

## South West Freight Council minutes – 17 January 2023

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### Minutes of the meeting held at Haynes Motor Museum, Sparkford

#### Chair

Peter Woodhouse

Stone King – Chair

#### Council member

Dave Willis

Kier

Dave Robbins

Dave Robbins Transport Consultants

Lois Robinson

Dave Robbins Transport Consultants

Mark Foster

Biffa

Lee Horrocks

Truronian

Debs Hart

Truronian

Mick McCormack

D X Network Services

Paul Watkins

D X Network Services

Mark Karkeek

South West Water

James Quick

J+G Environmental Ltd.

Simon Parsons

Tuffnells

Mark Davis

Ford Fuels Ltd.

Martin Ware

Bath + North East Somerset Council

Sean Denny

Babcock, Devonport Dockyard

Carne Bates

MMID

Nathan Carr

Hills Waste Solutions

Rachel Mitchell

Smiths News

Iain Fortune

Bristol Waste

Martin Neal

J.V. Barrett Group

Matt Cooper

Gregory Transport

Neil Pearce

Morris & Perry

Derek Jennings

Day Aggregates

#### Logistics UK

Chris Yarsley

Ben Garrett

#### Guest Speakers

Cath Brown, Ashley Beighton, Tom Foster

BATHNES

## **Competition Law compliance**

Members were directed to the Competition Law compliance statement in the Policy Report.

## **Matters arising from UK Road Council**

Members were given an update from the UK Road Council meeting that was held on 03 November 2022.

Members were also given updates on the other modal Councils and working groups.

## **Secretary's Report**

Members were given an update on the following issues:

- Senior Traffic Commissioner Statutory Document
- Direct Vision Standard phase 2
- Clandestine Entrant Civil Penalty Scheme
- Guide to Maintaining Roadworthiness
- Chief Medical Officer report on air pollution

## **Regional Items – BATHNES consultation on charges for N3 Euro 6 diesel HGVs in Bath**

Officials from BATHNES Council presented to members on the plans to introduce a £50 charge for Class N3 Euro 6 diesel HGVs that enter the city's Clean Air Zone (CAZ) and appealed to members to engage with the public consultation that ran until 7 February 2023. Feedback from the consultation will be available in March 2023 and a decision anticipated for summer 2023.

The new charge is designed to promote the increased use of hybrid, electric and alternatively fuelled vehicles within Bath, with up to 80% of all journeys not impacted. There is a proposed 2-year exemption, until 2025, for businesses based within the Bath postcode area, or delivering within the area, to allow for fleet renewal. The scheme would begin with soft enforcement, with warning letters being sent to non-compliant operators, and additional signage will be installed within the city.

Members held a Q&A session with the Council officials that covered a range of subjects including difficulties around new vehicle procurement; the reasoning behind decision to levy at 12 tonnes; night-time operations requiring two payments; further restrictions on Cleveland Bridge; proof of delivery to gain exemption.

The lack of autopay for the CAZ was raised and it was confirmed this was a deliberate choice to push behavioural change.

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

Members discussed possible implications to the Road Transport Regulations if elements of this piece of legislation were to be removed from UK law as a result of the Retained EU Law (Reform and Revocation) Bill that was expected to become law. Logistics UK emphasised that, at the time of the meeting, it was still not clear as to what impact this Bill would have on domestic road transport legislation.

Members were clear that any changes must result in a simpler system, especially when interacting with drivers' hours rules, notably on break requirements. There would also be a benefit if record keeping requirements for working time were simplified, as there is currently no equivalent of the digital tachograph card available to drivers.

Other comments covered the situation for drivers performing international journeys; alignment of PSV and HGV hours; and the issue where the tachograph VU records any POA longer than 15mins as Break.

## **A2 – Trailer registration**

Members discussed the Logistics UK position on trailer registration, which is currently neutral on need for one, and whether time was right to agree to a national scheme, especially following increased attention of trailers from Traffic Commissioners and other authorities.

Members would wish to see what benefits would result from a national scheme, given a full new scheme could become overly bureaucratic. Some members reported private sector apps already exist for 3<sup>rd</sup> party hauliers to log defect reporting

and upload images, so almost the equivalent of a first use inspection, so an operator can legally take ownership of the trailer and then remove from the account when completed.

No call for a national trailer registration scheme.

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

Members then discussed transitional technology and the discussed mainly focussed on HVO, and relevant duty rates compared to diesel.

HVO – some members reported that minimum order levels prevented smaller operators from accessing supplies as they would need to either store the excess or run tanks to empty before they could fill up, which is operationally impossible. It is also tank supply only, and there is no retail options available.

Local authorities are now beginning to look at the wider environmental considerations of HVO sourcing as it has become a commodity in its own right, and the extent to which palm oil, for example, is used within it.

Members agreed that any duty rates needs to be aligned with diesel.

There needs to be a national strategy for the storage of hydrogen, with network support to enable transition.

### **A4 Transport Committee inquiry into Strategic Road investment in England**

No comments recorded

### **AOB**

None recorded.

### **Date of next meeting**

Wednesday 24 May 2023 – Haynes International Motor Museum, Sparkford.

Member briefing session in the afternoon.