

Minutes of meeting held on Wednesday 3 May 2023 – Doubletree Glasgow Westerwood

Welcome and Introductions

Freight Council chair Stephen Halleran was unable to attend the meeting, so vice-Chair Scott Blyth oversaw proceedings.

The Chair welcomed members and guest speaker Shellie Montgomery (Skills Development Scotland) to the new venue and asked for attendees to introduce themselves.

Minutes of last meeting

No comments or feedback from members regarding minutes from the previous council meeting.

Guidance on conduct of Logistics UK meetings (competition law compliance)

Members were advised to familiarise themselves with the guidance for conduct of Logistics UK meetings involving members.

Guest Speaker

Shellie Montgomery, Skills Development Scotland, gave an overview of the role and remit of the organisation – including the redesign and redevelopment of apprenticeships in the new context of Brexit, post pandemic, automation, and digitalisation. The common characteristic of successful apprenticeship schemes is ensuring employers are at the heart.

Meta-skills are at the core of schemes to ensure apprentices are resilient and supported to improve their performance. This helps to prepare them for the full range of experiences they may encounter in their working lives.

The Driving Goods Vehicle Apprenticeship is currently being redeveloped – developing a range of skills including working with vehicles, driver health and well-being, sustainability and working collaboratively with others. Timeline for going out to consultation is August/September 2023 to ensure it meets the needs of industry. SDS is also redesigning the Train Driver Apprenticeship.

Jonathan Walker asked members for feedback on specific skill shortages including vehicle technicians. One member has been advertising for a vehicle technician for over a year without a single application. Public bodies said they are struggling for vehicle technicians and mechanics as private sector businesses are able to pay more. The previous driver shortage has eased in part because mechanics moved across to driving to get better pay leading to the mechanic shortage. This all makes planning to provide the skills for the future even more challenging.

ACTION: Logistics UK to share contact information for members to provide feedback into the apprenticeship design process.

Secretary's Report

Jonathan Walker updated members on various items including:

- Decisions taken at the last Road Council
- Updates on recent multi modal councils and working groups.

Members who wish to know more about the groups should contact the following:

Rail, Water and Air Councils: Ellis Shelton eshelton@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: Emily Wood ewood@logistics.org.uk

Scottish Skills Group: Jonas Keat jkeat@logistics.org.uk

Regional Items

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

A9 Dualling

Jonathan Walker gave an update on the A9 Dualling project and a delayed start date of next year and asked members to flag other regional issues of concern and interest.

Agenda Items

A1 – MOT testing for earned recognition operators

Phil Lloyd gave an overview of potential proposals to introduce new MOT testing options for earned recognition operators. Members responded to the questions posed in the Policy Report:

1. Members made the point that if there was improved DVSA service provision, then there would be no need for further changes but there is a lack of confidence in their ability to deliver a better level of service as it hasn't happened yet. In response to the options set out in the paper, the consensus on preferred ranking order was:
 - a. Delegated testing (a)
 - b. Increasing time period between tests (b)
 - c. DVSA improvement (d)
 - d. Reducing test content increases risk (c)– the consensus view was this was too vague and potentially introduces risk.
2. Potential benefits from delegated testing included financial savings and the opportunity to increase earnings by keeping vehicles on the road, however members were concerned about the potential for standards to be lowered. It was also stated that the capacity freed up among testers could be redeployed to audit operators who are conducting their own testing.
3. If taken forward, these proposals must ensure safety standards are not compromised and that the right checks and balances are in place to ensure compliance. The idea of a progressive entry to the scheme was discussed, whereby ER operators could get instant admission, with highly compliant operators following later.

A2 – Compliance standards for lighter trailers

Phil Lloyd gave an overview of the paper, which sought to develop Logistics UK's position on standards for lighter trailer maintenance, following interest in the issue from an All-Party Parliamentary Group. Members responded to the questions posed in the Policy Report:

1. Most operators follow a scheduled maintenance and inspection programme for their lighter trailers, alongside daily safety checks. This should be sufficient to maintain the safety of the trailers.
2. Members raised concerns over any potential MOT-type test for small trailers. Reasons included the likely need to implement trailer registration to track results and the potential cost implications.
3. However, there was some support for stronger formal guidance on best practice for trailer maintenance and a desire to see better enforcement of existing safety rules by the police and DVSA to improve standards.

A3 – Smart motorways

Jonathan Walker gave an overview of the paper, which sought to update Logistics UK's position on smart motorways, following recent announcements. Members responded to the questions posed in the Policy Report:

1. Overall members supported Logistics UK's previous stance on smart motorways with some refinements. The consensus among those who use or have used smart motorways is that when they work, they work well, and the evidence says they are safer. There is a problem of education and lack of public awareness. They were introduced with the assumption everyone would know how they operate. There is a need to get the public message out, including when things break down, and have better enforcement.
2. Members would like to see a more widespread public education campaign, alongside better enforcement of the rules to improve driver behaviour.

A4 – Retained EU Legislation

Nichola Mallon updated members on the progress of the Bill which is intended to deal with EU-derived legislation which has remained on the UK statute books since Brexit. Currently anything which is not explicitly retained or replaced will cease to be in force from 31 December 2023. However, this is speculation that this will be amended, with a much smaller number of laws being immediately abolished.

Members were asked what (if any) legislation they would like to see removed during this process and what areas of improvement they could identify. There was some feedback that the Road Transport (Working Time) Directive should be removed as it is overly bureaucratic, confuses drivers and stops them earning a living. However, there was no consensus among members overall. Generally, there was an emphasis on the need for simplification and a flexible approach to legislation and regulations to reduce frictions to trade post Brexit.

A5 – 'Last mile' urban logistics

Jonathan Walker gave an overview of the paper, which is the early stages of Logistics UK developing its position on issues relating to the decarbonisation of urban logistics. Members responded to the questions posed in the Policy Report:

1. There have been a number of trials of cargo bikes and smaller electric vehicles in Scotland, with both some successes and some important lessons learned about suitability for different environments and operations. The need for better infrastructure remains constant.
2. Consolidation centres outside of urban areas are a good idea in theory, however the challenge is one of coordination, competition and customer expectation.
3. Scottish Government is looking at an innovation fund which may be applicable in this area.

AOB

None raised.

Date and venue of next meeting:

Wednesday 18 October

12:30 – 16:00 (Lunch from 12:00)

Doubletree Glasgow Westerwood

ATTENDANCE LIST

Present	Also in Attendance
<p>Scott Blyth – West Lothian Council Allan Campbell – Road Transport Solutions Morgan Foster – West Lothian Council Mick Fullbrook – Bidcorp Gordon Chalmers – North Lanarkshire Council Paul Gray – Aberdeenshire Council Craig Williamson – Glasgow City Council Claire McKay – Glasgow City Council Darren Scott – European Metal Recycling Jamie Cassidy – GAP Group Ltd Mick Thumwood – Markon Ltd Bob Adamson – Leiths (Scotland) Ltd Stephen Sharp – John G Russell Alastair Mackay – Highland Council Andrew Hunter – Highland Council Stuart McLean - Transport Research Laboratory (TRL) Kenny Martin – Asda Logistics Services Matthew Love – Scottish Water Leighann Dale – Fife Council Billy Ferguson – Fife Council John McElhenny – Refrewshire Council Barry Davidson – West Dunbartonshire Council Matt Wright – South Ayrshire Council David Weir - Tesco</p>	<p>Phil Lloyd – Logistics UK Jonathan Walker – Logistics UK Nichola Mallon – Logistics UK Fiona Watt – Logistics UK Shellie Montgomery - SDS</p>