Minutes of the meeting held at Haynes Motor Museum, Sparkford

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| **Chair** |  |
| Simon Parsons  | Tuffnell’s – Chair |
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| **Council member** |  |
| Matt Cooper  | Gregory Distributions Ltd.  |
| Gary Purps  | DPD Group UK  |
| Mark Davis  | Ford Fuels Ltd.  |
| Lois Robinson  | Dave Robbins Transport Consultants  |
| Carne Bate  | Muller Milk & Ingredients  |
| Mark Hope  | Ab Agri Ltd.  |
| Mick McCormack  | DX Network  |
| John Phelps  | Grundon Waste Management  |
| Neil Pearce  | Morris & Perry Ltd.  |
| Louise Barnes  | Wessex Water  |
| Adam Westaway  | Core Highways Group  |
| Martin Caddick  | Bradfords Building Supplies Ltd.  |
| Martin Ware  | Bath & North East Somerset Council  |
| Martin Neal  | J.V. Barrett & Co. Ltd.  |
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| **Logistics UK** |  |
| Jonas Keat  |  |
| Natalie Chapman Percy Thrower  |  |
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| **Guest Speakers** |  |
| Ewan Wilson, James White  | Western Gateway STB/ Peninsula Transport  |
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**Competition Law compliance**

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

**Matters arising from UK Modal Councils and Working groups**

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

**Secretary’s Report**

Members were given an update on the following issues:

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| * Driver CPC review
 | * Guide to maintaining roadworthiness
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| * Direct Vision Standard
 | * MOT extension
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| * Longer semi-trailers – end of trial
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**External Presentation – Western Gateway STB and Peninsula Transport**

The council was joined by Ewan Wilson and James White, who came to give an overview of the Freight Action Plan developed by Western Gateway STB and Peninsula Transport. Members showed interest in this plan and registered their desire to attend the group’s future steering meetings. The speakers also noted that they were glad to be receiving greater private-sector feedback on the plan, and that they would appreciate the attendance of our members at future meetings of their South West Freight Forum.

**Regional Items – Bath Euro VI Charging Scheme Consultation**

Members were updated on the ongoing plans to introduce road-user charges for Euro VI-compliant HGVs in Bath. Members were informed that while we had hoped to have a decision on this consultation to share with them, the findings of the consultation have yet to be published, and that we will keep them updated on any and all developments going forward.

**A1 – MOT testing for Earned Recognition Operators**

Members were asked to give their views on potential changes to MOT testing for Earned Recognition (ER) members. Members were presented with four options and asked to rank them in terms of preference:

a. Delegated testing

b. Increasing the time periods between test i.e. every two years.

c. Reducing test content

d. DVSA improving its service provision.

Of these four options, (b) and (d) were much preferred by members, as opposed to (c) and (a) – with option (b) being the most popular choice overall.

A few members noted that they were considering ER, or on the way to receiving it. Longer MOT periods would be helpful, but it was pointed out that this would benefit non-ER operators because there would then be more slots available for MOT testing. There was general disapproval for the idea of delegated testing.

**A2 – Compliance standards for lighter trailers**

Members were asked to give their views on the idea of introducing MOT-type testing for lighter trailers.

Members noted that it was best practice for operators to get their trailers tested for faults annually by their maintenance provider.

An MOT-type test was not considered a necessity, but could help in theory. However, members highlighted the fact that the issue arises mainly from privately owned trailers/ caravans. The general consensus was that while an MOT-type test might be helpful, it would also likely be very burdensome and wouldn’t be as effective as other methods.

Members said that the priority should be education, and that training for hitching/load security should return. Members were also open to the idea of adding linking trailers to vehicle insurance, so that drivers need to tell their insurer whether they have been trained to handle whatever they plan to tow.

**A3 – Smart Motorways**

Members were asked to give their feedback on Logistics UK’s stance on smart motorways.

Members were in support of the stance, and wanted to see a strong emphasis on having suitable refuge areas more frequently along the motorway if using all lane running.

Members also noted that motorway training for new drivers should be improved, since people are currently able to obtain full license in some cases without any motorway experience. While this was seen as unavoidable in some areas that do not have motorways, more emphasis on motorway driving should be included within the standard theory test.

**A4 - Retained EU Law (Revocation and Reform) Bill**

Members did not have strong views on most of the laws being considered in the bill. On the issue of drivers’ hours, members said that they would like to see the working time directive married up to drivers’ hours rules better than they are presently.

**A5 – ‘Last Mile’ urban logistics**

Members were asked to give information on their own experience of ‘last mile’ urban logistics, and which priorities Logistics UK should pursue in relation to these issues.

Members noted that the level of training for last-mile employees should generally be higher, but that this would be difficult as these employees tend to be sub-contracted/freelance. As a result, members felt that the conduct of these employees, for example with regards to wearing proper PPE, should be more closely regulated.

**AOB**

* No AOB raised.

**Date of next meeting**

* Tuesday 3 October – Haynes Motor Museum, Sparkford