**Introduction**

The Chair opened up the meeting and welcomed everyone. Members introduced themselves.

The minutes of last meeting were proposed by Simon Griffin and seconded by Peter Murphy.

Attendees were reminded of the need to comply with competition law at all times.

**Secretary’s report and key national updates.**

Josh Fenton (JF) gave an overview of the meeting of Roads Council and decisions taken and an update on Logistics UK’s Public Affairs and policy work since the last Council meeting as set out in page 19 and 20 of the Policy Report.

**Regional items** (pages 26-27 in Policy Report).

JF gave an overview of changes in the Welsh government since the last Council, including the change in First Minister and the recent unanimous passing of the Bill to reform elections and increase representation in the Senedd from 2026.

Cabinet Secretary for Transport and North Wales Ken Skates stays in post. Early this year he publicly committed to publishing a Welsh Freight and Logistics Plan before the end of 2024. This ambitious timeline has now been revised and officials will progress the plan in phases. Logistics UK is working with officials to develop a Wales Logistics Council, chaired by Ken Skates, made up of logistics industry representatives and government. Our proposal for this council has cross party backing.

JF reiterated Logistics UK’s position and ongoing policy engagement with government on the need for a targeted, location specific approach to implementation of 20 mph and quick delivery. Local councils are now considering locations. Members discussed recent statistics on the reduction in injury and deaths on the roads from 20mph but reports of increased emissions as vehicles are driven in lower gears.

Logistics UK is starting to develop priority manifesto asks of the Welsh government. JF asked members for their feedback. On Infrastructure / road building – pinch points that need addressed - M4 West of Port Talbot, and Brynglas Tunnels (and new relief road), where the volume of traffic is exceeding infrastructure. A4 65 can take some of the weight of the M4. Part of the solution is making public transport more accessible and affordable to incentivise people out of their cars. Look at the progress made in Germany with affordable (49 euros) monthly tickets. Integrating ports, airports and road to make logistics more efficient and productive.

On energy, members highlighted the need for improved and affordable grid capacity to power electric vehicles/fleets especially HGVs. Members have different experiences. One local council can charge 46 HGVs overnight with no difficulty. One member has been told there will be no capacity until 2028 to connect to the grid. But as more fleet transition, the grid will not have capacity.

On skills, the shortage of fitters needs addressed and we need to ensure there is the skilled workforce to service alternatively fuelled vehicles – EV and hydrogen fuel cell. To future proof the industry, there was support among members to bring back old-fashioned apprenticeships at third level colleges. We need to change the perception of the industry as a career choice which is the purpose and objective of Generation Logistics which Logistics UK is involved in. The Welsh government should help spread the training courses and skilled workforce geographically to support the industry, not just concentrated in Cardiff. The TM qualification/apprenticeship is offered in England but not in Wales. We need a college in Wales to buy into this, with funding from government, and offer a logistics course with surrounding logistics businesses bringing vehicles in to bring it to life.

**Action:** Ian Jarman, on behalf of Council members, to request a meeting with Gower College in Swansea to discuss this. JF to follow up on this.

**Action:** Members would like an update from Generation Logistics on activity in Wales. JF to follow up with Bethany Windsor and Phil Roe and invite them to the next Council meeting.

**Action:** Julie Richards (JR) asked members to consider hosting Inspection Procedures and Standards Courses to allow for groups of 6 technicians to attend a course locally. She also advised of places still available on these courses and asked members to contact her if interested.

Logistics hub to be developed at Port Talbot to serve as a gateway for not just Wales, but the western side of GB.

Nichola Mallon (NM) gave an overview of the recent Freight Crime Webinar in NI and feedback from members. Members said they would find a similar webinar useful.

**Action:** JF to arrange. Members to contact NM and JF if there are webinars on any topics, they would like Logistics UK to organise.

**Agenda items**

**A1 - 4.25t call for evidence.**

*We are anticipating a call for evidence relating to the regulatory weight thresholds for zero-emission vehicles and so are seeking feedback from members on the impact of this threshold and the changes you would like to see.*

**Question 1:** What is the cost of installing a digital tachograph into such a vehicle, and to train drivers and staff to utilise it in line with legislation?

**Question 2:** What would be the cost to train drivers to understand drivers’ hours regulations in order to remain compliant?

**Question 3:** What would be the cost saving if MOT tests were performed under regular van conditions and not by an HGV qualified technician?

Responses from members:

Q1 – Minimum of £2000 to install a digital tachograph and additional cost of a tachograph technician and ongoing training. This would work for local authorities as they convert a lot of vehicles. Would drivers of vans want to learn to do this? Will this lead to higher wages for van drivers?

Q2 – Could cost £1500 to £2000 to train drivers depending on the size of the organisation.

Q3 – There are savings to MOT tests, but they would be negligible as you wouldn’t use a 4.25ft van for long distance or same day delivery because of charging time. Would be cost prohibitive.

**A2 - Impact of ZEV mandate on fleet renewal**

*The ZEV mandate, which became law on 3 January 2024, sets out the percentage of new zero emission cars and vans manufacturers will be required to produce each year up to 2030. We would like to understand how the new law has impacted on van fleet operators’ vehicle replacement plans and what their experience is of how this law is being applied by individual manufacturers.*

**Question 1:** Have members vehicle replacement plans for 2024 (and beyond) taken into consideration the ZE Van Mandate/Van Registration Trading Scheme percentages?

**Question 2:** Where members acquire vehicles from different manufacturers, have any differences in approach to placing orders been noted, particularly in relation to small orders (fewer than 10 vehicles)?

**Question 3:** When acquiring new vans, have price changes been seen to encourage uptake of zero emission vehicles, or to discourage orders for petrol and diesel vans?

Responses from members:

Q1 – Some members do have plans in place. Local Authorities are replacing fleet with electric vans with the help of government grants. Replacement plans largely depend on the life cycle of the vehicle – i.e. use around Cardiff verses running a van around the Valleys when it takes 3 times more energy to go up a hill.

Q2 – No member feedback.

Q3 – Prices are being discounted on electric vehicles as supply is exceeding demand. Prices will go back up as the market balances again.

**A3 - Road user charging (RUC)**

*In March 2021, members agreed Logistics UK policy principles on Road User Charging (RUC). While any government policy on road user charging has yet to be developed, the beginning of the transition to zero tailpipe emission vehicles means there is growing interest in what mechanism may be used to replace falling fuel duty. We therefore want to ensure our position reflects members’ views.*

**Question 1:** Are there any areas of the current policy position paper that should beupdated?

**Question 2:** What mechanism of RUC would you support? For example, one based on road, time and type of vehicle.

Responses from members:

Q1 & Q2 – Need a mechanism that is easy and cost effective to collect. One member suggested keeping a duty on the fuel but fitting every clean vehicle with a smart box to track mileage and charge at a lower rate per mile to still incentivise the transition. We are paying for every mile we travel anyway. The government should charge in bands of miles and according to weight. If it was weighted according to different times in the day for private vehicles, it could help take school traffic away for example, but freight has no control over what time it has to be on the road and deliver, so it needs a flat rate. It could discount rural areas to mitigate the impact given there is reduced public transport available. One member suggested increasing the price of diesel as a short-term measure to plug the revenue gap and incentivise people to transition. There was no overall consensus on the mechanism but there was full agreement that it must be UK wide and there was support for it to be ring fenced for infrastructure improvements.

**A4 - Member feedback on councils**

*Logistics UK is keen to ensure that our regional and devolved Councils are valuable to our members and that they continue to play an integral role in ensuring our national, regional and local policy work is reflective of members’ views and experiences. We are therefore seeking feedback on the current content and operation of Councils.*

**Question 1:** Which aspects of council meetings do you find the most/least useful (e.g. guest speakers, policy discussions, networking)?

**Question 2:** Are there any particular issues feel ought to be discussed regularly at councils?

**Question 3:** Which speakers/organisations would you be most interested in hearing from?

**Question 4:** Do you have any other feedback on the content and structure of council meetings?

Responses from members:

Q1 & Q3 – Most useful is getting policy updates, information of future changes and the discussion and networking with members. Guest speakers are a good draw, especially Traffic Commissioners, DVSA and police and Jonathan Moody. It would also be good to have truck manufacturers in. Members would also like feedback on how the views expressed at the council have inputted and influenced the work of Logistics UK and changed things.

Q2 – It would be good to have more relevant agenda items for local authorities.

**Action:** A change going forward from January 2025 will be a standing agenda item on a local council issue. In January 2025 it will be on gritting, in other meetings we will look at other topical issues including the top issues local authorities have raised with the MAC. JF to follow up with JR.

Q4 – There is overwhelming support for in person meetings. Members did support a hybrid option for those who cannot attend on the day, but the technology would need to be reliable.

**AOB**

JR reminded members of Transport Manager on 21 November and the Welsh Lunch on 22 November, with Nigel Owens as the guest speaker, as there are not many places left.

Some members said Thursdays are not convenient and could the council meeting be moved back to a Tuesday. Members asked if the lunch date could be changed next year back to its original slot.

**Date of next meeting:**

Thursday 16 January 2025 - 09:30-12:30

**Further dates in 2025:**

Tuesday 20 May 2025 - 09:30-12:30

Wednesday 1 October 2025 - 09:30-12:30

**Attendees:**

Ian Jarman (Chair) – Owens Group

Stewart Short – CEM Day Ltd

Ioan Vantu - Merthyr Tydfil County Borough Council

Victoria Griffiths - Merthyr Tydfil County Borough Council

Lewis Evans – Owens Group

Simon Griffin – Watts Track and Van Ltd

Henry Llewellyn - Walters Environmental Ltd

Dan Manchip – Man Truck & Bus Ltd

Andrew Badger – Tri-Wall Swansea Ltd

David Watkins – W G Davies Ltd

Luke Harris – Castell Howell Foods Ltd

Laurie Price – Castell Howell Foods Ltd

Owain Powell – Celtic Vacuum Ltd

Andrew Banks – Stone King LLP

Dean Thomas – Cardiff County Council

Moizzah Asif – University of South Wales

Peter Murphy – University of South Wales

Gareth Emery – Monmouthshire County Council

Debbie Jackson - Monmouthshire County Council

Stewart Gregory – Faun Zoeller UK Ltd

Gareth James – Swansea Council

Rhys Thomas – CAD Service Ltd

Simon Rex – M Group Services Plant & Fleet Solutions Ltd

Josh Fenton (Secretary) – Logistics UK

Nichola Mallon – Logistics UK

Julie Richards – Logistics UK