

Yorkshire and Humberside Freight Council agenda

5 October 2023

12:15 – 4:00

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

The meeting will begin with lunch from 12:15 – 1:00pm

1:00 – 1:15

INTRODUCTION

- Introductions and welcome from the chair, including reminder of competition law restrictions. One issue raised with the previous minutes – potential typo referring to Guide to Maintaining Roadworthiness. **Action** for JF to correct.

1:15 – 1:30

UK Modal Councils & Secretary's report

Report from the meeting of Road Council on 8 June and recent meetings of modal councils and working groups. Progress on other issues including the Autumn Statement and Direct Vision Standard

- JF took members through the secretary's report, including:
 - o Road Council decisions and other modal council updates
 - o Working group updates
 - o Logistics UK's Autumn Statement submission
 - o JW updated members on the latest situation regarding new Direct Vision Standards in London. Members share Logistics UK's concerns regarding the potential cost to operators who had installed equipment in good faith and questioned whether new technology is of a sufficient quality to achieve the intended outcome. Concerns were also raised over the capacity of the market to install new equipment ahead of the deadline. Members felt the Camera work better than the sensor system.
 - o Members were requested to provide feedback directly to the Logistics UK policy team on guidance for using longer semi trailers and the availability of Smart Tacho 2.

1:30 - 2:00

EXTERNAL PRESENTATION

Roger Wantling, Regional Sponsor, Yorkshire and North East, National Highways. This presentation will cover the below topics and conclude with Q&A.

- National Highways Overview
- Major Projects and Operations Update
- Daily Closures and Travel Updates
- Community Care and Net Zero Carbon
- Connecting the County: Future Planning

The speaker took members through National Highways' operations in Yorkshire and the NE, as well as progress on major schemes and planned investments. During the discussion, the following items were raised:

- There is a real need to improve East-West connectivity. Planned improvements to the A66 should add capacity, but there are major pinch points on the M62 that need addressing.
- Members want to see more effective and timely use of smart motorway restrictions
- The industry is encouraged to provide direct feedback to National Highways on the impact of pinch points and the real-world effects on business to complement data and intelligence gathering.
- There is a need to ensure road closures and major roadworks are coordinated between regions and along major corridors to minimise the overall impact on long-distance journeys.
- Logistics UK was invited to bring a meeting to the regional control centre in Wakefield. **ACTION: Logistics UK to follow up for January meeting.**
- **ACTION for JF:** Send National Highways the guidance regarding Longer Semi-trailers. Issues around traffic diversions.

2:00 – 2:15

REGIONAL ITEMS

£160 million investment into safer and better journeys in Yorkshire and the North East

2:15 – 2:35

COFFEE BREAK

AGENDA ITEMS

2:35 – 2:55

Windsor Framework and Border Target Operating Model

A1

The Windsor Framework is an international agreement between the UK and EU on the movement of goods from GB to NI. The Border Target Operating Model (BTOM) is a new UK border regime which will introduce new security and Sanitary and Phytosanitary controls on imports from the EU and rest of the world. Logistics UK will be providing an update to members on both of these and seeking feedback.

- Members were given an update on new rules and controls governing the movement of goods between GB-NI and EU-UK.

2:55 – 3:15

Parking restrictions

A2

Logistics UK is seeking feedback from members on the impact of new parking regimes and restrictions across the UK as we look to develop our policy position on this issue.

JW introduced a discussion to seek member feedback on parking restrictions and the impact on their business. The following points were raised:

- For some, parking fines are just part of the cost of doing business as they would be unable to reach customers otherwise.
- Some members were aware of restrictions on parking vans in residential areas and felt this is unfair and potential limits the appeal of transitioning to electric fleets.
- Logistics UK should explore the extent to which developers are driving this policy or whether responsibility sits with local authorities.

3:15 – 3:40

Statutory role for Fleet Engineers

A3

Logistics UK is exploring the future role of Fleet Engineers as vehicle technology develops and is seeking feedback on the concept of making the role a statutory requirement within the Operator Licencing Regime.

JW introduced an item on the evolving role of fleet engineers and the concept of this becoming a statutory role in future:

- Members recognised the value of Fleet Engineers and the benefits of having sufficient technical expertise, particularly as vehicles become more intelligent and ultimately autonomous.
- However, the practicality of finding and employing engineers, especially for smaller businesses, was seen to be a barrier to this proposal – as well as a view that it would not be necessary for smaller fleets or vehicle types.
- Members recognised that this is likely to become an area of interest for Traffic Commissioners in the future.
- Chair feedback that we need to address the skills gap if we were to take the approach.
- Mixed views on this idea. Likely to depend on the size of the fleet and or the skills, experience and qualifications of Transport Manager's. If TM's do not have fleet engineer experience, then it might be acceptable for making it statutory for fleets of a certain size.
- Overall, supported Logistics UK in exploring this issue but did not feel a specific statutory role is the best way forward. Instead, the role of Transport Manager should evolve in line with changing technological demands and the licensing regime should ensure that TMs possess, or have access to, the necessary expertise.

3:40 – 4:00

Schengen immigration restrictions

A4

Non-EU nationals are subject to Schengen immigration restrictions meaning they are restricted to spending 90 days in 180 days in the Schengen Area for work and leisure. As enforcement is expected to tighten in this area, Logistics UK will be providing feedback to the DfT.

JF took members through the post-Brexit limitations on work/leisure visas for those travelling from UK-EU and the likely impact of the new Entry/Exit System:

- No members felt they would be directly impacted by these restrictions, but they could see how others in the industry may find this to be a challenge.
- A specific query regarding the status of NI-based drivers and those travelling from GB-ROI. **ACTION: JF to follow up**

AOB

- Members were reminded of the change of date and venue for Road Council – 9 November, 1 Birdcage Walk, London
- Members going to Road council is John Walter and Simon Allitt.
- Question raised regarding number of attendees from this Council eligible to attend Road Council. **ACTION: JW to follow up**
- **Date of next meeting is Thursday 25 January 2024**, Location and timings TBC.

Attendees

Simon Allitt (Chair)
Josh Fenton (Secretary)

AB Agri LTD
Logistics UK

Garry Middleton
Mark Toalster
Andy Darby
Corinne Murphy
Simon Paget
Darren Gomersall
Paul Greenwood

Hull City Council
Hull City Council
M Group Services Plant & Fleet Solutions Ltd
CLM Fleet Ltd
Brenntag UK Ltd
Marshalls Plc
Barrett Steel

Martin Binns
Matthew Lister
Tracey Richardson
Nick Clegg-Brearton
John Luty
John Walter
Andrew Hollingsworth
Robert Wilkinson

Ailsa Watson
Ally Salter
Jonathan Walker

Mabey Hire Ltd
Leeds City Council
Leeds City Council
Kirklees Metropolitan Council
Isotank Services Ltd
Vanguard Retail LTD
Flogas Britain Ltd
Cemex UK Operations Ltd

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