

## East of England Freight Council minutes

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Tuesday 31 January 2023

09:30 – 13:00

Delta Hotels by Marriott, Hinchingsbrooke Business Park, Kingfisher Way, Huntingdon PE29 6FL

### INTRODUCTION

- The meeting was chaired by John Burbridge from Turners (Soham) Ltd.
- The minutes of the last meeting were approved
- Members were reminded by the Secretary about the competition law compliance guidance and referred members to the full details on page 5 of the Policy Report.

### Report back from modal councils

- Members received a report back from Road, Rail, Air and Water Councils.
- Members were positive about Loveday Ryder's (CEO of DVSA) appearance at Road Council where she said that she wanted to turn DVSA into a customer focussed organisation. It was reported that she has been open and engaged since.

### Secretary's report

- Members were updated on other issues not on the main agenda including: Logistics UK's submission to the Treasury ahead of the Budget in March; the Senior Traffic Commissioner's clarification around the specifying of vehicles on VOL; the review of the Guide to Maintaining Roadworthiness; Direct Vision Standard (DVS) phase 2; the Clandestine Entrant Civil Penalty Scheme; and the Chief Medical Officer's report on air pollution.
- On DVS, there was universal disapproval of any requirement to remove and replace kit for the new progressive safe system.
- Members were briefed on the forthcoming Discover Logistics Careers weekend which will take place from 17 to 19 March. More information is available here: [www.logistics.org.uk/discover-logistics-careers](http://www.logistics.org.uk/discover-logistics-careers)
- Members were also briefed on the changes to Logistics UK's Policy Team

### REGIONAL ITEMS

- Members were updated on Cambridge Road User Charging proposals and the A428 Black Cat to Caxton Gibbet
- Members expressed serious concerns about proposals by the Greater Cambridge Partnership to apply a daily charge of £50 for HGVs entering Cambridge. Companies will lose business as charges of that scale will not be able to be absorbed and will have to be passed on to the customer. Organisation proposing the Cambridge CAZ to be invited to next East of England Freight Council

### AGENDA ITEMS

#### A1 Road Transport (Working Time) Regulations

- Logistics UK sought members' views on the Road Transport (Working Time) Regulations 2005, which implement European Directive 2002/15/EC, and limit the total amount of work (driving and other work) that can be carried out by drivers in-scope of the retained EU drivers' hours rules. This piece of legislation is specific to mobile workers who were excluded from the main horizontal Working Time Directive.

- Members were asked if they continue to support the existing policy of incorporating working time rules in-to the drivers' hours rules to aid simplification. There were concerns that if the rules were combined, there is a risk of increased confusion and prosecutions. It does provide some safeguards for breaks. If we just rely on EU for breaks, there will be some drivers who never reach times for breaks. We need to be careful of what we ask for as DVSA don't currently heavily enforce working time.
- Whilst there are complications with the working time rules, the industry roughly knows what the rules are. These rules have been in place for 18 years and the industry needs to adopt a greater understanding of them. Nevertheless, many drivers are still confused by working time, particularly the rest breaks. Working time is the bigger cause of infringements than drivers' hours.
- However, there was some support for changes. One way it was suggested it could be done is that if on any given day, the EU rules aren't being used, working time rules then apply. There are two different sets of working time rules - mobile workers and others. The definition of night time is different for each.
- Desk based assessments are becoming more commonly used by DVSA. A huge amount of time is spent by operators on compliance and the police don't actually enforce it.

## **EXTERNAL PRESENTATION**

- Helen Fallon from England's Economic Heartland (EEH), the Subregional Transport Body stretching from Swindon to Cambridgeshire and from Northamptonshire to Hertfordshire, briefed members of the role of the body, how it works with other STBs (such as Transport East) and seek feedback on key priorities in the region.
- Members flagged that one of the biggest barriers to adopting alternatively fuelled vehicles is infrastructure. It was suggested that EEH can help with identifying where the infrastructure is needed and work with their local authority partners to identify land. Hydrogen and HVO. Should not just be focussed on the Strategic Road Network (SRN), but also in rural areas as freight goes everywhere.
- Needs the right incentives. A lot of companies are making the decision to do nothing due to the uncertainties and lack of the right incentives. Need to bring energy and transport planning together.

### **A2 Trailer registration**

- There is no mandatory requirement for trailers used solely within the UK to be registered. However, the subject of trailer registration has been mooted a number of times recently and Logistics UK sought members' views on the matter.
- Members were asked if it is now time to accept the need for trailer registration, what the main challenges of trailer registration would be for members, and if trailers also be specified on VOL.
- Whilst it would be helpful for buying/selling to have proof of ownership, it is the operator who will be the first port of call for DVSA and the police where issues arise rather than the owner/registered keeper
- Overall, there was not a huge appetite for trailer registration to be introduced. Members questioned how DVLA would manage it and felt that it would be bureaucratically challenging.

### **A3 Decarbonisation – Transitional Technologies**

- As the third topic for the net zero standing agenda item at Freight Councils, Logistics UK sought feedback on transitional fuels and technologies that can support the reduction of greenhouse gas emissions (GHG) on the journey to net zero by 2050.
- Members were asked about the barriers to adopting transitional technologies and fuels, what further Government policies and incentives is needed, and if there are other opportunities for GHG emissions reductions not explored in this paper that Logistics UK should be highlighting.
- Members said that taxation rules are the real barrier for uptake of alternative fuels.
- They also discussed issues around urban operations being less efficient for alternative fuels, but higher cost.
- One member highlighted a trial they have undertaken placing solar panels on the roof of the vehicle. However, it reduces payload and cannot run at night

### **A4 Transport Committee Inquiry into Strategic Road Investment in England**

- The House of Commons Transport Committee is seeking evidence as to how well Government/National Highways has managed strategic road investment under RIS2 and what the priorities should be for future investment. Members' views were sought to shape Logistics UK's response to the call for evidence.
- Members said that they would like to see driver facilities and charging/refuelling included in all new schemes
- Where schemes are completed, members asked if there reports of what went well, what went not so well and calculations of the actual improvements in journey times
- Members provided some examples of poor information about overrunning works.

## ANY OTHER BUSINESS

- National road charging – members asked what the government's plans are for introducing a national road charging scheme. Concerns were raised about cities introducing individual schemes in the meantime.
- Recording of other work changes – members asked if the government does consider changing working time, can they include recording of other work. Variations in interpretation cause significant issues.
- It was Simon Smith's last meeting before he retires. The chair and members thanked him for his input to the East of England Freight Council.
- Attendance was confirmed for UK Road Council on 9 February.

## DATE OF NEXT MEETINGS

- Thursday 18 May 2023 09:30 – 13:00 (finishing with lunch) at the Bedford Lodge Hotel, Newmarket
- October 2023 (date TBC) at the Bedford Lodge Hotel, Newmarket

## ATTENDEES

### Chairman

John Burbridge                      Turners (Soham) Ltd

### Members

Joe Addison	Glazewing Ltd
James Andrews	Maritime Transport Ltd
Ed Barker	Agricultural Industries Confederation (AIC)
Kevin Barcroft	CMS SupaTrak
Andy Belcher	For Farmers UK Ltd
Julian Boulton	Buffaload Logistics
David Brown	MRCT Ltd
Chanze Cathie	Toppesfield Ltd
Ryan Clay	SugaRich
Warren DiDuca	MSC
Paul Farrow	Thomas Ridley Foodservice
Karen Fox	EMR Ltd
Justin Gibson	AS Miles Consulting
Adam Goode	J Murphy & Sons Ltd
Ewan Hunter	Huws Gray
Paul Hutchings	Luton Borough Council
Tim Ridyard	Ashtons Legal
Simon Smith	Dacorum Borough Council

### Guests

Helen Fallon                      England's Economic Heartland

### Staff

Natalie Chapman	Head of Public Affairs
Kate Jennings	Director of Policy
Denise Beedell	Senior Policy Manager
Ellis Shelton	Policy Advisory
Molly Brookes	Membership Relations Manager