

## Yorkshire and Humberside Freight Council agenda

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17 May 2023

12:45 – 16:00

Mercure Barnsley Tankersley Manor Hotel, Church Lane, Tankersley, Barnsley, South Yorkshire,  
S75 3DQ

### INTRODUCTION

The Chair (Simon Allitt, AB Agri Ltd.) welcomes attendees at the start of the Freight Council. The chair asks members, Logistics UK staff and the external speaker to introduce themselves. The chair welcomes the external speaker, Lucy Hudson (Transport for the North). The minutes accepted were accepted as a true record of the previous meeting. Competition law compliance statement was given.

### UK Modal Councils & Secretary's report

*Report from the meeting of Road Council on 9 February and recent meetings of modal councils and working groups. Progress on other issues including the driver CPC review, Guide to Maintaining Roadworthiness and the Spring Budget.*

The Secretary gave updates on the meetings of Road and Modal Councils and responses to recent consultations. There were also updates on other Logistics UK policy activity, including: Driver CPC review, Longer semi-trailers, MOT extension.

### EXTERNAL PRESENTATION

Lucy Hudson, Principal Policy Officer: Freight and Logistics, Transport for the North

Lucy gave an overview of TfN's new Strategic Transport Plan 2 (STP) - which is statutory advice for transport investment in the North:

- This version is more 'modally agnostic', considering a whole network approach. Less of a request for investment and more of an outline of how they want transport shift to occur.
- Also, a discussion of how devolution should work to shape transport network
- 5 principles of plan:
  - Evidence led
  - User-centric
  - Outcome-focused
  - Place based
  - Systems approach
- 3 main priorities for freight:
  - Trans-Pennine rail for modal shift
  - A69, A66, M62 improvements for capacity and resilience
  - Access to warehousing and logistics sites

- 5 changes required:
  - Increase total infrastructure investment
  - 'Whole journey' approach
  - Clarity and flexibility of funding
  - Continue and extend devolution
  - Need to work together
- Consultation taking place shortly and seeking feedback from industry

During the discussion that followed, members raised the following questions and issues:

- What is the definition of the North? - essentially the M62 corridor north to Scottish border.
- How effectively do TfN work with the Midlands? - There are number of joint activities and shared interests which are effectively coordinated.
- Concerns about Net Zero target - need for policy certainty
- A suggestion that TfN should aspire to never make logistics less efficient. Measuring negative impacts on freight.

## **REGIONAL ITEMS**

### **Transport for the North annual conference**

- Update given following on from the external presentation. Members will be asked to feed into Logistics UK's TfN response.

## **AGENDA ITEMS**

### **MOT testing for earned recognition operators**

*On 14 April the Department for Transport (DfT) released a Call for Evidence consultation looking at making improvements to the testing scheme for Earned Recognition (ER) operators. In order for Logistics UK to provide some indicative benefits of such changes, we seek members' views on the financial, economic and flexibilities that could result from any of the changes being proposed in this call for evidence.*

- DVSA too focused on profit making. No improvements from becoming an agency and should work to be better.
- To maintain standards, there should be delegated testing with audits by DVSA (not pre-warned).
- Alongside any changes, there should be a review of Earned Recognition to see how it has worked and assessed
- ER put at risk by extended time periods - already showing their working regularly
- Need for regular auditing
- Availability of testing slots is a major issue which could be alleviated through delegation
- Decision outcome: A/B/C - D overall across the other areas

## **COFFEE BREAK**

### **Compliance standards for lighter trailers**

*Logistics UK does not have a policy position on small trailer regulation but is aware that many members own and operate these. As these trailers are subject to the interest of an APPG and minister, it is important for Logistics UK to discuss the matter of trailer condition and maintenance with members.*

- Typical maintenance regimes: serviced at dealers every 12 weeks and that should be the standard

- Loading and balancing issues, people not skilled/knowledgeable enough
- Maintenance not the challenge - drivers are the challenge.
- MOT wouldn't solve the problem
- Education and enforcement needs to be more effective
- There is a need to differentiate between private and commercial users
- Could there be a compliance scheme? Getting insurers on board would help to promote this
- Formal guidance for best practice should be promoted - Suggestion that some of the content may already be in Van Excellence?

## **Smart motorways**

*Logistics UK is seeking to refresh its position on smart motorways following recent announcements and ahead of future road investment strategies.*

- Member asks what time between breakdown and red X appearing.
- Three X's is too many, and too dangerous. Members felt this should be a maximum of two.
- Compare M42 with other stretches - this should be the standard, but other schemes are less safe.
- Action: JW to follow up on standards for stopped vehicle detection - concerns from members that it takes too long to close the lane.
- Education and enforcement are the most important issues, with a need to continually improve standards. Logistics UK's position should be updated to reflect this.

## **Retained EU law (revocation and reform) bill**

*The Retained EU Law Bill continues to work its way through Parliament. This Bill will create powers to disapply retained EU law by 31 December 2023 unless it is specifically retained and put into domestic law, or a decision on whether to remove, retain or improve it is delayed until 2026 at the very latest. Logistics UK is seeking to consult with members on the implications of the Bill.*

- Secretary mentioned the recent updates to REUL Bill to reduce its scope.
- Divergence a significant issue for cross-border operators and needs to be avoided.

## **'Last mile' urban logistics**

*Logistics UK has engaged proactively with local authorities to explore the implications and opportunities of new approaches to 'last mile' urban logistics. This has included TfL's cargo bike strategy, emerging local freight strategies which are exploring edge of town consolidation, and our forthcoming electric vehicle report. As we develop our position on this issue, we are keen to hear member feedback on the future of urban logistics*

- Multiple approaches from different councils is unworkable. How can operators work in all these areas if they are subject to different regs.
- Member argues that spending money on infrastructure that won't be around for long due to changes of fuel types. This does not make sense and is a waste of money.
- This will push prices up, as it will increase operations costs.
- These actions will likely add to the congestion.

## **Any Other Business**

- Action: Secretary to send members the REUL List.
- New GTMW – need the data.