

South East Freight Council agenda

**25 May 2023
10:00 – 13:00**

Salomons Estate, Broomhill Road, Tunbridge Wells, Kent, TN3 0TG

Tea, coffee, and bacon rolls served from 9:30

10:00 – 10:10 INTRODUCTION

- Chairman's welcome
 - Minutes of last meeting
 - Competition law compliance
- Chairman gives welcome and round with members takes place.
- No issues with minutes from last meeting.
- Competition law compliance read.

10:10 – 10:25 UK Modal Councils & Secretary's report

Report from the meeting of Road Council on 9 February and recent meetings of modal councils and working groups. Progress on other issues including the driver CPC review, Guide to Maintaining Roadworthiness and the Spring Budget.

- Member gives update based on our budget statement and lease plant hire. Spring budget – AIA – we've had discussion with HMT about how these can be extended to leasing and hiring. Positive meeting yesterday – they have worries about dual expensing and live international taxation.
- Member asks about an update on DVS - Rushing toward 2024, as meeting was held yesterday.

10:25 -11:05 EXTERNAL PRESENTATION

**Kate Over, Transport Strategy Manager for (specialist areas Rail)
Transport for the South East**

- Comments from Kate Over (KO) regarding DNOs and iDNOs.
- All the STBs are at different stages of producing their transport strategies.
- First Strategic investment Plan and was ratified by DfT.
- All strategies provide the evidence that government and local transport bodies need to make funding decisions.
- Some STBs have statutory status. Not TfSE – only Transport for the North – so we have to work closely with transport authorities.
- All STBs work closely together – especially for freight and access to ports and airports.
- SE moves 16% of UK total port freight. And have most of the international freight gateways. Doesn't include Heathrow and London Gateway – just over border, therefore it means but they have a significant impact on our roads and rails.
- Most freight corridors in the region are trunk roads and some M25.
- Non-network challenges include decarbonisation – lack of network rail freight parks 45% are not used, lorry parking and driver welfare, warehousing – land issues and planning challenges, public sector

- freight blindness – want private and public sector on board – but lack of interest and relates back to lorry parking etc.
- SIP interventions – include Gauge issues between Euro tunnel and the main rail networks.
- TfSE Freight Strategy – published in June 2022. Runs to 2040.
- o Lorry parking and driver welfare study for TfSE – undertaken by AECOM.
- o Gone out at night to find lorries parked up. Member commented, industry should have awareness of this happening and should have been flagged at the start. Comment – shouldn't National Highways being taking responsibility for this? Have lost so many welfare facilities. Response – this is more a planning issue and local authority, rather than a highways issues. Bluebell Hill should be considered as a future charging point. Bluebell Hill – when they shut it – commuters and coaches – car racing through it – used to take 300-400 vehicles. This definitely could be somewhere for HGVs.
- o Publish findings later in June/July – first draft next week.
- o JF – have spoken with developers, (Moto) about ready to go HGV specific space at Wrotham, and asks if TfSE are you plugged into this? KO responded to say she wasn't sure but would take that away to find out.
- o JF – Ashford truck stop are sending back 1,000 HGVs per month due to lack of space, therefore highlighting need more HGV facilities. KO – is aware of Ashford issue.
- o Midlands Connect/Cenex – HGV AF mapping tools. TfSE working with them too. Web-based platform – to help LAs input and enable infrastructure built and DNOs involved.
- o TfSE/TE/EEH freight forum being set up = meeting 4x p year.
 - o ACTION: Logistics UK need to be involved – work out who to send
 - o 3 further studies:
 - o Waterbourne freight viability –
 - o Warehousing provision
 - o Public sector freight 'blindness'.
 - o ACTION: send link to Amazon report regarding economic benefits
 - o JF – comment at EMFC that the midlands shouldn't prioritise H2 as it has so far to travel inland, rather than have coastline access.
 - o KO response – the infrastructure investment hasn't been properly thought through and has marred the discussion for electric and h2.
 - o Have funding for Freight Forum and using some DfT money for the mapping tool. We have a good reputation and LAs appreciate what we do. How quickly is less certain. Engaging with Logistics UK and the local authorities – this will be the focus of the first FF.

11:05 – 11:20 **Coffee break**

11:20 – 11:25 **REGIONAL ITEMS**
All-Party Parliamentary Group (APPG) for the South East

G4 Page 30

- Engagement on rail freight. Anyone using rail freight? No, JLP tried years ago – but wanted a complete train to send in one hit. Member comments, that it is okay for shifting tins of beans to Scotland, but not for fresh stuff. Passenger had priority. Trialled and gave up.
- Members believe everything takes too long.
- Rail Hubs in Midlands – Crick and Daventry.
- Issues with putting things through Dartford tunnel – hub to hub.
- Connecting Port of Dover to Midlands and Southampton.

- KO – will take back comments. Conversations are happening, but anything related to rail takes a long time. Rules and regs about access are phenomenal.

AGENDA ITEMS

11:25 – 11:45

MOT testing for earned recognition operators

A1 Page 9

On 14 April the Department for Transport (DfT) released a Call for Evidence consultation looking at making improvements to the testing scheme for Earned Recognition (ER) operators. In order for Logistics UK to provide some indicative benefits of such changes, we seek members' views on the financial, economic and flexibilities that could result from any of the changes being proposed in this call for evidence.

- We had one ER member – benefits never happened.
- Delegated testing needs to come into effect.
- Q2 answer is no. Some members already audit above ER standard.
- JLP was involved in initial pilot – knew what to expect and used as a measure for what we were doing anyway. ER was the next step up – did we need it? Yes, we did to gee up parts of the business that weren't trying hard enough. Self-testing (delegated) was our prime objective.
- ER is above and beyond what their internal standards.
- Need more DVSA inspectors so that we can get test when we need them. Let people be accredited to do the test themselves.
- If members have prepared vehicle for test, someone else should do the inspection.
- If your PMI regime is good, they will know what they are doing.
- Whoever inspects on the PMI is putting it out to work.
- Times of test depends on age of vehicle, also covid put a lot of heavy weight on MOT first time pass rate. Under ER its under 95%.
- What are we being tested on that isn't important under ER?
- 12 months is fine.

- 1) A (but not just for ER), D, - not B&C – why change
- 2) Already audit above the standard and we know what we are doing. OCRS scores give you a picture of where you are.
- 3) If you increase the period, you will automatically have to increase the standard and you will have to have tight standards from your auditors – otherwise you will have a system that opens up the testing period and DVSA will have to audit the auditor. Ultimately it will decrease the safety. Need to look at outside organisations that do your PMI checks. Will only be as good as the infrastructure behind it. More delegated testing would free up resource for roadside checks – but only about 110 operators are in ER – is it still a goal for DVSA to release more staff to catch the noncompliance operators. It has gone very quiet. Transport police can do more checks. Sussex Police CV unit are pulling people in. Overloaded ets they are the ones who need to be the target.

11:45 – 12:05

Compliance standards for lighter trailers

A2 Page 10

Logistics UK does not have a policy position on small trailer regulation but is aware that many members own and operate these. As these trailers are subject to the interest of an APPG and minister, it is important for Logistics UK to discuss the matter of trailer condition and maintenance with members.

- Seeing challenges with farm trailers, lights cable and tyres.
- This is not a problem for people in room as they do regular checks – it's the user who doesn't check from one service to another.
- Challenges with how they drive and operate the trailers.
- Tyres and bearing were always the main failures.

- Whole maintenance regime that is done by trucks is generally applied by fleet operators to all vehicles.
- Awareness levels is low with occasional drivers.
- Enforcement internally – building into regime of what your transport teams do.
- Van drivers are a nightmare – these usually the ones that use lighter trailers.
- Kent CCC now have regular checks and PMIs and this has improved standards.
 - 1) Included in regular PMI regimes – every few weeks. These are adequate.
 - 2) Annual test should be considered, but who is going to do it? Back to the ability of DVSA testers to cover this. No reason why lighter trailer cannot be included in the same regime as HGV PMIs and rules
 - 3) Drive education. Grandfather rights – make sure they have relevant training. Too often seeing trailers in the outside lane of the motorway. How many are sitting within tachograph regs.

12:05 – 12:25

Smart motorways

A3 Page 11

Logistics UK is seeking to refresh its position on smart motorways following recent announcements and ahead of future road investment strategies.

- M42 was the Rolls Royce standard. Then the full roll out didn't apply the same level of refuges. Logistics UK did some research that the distance on M42 refuges was what needed to the minimum, also recognition that there is a limit to how much information can be taken on board, gantries with different speeds, signage etc. A study needs to be undertaken on what is acceptable for a driver to understand. Including by the operators at control centres.
- KO – risk taking by younger drivers?
- JF – older drivers weren't educated about smart motorways, younger drivers were.
- Message is about consistency – matrix signs need to be accurate and be up to date.
- Member comment - System is automated until it's overridden. Has the number of staff in the control centres decreased?
- TfL centre is interesting to visit.
- Bottlenecks are still going to be a problem.
 - 1) Yes
 - 2) No – technology will help.

12:25 – 12:40

Retained EU law (revocation and reform) bill

A4 Page 12

The Retained EU Law Bill continues to work its way through Parliament. This Bill will create powers to disapply retained EU law by 31 December 2023 unless it is specifically retained and put into domestic law, or a decision on whether to remove, retain or improve it is delayed until 2026 at the very latest. Logistics UK is seeking to consult with members on the implications of the Bill.

- Significant update to this issue since the policy report was drafted.
- Everyone said the situation was ludicrous. Included a lot of items that no one even realised was a statute.
- ACTION: There is now a list of around 600 laws which JF will circulate. Members to send in comments. (and also, to KO).
- Now just a clean-up list of laws. This gives more time.
- LUK has been in constant contact with the government about this.

12:40 – 12:55

'Last mile' urban logistics

A5 Page 13

Logistics UK has engaged proactively with local authorities to explore the implications and opportunities of new approaches to 'last mile' urban logistics. This has included TfL's cargo bike strategy, emerging local freight strategies which are exploring edge of town consolidation, and our forthcoming electric vehicle report. As we develop our position on this issue, we are keen to hear member feedback on the future of urban logistics

- One member has a cargo bike due to restrictions in Islington and they couldn't get to customers. A cargo bike could do that. First one bought by commercial team was a tiller steering and was unstable. So purchased a two-wheel e-bike – 4 hours a day 5 days a week. It's gone down a storm, been good PR. No recruitment issues – it's working. Not earning any money but keeps customers happy. Will you introduce in other parts of London? Possibly. Haven't had a spillage. Carry around 8-10 litre tubs paint (80kg). No need for infrastructure – range
- JLP use Deliveroo to do small stuff. Use the big fleet to deliver to the stores. Conflict is kerb space. It's good for small stuff – for larger stuff its more difficult.
- Consolidation centres are a buzz word. Large loads have already been consolidation centre – this is inefficient. CCs work for some operations. KCCC – not feasible to put deliveries on bikes to schools – not physically possible.
- JLP – in Germany they drop a container in town and the bikes work from that. 13 tonnes of fresh ambient/chilled food – you need right vehicle and the space to do it.
- We have the flip side when delivering to building sites – pallets.
- No security or insurance issue.
- Additional cost for consolidating and JLP customers like to see their deliveries arrive on a JLP vehicle so the neighbours can see that. Confliction of interest between competitors.

Any other items raised by members at the meeting or beforehand

12:55 -13:00

- Concern in London, productivity level of due to low emission votes, lane closures etc. This means it takes longer to do.

Confirm attendance for UK Road Council on 8 June at the London Marriott County Hall

Gerry Ward and Paul Goss (Chair)

The meeting concluded with lunch at 13:05

Date of next meeting:

Tuesday 17 October 2023, venue and time TBC.

Attendees

Paul Goss (Chair) – Thames Water
Josh Fenton (Secretary) – Logistics UK

Steve Kirchell – KCS
Kevin Atwood – CSG
Alex Clifton – Logistics UK

Chris Cassley – CPA
Gemma Stoner – TLP Recruitment
Sean Hughes – Gallagher Aggregates Ltd
Martin Candish – Logistics UK
Martin Taylor - Clancy
Tom Clubb – Watch It Come Down Group
Philip Marsden – Brewers
Jerry Ward – JLP
Ian Laughlin – Calor
Kate Over – Transport for the South East (Guest Speaker)
Denise Beedell – Logistics UK