

## Welsh Freight Council minutes – 18 January 2023

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### Minutes of the meeting held at The Vale Resort, Hensol

#### Chair

Ian Jarman

Owens Group

#### Council member

Kevin Lewis

NPTCBC

Rhys Thomas

Facilities By A.D.F.

Dominic Marshman

Glass Systems

Andrew Banks

Stone King

David Watkins

W.G. Davies Ltd.

Rob James

Glass Systems

Simon Griffin

Watts Truck + Van

Henry llewellyn

Walters Group

Gill Sheddick

Commercial Motors

Jessica Pleasants

Esken Renewables

#### Logistics UK

Chris Yarsley

David Wells

Jonas Keat

#### Guest Speakers

Jonathan Moody

Welsh Government

Kaarina Ruta

Welsh Local Government Association

#### Competition Law compliance

Members were directed to the Competition Law compliance statement in the Policy Report.

#### Matters arising from UK Road Council

Members were given an update from the UK Road Council meeting that was held on 03 November 2022.

Members were also given updates on the other modal Councils and working groups.

## Secretary's Report

Members were given an update on the following issues:

- Senior Traffic Commissioner Statutory Document
- Direct Vision Standard phase 2
- Clandestine Entrant Civil Penalty Scheme
- Guide to Maintaining Roadworthiness
- Chief Medical Officer report on air pollution

## National Items – Welsh Government – Freight and Logistics

Jonathan Moody gave an update on the work the Welsh Government has been undertaking since his last attendance.

- Dep. Minister for Climate Change has begun scoping work for the Freight & Logistics Plan, to be delivered as part of the WG Transport Plan. **Logistics UK will look to Invite the Minister to the next Freight Council.**
- The Roads Review has been finalised and should be published in the National Transport Plan, hopefully before Spring. Will bring in recommendations from members, the Burns Inquiry, and will also look at A55 corridor.
- Working with UK government departments to ensure the Welsh voice is heard on reserved matters.
- Border Control Posts - WG competence so they are working to deliver what industry needs to facilitate smooth cross border movements.
- Need to improve access to data on freight movements to better understand what is moving and to and from where.

A Q&A session followed with discussion on the following points:

- HVO fuel - Incentives for use and ethical nature of sourcing of the fuel.
- Carbon capture.
- Electric grid upgrades - need for significant investment to adapt to EV fleets.
- Overnight parking - following England's extra funding, there is a need to look at what is available in Wales, could look to BCPs to provide space, and these would cover both the north and south corridors.
- Skills policy - attention needs to widen to include vehicle technicians into the shortage discussion, as training here takes significantly longer. Some vehicle manufacturers are mandating technical skills levels above pay grades for local authorities so they are not able to match this pay scale.

## Kaarina Ruta – WLGA – 20mph roll out

Members received a presentation on the 20mph roll out plan on restricted roads in Wales that will commence on in September this year, moving on from the 1<sup>st</sup> phase settlements that have been the test cases for the national roll-out. Opinion polling suggests around 60-65% of the Welsh population is in favour of the 20mph roll out.

Members asked questions on the balance needed to keep roads at 30mph, if given the authority; traffic calming measures already in place; and behavioural changes that need to occur.

The presentation was circulated to members.

## A1 – Road Transport (Working Time) Regulations

Members discussed possible implications to the Road Transport Regulations if elements of this piece of legislation were to be removed from UK law as a result of the Retained EU Law (Reform and Revocation) Bill that was expected to become law. Logistics UK emphasised that, at the time of the meeting, it was still not clear as to what impact this Bill would have on domestic road transport legislation.

Members were clear that any changes must result in a simpler system, especially when interacting with drivers' hours rules, notably on break requirements. There was very little consideration of working time from enforcement authorities, as opposed to Drivers hours, so a reduction in administrative burden would be welcomed.

Members would be kept informed as the discussion on the Bill progressed through Parliament.

## **A2 – Trailer registration**

Members discussed the Logistics UK position on trailer registration, which is currently neutral on need for one, and whether time was right to agree to a national scheme, especially following increased attention of trailers from Traffic Commissioners and other authorities.

Members advised that all trailers have fleet numbers and C numbers, and that it would take some administrative time to complete but a scheme would be possible. Some warned it could be a double edged sword if authorities then used the registration for other purposes, e.g taxation.

No formal decision taken by Council on a national trailer registration scheme.

## **A3 – Decarbonisation – Transitional Technologies**

Members then discussed transitional technology and the discussion mainly focussed on HVO cost and supply, vehicle supply issues and the cost of new vehicles.

Local authorities are now beginning to look at the wider environmental considerations of HVO sourcing as it has become a commodity in its own right, and the extent to which palm oil, for example, is used within it.

There needs to be a national strategy for the storage and distribution of hydrogen, with network support to enable transition.

## **A4 Transport Committee inquiry into Strategic Road investment in England**

Not discussed.

## **AOB**

None recorded.

## **Date of next meeting**

Tuesday 23 May 2023 – The Vale Resort, Hensol.

Member briefing session in the afternoon.