



Leading UK Logistics

Yorkshire & Humberside Freight Council Minutes – April 2019

For the meeting held in:

**Tankersley Manor Hotel
Barnsley
S75 3DQ**

on 10th April 2019

Chaired by Kevin Abel

1 Introduction

- **Welcome**
Chair, Kevin Abel, opened the meeting and welcomed members followed by introductions.
- **Minutes of last meeting**
These were accepted as a true and accurate record. Proposed by Kenneth Hargrave and seconded by Tim Doggett
- **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.

National Council attendance: (agreed as part of AOB) Kevin Abel; John Walter; Tim Doggett; and Ken Hardgrave

3 Secretary's report

Members were updated on issues including;

- Transport Taxation
- HGV test availability. Consensus from members at YHFC was that the situation was yet to improve in locality.
- 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

Regional Items

Malcolm Bingham updated members on:

- Combined Authority Approach to Clean Air Zones. FTA will continue to make representation for Freight Industry.
- Transport for North (TfN) have published their Strategic Plan for Transport, for next 30 years. Public transport will be initial focus, however TfN have assured FTA that Freight is a Priority and Focus for them
- Encouraged members to respond to any CAZ consultation that affected their operation as individual businesses.

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

Members asked for clarity on Tariffs in particular, any that affected cost of importing new-build HGV's

The below link will take members to the list of Preferential, MAN and tariff quota rates of customs duty on imports if the UK leaves the EU with no deal. Please contact Mags Simpson if you have any further questions on this msimpson@fta.co.uk

https://www.gov.uk/government/publications/temporary-rates-of-customs-duty-on-imports-after-eu-exit?dm_i=4WKY,4YBQ,10AJHT,H2WI,1

Road Infrastructure Information Provision

Members were asked for feedback on any operational delays and/or additional costs incurred due to poor roadworks information. The current web-site was mentioned but felt was difficult to get to info required. Ideally should be automated if possible, with only the information required

Members explained that one of their biggest frustrations were "Night time" works; they felt that these were poorly communicated.

Members were also asked about potential barriers and how Roadworks information could be improved. It was felt that being made aware of works as soon as possible ahead of time would be biggest help. Forecasting work and re-routing can all be done, but only if it is known where the problem areas will be.

Members suggested that they have sophisticated planning and navigational software, that are used; would it not be possible to feed live/raw data into these systems from Highways England?

A member pointed out that often night-time closures can be reactive work to an incident that happened earlier in the day. Members also mentioned that access to the Motorway network is controlled by one agent; whereas a road network is not.

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 the fact that when initially launched was useful. However, since commercial element was introduced this seems to have taken precedent. Truck Excellence was mentioned as being a more O Licence Compliance based audit

Members suggested that the Audits should be recognised across schemes where appropriate; it was felt that there are too many different schemes now. One member mentioned that to do any work for TfL operator must have FORS Silver.

Another member asked the question: Why not simply make the point that separation of Governance and Standards is what is required. Since FORS own "new model" has suggested more than one audit provider

Members then went on to discuss Earned Recognition. Once this was achieved why could you not self-certify for other elements or have an add-on? To be clear NOT another separate audit

Finally, comment was made that FORS is very heavy and complex regards "paperwork"

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.
- Prohibition: Some members felt that if you have ER and the MOT testing element this would not be required.
- OTC: Middle level priority
- Insurance: Not seen as relevant by members as they did not see how DVSA could influence the commerciality of the insurance industry. The point was made that the Insurance companies have no interest in the elements that are audited within ER.
- ER-Specific requirements: Not felt applicable to members in attendance

Members felt that any combination of these benefits would make ER more attractive.

Members were also cautious that Safety of Vehicles should always be a priority. There was some concern around what happens if "it goes wrong"

Members were asked if there were any other benefits that would encourage uptake of ER. Members agreed that it was important that a balanced approach was taken

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. Members agreed that Induction process would be a useful example of this if JAUPT approved. Most members felt that there

were elements of working practices that if they could be incorporated into DCPC would be useful. E.g. Safe loading of vehicles; Vehicle inspections/walk round checks; Diminished Loads. Members explained that any practical elements were very much welcomed especially if they could be done in groups rather than 1-2-1. The feeling was that anything that broke up the 7 hours in a classroom environment would help engage drivers. It was very clear that everyone agreed that this should be separate from the working day. It was felt that accredited trainers would have to be used as a safeguard.

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. Members around the table had experience with E-Learning where time delays, and questions ensured you did not move on until the "message had been learned". However, as it was pointed out there is no test element to DCPC now. However, it was agreed that different people learn in different ways. There was also the potential benefit of being done at home. It was also pointed out that not everyone has access to suitable IT at home.

Finally regards reliable user identification: One member suggested that you could use a driver's Gov.uk portal access

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 would be a huge financial burden on Operators. One example was given of an operation with 600 trailers, on a 10-week cycle; along with cost of loading/unloading: estimated costs to test all, of these laden = £50,000 every 10 weeks, which is £250,000 every year.

Members agreed that the cost to simply load and unload in both time and manhours would be a huge undertaking

Members asked where the evidence was from DVSA, that there was an issue.

Regards Brake test reports – most members agreed that there was an educational piece that could be completed on these.

Members were then asked questions on tri-axle trailers. Again, costs involved was raised. It was also pointed out that it was unfair to expect ATF's to put in the facilities, to complete these tests under laden conditions, as it would be significant.

Finally, specific examples of Cement, Grain and Milk were mentioned. These vehicles could go to test station pre-loaded, which in the main was inconvenient. However, if vehicle were to fail was a considerable issue/cost.

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 said that it was unlikely 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: Tyres exposed to UV light; Historic vehicles for shows; caravans. Re-treads were also discussed as marking on side of tyre could be worn away.

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. Question was asked, "what do they do in Europe?" It was felt that utility companies may have an issue in this area.

AOB

Members were made aware by James Firth of Tri-Annual review of Traffic Commissioners and the potential scenario where Guidance and Directions would be removed; and potential of costs being imposed by TC's. Members will be briefed when James has more detail

Members were informed of the closure of FTA's Leeds office

Mags Simpson asked if any members would be willing to talk to the media, as per PR teams request. Any interested members should email Mags: msimpson@fta.co.uk

John Walter made a presentation to Malcolm Bingham, thanking him for his continued efforts over the years. Mags will hunt down the "Andy Pandey" photo and endeavour to share at the next meeting

Dates of next meetings

The next meeting of the Yorkshire National Freight Council will be held at the Tankersley Manor Hotel commencing with a lunch at 1215 on **Wed 19th June 2019**

Present:

Kevin Abel - Howdens
Alistair Leake - Stardes
David Harvey Steinberg - Stardes
Ken Hardgreave - ABAGri
Richard Tallis - Barrett Steel
Andrew Sykes - Kloeckner Metals UK
Ian Uttley - Stagefreight Ltd
Darren Endeacott - Mercado
Tim Doggett - Clugston
Andy Darby - Morrison Utilities
Stephen Sykes - Asda
Nick Clegg-Brearton - Harrogate Borough Council
David Alderson - The Symphony Group
Jeff Hibbard - SIG
John Walter - Vanguard Retail
Alan Arnett - Yorkshire Water
Dave Evans - Yorkshire Water
Phil Belk - Next
Janette Pursey - DX Freight
Kevin Piccavey - Myers Group
Mark Thornton - Total Foodservice
Chris Granger - Ryedale
Ian Goldthorpe - Wakefield Council
Paula Hartley - Elliott Group

In Attendance from FTA:

Mags Simpson; Malcolm Bingham; James Firth; Jim Magner; Jim Mower - FTA

Apologies:

Ian Akister; Kevin Brock; Andrew Hollingsworth; Brendan McNamara; Jason Oliver; Kevin Rhodes;