

**North East Freight Partnership****Date Held**                    **8<sup>th</sup> March 2017****Venue**                            **Gateshead Civic Centre****List of Attendees and Organisation**

Mike Page	AECOM (Chair)
Paul Davison	AECOM
Ann Wilson	Tees Valley Unlimited
Martin Murphy	NECTAR
Gordon Carr	CILT
Steve Green	Greggs
John Cram	North Tyneside
Chris Airey	Greggs
Richard Penna	Greggs
Gavin Miller	DVSA
Jay Laverich	Hargreaves
Malcolm Dodds	RHA
Philip Bedford	Port of Tyne
Graham Wood	Nixon Hire
Alistair Baldwin	NECA
Bruno Porter	HSE
Stephen Bird	AG Barr
Lee Elstob	AG Barr
Keith Taylor	Northumberland CC
Malcolm Bingham	FTA
Karen McCartney	Career Ready
Jim French	PD Ports
John Coatman	NMUK
Richard Toner	Eddis Transport
Stuart Corker	Gateshead Council
Graeme Heron	Newcastle University

**Apologies**

Martin Forster	Sunderland Council
James Turnbull	Durham County Council
John Bourn	NECA
David Pentland	South Tyneside
Nigel Cook	Eddis Transport

**Item Agenda 2: Minutes of last meeting**

Minutes from the December meeting were reviewed.

Graeme Heron stated that the survey regarding fleet operator recognition schemes was now open. PD to send round the link.

Malcolm Bingham wanted it to be known that the FTA also had a Truck Excellence Scheme.

**Item Agenda 3: Career Ready and Think Logistics**

Karen McCartney from Career Ready gave a presentation on her organisation, its work in the North East and encouraging those into the logistics sector.

Jim French spoke about the initiative from an employer's perspective and experience of working with students. Jim talked about the Logistics Academy at Stockton and highlighted that Kevin Richardson, Chief Executive of the CILT had visited the facility.

Malcolm Bingham described difficulties attracting people in to the sector. At the Skills show at the NEC there were 173 stands and only 3 from the logistics sector. Anne Wilson stated that people who work in the sector can have the greatest impact on skills.

Malcolm Dodds highlighted the RHA's National Lorry Week, which looks to attract people into the sector.

**Agenda Item 4: Brexit and the Longer Semi Trailers Trial**

Malcolm Bingham of the FTA discussed the impact of Brexit and provided an update on the Longer-Semi trailers trial.

On Brexit, he spoke about how it would likely result in a more global than European trade, which will significantly influence the UK's logistics sector. He discussed the importance of trade deals and noted that the World Trade Organisation only had agreements with 90 countries. A lack of a deal and associated tariffs would result in higher costs and delay consignments.

Malcolm stated that a key concern was Dover, which has a small port footprint despite large numbers of HGVs using it every day. Any delays due to customs issues or similar may result in the requirement for a permanent operation stack type arrangement.

Malcolm stated that the FTA's manifesto was for there to be no trade barriers with the EU.

Malcolm also spoke briefly about the extension of the DfT's Longer Semi Trailers Trial for a further 5 years, a move which has been welcomed by the FTA.

**Item Agenda 5: Earned Recognition (ER) Scheme**

Gavin Miller from the DVSA spoke about the earned recognition scheme, which is due to be subject to a 6 month pilot. The ER concept is a voluntary scheme, where holders of an operator licence can apply but

there are T&Cs that the operator would need to meet when applying to join.

On application the operator would need to demonstrate that compliance levels required for the scheme are being met, these would be checked by DVSA during an application review.

Once the application has been accepted the operator would need to obtain an independent audit to the ER standards, again more about this later.

Following a successful audit the operator would be accredited with ER and move into 'monitoring' status. At this point the operators' electronic systems (drivers & maintenance), monitor KPI performance and unless the compliance performance drops the operator remains in the monitoring status. Assuming there is no need any DVSA interventions within the scheme, every two years the operator would be required to provide a period audit, again to the ER standards.

If the operator failed to meet the KPI tolerance bands (more on this later), then the operator would be in exception and probably working on an action plan to address the issues.

The DVSA Network Business Manager would be responsible for all stages of the cycle, if an operator failed to complete an agreed action plan or was in breach of the T&Cs then a scheme exit process would be followed.

A significant proportion of operators surveyed stated they were interested in the scheme, which is due to commence in April 2017, finishing Autumn 2017.

#### **Agenda Item 6: Transport for the North**

Alistair Baldwin provided an update on TfN.

He described the vision:

- To improve connectivity between the economic centres in the North to create a single northern economy so that the region can balance and complement the economic weight of London and compete on an international stage
- The North of England has a combined population of 16 million (larger than London and almost as big as the Netherlands). There is enormous potential to improve economic output by joining up the city region economies so that they can be greater than the sum of their parts
- A vision of a North as a super-productive network of economic centres
- Backed by robust and stable governance, supported by funding commitment from HM Treasury
- Strong investment opportunities across this transformational project
- A well-connected North, which enables people to both train and develop their career within the region and acts as a magnet for inwards talent
- Not just about speed of travel but also about convenience and frequency

He also discussed the TfN structure, the main workstreams (one of which is Freight, Ports and Logistics) and the process by which the Strategic Transport Plan will be produced (completed in 2018).

#### **Agenda Item 7: Driver and Operator of the Year**

Paul Davison introduced the awards and explained the importance of recognising top performers in the region.

North East Operator of the Year award went to Hargreaves Logistics for their continued support for the Partnership, dedication to safety and training and role as a leading freight operator in the region.

North East Driver of the Year went to Greggs' Chris Airey. Chris has consistently scored above the target level for using Greggs vehicle telematics system and has come out top for the second year running. He constantly returns good fuel figures and driving the vehicles in such a manner as if they were his own. He is always courteous and well-mannered when dealing with internal or external customers.

Chris checks his driving scores to ensure that he is performing to the best of his ability in addition to ensuring that compliance is adhered too by checking his vehicles thoroughly for any reportable defects , he has also managed to keep a clean record for the whole of 2016 without incurring a single tachograph infringement.

Paul described how Chris has a large amount of experience through working in the transport industry in a variety of roles prior to working with Greggs and has proven himself to be an ambassador for the company who is very hard working and flexible in the manner in which he applies his work ethic, nothing is ever a problem and he always carries out his designated duties with professionalism.

#### **Agenda Item 8: The work of the HSE in relation to the freight sector**

Bruno Porter discussed the sector strategies, which are to be replaced by 19 plans. He discussed how the sector priorities were to reduce the impact of poorly controlled loads and the rate of ill health caused by musculoskeletal disorders, aswell as increasing engagement with work related road risk.

He described a big push on cross government working so the HSE will be working with DVSA and police forces, as well as local authority EHOs. Load insecurity causes issues on the road, but also when trying to unload at the delivery destination.

Bruno explained that Musculoskeletal disorders might be in parcel carrier operations but also likely to include some work on pallets. Work related road risk is another wide ranging and cross government issue. Up to 30% of the 3000 fatalities on the road might have a work element (probably not including commuting) so something to work on.

Bruno stated that he would like to hear from the group on new challenges and opportunities affecting the sector, as well as ideas as to how the HSE can communicate its ideas.

#### **Agenda Item 9: Update on the Partnerships activities**

As presentations has overrun, Paul briefly thanked those assembled and explained updates could be found in the annual leaflet (copies of which were made available).

#### **Any other Business**

No other business was discussed.

#### **Date and Time of next meeting**

The next meeting will occur in June 2017, location TBC.

