in January, to take effect in April. We are looking for a new chairman and 2 new vice chairman, we also have space for 2 deputies for UK council and a space for a rail representative. If members are interested in one of the positions, please contact Rebecca Kite directly.

### **CO2 REDUCTION TARGET**

- The 15 per cent reduction target only focuses on tailpipe emissions, however it should include the whole vehicle. When you drive the auxiliary equipment it increases the tailpipe emissions, but is cleaner – 10 per cent increase in tailpipe emissions could save 9 tonnes of CO2. FTA will feed this back to the DfT

### **WORKING AT HEIGHTS**

- FTA attended an initial working group meeting to determine guidance for working at height – above vehicle cabs on refrigeration units – the guidance approval is now running out and moving towards a ban on the use of ladders. FTA need to look into getting involved with the British Food Federation

### **UK COUNCIL**

- 8 November One Great George Street
- Attendance was agreed

### **DATE OF NEXT MEETING**

- Tuesday 15 January 2019 at the Doubletree by Hilton Hotel Newbury North

## **ATTENDEES**

### **Chairman**

Peter Staines

M&S Transport Temperature Control

## **Council Members**

|               |                               |
|---------------|-------------------------------|
| Adam Conrad   | David Cover & Son Ltd         |
| Chris Cooling | Day Aggregates                |
| Mark Hawkins  | Day Aggregates                |
| Gary Locock   | Pilkington UK Ltd             |
| Paul Needle   | Smith & Sons Bletchington Ltd |
| Robert Pappas | Consul Transervices Ltd       |
| Colin Preece  | Vitacress Salads Ltd          |
| Ian Tidbury   | Utili-Light Ltd               |
| Matt Watson   | Smiths News Plc               |
| Karl Wintle   | MJ Church Plant Ltd           |

## **FTA Staff**

|                 |   |
|-----------------|---|
| Natalie Chapman | Head of South of England and Urban Policy |
| Rebecca Kite    | Environment Policy Manager                |