**Attendees**

Kevin Able

Wayne Beresford

Martin Binns

Nick Clegg-Brearton

Andy Darby

Tim Doggett

Darren Endeacott

Ian Goldthorpe

Ken Hargrave

Andrew Hollingsworth

Peter Malloy

Shaun McCowliff

Corinne Murphy

Kevin Rhodes

Chris Pickles

Lee Pritchard

Mark Sutcliffe

Stephen Sykes

Mark Thornton

John Walter

Robert Wilkinson

Ian Uttley

**Apologies**

Andrew Sykes, Richard Tallis

**FTA Staff:** Malcolm Bingham, James Firth, Matt Harington, Jim Magner, Jim Mower.

1. **Introduction and welcome**

An introduction and welcome were given to all members attending the meeting and guest speakers Tom Finnegan-Smith Head of Strategic Transport and Infrastructure at Sheffield City Council, Amanda Mushin Highways Agency and Paul Davidson AECOM.

Sheffield CAZ

During discussion on the proposals for the CAZ it was noted that the area would be bounded by the inner ring road, including the ring road itself. The council will have conversations with affected parties during February/March and look to have a formal consultation in May/June. It is the intention to start the Charging in at the end of 2021.

Members were concerned about the focus on industry while about 50% of the emissions are created by cars. Additionally, there is a concern that that there is little action that can be taken against non-UK hauliers if they fail to pay the charge as penalty notices would be ignored by them and is it is left to British operators to carry the cost.

Highways England presentation

Members received a briefing from Highways England on work that they are doing to reduce killed and seriously injured on their network.

There was some concern from members on how Highways England could look get traffic moving more quickly following incidents. It was pointed out the very often the highway authority are in the hands of the emergency services on incident duration. In the response from Highways England they explained that they are looking at algorithms to increase speed limits following incidents as soon as it is safe to do so.

The minutes of the previous meeting were confirmed as true and accurate with no matters arising.

1. **Election of Regional Freight Council chair and UK Councils reps.**

Members agree that the following are elected to ports within this Council for the next year

Chair Kevin Able

Deputy Chair vacancy

UK Council Reps Kevin Able

 John Walter

Ken Hargrave

Tim Doggett (Volunteer to be confirmed at next meeting)

1. **Issues arising from UK Council on 8th November 2018, and attendance at UK Council 8 November 2018**

Members were briefed on the discussion items at National Council on 9th May Including Financial Standing for Restricted Operators and the HM Treasury’s Red Diesel Review.

There was a concern raised about UK council adoption of a policy which would reintroduce the ability to driver a 7.5 vehicle on a car license. While it was recognised that it used to be a route into the industry for some drivers it was felt that the Association should have some concern about the ability of a driver to safely drive these vehicles.

It was confirmed that Kevin Able, John Walter, Ken Hargrave and Tim Doggett will attend the next UK Council meeting taking place on 7th February 2019.

1. **Secretary’s report**

Members were updated on issues including FORS Review; London Direct Vision Standard; Independent Testing; Availability of HGV Annual Tests; Immigration White Paper and Labour Shortage Categories; Abnormal Loads.

1. **Vehicle Operators Licensing – Priorities for Development**

Members discussed what additional features or processes would members like to see added to Vehicle Operator Licensing (VOL) online system.

It was felt that the system would benefit from a communications portal to assist in areas that currently have to be made in the form of a letter. Additionally, it would benefit from communications between the police and OTC which could resolve the issues raised by the police in having to have an O license disc in the windscreen.

An issue was raised on downloaded information which may be required for auditing purposes. It would be beneficial if the information that is downloaded from the system could have official letter heads to prove its origin rather than a spreadsheet of data.

1. **Ultra-Low and Zero Emission Roads and Zones**

Increasingly local authorities are bringing in small scale Ultra-Low Emission vehicle and zero emission requirements often with differing standards and hours of operation.

There was support for FTA’s view that Government guidance is needed to develop an understanding of what vehicles are available to fit with move to improve air quality.

The sort of vehicle required to fit with zero emotions are not readily available and expensive to purchase and effectively restricts operators trading in such areas.

Members concern is athe growth of these areas restricting delivery windows which then broadens the effect not just to vehicle operations but also to other in the supply chain.

Grid capacity is likely to be a major issue going forward with a proliferation of electric vehicles in cities.

 **Coastal Shipping – How to grow the market**

Members were briefed on the decline of coastal shipping within the UK and the Associations proposal to develop a new policy study to influence the DfT’s Maritime 2050 agenda.

Members recognise the decline is coastal shipping infrastructure and the issues about connectivity of modes.

Some members are involved is shipping between UK ports would be willing to be involved in discussion with FTA.

1. **Road haulage and Container Ports – Working to resolve congestion**

Members were briefed on the reported congestion problems at some container ports.

There was some concern about the lack of understanding of supply chain requirements by some ports but felt the issue should consider the wants and needs of shippers.

1. **Brexit Preparedness**

With the Brexit dealing approaching members were asked about contingency plan and what further advice members need to help their activities and services.

There was a recognition by some operators that there may be a need to prepare but what realistically do they need to do.

Members also recognised that there could be a supply chain issue for spare parts for vehicles which are very often shipped overnight to ensure that vehicle maintenance can be done in the most efficient way.

1. **Any other issues raised by Members**

FTA reported that DVSA is no longer using chip and pin to collect penalties at the roadside.

Members felt recognised that employers should not have to be put in a position which requires them to pay drivers fines. Wider it was felt that there may have to be a system to collect penalties from foreign based drivers.

**The next meeting of the regional council will be held on Wednesday 10th April 2019 at Tankersley Manor.**