# **LOGISTICS UK**

# **Greater London Freight Council minutes**

Thursday 10 October 2024 09:30 – 12:30 SMMT, 71 Great Peter Street, Westminster, SW1

#### INTRODUCTION

- Norman Harding opened the meeting, with a roundtable of introductions.
- The minutes of the last meeting were approved.
- Members were reminded by the Secretary about the competition law compliance guidance.

#### Secretary's report

Members discussed the meeting of Road Council on 6 June and recent meetings of modal councils. Updates on
other key national policy issues including developments on the Maintenance Provision Rating Scheme; the Guide
to Maintaining Roadworthiness; the EU EES and ETIAS.

#### GUEST SPEAKER – Emily Kingston and Laura Carleton – TfL Land for Logistics

Members received a presentation from Transport for London (TfL) and the Places for London, the property arm of TfL, project on unlocking land owned by TfL for logistics that is not suitable for conversion to residential land. This land will enable safer, cleaner and more efficient freight within the capital.

The presentation contained a sample selection of parcels of land across central, inner, and outer London and sought members views on what they would need to bring similar sites in London online for logistics use.

#### Member feedback:

- Any site would need to fit into the overall supply chain otherwise it would prove difficult to utilise.
- Security of the sites would need to be addressed, in order to leave material on site overnight.
- Replenishment issues: EV charging; Overnight operations; driver stopping points.
- Good neighbour relations in more urban, residential areas.
- Linkage to other urban issues/restrictions, e.g. LTNs.
- Could be key for growing water freight if riverside locations were released.
- Would purchase of the land be possible?
- Would very much welcome further interaction with TfL, also would like to see larger sample size and larger parcels of land being promoted.

TfL asked members to get in contact with them to set up 1 to 1 meetings where much deeper discussions could take place. The slide deck and contact details will be circulated with the minutes.

#### **Greater London issues**

- London Lorry Control Scheme: members welcomed the announcement of a new campaign to be launched in early 2025 to push for a review of the Scheme, given the high negative externalities it causes. Members will be encouraged to supply data sets on routing plans in London. If the scheme cannot be scrapped, then look to exemptions for electric vehicles and/or a review of the restricted network.
- Direct Vision Standard Phase 2: members were given an update on the latest lobbying on DVS, including on bulk grace period applications, doubling of grace period, and obligations on TfL for any Phase 3 development.

• Lower Thames Crossing DCO: members were informed of Logistics UK negative view of the postponement of the decision to proceed with the LTC until May 2025.

#### AGENDA ITEMS

#### A2 Impact of Zero-Emission Vehicle Mandate on fleet renewal

#### Guest Speaker – James Vickery – Head of ZEV Regulation - OZEV

Members received an in-depth presentation from OZEV (DfT) on the zero-emission mandate and the possible implications for fleet operators in procurement decisions and discussions with OEMS. Vehicle manufacturers now face a target of 10% of sales being zero-emission at the tailpipe this year, or face fines. This mandate increases each year to reach 70% by 2030.

The slide deck will be circulated with the minutes and James will attend the next meeting of Road Council to hear the finalised Logistics UK position on the subject.

#### Member feedback:

- There is currently a lack of BEVs that could fill the role of ICE with similar power outputs.
- The mandate will create issues with procurement, with OEMs trying to bolt on ZEVs onto ICE procurement. Different OEMs offer different vehicles, so there is a challenge to find the correct one.
- Impact on the second-hand market and a perverse impact on demand for ICE, with longer use case and sweating
  of the assets.
- Members believe that OEMs are stockpiling BEVs and releasing them for sale but they are now becoming older models, so charging infrastructure requirements and hardware will have changed, H&S legislation will have evolved. All of which present operational challenges for members.

#### A1 4.25tn Call for Evidence

Members were presented with what Logistics UK believed was an imminent Call for Evidence on the regulatory threshold of 4.25tns that was expected until the election. This would be in addition to legislative work needed to fulfil the OZEV announcement on the repeal of 5 hours of mandatory training, and a prohibition on towing a vehicle.

Possible policy subjects would include drivers hours rules; digital tachograph rules; MOT testing at N2 level instead of N1.

#### Member feedback:

- There are significant costs to install a digitach into a van, circa £11-1400 per vehicle plus the costs of calibration.
- £3k per module for drivers' hours training, multiplied by the number of drivers. All drivers would need to be trained to allow for flexibility in allocation.
- Logistics UK policy position of reviewing the 3.5tn threshold was supported once more.
- Members are primed for a request of evidence should the Call be released by the DfT in the near future.

#### A3 Road User Charging (RUC)

Members were presented with the new draft Policy Position on road user charging that seeks to update the 2021 policy statement, this can be found in the Policy Report.

#### Member feedback:

- Members agreed with the statement of principles contained in the document.
- There should be no additional financial burden to the sector.
- Hypothecation is unlikely to be accepted by Treasury but should always be included.

#### A4 Member feedback on Councils

Members then had a discussion on their views on the current set up for Freight Councils and what suggestions they would offer to help increase attendance; what they would wish to see on agenda; who they would wish to see as a guest speaker.

#### Member feedback:

- Need for more fleet managers/vehicle operators to attend.
- Networking opportunities are valuable and in-person meetings are key to this. It cannot be replicated with online meeting. Members believe SMMT is a good location for this to take place.
- Member communications should include regular updates on policy work and promote what has been discussed at each meeting.
- Agenda items from Engineering Forums would easily fit Freight Council agendas and would be of interest to attendees. Likewise with MAC Briefings.
- Traffic Commissioner, or Deputies, are always a welcome guest speaker. Possibly also a judge to give the court view?
- Logistics UK membership team should do more to promote the Freight Councils to those who do not attend.
- Minutes should be published in a timely manner.

#### ANY OTHER BUSINESS

• None was notified.

#### DATE OF NEXT MEETING

• Wednesday 22 January 09:30 – 12:30 (finishing with lunch). Location to be communicated.

#### ATTENDEES

Chair	
Norman Harding	LB Hackney
Members	
Vlad Lakvell	LB Tower Hamlets
Michael Colbourne	Veolia UK
Greg Kerslake	Royal Mail
David Wilson	Fleet Technology
Andy Miles	AS Miles Consulting Ltd.
Charlotte Hunt	Birketts LLP
Greg Scott	LB Islington
Steve James	FM Conway
Dan Conway	FM Conway
Robert McIlveen	MPA
James Adcroft	Tesco
Ben Hodgson	DHL
Matthew Stratton	Birketts LLP
Jerry Ward	John Lewis Partnership
Mick Dearle	LWC Drinks
Jim Chappell	TRL
Elliott Kenton	Weightmans LLP

### **Guest Speakers**

Emily Kingston	TfL
Laura Carleton	TfL
James Vickery	OZEV - DfT

Secretary

## Logistics UK

Chris Yarsley Michelle Gardner James Hardiman Dom Fawls