

South Central Freight Council minutes

Thursday 2 February 2023

09:30 – 13:00

DoubleTree by Hilton Newbury North, Berkshire, RG20 8XY

INTRODUCTION

- The meeting was chaired by Paul Needle from Smith & Sons Bletchington Ltd
- The minutes of the last meeting were approved
- Members were reminded about the competition law compliance guidance and were referred 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.

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 phase 2; the Clandestine Entrant Civil Penalty Scheme; and the Chief Medical Officer's report on air pollution.
- 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
- Members were also briefed on the changes to Logistics UK's Policy Team

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 concluded that simplification is paramount – the different systems cause confusion and the idea of merging them together should be considered.
- Members felt that DVSA should consider accepting digitised evidence presented by the driver.
- Council agreed that there needed to be a review of Working Time for non-drivers – there is value of some of the parameters around six hours.

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 concluded that there are too many systems that don't integrate with one another. They would be happy to record on VOL, should it be on a national basis, not by Traffic Area. They would not be opposed to trailer registration; however, it would be subject to these terms.

- Members were also briefed on Logistics UK's proposition of introducing a QR code system on the trailers for drivers to scan. From here, drivers would be able to gain access to the MOT and maintenance data. Members believed this to be a better solution for confirming roadworthiness compared to accessing information from a registration process.

EXTERNAL PRESENTATION

- Adam King, Communications and Policy Manager, at England's Economic Heartland, 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.

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 concluded the three main barriers to be: infrastructure (the lack of and its realistic capabilities); cost (alternatively fuelled vehicles are not economically viable); and direction, (an adequate transitional strategy from government has not been supplied to help support the movement). As a result of these barriers, members were reluctant to be early adopters of these new technologies and fuels.
- Members believed the government is more focused on what comes out of the tailpipe, not the carbon footprint of the production of materials to support decarbonisation. This led to a general feeling amongst members that the transition could be viewed as a substantial investment with little to no financial reward.

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 concluded that there needed to be more integration by local authorities. There were issues around developing a network structure. And there is also a lack of future planning – one example given included the emergence of housing estates with little to no infrastructure put in place to support the inevitable growth in private car usage. Members felt that the government's roads investment programme did not align with other policy priorities.

ANY OTHER BUSINESS

- Attendance was confirmed for UK Road Council on 9 February.
- One member had inquired about providing electric vehicles (EV) upgrade training for drivers, enabling their fleet's electrification strategy.

DATE OF NEXT MEETINGS

- Thursday 11 May, 09:30 – 13.00 at the DoubleTree by Hilton Newbury North, Berkshire, RG20 8XY
- October 2023 (date TBC) at the DoubleTree by Hilton Newbury North, Berkshire, RG20 8XY

ATTENDEES

Chairman

Paul Needle Smith & Sons Bletchington Ltd

Members

Paul Needle (Chair)	Smith & Sons LTD
Lee Curds	Agrii
Gary Locock	Pilkington United Kingdom LTD
Karl Wintle	Geotechnical Engineering LTD
Adam Conrad	Covers

Paul Stanley

Fareham Borough Council

Guests

Michael Dearle

Adam King

England's Economic Heartland

Staff

Phil Lloyd

Ellis Shelton

Head of Engineering Policy

Policy Advisor