

## Air Council Meeting Thursday 03 August 10.30 – 12.00

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### Note of Meeting

#### 1. Welcome and Housekeeping (see annex for conduct of meetings)

The Chair welcomed members and reminded all of Logistics UK's conduct of meetings.

#### 2. Introductions

All members and staff introduced themselves.

#### 3. Updates since last meeting and on Logistics UK's wider activities

Ellis Shelton, Policy Advisor updated members on recent policy and public affairs activities.

- a. Logistics UK's response to the Slots Alleviation Consultation.
  - i. Logistics UK were in support of the return to an 80:20 slot usage ratio for W23.
  - ii. Logistics UK highlighted that at LHR and LGW, there are very few to no open spaces at times of high congestion.
  - iii. Logistics UK called for the abolition of TDRs. Cargo services should be able to utilise whatever capacity that is available as they also offer crucial services.
- b. Logistics UK's response to the East Midlands Airport Noise Consultation.
  - i. The approved 'Noise Action Plan' will be formally adopted by DEFRA in February 2024.
  - ii. Logistics UK stressed the importance of night-flights and highlighted that they are essential for many industries, including air cargo, emergency services and medical transport, which all operate on a 24-hour basis.
  - iii. Logistics UK pointed out that restricting night-flights would increase delivery times, disrupt supply chains and ultimately lead to increased costs for consumers and businesses.

#### 4. Identifying the Skills Gap in the Aviation Sector

Jonas Keat, Policy Advisor engaged with members of the Council to learn about the demand and importance of skills and green skills within the aviation sector. Jonas gave an update on where Logistics UK is at with its 'Skills' report. He requested feedback from the Council once a draft version of the report became available. Members of the Council will receive this in due course.

Members of the Council unanimously agreed that the 'Apprenticeship Levy' does not work. Alongside this, there was a consensus that the Government views 'skills' as an

area it should not support industry in. Instead, the Council feels it is left up to the industry to address the skills shortage.

Jonas requested that members of the Council consider joining the Employment Action Group should they have thoughts/concerns on the subject of 'skills'.

## **5. Addressing the Role of Hydrogen in Sustainable Aviation**

Ellis Shelton, Policy Advisor led a member roundtable discussion on hydrogen's potential as an alternative fuel for the aviation industry.

Members of the Council agreed that there is not a 'one-answer' solution to decarbonising the aviation sector and that hydrogen will play a role. However, it was felt that progress had been slow and that industry cannot wait for its implementation. Hence, SAF is still considered key to reducing aircraft emissions.

Members agreed that for hydrogen to work, hydrogen re-fuelling facilities etc. must be universal else it restricts where hydrogen-based cargo aircraft can operate out of. Nonetheless, Council agreed that if hydrogen were to be introduced, cargo aircraft would be the first to trial it.

Kate Jennings, Director of Policy confirmed Logistics UK will be producing a 'Logistics Zero Emission' roadmap. Members of the Council will be asked to feed into this.

## **6. Guest Speakers from the Department for Transport (DfT)**

Members of the Future of Flight team presented to the Council to give an update on the project. Speakers included:

- a. Sofia Stayte, Head of Future of Flight Policy
- b. Richard Burn, Senior Policy Officer, Future of Flight Policy

Sofia Stayte presented to the group, outlining how the UK would be a global leader and champion in future aviation technologies. The aim is to ensure that the UK is in the top three to five countries developing and implementing these technologies.

Sofia confirmed that the UK is viewed by international stakeholders as a place for technological growth within the future of flight agenda. However, the question now and for the future is how we are going to integrate these technologies into modern working societies. Future of Flight is very dependent on airspace integration and we cannot achieve integration without the correct digital infrastructure.

In feeding back to both Sofia and Richard, members of the Council stressed that in order to acquire drone certification, it was easier to go to either the United States or Europe, not the UK. As well, the Council highlighted that airspace modernisation has taken too long and that if this programme is dependant on such a thing, its implementation will be heavily delayed.

## **7. AOB**

Ellis confirmed that Logistics UK are reviewing membership and the purpose of the Councils. Thoughts are welcome from members.

As well, Ellis confirmed that Logistics UK will be looking into installing a one-off 'Three Mode' Council next year. Details of this will be published in due course.

**Attendees**

<b>James Golding</b>	<b>Heathrow</b>
<b>Daniel Platt</b>	<b>Heathrow</b>
<b>John Mills</b>	<b>The Communication Group</b>
<b>Harvey Presence</b>	<b>The Communication Group</b>
<b>Katie Chalmers</b>	<b>DHL</b>
<b>Sarah Bell</b>	<b>UPS</b>
<b>Sally Dixon</b>	<b>Manston Airport</b>

## GUIDANCE FOR CONDUCT OF LOGISTICS UK MEETINGS INVOLVING MEMBERS

Logistics UK provides a broad range of valuable services for members and represents them on a range of issues. It is vital however that Logistics UK staff and members remember that certain meetings are composed of a group of competitors and therefore special care is required to ensure that there can never be any suggestion of any form of anti-competitive behaviour – business practices which prevent or reduce competition in the market. In order to protect Logistics UK and its members, there are therefore matters that should not be discussed and certain precautions that should be taken.

In particular, members must not discuss competitively sensitive information. **Competitively sensitive information covers any non-public strategic information about a business's commercial policy that could lead to a competitive advantage.** Competitively sensitive material includes (but is not limited to): individual company costs; individual company prices; sales volumes, revenues, volumes, capacity, utilisation, stock levels or supplies; confidential plans about the future; and, matters relating to individual suppliers or customers.

These following guidelines must be kept in mind when attending meetings involving members:

1. The Logistics UK and its members are committed to adhering to applicable competition laws in all their activities. It is the responsibility of each participating member of each meeting, to ensure that its activity in connection with the Logistics UK meeting complies with applicable competition laws.
2. A named member of Logistics UK staff shall be designated as the **Secretary** of a meeting and be responsible for adherence to these guidelines.
3. A written **Agenda** of meetings will be circulated in advance and be held on file by the Secretary.
4. Detailed and accurate **Minutes** will be circulated to all attendees, after the meeting and held on file by the Secretary. Those minutes will include an accurate list of all members present at the meeting.
5. Membership of Logistics UK, its Councils and Working Groups will be open to representatives of **all relevant organisations** active in the UK, as defined in the Articles of Association and By-Laws.
6. A complete **list of members' names and affiliations** of each Council and Working Group will be held on file by the Secretary, such information being extracted from the Logistics UK membership database.
7. Members will be **formally reminded**, by the **Secretary**, at the **start of every meeting** that they must not discuss competitively sensitive information.
8. There will be **no discussion of competitively sensitive information** (that is not publicly available) either in the formal meeting or otherwise outside of the meeting during breaks.
9. There will be **no coordination of commercially sensitive activity** through the Logistics UK meeting.
10. Should meetings depart from this guidance or if an exchange of competitively sensitive information appears to be taking place or be about to take place, the Secretary or the individual attendee noticing the breach, shall be responsible for notifying the Secretary. The Secretary should draw members' attention to this guidance and prevent further exchanges occurring. This shall be accurately minuted.
11. Any member of a meeting who believes that a meeting is departing from these guidelines should follow the steps in 10 above and be **entitled to leave** the meeting and have their comments and the time of departure minuted.
12. Where any activity of the Logistics UK may involve the passing of commercially / competitively sensitive information that is not publicly available, then such activity may only be carried out after **specific legal advice** has been taken to ensure that the activity is consistent with applicable competition laws.

Logistics UK September 2022

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