DFI Consultation Response - Increase of the Maximum Authorised Weights for Certain Alternatively Fuelled Vehicles and Certain Zero Emission Vehicles.

13 March 2024

Summary

- **Logistics UK welcomes the opportunity to respond to this consultation on a proposed increase of maximum permitted weights for certain alternatively fuelled vehicles or zero emission vehicles, mainly HGVs, within Northern Ireland.**
- **On behalf of members, we are in favour of the proposals to increase weight limits of alternatively fuelled vehicles or zero emission vehicles to minimise any reduction in payload availability and reduce emissions given Northern Ireland's climate change targets.**
- **Logistics UK also believes consideration should be given to weight limit increases for other reasons that would still have environmental benefit. For example, Longer Semi-Trailers and HGVs with double deck refrigeration units could particularly benefit from this change.**

About Logistics UK

Logistics UK is one of the UK's largest business groups, representing the entire logistics industry and supporting, shaping and standing up for safe and efficient logistics. Our membership of more than 20,000 includes global, national and regional businesses and SMEs spanning road, rail, inland waterways, sea and air as well as the buyers of freight services, such as retailers and manufacturers. As an organisation, we deliver services, representation and thought leadership, helping members and policy makers to seize new opportunities for the sector and the economy as a whole, right across England, Scotland, Wales and Northern Ireland.

What we represent

Logistics is a sector delivering an increasingly safe, sustainable and efficient system of national infrastructure – creating opportunities across the UK and linking the UK to the global trade network. Spanning land, water and air, it delivers for everyone, everywhere, every day.

- Logistics delivers big public value on small margins, ensuring the availability of the products households, businesses and public services rely on. It moves goods more than 200 billion tonne-km within the UK per year and enables the trade of more than £1 trillion of goods, while working hard to avoid adding pressure to the cost of living. This is a challenge with fuel and energy costs at a historic high and restrictions on logistics growing.

- The sector delivers smart, green, resilient growth and jobs. It contributes £163 billion to the economy each year (12% of UK non-financial GVA), employs 2.7 million people (8.2% of the UK workforce), pays £5 billion in revenue to Treasury through Vehicle Excise Duty (VED) and Fuel Duty, in addition to other taxes. It is becoming ever more innovative and integrated – within businesses and between logistics sites and transport modes. Its key hubs provide a catalyst for further growth and investment, helping places to thrive.

- Logistics delivers for the future, as an essential system for growth. It underpins the whole economy, with an economic footprint three times larger than its direct GVA contribution, with the public sector and other private sector businesses spending 15% of their total input-related spending on logistics services per year.

Consultation response

Logistics UK welcomes the opportunity to respond to this consultation on a proposed increase of maximum permitted weights for certain alternatively fuelled vehicles or zero emission vehicles, mainly HGVs, within Northern Ireland. As a Trade Association, we are in favour of the proposals to increase weight limits of alternatively fuelled vehicles or zero emission vehicles to minimise any reduction in payload availability while reducing emissions in line with climate change targets. Please find below on behalf of members, a response to each consultation question.

1. **Do you agree that maximum permissible weights for certain zero emission vehicles (mainly HGVs) on both international and domestic journeys should increase by up to 2 tonnes (without exceeding 44 tonnes)?**

   Yes X

   No ☐

2. **Do you agree that weight limits should increase by up to a maximum of 1 tonne for certain alternatively fuelled HGVs on both international and domestic journeys (without exceeding 44 tonnes)?**

   Yes X

   No ☐

3. **Do you agree that weight limit increases should only offset any additional weight due to the alternatively fuelled or zero emissions technology?**

   Yes ☐

   No X

   Reason: Logistics UK believes consideration should be given to weight limit increases for other reasons that would still have environmental benefit. For example, Longer Semi-Trailers and HGVs with double deck refrigeration units could particularly benefit from this change.

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