Minutes of the meeting held at The Vale Hotel, Hensol

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| **Chair** |  |
| Ian Jarman | Owens Group – Chair |
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| **Council member** |  |
| Rhys Thomas | Facilities by ADF |
| Angharad Robinson | Facilities by ADF |
| Antonia Jones | Carmarthenshire County Council |
| Owain Powell | Celtic Vacuum |
| Simon Griffin | Watts Truck + Van |
| Luke Harris | Castell Howell Foods |
| Peter Murphy | University of South Wales |
| Laurie Price | Castell Howell Foods |
| David Watkins | W.G. Davies Ltd. |
| Daniel Jones | W.G Davies Ltd. |
| Lewis Evans  Gareth James  Peter Murphy  Sarah Bennett  Lynne Price  Vernon Oak | Owens Group  Swansea Council  University of South Wales  Caerphilly Council  Caerphilly Council  Caerphilly Council |
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| **Logistics UK** |  |
| Jonas Keat |  |
| Martin Candish  Josh Fenton  Julie Richards |  |
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**Competition Law compliance**

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

**Matters arising from UK Modal Councils and Working groups**

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

**Secretary’s Report**

Members were given an update on the following issues:

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| * UK Budget * Driver CPC | * Direct Vision Standard (DVS) * MOT testing for Earned Recognition operators |
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**Presentation – Wales 2024 plans**

Members received a presentation from Martin Candish, Head of Compliance Information at Logistics UK, on the various services that the Members’ Advice Centre can offer to them in Wales. Martin asked members to consider which products and services they would like to see delivered which are specific to Wales. This question was left open to members, who are welcome to contact Logistics UK at any point in order to make suggestions about what these products may look like.

Josh Fenton then gave members an update on Logistics UK’s plans for Wales in 2024, including an update on our talks with Welsh government around the production of their 2024 Wales National Freight and Logistics Plan. Members were once again invited to make suggestions about how they would like to see Logistics UK engaging with Welsh and UK government going forward. 2024 will be a crucial year for Wales with the Freight and Logistics plan on the way, and therefore members are again welcome to contact Josh in order to discuss these issues further.

Members were then posed questions regarding the Welsh government’s current open consultation on road safety, in order to inform Logistics UK’s response to it.

**A1 – Election Priorities for Wales and the UK**

1. Boosting Productivity and Growth / Safety and Compliance

Members noted that Wales in losing out to England on battery factories, and that they would like to see more big projects like these coming to Wales. However, they also pointed out that inward investment into Wales is stuttering due to the restrictions being placed on Welsh business by the current government.

Members also felt that the Wales National Freight and Logistics Plan, which Logistics UK and its Welsh members will play a key part in, will play a crucial role in next Senedd elections.

1. Innovative and Integrated Infrastructure

Members felt that the Welsh government needs to do more to attract inward investment.

Members are of the belief that the Welsh government should invest more in public transport if people are being actively discouraged from using private cars. There was an acknowledgement that this funding is not readily available, and that the proposed schemes for upgrading public transport in the region are good projects, but that they will take too long to implement at this stage.

1. Skills partnerships to support a thriving sector

Members were unhappy with the recent cuts by Welsh government to the apprenticeship budget, as this has meant that they can no longer receive funding for HGV driving apprenticeships. They felt that devolved government needs to do more to support new talent going through. However, members also noted a broad lack of interest among younger people in becoming drivers or technicians.

Local councils are having particular difficulty hiring technicians at present, due to regulations on what they are able to pay. One local council representative said that she was only able to offer class 3 technicians up to £25,000 annually, while the private sector was paying closer to £50,000.

1. Safety and Compliance

-Members noted than road safety has declined since the introduction of 20mph speed limits. Inconsistent signage about the rules, as well as inconsistent enforcement of them, has led to uncertainty in this area.

The quality of roads in Wales is also leading to reduced safety, as potholes are not being repaired and branches are not trimmed often enough.

Safety and compliance had largely been covered already in the discussion on the road safety consultation.

1. Fair Transition to a Green Economy

* Members pointed out that they would like to be able to harness the power of hydrogen for their businesses, but that this would require the construction of hydrogen plants in Wales. When looking at national schemes that seek to develop sustainable energy infrastructure, members felt that Wales is not considered often enough in these discussions. This is related to the lack of inward investment into Wales, as plans to build a battery gigafactory in Wales are not going ahead.

**A2 – Guide to Maintaining Roadworthiness (GTMR) refresh**

Members feel that the current Guide to Maintaining Roadworthiness is fit for purpose, and does everything that it needs to do. There was a sense that bringing changes forward by a year would be a waste of resources.

Members also pointed out that the Testing Inspection Manual should match the GTMR more closely than it currently does.

Members did ask whether brake testing would be included in the new version.

**A3 – Road Safety Priorities**

Members feel that road safety has declined generally since the introduction of a 20mph speed limit on certain roads in Wales. This is due in part to inconsistent enforcement of these rules and general confusion about what the speed limit is on certain roads. Many roads are still not signed clearly enough and this is leading to accidents.

Education, maintenance and enforcement will all be important to making the roads safer. Police in Wales have been educating drivers, offering to give advice to speeding drivers rather than putting points on their license, and this has been helpful, but they have now moved to enforcing the rules more strictly.

Maintenance of the roads will also help to improve safety, as potholes branches are both contributing to accidents.

**A4 – Zero-Emission Vehicle (ZEV) refuelling and recharging**

Members are well aware of the incoming changes, but feel that they do not have enough information about the direction in which power supplies will be taken. More clarity on this issue from both Whitehall and the Senedd would be appreciated.

Members felt that planning permission laws would need to be relaxed going forward, in order to ensure that substations can be installed in areas that need them without them being blocked by local residents. The energy grid does not currently have the capacity needed in order to provide the necessary electrical power for charging.

Members have had some discussion with DNOs, but feel that they would like more guidance from them. Rather than businesses leading the charge on these upgrades, they feel that this should be a role for the DNOs. Members asked if DNOs could attend later freight council meetings.

**AOB**

The chair informed the group the Jonas Keat will be leaving Logistics UK next month and that Josh Fenton will now serve as secretary for the group going forward.

**Date of next meeting**

Members were informed that the next meeting of this group will take place on 21 May at the Vale Hotel.