

Scotland Freight Council

Minutes of meeting held on Tuesday 16 January at Doubletree by Hilton Glasgow Westerwood, 1 Saint Andrews Drive, Cumbernauld, Glasgow, G68 0EW

Welcome and Introductions

Freight Council chair Stephen Halleran (SH) welcomed members and highlighted obligations in respect of competition law.

SH paid tribute to Alex McPhee for his personal support and contribution to the Council over many years as this is his last meeting before retirement.

Several members were unable to attend the meeting due to dangerous driving conditions. An invite to a virtual meeting being held for members in North England was shared with members after the meeting.

Minutes of last meeting

Alexandra Herdman (AH) raised an action from the previous meeting to schedule a virtual meeting with public sector members to discuss net zero targets. Dates were discussed and a meeting invite will be sent to members.

ACTION: AH to set up meeting and send invitations.

AH asked for interest from members in attending a new Local Authority Working Group and suggestions as to topics and speakers. Fiona Bartels (FB) suggested inviting Scottish Fire Service to talk about EVs and health and safety in the event of an incidence.

Action – AH to take forward.

The minutes of the last meeting were approved.

Secretary's Report

Alexandra Herdman updated members on various items including:

- Police Scotland's Secure Supply Chain Forum
- Decisions taken at the last Road Council
- UK Budget
- Driver CPC
- MOT testing for Earned Recognition operators

Members who wish to know more about Logistics UK's groups should contact the following:

Rail, Water and Air Councils: Alexandra Herdman aherdman@logistics.org.uk

Warehouse Working Group: Jonathan Walker jwalker@logistics.org.uk

Customs & Trade Council and Shippers Council: Nichola Mallon nmallon@logistics.org.uk

Van Policy Working Group and Environment Working Group: Denise Beedell dbeedell@logistics.org.uk

Innovation Working Group: Ben Garrett bgarratt@logistics.org.uk

REGIONAL ITEMS

Full details of regional items can be found in the policy report.

- Scottish Budget: Logistics UK welcomes commitment to dualling of A9 but is concerned over cut to modal shift.
- Glasgow LEZ: fines that were issued by non-tracked post between June and October 2023 have been written off
- Zero Emission Truck Taskforce: Transport Scotland is calling for operators to provide data before the end of February to inform the work on refuelling infrastructure needs for ZEVs.
- Lorry parking review from Transport Scotland: there has been no further action on this in the past 12 months. Logistics UK continues to highlight the importance of additional secure parking for drivers but budget constraints suggest this will not be a priority for Transport Scotland.
- Pavement Parking Ban – members should be aware that the legislation allows Police Scotland to enforce the law even if local authorities decide not to. Several local authorities have announced they will enforce the law and issue penalty charge notices. A fact sheet is being prepared for members.

DVLA PRESENTATION

Gordon MacDonald, Head of Enforcement Policy at DVSA presented to members. The slides from the presentation have also been shared with members.

Laden Break Testing – has been talked about for a long time. Traffic Commissioners are very interested in this issue. DVSA is now ready to make commitments on a move to four laden tests per year, by April 2025, and will be asking operators to risk assess the situation and what is appropriate for each vehicle. Between now and April 2025 details will be finalised. For some vehicles this need for testing will not be applicable.

Load Security – Highways England reported more than 22,000 ‘road impact incidences’ caused by objects falling from vehicles in one year alone. Overloaded or poorly loaded vehicles was a contributory factor in 31 road deaths in 2018. In 2023, working with industry, more robust guidance was issued (i.e. move from ‘should’ to ‘must’). Despite this guidance, non-compliance remains an issue among some operators.

On Board Diagnostics – Increasingly seeing the need to use on board diagnostics. Manipulation of emission software is still rife. DVSA exploring solutions. Speed limiter settings is already being done. Post collision examination work – can ascertain details of what was working on the vehicle and what wasn’t before an incidence. PN meter is currently being tested to measure particulates from the exhaust and could become a part of roadside enforcement going forward.

Second generation Tachographs – this was implemented in the EU in August 2023 with a UK exemption secured until February 2024. Members should be aware that not every EU country has exemptions.

Driver CPC – seen as a Brexit benefit. Gordon gave an overview of changes. Target for introduction of changes is 1 August 2024 given expected hike in September. Will be a new consultation on the alternative test given it is considered controversial.

Q&A session

There was a discussion among members of their current voluntary break test regimes.

A member asked a question on load security and why in the updated guidance are two-wheel chucks also needed.

Action – Gordon to come back with information.

SH highlighted to members the importance of having robust risk assessments in place and ensuring drivers have training and have understood and everyone is aware of their legal responsibility.

Mhairi Donald reported that some members are getting faults recorded on their second generation Tachos for unknown problems. It is going against their drivers and earned recognition status, but the errors can't seem to be located and fixed despite strenuous efforts. There doesn't seem to be a pattern to this, and more businesses seem to be getting impacted by this. Gordon – the EU pushed ahead too hard and too quickly on this. If problems are not known, enforcement should pragmatically deal with this.

Action – AH to circulate DVSA presentation to members.

AGENDA ITEMS

Election priorities for nations and regions

- Skills was the biggest issue for members, especially EV mechanics.
- Government needs to do more to support business and make it attractive. Too many logistics businesses are going into administration.
- Investment is needed in secure driver facilities, especially to attract more females.

ACTION: Logistics UK to look at options for holding Level 2 and level 3 training session in Scotland.

Guide to Maintaining Roadworthiness (GTMR) refresh

1) Is the 2023 GTMR generally fit for purpose?

- Yes. The new tone is better. Some sections still lack clarity eg re wheel torquing.

2) What changes, if any, should be made to the current GTMR and why?

- The language needs to be clearer. For example it can cause confusion where it says to do x or y – it isn't clear which option should be taken. It is open to interpretation.
- Page 87, Annex 4A. The GTMR says the table can be left blank, but this contradicts DVSA's timelines for measuring and adjusting.
- Maintenance providers are no longer checking tyre pressure due to H&S – this needs to be looked into.

3) What items should be added to a revised GTMR and why?

- The fifth wheel is not given much attention and should be addressed in a revised GTMR.

Road safety priorities

1) What examples can members provide of actions they have taken to improve the safety of their road operations and employees?

Members tend to utilise technology to monitor behaviour and mitigate incidents. Examples include 360 degree camera, a reversing assistant, a tracking system for harsh braking or speeding. One member uses a device worn by the driver so if they leave their seat/cabin the vehicle can not be driven away.

ACTION: members requested a forum to be able to share best practice and knowledge.

2) What more could the logistics industry do to further improve road safety?

N/A

3) What needs to be done by infrastructure providers, government, police, regulators etc. to further improve safety

- There should be uniform speed limits across the UK and not change in different home nations.
- Pot holes need to be fixed and prevented.

Zero-Emission Vehicle (ZEV) refuelling and recharging

1) When planning for decarbonisation, do members have a clear understanding of their:

a) Future energy/refuelling needs?

b) Energy/refuelling requirements at own premises, destination sites, en route charging, other charging/refuelling locations?

c) Timelines?

- There needs to be a clear fuel for the future. Everything is too far away and wishy washy still.

2) What data has been collected about member operations to obtain that understanding?

- Energy Savings Trust has collected data on this.

3) Have members discussed their decarbonisation plans with their DNOs?

- Yes. This has been generally positive.
- Members report issues regarding being unable to load in a fuel depot and insurance companies not providing cover if a charging point is within 10m of a building.

4) Are members willing to share their data with Logistics UK to collate and forward to relevant agencies anonymously?

ACTION: Members are invited to contact Denise Beedell dbeedell@logistics.org.uk with any data they are willing to share.

AOB

Date and venue of next meetings:

- 1 May, Doubletree by Hilton Glasgow Westerwood, 1 Saint Andrews Drive, Cumbernauld, Glasgow, G68 0EW
- 26 September, Scottish Water, 6 Buchanan Gate, Stepps, Glasgow G33 6FB

ATTENDANCE LIST

Present	Also in Attendance
Barry Davidson – West Dunbartonshire Council John McElhinney – Renfrewshire Council Kenny Martin – Asda Logistics Services Matthew Love – Scottish Water David Weir – Tesco Mich Thumwood – Markon Ltd James Clayton – M Group Ltd Allan Reid – QTS Group Jamie Cassidy – Gap Group Allan Campbell – Road Transport Solutions Alex McPhee – JW Sucking Transport Pat Taggart – Perth and Kinross Council Kerry Rankine – Fife Council Billy Ferguson – Fife Council Paul Wilson – AG Barr Chris McKenna – AG Barr Stuart McLean – TRL Stephen Halleran – ADM Milling	Gordon MacDonald DVSA Nichola Mallon – Logistics UK Fiona Bartels – Logistics UK Fiona Watt – Logistics UK Ian Dunn – Logistics UK Alexandra Herdman – Logistics UK