

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.

Guest Speakers

Emily Kingston

TfL

Laura Carleton

TfL

James Vickery

OZEV - DfT

Logistics UK

Chris Yarsley

Secretary

Michelle Gardner

James Hardiman

Dom Fawls