

## Greater London Freight Council minutes

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**Tuesday 24 January 2023**

**09:30 – 13:00**

**London Marriott County Hall, Westminster Bridge Road, SE1 7PB**

### **INTRODUCTION**

- The meeting was chaired by Norman Harding from the London Borough of Hackney.
- The minutes of the last meeting were approved.
- Members were reminded by the Secretary about the competition law compliance guidance and referred members to the full details on page 5 of the Policy Report.
- Chris Yarsley was introduced as the new secretary of Greater London Freight Council. Chris will be taking over the role from Natalie Chapman from the May meeting.

### **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; the Clandestine Entrant Civil Penalty Scheme; and the Chief Medical Officer's report on air pollution.

### **REGIONAL ITEMS**

- Members were updated on ULEZ and Future Road User Charging and the London Lorry Control Scheme campaign.

### **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 want a system which is very clear and simple. However, they don't want Working Time remaining for part of the driving population and a hybrid version for others. For businesses involved in international operations, this could give an additional level of complication. It was felt that industry either needs to completely remove it or keep it.
- It was noted that there are lots of smaller operators who don't adhere to Working Time and have poor record keeping. It was also suggested that there are also issues with the interpretation of Working Time breaks by DVSA officers.

## **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 agreed that it is time to accept the need for trailer registration. Any professional fleet operation keeps proper records. It was commented that there seems to be more criminal activity associated with trailers than 20 years ago. However, there are already identification features on trailers, such as the test plate.
- Some trailers are owned by non-operators, so they don't have accountability with the Traffic Commissioners and fines under construction and use. But this may cause practical issues, particularly for larger fleets.
- If trailer registration were to be introduced, members wouldn't want trailers to be tied to a traffic area, as they tend to be used all over the country. They would want a generic register for the whole country. However, if there is a cost for registration, it was felt that the costs would probably outweigh the benefits.
- It was also agreed that trailer registration should apply to all types of operations, including low loader trailers and fairground trailers.

## **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.
- It was commented that there seems to be a loss of momentum in elective vehicle (EV) technology market. The biggest barrier is the lack of charging infrastructure, including challenges around power upgrades for depot-charging, particularly for heavier vehicles. With the challenges around depot charging capacity, some members are looking into using public charging infrastructure, however it is more expensive. It was noted that charging infrastructure gets obsolete as the technology changes very quickly, which makes it difficult and expensive to maintain.
- It was noted that Ofgem has undertaken a review which looks at the cost structure. They have also just published a report on smart charging.
- One member reported that they are operating five 37 tonnes EVs. They said that they are operating well, and ranges are greater than expected. However, the biggest challenge is infrastructure and grid upgrades with the planning and approval process for new EV infrastructure taking a long time. It was felt that there needs to be a clear government strategy on charging infrastructure.
- It was also suggested that there needs more support for charging infrastructure costs. From April, charges will be shared, but lead times are likely to increase. So, operators are encouraged to engage with Distribution Network Operators (DNOs) early. Support should be focused on urban environments as that is the low hanging fruit.
- Whilst charging infrastructure was reported as the biggest barrier to EV uptake, cost is still an issue. Businesses plan to run EVs for longer than diesel-engined vehicles to enable a return on investment. Manufacturers seem to also suggest that they will last longer - ten rather than seven years. But for Refuse Collection Vehicles, which are subject to significant wear and tear, the vehicles will need to be re-bodied within that timeframe.
- There was a discussion around the issues for the fire service with reports of lithium-ion batteries reigniting after fires. One member gave an example of insurance company refusing to insure any battery vehicle over seven years old and recommending that EVs are parked more than 3m apart.
- Members also expressed concerns by the collapse of Britishvolt.
- On HVO (hydrotreated vegetable oil), cost compared to diesel is a challenge and members reported a 12.5% cost uplift. The source of HVO is also an important consideration as the production of some crops is resulting in deforestation.
- It was commented that fuel duty reductions for low carbon fuels would be the only real incentive. Where new technologies result in vehicle weight increases, there needs to be a focus on increasing axle weights, otherwise there will be an issue with payload.
- It was noted that at a previous Greater London Freight Council meeting, there was a discussion about the types of vehicles that may not meet the 2035 deadline. Petrol tankers was suggested as one example where there is a challenge.

#### **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.
- It was commented that RIS2 has fared better than RIS1 in terms of project delivery. However, National Highways' ambition seems to be ahead of capability.

#### **EXTERNAL PRESENTATION**

- Polyvios Polyviou and Scott Wilding from Transport for London (TfL) updated members on progress with the London Direct Vision Standard (phase 2) and changes to the safe system requirements ahead of the anticipated consultation in early February.
- Members expressed concerns that equipment fitted for phase one of the scheme would have to be removed and replaced if it did not meet the requirement of phase two. It was suggested that TfL should only require the tighter standards on new vehicles where the safe system has previously been fitted in good faith.
- There was a discussion about the causation road traffic collisions between HGVs and cyclists and how much of a role driver and rider education plays collision reduction.
- A copy of the presentation was circulated to members after the meeting.

#### **ANY OTHER BUSINESS**

- Attendance was confirmed for UK Road Council on 9 February
- Sarah King from FSB flagged 'Optimise Prime' - an industry-led, Network Innovation Competition (NIC) funded project investigating the effects of commercial EVs on the electricity distribution network. The programme unites a cross-sector team of DNOs, fleet and private-hire vehicle (PHV) operators and technology providers in order to help networks plan for, and promote, the EV revolution. More information can be found here: <https://www.optimise-prime.com>.

#### **DATE OF NEXT MEETINGS**

- Wednesday 17 May 2023 09:30 – 13:00 (finishing with lunch) at the London Marriott, County Hall
- October 2023 (date TBC) at the London Marriott, County Hall

#### **ATTENDEES**

##### **Chairman**

Norman Harding London Borough of Hackney

##### **Members**

James Adcroft	Tesco
Alan Anderson	EHM Ltd
Helen Barker	Evri
Sarah Bell	UPS
Mike Colbourne	Veolia UK
Robert Constant	Company of Watermen & Lightermen of the River Thames
Ray Govier	DPD Group UK Ltd
Rob Gwynn	Volta Trucks
David Higginson	ADM Milling Ltd
Steve James	FM Conway
Paul Kettle	Gap Group Ltd
Rasin Khayaguli	City of London
Vlad Lakvell	London Borough of Tower Hamlets
Robert McIlveen	Mineral Products Association
Andy Miles	AS Miles Consulting
Mark Olden	Murphy Plant
Lee Prentice	Greggs Plc
Mark Robinson	WFL (UK) Ltd

Jennifer Stanley	Amazon
Luke Taylor	RMS Ltd
Jim Valentine	Independent consultant
Jacob Wallace	Royal Mail
Jerry Ward	John Lewis Partnership
David Wilson	DW Consultancy
David Winchcombe	DPD Group UK Ltd

**Guests**

Sarah King	FSB
Polyvios Polyviou	Transport for London
Scott Wilding	Transport for London

**Staff**

Natalie Chapman	Head of Public Affairs
Chris Yarsley	Senior Policy Manager – Road Freight Regulation
Phil Lloyd	Head of Engineering Policy
Ben Garratt	Deputy Director – Public Affairs
Emily Wood	Public Affairs & Policy Adviser
Alex Clifton	Membership Relations Manager
Tiffany Coates	Events Executive