



FTA Ireland Council Meeting

30th November 2023

Held at: FTA Ireland Office and Online (Hybrid)



CONFIDENTIAL

Private and Confidential
FTA Ireland Council Meeting
Agenda

**For the meeting to be held on Thursday 30th November 2023 at FTA Ireland HQ on online
(Hybrid meeting)
Commencing at 11:30am.**

AGENDA

1. Welcome and Introductions

2. Apologies

3. Minutes

To adopt the minutes of the meeting held on the 31st August 2023.

4. Compliance Statement – To Be Read out in advance of Council meetings

“Today we are meeting to discuss [topics of meeting]. We take competition compliance seriously. Whilst discussions can cover matters of interest to our industry, we cannot discuss or exchange sensitive commercial information. If at any time during this meeting, you think our discussions may be in breach of competition rules, please inform the Chair. The Chair may close the meeting at any time if [s]he believes that discussions are in breach of competition law”

5. Matters Arising

6. Policy (Chief Executive Report on Policy and Campaigns)

- a. Member Feedback
- b. Freight Forum meeting 17th October 2023
 - i. Longer trailer trial.
 - ii. Zero Emission Grant Scheme
- c. Decarbonisation
 - i. EV Summit
 - ii. EU - CO2 emission standards for heavy-duty vehicles
 - iii. FTAI Decarbonisation Report
 - iv. Alternative Fuels Working Group Meeting
- d. National Demand Management Strategy
 - i. Update on recent meetings
- e. Consultations
 - i. ZEVI - [Draft National En-Route EV Charging Network Plan](#)
 - i. Draft National Ports Policy (open until January 2024)
- f. Post Brexit Trade
 - i. Border Target Operating Model
 - ii. Common Transit Convention (CTC)
- g. FTAI Working Groups
 - i. Establish focus areas for working groups.
 - ii. Discuss terms of reference for working groups
- i. Apprenticeship

- i. New level 10 Professional Doctorate in Logistics and Supply Chain Apprenticeship
- ii. Apprenticeship (Driver & LAA update)
- b. National Fleet Database
- c. Night Flights
- d. Managers Guide to Distribution Costs Report 2023
- e. Fuel Card Skimming
- f. Driver CPC Changes
- l. Meetings (Summary)
 - i. NORDUK
 - ii. ZEVI – HDV Working Group
 - iii. Mobility Package I - Impacts for the Irish road transport sector meeting update – 28th November
 - iv. Logistics Supply Chain Skills Group
- b. Press Releases

7. FTAI Services (taken as read)

- 1. update on FTAI services

8. Future FTAI Events

Member Briefing to take place after council meeting – 30th November 2023



Guest Speaker

• **Francis Murphy – Stratum** <https://stratum.ie/>

Stratum is a product that reaches across all the layers of the Transport Industry, providing support for various different sectors. The product is integrated into many of the leading tracking solutions, accounting systems and ferry companies, supporting the way that our customers want to work.

FTA Ireland Council Meetings 2023	
March	Thursday 9th March 2023
August	Thursday 31st August 2023
November	Thursday 30th November 2023

9. Any Other Business

Presentation of TruckSafe / VanSafe Standard awards

Agree Dates for Council Meeting in 2024!

**[Minutes from Meeting 31st August 2023]
Private and Confidential
FTA Ireland Council Meeting & AGM
Agenda**

**For the meeting to be held on Thursday 31st August 2023 at The Midlands Park Hotel,
Portlaoise
Commencing at 11.30am.**

AGENDA

1. Welcome and Introductions

2. Apologies

3. Minutes

To adopt the minutes of the meeting held on the 30th May 2023.

4. Compliance Statement – To Be Read out in advance of Council meetings

“Today we are meeting to discuss [topics of meeting]. We take competition compliance seriously. Whilst discussions can cover matters of interest to our industry, we cannot discuss or exchange sensitive commercial information. If at any time during this meeting, you think our discussions may be in breach of competition rules, please inform the Chair. The Chair may close the meeting at any time if [s]he believes that discussions are in breach of competition law”

5. Matters Arising

6. Policy (Chief Executive Report on Policy and Campaigns)

- g. Post Brexit Trade – UK Operating Model
 - i. UK Road User Levy
- h. Decarbonisation
 - i. Longer Trailer Trial – Survey by DoT
 - ii. Alternative Fuels Infrastructure and Greener Maritime Fuels
- i. Update on ECO Driver training DOT Proposal
- j. Road Safety Authority – Commercial Vehicle Advisory Panel
- k. Road Traffic Act 2023 – Update on Key areas of Interest
- l. Rail Freight Strategy
- m. Consultations
 - i. Occupational Lists - <https://enterprise.gov.ie/en/consultations/public-consultation-review-of-occupations-lists-2023.html> 18th August
 - ii. IAA stakeholder consultation: <https://www.iaa.ie/about-us/stakeholder-consultation/iaa-statement-of-strategy#:~:text=The%20IAA%20consulted%20on%20it's,receive%20final%20comments%20from%20stakeholders>. - 25th August
- n. National Demand Management Strategy
 - i. In line with Climate Action Plan 2023 (CAP23) commitments, the Department of Transport will develop a national-level Demand Management Strategy.

- o. Apprenticeship
 - i. New level 10 Professional Doctorate in Logistics and Supply Chain Apprenticeship
 - ii. Apprenticeship (Driver & LAA update)
- p. Night flights Dublin Airport – update on Fingal decision to restrict flights.
- q. Managers Guide to Distribution Costs
- r. Freight Forum Meeting 1st June 2023 – (notes included in the appendix)
- s. Meetings

7. FTAI Services

- 1. update on FTAI services

8. Future FTAI Events

- 19th October 2023 – Transport Manager Seminar
- 19th October 2023 – Launch of the Managers Guide to Distribution Costs Report 2023

Member Briefing to take place after council meeting – 31st August 2023

FTA Ireland Council Meetings 2023	
March	Thursday 9th March 2023
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November	Thursday 30 th November 2023

9. Any Other Business

Presentation of TruckSafe / VanSafe Standard awards

MINUTES FOR THE COUNCIL MEETING THAT TOOK PLACE ON THURSDAY THE 31ST OF AUGUST 2023.

AF Welcomed all in attendance to the third Council meeting of 2023 that took place on the 31st of August 2023 in The Midland Hotel Portlaoise. AF welcomed Des Phelan (DP) to chair his first council meeting and Mick Dalton (MD) as vice chair.

DP opened the Council Meeting and encouraged members to discuss and debate the issues presented in the council report. Advised that there will be a SLIDO poll relating to topics covered in the meeting today.

TOPIC	DETAILS	ACTION
Post Brexit Trade	AF highlights DAFM engagement with exports of agri-food in preparation for proposed new UK import requirement. Still uncertainty about timelines for implementation. Windsor Framework update was provided along with information for NI based business interested in registering for the UK internal Market Scheme	1. New Import implementation date by UK authorities provided to members
UK Road User Levy	Details of the UK road user levy was provided to members	UK road user levy re-introduced from 1 st of August 2023
Decarbonisation / Alternative Fuels	AF provided an update on the longer trailer trial. He encouraged members (those that were interested) to make a submission to DOT supporting the longer trailer trial. AF reiterated the importance of companies participating in solutions and whilst FTAI represent members interests it is important that companies make individual submissions. Af provided summary of the new Alternative fuels infrastructure regulations, highlighting that change is coming and members need to be aware of EU wide proposals in relation to alternative fuels.	<p>Slido questions asked regarding longer trailer trial to ascertain engagement with DoT Consultation – results at next council meeting</p> <ul style="list-style-type: none"> • FTAI propose to commission a report that supports a roadmap to transition and serves as a reference guide for members on the transition journey - this document will also assist informing Government and civil servants of commercial fleet challenges to be aware of. Council approved development of the report.

	ECO driver training proposal supported by submission by FTAI. AF outlined the benefits of Eco Driver training and key areas that DOT should consider supporting when recommending ecodriver training	
RSA Commercial Advisory Panel	Meeting took place on the 21 st of June 2023. Af provided members with update on items discussed	<ul style="list-style-type: none"> • Members want more information on SMART tacho 2 and the new risk rating • AF highlighted that RSA will make a presentation on both items at the FTAI Seminar on the 19th of October
Road Traffic Act 2023	AF outlined the key points included in the Road Traffic Act 2023 of interest to commercial fleet operators.	
Rail Freight Strategy	Published in July 2023 – FTAI welcome the publication of the rail strategy and note that freight is referenced quite a bit! Current rail freight volumes are very low compared to EU norms and work needs to be done to grow rail freight, however more detail on the plans to support rail freight needs to be developed and published	<ol style="list-style-type: none"> 1. FTAI support anything that drives efficiencies into supply chains. 2. More details is required freight specific rail opportunities
Consultations	FTAI have made submissions on 2 consultations recently <ol style="list-style-type: none"> 1. Occupational Lists 2. Irish Aviation Authority (IAA) 	
Managers Guide to Distribution Costs	AF confirmed that the Managers Guide 2023 will be launched at the FTAI Transport Manager Seminar on the 19 th of October	
National Demand Management Strategy	AF updated members on FTAI representation at the demand strategy meetings with a report to be published by end of 2023 with a chapter covering freight distribution.	<ul style="list-style-type: none"> • Key points made by FTAI at meetings include: complexity of transition to alternative fuels; more collaboration and engagement by all stakeholders to deliver efficient urban deliveries

Apprenticeships/ Skills	AF updated members on the new Level 10 Professional Doctoral degree in logistics and supply chain. Application submitted to National Apprenticeship Office. Updated provided to members by AG of intake for the LAA and CDAP apprenticeship.	
Night Flights Dublin Airport	Details were provided in papers of recent meeting with Minister Chambers regarding the importance of night flights for the express cargo sector in Ireland	
Freight Forum	Notes from the freight forum meeting that took place on the 1 st of June were included in the appendix of the council papers	
Meetings & Engagement	Details of member, stakeholder meetings were provided	

8. Future FTAI Events

Member Briefing to take place after council meeting – 31st AUGUST 2023

Alan Maher from Foreware (<https://www.foreware.io/>) made a presentation to members. More information on service provided by foreware can be found at web address above or contact Alan at alan@foreware.io

FTA Ireland Council Meetings 2023	
March	Thursday 9th March 2023
May	Tuesday 30th May 2023 (AGM & Council Meeting)
August	<ul style="list-style-type: none"> • Thursday 31st August 2023 – 11.30am Midlands Park Hotel, Jessop Street, Portlaoise, Co. Laois, R32 KV20
November	Thursday 30th November 2023

9. Any Other Business

Presentation of TruckSafe / VanSafe Standard awards

Congratulations to all members that received / achieved TruckSafe and VanSafe Standards



Signed _____

Date:

FTA Ireland Council Meeting – 30.11.23

CHIEF EXECUTIVE REPORT INCLUDING POLICY AND ACTIVITIES: **POLICY ISSUES (Summarised)**

Member Feedback

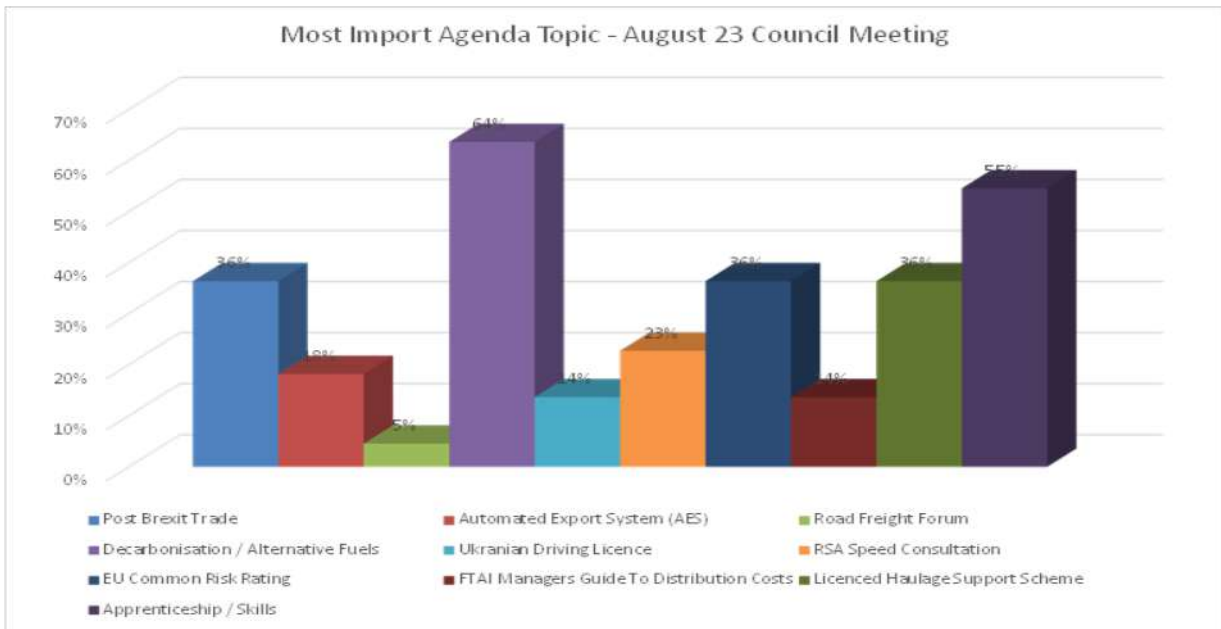
At the last Council Meeting in August we asked members a number of questions relating to the agenda

What Issues would you like Covered during Future Council Meetings - Please Submit as many suggestions as you like!

Wordcloud Poll 34 responses 14 participants



Most Import Agenda Topic - August 23 Council Meeting



Top 3
Decarbonisation; Skills; Post Brexit Trade



What jobs are difficult to recruit for?
 Wordcloud Poll 32 responses 13 participants



Freight Forum Meeting #3
Thursday 17th October 2023
Attn: Aidan Flynn & Des Phelan

Topics covered at the meeting:

- Update on Actions points from June Meeting
- Brexit Issues Update
- Update on EU Legislative acts relevant to Road Freight
- Longer Trailer Trial
- Zevi presentation on charging infrastructure

Longer Trailer Trial information

- Extended deadline for submission of completed surveys.
- Not a great response
 - 7 responses (2 didn't complete survey)
- Get idea where they use trailers.
 - None use special permits - at the moment.
- All 5 expressed interest in participating in the trial.
- Approx 6 trailers for trial (max amount of 10 trailers in trial)
- Potential routes to be utilised.
 - 5-10% last mile (90% on national roads)
- Extra instruction and training
- Turning circles of trailers would be a concern to be included in training
- 3-12 months for engagement - average 6 months to get trailers
- 5 year minimum would be important for trial.
- No indication that they would be used in GB - NI have special permit requirements.
 - Just for national distribution
- Low density high volume products

DOT acknowledged that if this trial progressed there would be more demand than the survey results suggest

Full Notes from this meeting are at the back of this document in Appendix 1

An Roinn Iompair
 Department of Transport



Road Freight Forum
 Department of Transport, Leeson Lane
 17 October 2023
 14:30 - 16:30

1. Update on Actions points from June Meeting
2. Brexit update
3. Update on EU Legislative acts relevant to Road Freight
4. Update on RHS Actions Tracker
5. Longer Semi Trailer Trial - Survey Results
6. Presentation from Zero Emissions Vehicles Ireland on charging Infrastructure plans and the Alternatively Fuelled HDV Purchase Grant Scheme
7. Date for next meeting (February 28)
8. AOB

Léaraí Linneáin, Béal Átha Clártha, D03 T966, Éire
 Leeson Lane, Dublin 2, D02 T966, Ireland
 T +353 1 6707444 | info@transport.gov.ie
 www.gov.ie/transport

Respondents Overview	
No of Responses	7
Completed Survey Forms	5
Survey Summary	
Company Responses	
4.2 Special Permits	
Are you availing of any special permits (vehicles) at present? (Y/N)	No
4.3 Longer Trailer Trial – Interest and details	
Are you interested in participating in a trial of longer trailers? (Y/N)	Yes
How many trailers would you enter into a trial?	Average: ~6 Max: 10 Min: 1
Potential routes you would consider applying for authorisation	N6/M6 M1 M50 N77 - N6/M6 R434 - M7
LLT - estimate distance/percentage of journey on National Roads	Varied responses: 5-10% of trip on NR (last mile) 1 operator up to 90% on NR.
Would you be willing to provide extra instruction/training to drivers of vehicles in the trial?	Yes
How quickly would you be able to purchase relevant trailers and enter the trial?	3 - 12 months
It is anticipated that any trial will be a minimum of 5 years. Would this affect decision to join proposed trial?	One response indicated 5 yr minimum would be a key factor
4.4 Out of State Travel	
Would you envisage any cross-border activity with Northern Ireland with longer trailers?	No
Would you envisage any cross-border activity with Great Britain (England, Scotland, Wales)?	No
Would the trailers used for the trial have any place in your European operations or possible future European operations?	No
4.5 Additional Details/Comments	
Do you have any specific suggestions for the trial – its operation, approach or restrictions?	1 - More than 5 yrs req'd 2 - Low density high volume products highlighted 3 - Data capture with quarterly review and data submission - no. of loads, trips, kms travelled

Zero Emissions Grant (commencing January 2024) €3.5million Budget

AFHDV – Overview

September 2023

50
Applications*

182
Vehicles*

€2.9m
funded

Vehicle types supported

- CNG Van
- CNG Truck
- CNG Refuse Collection Truck
- LNG Truck
- EV Van
- EV Truck

- EV Refuse Collection Truck
- EV Midi Bus
- EV Single Deck Bus
- EV Single Deck Coach
- EV Double Deck Coach
- EV Double Deck Bus

Scheme funding and drawdowns

■ Funding Committed ■ Grant Paid in the year

Year	Funding Committed	Grant Paid in the year
2021	€1,248K	€15K
2022	€1,279K	€632K
2023	€366K	€2.2M

Vehicle type count *

Year	CNG Truck	EV Bus	EV Truck	EV Van	LNG Truck
2021	58	9	5	2	17
2022	21	7	23	25	0
2023	0	14	1	0	0

* Including breached applications

AFHDV – Funded applications



- 22 applicant drawdowns
- 36 vehicles funded with €2.8M
- Highest grant paid is €500,000 for 5 EV Refuse Collection Trucks
- Lowest grant paid is €12,500 for a CNG Truck 16t-46t

Vehicle types funded	Average funding per vehicle
CNG Truck	€ 14,000
EV Midi Bus	€ 63,000
EV Refuse Collection Truck	€ 112,000
EV Single Deck Bus	€ 122,000
EV Truck	€ 120,000
EV Van	€ 31,000

AFHDV – EU state aid impacts



- Scheme name changes from AFHDV to Zero Emission Heavy Duty Vehicle (ZEHDV) Purchase Grant Scheme
 - CNG and LNG vehicles no longer eligible – Zero emission vehicles only

- New ZE scheme to open in January 2024
 - Funding for large companies decreases from 40% to 30% of the price difference

DECARBONISATION:

EV Summit

FTAI Represented on a panel (along with Arup; Des Phelan Coillte and Jarlath Sweeney fleet magazine) discussing ELECTRIC HGV & ALTERNATIVE FUELS IN FOCUS

Main Points made by FTAI

- Charging Infrastructure currently available – according to European Alternative Fuels Observatory
- Heavy Duty Charging – points for consideration
- ZEVI – Responsibilities - Recharging network – ZEVI – Government Conundrum re HDV (what is the energy source of choice) – where will they source their energy
- All Alternative Fuels – What are the options for fleets
- Different solutions for different service requirements
- **Basis for focus on recharging Infrastructure**

Alternative Fuels Infrastructure



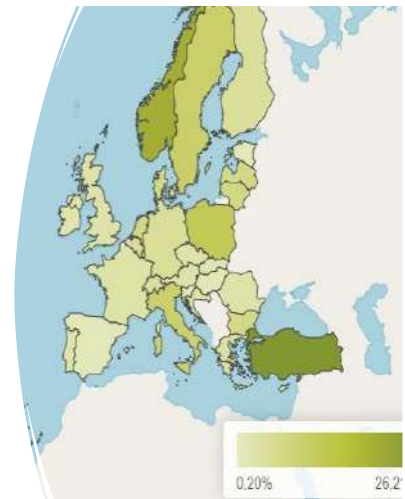
- Main deployment targets for 2025 and 2030
 - From 2025 onwards, fast recharging stations of at least 150kW for cars and vans need to be installed every 60km along the EU's main transport corridors, the so-called 'trans-European transport (TEN-T) network'
 - Recharging stations for heavy-duty vehicles with a **minimum output of 350kW need to be deployed every 60km along the TEN-T core network**, and every 100 km on the larger TEN-T comprehensive network from 2025 onwards, with complete network coverage by 2030.
 - Hydrogen refuelling stations serving both cars and lorries must be deployed from 2030 onwards in all urban nodes and every 200 km along the TEN-T core network.
 - Maritime ports welcoming a minimum number of large passenger vessels, or container vessels, must provide shore-side electricity for such vessels by 2030.



Points of note for discussion

% Of fleet run on Alternative fuels

- Ireland 2.32% run on alternative fuels (2020)
- 0 hydrogen vehicles in Ireland (apart from 2 BE buses on trial)
- 1700 electric charging points- need over 5000
- By 2025 Ireland is expected to have 195,000 light duty electric vehicles. [Electric Vehicle Charging Infrastructure Strategy 2022/2025]



Ireland Electric Grid Capacity to 2030

- According to report published by Eirgrid in October 2022 –
 - Generation Capacity Statement (GCS) - predicts a challenging outlook for Ireland with **capacity deficits identified during the 10 years to 2031.**
 - deficits will increase due to the deteriorating availability of power plants, resulting in their unavailability ahead of intended retirement dates
 - In later years the deficits are expected to reduce as new capacity comes forward through the SEM capacity auctions
 - New Electricity generation requirements - need for new cleaner gas fired generation plant which are renewable gas ready, especially at times when the wind and solar generation is low
 - 650 MW of temporary emergency generation capacity to remain available until the necessary replacement capacity has been secured

Real World Challenges for electrification of HDV in Ireland

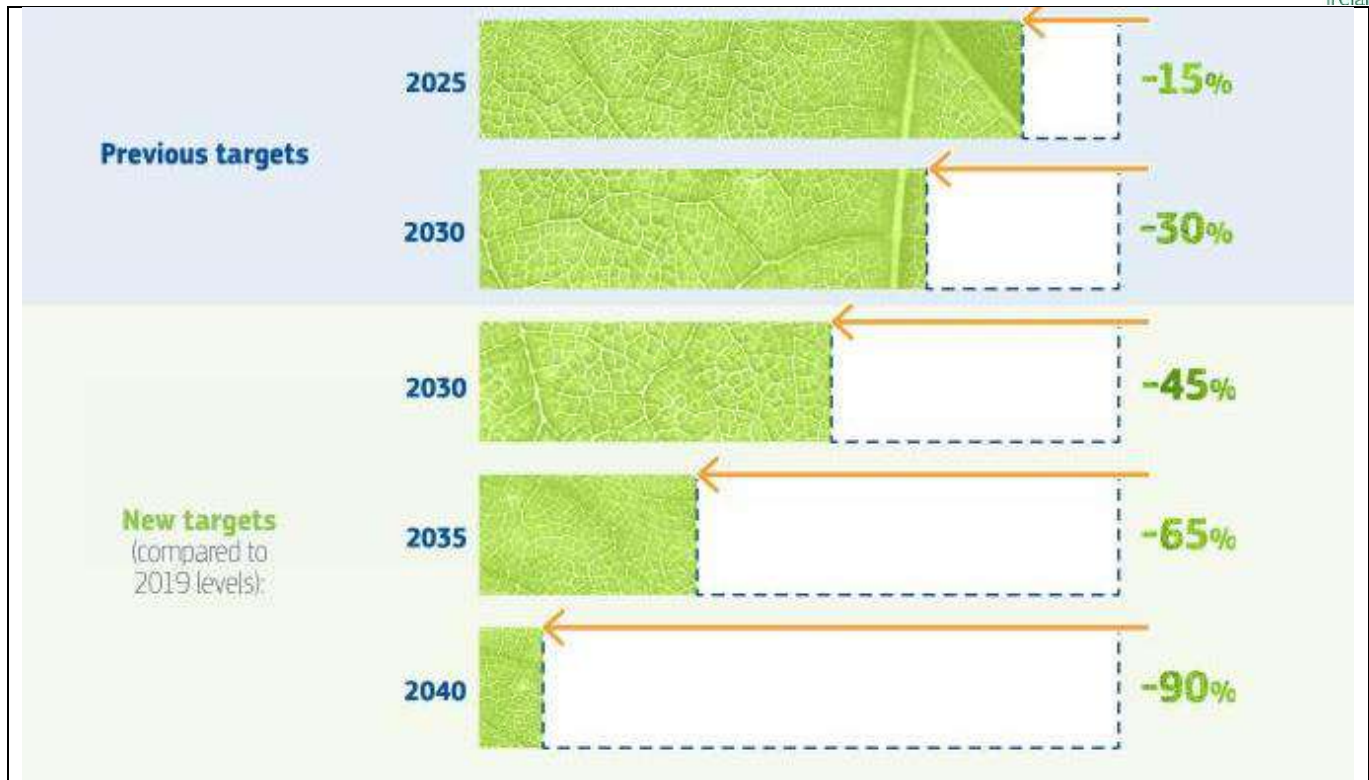
Comparison Costs

<div style="text-align: center;"> <p>Diesel</p> <p>Average cost per KM €0.46 (FTAI MGDC 2023 report)</p> <ul style="list-style-type: none"> • Average distances travelled 281.9km per working day • Average Fuel Consumption (Litres per 100km) 24.3 L/100km • Average Fuel Cost per KM €0.46 • Average Fuel Cost per day (68.5litres per day) €129.67 </div>	<div style="text-align: center;"> <p>Electricity</p> <p>Battery Size 400KWH</p> <ul style="list-style-type: none"> • Average Distance covered in 1 charge 282km (use the average daily distance from FTAI MGDC Report 2023 – Range may vary) • Cost for recharging on Public service stations (Oct 2023) €0.70kWh • Cost to Charge 400kwh Battery is €280.00 • Cost per KM = €280 / 282km = €0.99 per KM </div>
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<p>EU - CO2 EMISSION STANDARDS FOR HEAVY-DUTY VEHICLES</p> <p>Lorries, buses and coaches are responsible for more than a quarter of GHG emissions from road transport in the EU, and for over 6% of total EU GHG emissions.¹</p> <p>To stimulate faster deployment of zero-emission buses in cities, the Commission also proposes to make all new city buses zero-emission as of 2030.</p> <p>Until the revision is adopted, the Regulation on CO2 emission standards for heavy-duty vehicles applies. This Regulation entered into force on 14 August 2019.</p> <ul style="list-style-type: none"> To incentivise the uptake of ZLEV and reward early action, a super-credits system applies from 2019 until 2024, and can be used to comply with the target in 2025. A multiplier of 2 applies for ZEV, and a multiplier between 1 and 2 applies for LEV, depending on their CO2 emissions. An overall cap of 3% is set to preserve the environmental integrity of the system. From 2025 onwards, the super-credits system is replaced by a benchmark-based crediting system, with a benchmark set at 2%. The 2030 benchmark level will have to be set in the context of the 2022 review 	<p>The Commission proposes² new and more ambitious EU CO2 emission targets for new heavy-duty vehicles from 2030 onwards to deliver on the above objectives. Under the proposal, CO2 emissions would reduce on average compared to 2019 levels by:</p> <ul style="list-style-type: none"> 45% from 1 January 2030 65% from 1 January 2035 90% from 1 January 2040 onwards <p>Main benefits</p> <ul style="list-style-type: none"> Decrease CO2 emissions per km from new HDV by 90% by 2040 Improve air quality and health of Europeans by cutting the level of air pollutants, especially in towns and cities Reduce the fuel expenditure and total cost of ownership for transport operators and all users Lower the EU’s energy dependency on imported fossil fuels, Provide a clear signal to industry to pursue a zero-emission pathway Increase the share of zero and low-emission vehicles in the market <p>Vehicle Energy Consumption Calculation Tool (VECTO)</p> <p>VECTO is a simulation software that can be used cost-efficiently and reliably to measure the CO₂ emissions and fuel consumption of heavy-duty vehicles for specific loads, fuels and mission profiles (e.g. long haul, regional delivery, urban delivery, etc.), based on input data from relevant vehicle components.</p> <p>The tool has been developed by the Commission in close cooperation with stakeholders.</p> <p>More information on VECTO</p>
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¹ https://climate.ec.europa.eu/eu-action/transport/road-transport-reducing-co2-emissions-vehicles/reducing-co2-emissions-heavy-duty-vehicles_en

² https://ec.europa.eu/commission/presscorner/detail/en/qanda_23_763



FTAI Decarbonisation Report

We are looking to commission a paper to position FTAI and prioritise climate actions for TDs, Senators, Councillors, Planners and other stakeholders. The paper will also serve as an advisory document for our members.

Collate FTAI members’ actions and papers to date into a single short paper that helps stakeholders understand the progress being made by transport operators and help them support climate actions for freight in the order of priority that members need.

We are looking to offset some of the cost of the report by seeking submissions from members to include an advertorial in the report covering each of the Alternative fuel options Opportunities as follows:

- **Electric**– provider of rolling stock or infrastructure / energy solutions
- **CNG/Biomethane** - provider of rolling stock or infrastructure / energy solutions
- **HVO** – Supplier of HVO
- **Hydrogen** - provider of rolling stock or infrastructure / energy solutions

Report Scope

1. Current state of play – size of market – definition of commercial fleets
2. Review legislation and regulations that are driving transition such as EU Green deal requirements – Ten T network and other investment focus areas for infrastructure to support transition / Climate Action Plan 2023 – see separate summary of key points from that report with ambition to 2023 for Freight.
3. Alternative fuels – what is currently available and what may be available in the future (provide a section on the top 4/5 options
 - a. Electric Vehicles
 - b. Hydrotreated Vegetable Oil (HVO) – where is sourced from – if their potential for local sourcing
 - c. CNG – Biomethane – plans for increased local production?> Yes – does this compete with potential production of HVO.
 - d. Hydrogen – available but what is green hydrogen – reliant on wind energy / offshore wind energy – when is over supply of green electricity likely to support production of green hydrogen

We hope to commence work in coming weeks with a publication date of March 2024

ALTERNATIVE FUELS WORKING GROUP MEETING

Final Alt Fuels Working Group meeting for 2023 – 14th December 2023 – 1pm

Proposed Agenda

1. Welcome and Introductions
2. Review members progress during 2024
3. FTAI Decarbonising Report – proposal
4. CO2 monitoring / Freight Decarbonising
5. Topics for 2024
6. AOB

4. In each option what alt fuel infrastructure is available to support transition/ cost of transitions and points for consideration such as
 - a. High powered recharging network –what demand is required to charge this - what is level of charge is available
 - b. What solutions are likely to support business transition?
5. Recommendations
 - a. What does Government need to focus on to deliver a roadmap to transition for the freight distribution and logistics sector
 - b. How to manage expectations
 - c. Recommendations for members



Increased cost of HVO for Off-Road vehicles recently imposed by NORA:

HVO for off road will only generate 80% of the Renewable Transport Fuel Certificates (RTFCs) Certs that Road Use HVO will generate and the value of the certs has reduced.

Renewable Fuel Transport Policy can be downloaded here:

file:///C:/Users/aflynn/Downloads/262016_0f9661c4-30d8-4ecd-ae1d-eea5b313d225.pdf

In 2022 the RTFO rate was increased from 12% to 15% by volume as a % of road fossil fuel.

- In 2022, approximately 307m litres (9.6 PJ) of liquid biofuels and 0.04 PJ of gaseous fuels were placed on the market, which was an increase from 246m litres (7.6 PJ)

- where renewable fuel is reported as being contained in a gasoil blend, a maximum 80:20 split between transport and non-transport (excluding marine) can be reported in the OLA Return
- Section 4.1.66... Where the RTFO account holder knows that the renewable fuel blended with gasoil is supplied for non-transport purposes, it shall be reported as being supplied for non-transport and Certificates cannot be claimed in respect of such disposals

Currently the relevant disposals for the purpose of the RTFO relates to road transport fuel only, and nonroad mobile machinery (NRMM) is outside the scope of the RTFO.

Proposed Action: Further cross-sectoral consideration of the options for inclusion of the category of NRMM in the scope of the RTFO, in the context of decarbonising hard-to-abate sectors, and the timeframe of implementing

<p>of liquid biofuels and 618k Nm³ (0.2 PJ) of gaseous fuels in 2021.</p> <ul style="list-style-type: none"> • The Biofuels Study Report 2022 estimates 72-78m litres of bioethanol and between 570-730m litres of biodiesel/HVO could be required to meet the Climate Action Plan transport targets by 2030. 	<p>emission ceilings within the second carbon budget, which commences in 2026</p>
<p>National Demand Management Strategy</p> <p>FTA Ireland attended a number of meetings of the National Demand Strategy since the last council meeting. The objective of the meetings is to support a chapter relating to freight demand strategy to be published in late 2023.</p> <p><i>The objective of the strategy will be to provide a detailed and evidence-based roadmap of potential measures that can promote the behavioural changes required to support the targeted reduction of 20% in total vehicles kilometres travelled by 2030 as set out in CAP23, thereby delivering the associated emissions reduction and wider well-being benefits for the citizen.</i></p> <p>When focusing on freight distribution a lot of the discussion has (rightly) revolved around decarbonisation and efficient supply chains.</p> <p>It is recognised and agreed that increased public transport options will reduce traffic volumes to the benefit of freight deliveries (less congestion).</p> <p>However, it is also noted that with population growth and increased demand for freight it will be very challenging to reduce KM driven (albeit can be aided by increased rail freight and longer trailers etc) this should be acknowledged in the report. Route optimisation, consolidated distribution centres are other natural focus areas for reduction in KM driven that reduce empty running. Key area of focus should be on ensuring urban deliveries are facilitated through effective planning and sharing space with cycle lanes and fair and reasonable accessibility to businesses.</p>	<p>FTA Ireland recommendations for consideration:</p> <ul style="list-style-type: none"> • Appropriate ‘Urban loading/unloading areas for deliveries. • Be considerate that breaking downloads, into vans will increase vehicle volumes on roads 16:1(truck) – this counter to the objective of the demand strategy to reduce Km driven by 20% • more vehicles with longer walking and delivery distances – welfare issues for drivers. • consider setting up street specific trials for consolidated deliveries e.g., Henry street/ Grafton Street (will all retailers consolidate their goods for distribution from one centre (who will) (who will manage and operate the distribution centre!) – DCC have already looked at research on this! • Longer Trailers trial commenced asap. • eco driver training programme; • support to encourage purchasing of Euro VI HGV; • support for HVO for transport. • Joint up thinking/agreement to support cooperative HDG charging infrastructure to be put in place - incentives for those investing in infrastructure; • tax barriers removed to assist van fleets transition to electric vehicles (facilitate home charging); • recognition that Ireland is different to EU and that our challenges for infrastructure upgrades is massively challenging within current timescales (we need to recognise this in order to support a via roadmap for HDV decarbonisation); • focus on what can be done now to support broader adoption of alt fuels in the years to come (most mentioned previously) • for city deliveries don’t vilify delivery services as cities and towns will not function without a viable and efficient supply chain! • Case Studies <p>In addition, we highlighted.</p> <ul style="list-style-type: none"> • Consignor liability - more engagement by consignors in distribution solution - all links in the supply chain

	<ul style="list-style-type: none"> • Route optimisation • Acknowledge essential users. • Map out for 10-30years - mapping • ESG– understanding of reporting requirements. Understanding of how compliance with esg will drive operational efficiencies. • Support guidance for freight distribution that aids environmental / social / governance reporting. • Longer trailer trial - UK case study - https://www.gov.uk/government/publications/longer-semi-trailer-trial-evaluation-annual-report-2019/gb-longer-semi-trailer-trial-2019-annual-report-summary
<p>CONSULTATIONS:</p> <p>FTA Ireland have made a submission on the following consultation.</p> <ul style="list-style-type: none"> • En-Route EV Charging Network Plan <p>The Draft National En-Route EV Charging Network Plan was open for public consultation. Submission deadline was Friday the 13th of November 2023. FTA Ireland made a submission and key points are detailed in the right column.</p> <p>The aim of the plan is to provide a roadmap for the deployment of EV charging infrastructure along our national road network, working towards achieving both national and European ambitions for cleaner transportation. This includes the steps for implementation and successful delivery, timelines and a package of proposals on investment, regulation, and policy instruments over the coming years.</p> <p>The Executive Summary and draft Plan can be accessed by following these links:</p> <ul style="list-style-type: none"> - Executive Summary - Draft National En-Route EV Charging Network Plan <p>NATIONAL PORTS POLICY – SUBMISSION DEADLINE 15TH JANUARY 2024</p> <p>19 October - announced the commencement of the first phase of a public consultation for the Review of the National Ports Policy. The review will consist of a two-part consultation process.</p>	<p>Access the FTA Ireland submissions here:</p> <ul style="list-style-type: none"> • En-Route EV Charging Network Plan https://fta365-my.sharepoint.com/:b:/g/personal/aflynn_ftai_ie/EalD9CbXRSZBqE5fSTTVNtAB0kiSUZ8McQ3Pj3SoNhIt2g?e=skWM4b

Part 1 is the publication of an Issues Paper, inviting submissions from stakeholders.

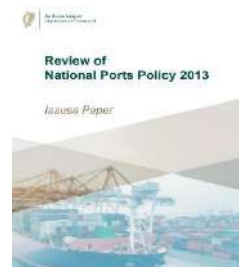
Part 2 will be a shorter public consultation on the Draft Policy document. The objective is to present a new draft policy to the Government in 2025 following a thorough and inclusive consultation.

The press release is available [here](#).

The National Ports consultation period will be open until 15 January 2024 -FTA Ireland intend to make a submission

More information on the consultation can be found here:

<https://www.gov.ie/en/consultation/a4e49-public-consultation-for-review-of-national-ports-policy/#>



The consultation can be completed here:

https://forms.office.com/pages/responsepage.aspx?id=XopdSBarK0SWzQ37Kc61_bSMsOUIjCxLhwmxtFU2YdUMDdMMINDWUtXVTaxM1haR1NUUzAyMVk2Si4u

POST BREXIT TRADE

The Department of Agriculture hosted an online webinar on the 11th of October ‘New UK Sanitary and Phytosanitary (SPS) Import Control Requirements for Irish/EU Agri-food Goods exported to Great Britain (GB)’

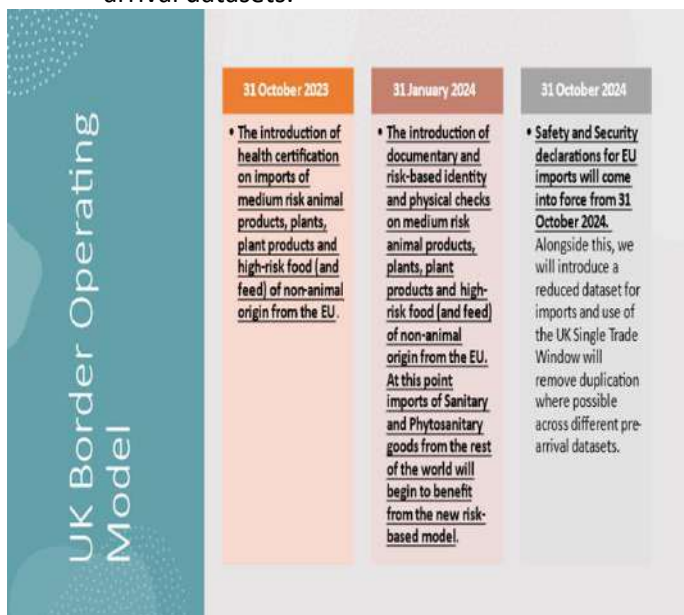
The Question and Answers Document from this event can be downloaded here: https://fta365-my.sharepoint.com/:b:/g/personal/aflynn_ftai_ie/EbFFM2m5C2tJj72F8Pmmg7ABjr4WlQv33NDqsO37py6TQA?e=p0qjom

IMPORT OF SPS GOODS VIA THE SHORT STRAITS – ONE GOVERNMENT-RUN BORDER CONTROL POST

- The Border Target Operating Model (BTOM) delivers a risk-based, proportionate, and technologically advanced approach to import health controls. It recognises as paramount, the imperative to protect the UK’s biosecurity from harmful and potentially devastating pests and diseases.

The UK Government guidance on EU risk categorisation under the BTOM sets out the risk categories in a [table format](#), covering all animals and animal product types. It also

- **31 January 2024:** The introduction of health certification on imports of medium risk animal products, plants, plant products and high-risk food (and feed) of non-animal origin from the EU
- **30 April 2024:** The introduction of documentary and risk-based identity and physical checks on medium risk animal products, plants, plant products and high-risk food (and feed) of non-animal origin from the EU
- **31 October 2024:** Safety and security declarations for EU imports will come into force from 31 October 2024. Alongside this, government will introduce a reduced dataset for imports and use of the UK single trade window will remove duplication where possible across different pre-arrival datasets.



<p>includes a look-up tool designed to help you find the BTOM risk category by CN code.</p> <ul style="list-style-type: none"> In line with the implementation of the BTOM, the UK Government has carefully reviewed the provision of government-run BCP facilities in Kent to ensure that we protect the nation’s biosecurity, reduce import burdens for trade, whilst also managing operating costs. We are now writing to notify you of the UK Government’s intention that SPS checks on goods arriving through the shorts straits should be undertaken at Sevington Inland Border Control Post (BCP). <p>Sevington will provide, on one modern and purpose-built site, checks on the whole range of goods and live animals that arrive through both the Port of Dover and Eurotunnel. It is also ideally located to support the smooth flow of goods out of both points of entry without disrupting traffic flows out of the Port of Dover.</p>	<p>Members may be interested in two generic training sessions for the TRACES system which have been uploaded on the Department of Agriculture’s YouTube channel -</p> <ol style="list-style-type: none"> How to create an Export Health Certificate How to create an EU login and Operator Role Request <p>They can either be accessed directly through the links above or on the Department’s TRACES website page, along with guidance documents.</p> <p>It is important that Food Business Operators ensure they are registered on TRACES, with a connected user account to their Operator Profile, if they plan to create an Export Health Certificate, including for exports to Great Britain, or other health certificate document on TRACES NT.</p>
<p>COMMON TRANSIT CONVENTION³</p> <p>Overview of Common Transit Convention requirements</p>	<p>When goods being moved under the Common Transit Convention arrive in the UK, the goods and the Transit Accompanying Document must be presented at an Office of Transit. The paper Transit Accompanying Document (including a list of items) must accompany the consignment(s) but the Office of Transit checks can be completed digitally using the new Goods Vehicle Movement Service.</p> <p>216. Hauliers must complete the Office of Transit processes on arrival into the UK for every Common Transit Convention movement they are carrying, whether they end in or move through the UK as a landbridge movement.</p> <p>217. To end a Common Transit Convention movement in the UK, the trader must present the goods and the Transit Accompanying Document at the UK Office of Destination or Authorised Consignee stated on their Common Transit Convention declaration.</p> <p>218. The most efficient way to end movements is to become registered as an Authorised Consignee, which enables movements to end at a trader’s premises. More information on Authorised Consignee status can be found here.</p> <p>219. If a movement has not been taken to an Office of Destination or Authorised Consignee premises to end the movement then the movement cannot be closed, the</p>

³ <https://www.revenue.ie/en/tax-professionals/tdm/customs/transit/general/general.pdf>

	guarantee will not be released, and the Customs Office of Departure will open an enquiry with the holder of the procedure.
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**UK and EU Domestic Advisory Groups to the EU-UK Trade and Cooperation Agreement
Joint Statement – November 2023**

- We acknowledge the positive developments since the first Civil Society Forum (CSF) held in Brussels on 4th October 2022, notably the agreement and implementation of the Windsor Framework, the signing of the Memorandum of Understanding on Financial Services and the accession of the UK to Horizon Europe and Copernicus.
- The UK Domestic Advisory Group has established subgroups on Trade and Customs, Business and Labour Mobility, Regulatory Co-operation and Level Playing Field, Energy and Climate Change and Nations and Regions and the EU Domestic Advisory Group published its positions in form of an Issues tracker that will be updated on a regular basis.
- It is important both parties uphold and build on the Level Playing Field commitments in the EU-UK Trade and Cooperation Agreement (TCA) to ensure effective and robust frameworks for competition policy and subsidy control, high levels of employment and social protection, environmental and climate protection and that fundamental International Labour Organisation (ILO) standards and commitments are fully implemented.
- We stress the unique situation of Northern Ireland and the challenges consumers and businesses face. We reiterate the importance of the Windsor Framework and its good implementation to the TCA and the Belfast/Good Friday Agreement to be respected in all their dimensions. We call on both parties to address any remaining issues to ensure equality of opportunity in Northern Ireland, including agreeing a permanent solution enabling the supply of veterinary medicines essential to protect the health and welfare of animals in Northern Ireland
- We note the agreement by the European Commission and UK Government to establish regular engagement with Northern Ireland stakeholders, including citizens and business, at each level of the Withdrawal Agreement’s structures and with the co-chairs of the Joint Committee, which recognises the valuable insight that can be offered on Northern Ireland’s unique circumstances.

WORKING GROUPS

To further enhance the work FTA Ireland, do on behalf of members and to ensure that members interests are prioritised with all stakeholders, it is proposed to establish 3 working groups in 2024. The title and focus area of the working groups are to be agreed by council.

Suggested titles

1. Decarbonisation.
2. Compliance (including Road Safety, Health and Safety, Road Transport Law)
3. International trade (including post Brexit trade issues)

Proposed Terms of Reference for discussion

- **Working Group is to focus on an area of significant interest and value for members.**
- Working group to be chaired by a representative of the FTA Ireland Board and or FTA Ireland Member Representative.
- FTAI CEO will support the chair of each working group.
- The working group will meet (min) three times per year, (determined by the demand of members and the issues to be reviewed)
- The meetings will ideally be in person but Hybrid options will be available for members that cannot travel.
- Each working group will deliver a presentation to the FTAI Council once per year, details areas of focus.
- An annual report for each working group will be prepared for distribution to FTA Ireland members.

	<ul style="list-style-type: none"> • The working group will inform members on the issues at hand and assist in shaping the policy position for the Association. • Members of the working group will attend stakeholder meetings with the FTAI CEO
<p>Apprenticeship(S)</p> <p>New Proposal for a Level 10 Professional Doctoral degree in Logistics and Supply Chain application submitted to National Apprenticeship Office. This is a 4-year programme and the first Doctorate Degree in Supply Chain.</p> <p>Lead Proposer: FTA Ireland Co-ordinating Provider: TUDublin</p> <p>All new earn as you learn apprenticeships have to demonstrate industry need. We appreciate all members who submitted a letter of support for this programme – we received over 25 letters.</p> <p>Submission made to the National Apprenticeship Office in August 2023.</p>	<ul style="list-style-type: none"> • This proposed level 10 apprenticeship programme correlates directly to the recommendations in the 2015 Forfás report (EGFSN) addressing the demands for skills in Freight, Transport, Distribution and Logistics (FTDL) sector in Ireland. • This level 10 apprenticeship programme will provide essential applied research that will support knowledge transfer and aid Ireland becoming leaders in global and national supply chain and logistics. Heretofore there has been very little published reports/academic papers/research in the space of FTDL. • We need letters of intent from Companies who will support this level 10 apprenticeship. • Expect to start September 2024
<p>Logistics Associate Apprenticeship Update</p>  <p>Update on September 2023 apprenticeship intake</p> <p>2023 - 6th intake welcomed! 74 new apprentices into the programme:</p> <ul style="list-style-type: none"> 58 from DUBLIN 16 from other regions 46 participating employers <p>Enquiries to agorecka@laa.ie www.laa.ie</p>	 <p>Recent marketing & promotional activities</p> 
<p>Transport Operations and Commercial Driving Apprenticeship</p> <p>Now recruiting for 2024 intake</p> <p>Enquiries to info@cdap.ie www.cdap.ie</p>	

NATIONAL FLEET DATABASE

FLEET AND MOTOR TRADER VEHICLE DETAILS MUST BE ADDED TO NATIONAL FLEET DATABASE

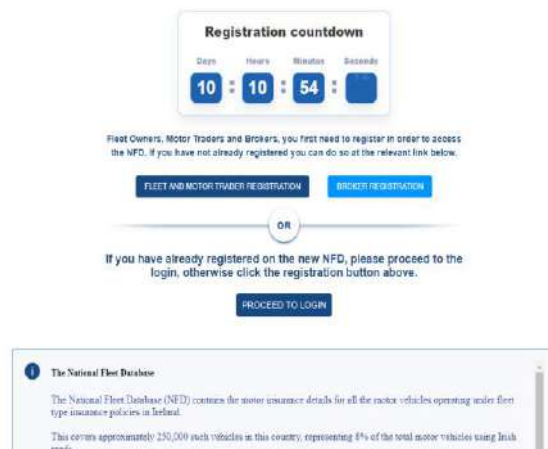
The Road Traffic and Roads Act (2023) was passed by the Oireachtas in June and relevant insurance sections were commenced on 31st Jul '23.

ESTIMATED 160K FLEET VEHICLES STILL TO BE ADDED TO NATIONAL FLEET DATABASE - MIBI & RSA

<https://www.mibi.ie/estimated-160k-fleet-vehicles-still-to-be-added-to-national-fleet-database-mibi-rsa/>

Fleet owners and motor traders who do not fulfil their legal obligation to upload their vehicle registrations to the NFD by 30th November may face legal sanctions. This includes having their vehicles identified as being uninsured by the Gardaí, as well as additional penalties for non-compliance, such as potentially facing prosecution in the District Court and being subjected to fines of up to €500 per vehicle.

Fleet owners/ managers and motor traders who use fleet style flexible insurance policies can upload their details to the NFD on <https://nfd.mtpl.ie>




Night Flights Dublin Airport





Ongoing engagement with An Bord Pleanála regarding night flights:

1. Make a submission of additional information to support our position on importance of Night Flights for express cargo/freight distribution.
2. Meet with Stakeholders

<p>MANAGERS GUIDE TO DISTRIBUTION COSTS 2023</p>  <p>Thanks to our partners on this project: Bank of Ireland; Enprova; Analytiqa</p>	<p>This year’s report was launched at the FTAI Transport Manager seminar on the 19th of October 2023</p>   <p>Download the report here: https://www.ftai.ie/cost-of-distribution :</p>
<p>FUEL CARD SKIMMING</p> <p>We have been advised of a number of ‘fuel card skimming’ instances over the past couple of days. If your organisation uses fuel cards, please be vigilant and consider the following:</p> <ol style="list-style-type: none"> 1. Regularly monitor your account and review card statements 2. Alert all card holders of potential for card skimming and ask them to report anything suspicious when using their cards. 3. Consider setting up card alerts to get emails, texts or app notifications for new transactions. 	<p>Download a good reference guide on fuel card fraud here:</p> 
<p>Driver CPC Changes Module 2 manual has been updated and a number of changes are proposed by the RSA</p> <ul style="list-style-type: none"> • Requirement to include a practical into Mod 2 of demonstrating a blood pressure monitor and breathalyser – both of which we are to purchase. • The introduction of the breathalyser 	<p>FTA Ireland have sought additional information from the RSA on a number of points:</p> <ol style="list-style-type: none"> 1. The introduction of the blood pressure monitor is more suited to module 3 and not module 2 – Answer from RSA - This was brought up and addressed at all meetings. When module 3 is next reviewed the use of these practical elements will be considered for use in that module, however they also suit module 2 as they play a big part in minimising risks for the drivers and

<ul style="list-style-type: none"> • Four new Videos will now form part of mod 2, hazardous section • A video is also to be played within the section of mobile use whilst driving – this is currently the add we see now on TV • QR Codes – all the above videos can be accessed via QR code. 	<p>making them more aware of what steps they can take to look after their own personal wellbeing.</p> <ol style="list-style-type: none"> 2. We do not see the benefits or need to introduce a blood pressure monitor – Answer from RSA - This module deals with driver wellbeing and the discussion around blood pressure and showing the monitor to the class was identified as an important topic in addition to encouraging drivers with any concerns to speak to their GP. 3. The introduction of the blood pressure monitor raises questions from a professional point of view i.e., if a driver uses the monitor and discovers he had high blood pressure and does not seek medical assistance and the instructor does not report this to the drivers transport manager and the driver subsequently has an accident due to complications related to blood pressure, is the instructor held responsible in part? Answer from RSA: As you have highlighted in A. it was explained to the trainers that where someone wants to use it, they can, but are to be advised any questions or worries are to be directed to their known GP, this was stressed at the meetings. When discussing the monitor with the drivers, the trainer is required to refer to the benefits for a driver having and using their own blood pressure monitor. High blood pressure can be the result of many health conditions and drivers with any concerns should be advised to contact their own doctor. There is a short timeslot allotted to this discussion – approx. 15 minutes as per the Trainers Guide, however the monitor and topic is being introduced to get drivers talking and thinking about their own health.
<p>MEETINGS & ENGAGEMENT</p> 	<ul style="list-style-type: none"> • National Demand Management Meetings – [details included earlier in the meeting notes] • Freight Forum meeting [see appendix for full meeting notes] • ZEVI HDV Meeting - • Member Meetings • EV Summit RDS • FTA Ireland Transport Manager Seminar – 19th October • Dublin Port Meeting- national port Strategy • NORDUK – Department of Transport UK • UK Border Force Meeting - Civil Penalty Scheme

	<ul style="list-style-type: none"> • Apprenticeship (LAA & CDAP) meetings • Dublin Airport Economic Impact Study Launch • Attended - UK's Finance Forum • Attended Port of Cherbourg event hosted by the French Embassy • Attended the launch of French Economic Footprint in Ireland report November 2023 • RSA Annual Conference 
<p>NORDUK Meeting 7th September</p> <p>Topics Discussed</p> <ul style="list-style-type: none"> • Border Controls • Age of Drivers • Decarbonisation • Skills Shortage <p>FUTURE BORDERS POLICY</p> <p>ETA - Electric Travel Authorisation - introduced end of 2024 – [EU version is EES (Entry and Exit System)]</p> <ul style="list-style-type: none"> • ETA is based on nationality not location Irish passport holders exempt - EU citizens working in Ireland will have to have residency status to be exempt - DoT UK to confirm definition of residency - this is important for transiting Irish border • Similar system to ESTA - pre notification required £10 per application - last 2 years <p>TARGET OPERATING MODEL</p> <ul style="list-style-type: none"> • UK Single Operating Model - IT system still to be developed - challenge to introduce new border controls by January 2024 <p>Young Drivers</p> <ul style="list-style-type: none"> • Perception is that young professional drivers are high risk therefore restrictions on insurance and driver licence category restrictions <p>KEY POINT</p> <ul style="list-style-type: none"> • Work with insurance companies to see if we can get data on accidents for young drivers in commercial fleets / reasons why insurance policies are restricted for under 25s - reach out to insurance Ireland 	

<p>ZEVI - HDV working group.</p> <p>Meeting 15th November</p>	<ul style="list-style-type: none"> Focus of the group is to identify the challenges and opportunities in relation to the transition to electric for the freight and heavy-duty vehicles sector. 																								
<p>Mobility Package I – Meeting 28th November 2023</p> <div style="text-align: center;">  <p>Mobility Package 1 - Impacts for the Irish Road Transport Sector</p> <p>28 November 2023 Hybrid event</p> <p>On-site: Royal Marine Hotel, Marine Road, Dún Laoghaire, Dublin, Ireland Online: Teams link</p> <hr/> <p>This event is organised by the European Labour Authority (ELA) in cooperation with its National Liaison Officer from Ireland and with the support of the Department of Transport</p> <hr/> <p>AGENDA</p> <table border="1"> <thead> <tr> <th>Time</th> <th>Item</th> </tr> </thead> <tbody> <tr> <td>8:45 – 9:30</td> <td>Registration of participants and welcoming coffee</td> </tr> <tr> <td>9:30 – 9:40</td> <td>Opening session / Welcome messages <ul style="list-style-type: none"> Danny Losty, National Liaison Officer, ELA Annemarie Smith, Head of Unit, Road Transport – Operator Licensing & Freight Policy Division, Department of Transport </td> </tr> <tr> <td>9:40 – 9:50</td> <td>Introduction to ELA: objectives and activities, cooperation support to Member States Malcom Scicluna, Head of Cooperation Support Unit, ELA</td> </tr> <tr> <td>9:50 – 11:15</td> <td>Mobility Package I: Main changes to Driving & Rest Time, Cabotage & G2V2 Tachograph <i>Moderated by Rémy Russotto, Confederation of Organisations in Road Transport Enforcement (CORTE)</i> <ul style="list-style-type: none"> Vincent Casserly, Assistant Head of Unit, Road Transport – Operator Licensing & Freight Policy Division, Department of Transport Ewa Ptaszynska, Deputy Head of Unit, Road Transport Unit, DG Move, European Commission Ciaran Nugent, Customer and Technical Support, Euro Tachograph Solutions <p>Questions and comments from the audience</p> </td> </tr> <tr> <td>11:15 – 11:30</td> <td>Tea & Coffee break</td> </tr> </tbody> </table> </div>	Time	Item	8:45 – 9:30	Registration of participants and welcoming coffee	9:30 – 9:40	Opening session / Welcome messages <ul style="list-style-type: none"> Danny Losty, National Liaison Officer, ELA Annemarie Smith, Head of Unit, Road Transport – Operator Licensing & Freight Policy Division, Department of Transport 	9:40 – 9:50	Introduction to ELA: objectives and activities, cooperation support to Member States Malcom Scicluna, Head of Cooperation Support Unit, ELA	9:50 – 11:15	Mobility Package I: Main changes to Driving & Rest Time, Cabotage & G2V2 Tachograph <i>Moderated by Rémy Russotto, Confederation of Organisations in Road Transport Enforcement (CORTE)</i> <ul style="list-style-type: none"> Vincent Casserly, Assistant Head of Unit, Road Transport – Operator Licensing & Freight Policy Division, Department of Transport Ewa Ptaszynska, Deputy Head of Unit, Road Transport Unit, DG Move, European Commission Ciaran Nugent, Customer and Technical Support, Euro Tachograph Solutions <p>Questions and comments from the audience</p>	11:15 – 11:30	Tea & Coffee break	<p>Meeting attended by AF MD and DP</p> <table border="1"> <tbody> <tr> <td>11:30 – 13:00</td> <td> Posting of Drivers Lex Specialis <i>Moderated by Rémy Russotto, CORTE</i> <ul style="list-style-type: none"> John Kelly, Head of Enforcement and Information, Workplace Relations Commission (WRC) Vincent Casserly, Assistant Head of Unit, Road Transport – Operator Licensing & Freight Policy Division, Department of Transport Justin Martin, Head of Enforcement, Road Safety Authority (RSA) <p>Questions and comments from the audience</p> </td> </tr> <tr> <td>13:00 – 14:00</td> <td>Lunch break</td> </tr> <tr> <td>14:00 – 14:45</td> <td> National Risk Rating System – Implementation of the common risk formula <i>Moderated by Rémy Russotto, CORTE</i> <ul style="list-style-type: none"> Justin Martin, Head of Enforcement, RSA <p>Questions and comments from the audience</p> </td> </tr> <tr> <td>14:45 – 15:30</td> <td> European Register of Road Transport Undertaking - 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13:00 – 14:00	Lunch break																								
14:00 – 14:45	National Risk Rating System – Implementation of the common risk formula <i>Moderated by Rémy Russotto, CORTE</i> <ul style="list-style-type: none"> Justin Martin, Head of Enforcement, RSA <p>Questions and comments from the audience</p>																								
14:45 – 15:30	European Register of Road Transport Undertaking - developments and enhancements, interaction of ERRU with national risk rating system Access to the Profession of road transport operator: Operator Licensing – new Road Transport Operator Licencing (RTOL) IT System <i>Moderated by Rémy Russotto, CORTE</i> <ul style="list-style-type: none"> Colette Callanan, Head of Road Transport Operator Licensing Unit, Department of Transport <p>Questions and comments from the audience</p>																								
15:30 – 15:45	Closing words Event Moderator: Rémy Russotto, CORTE																								
15:45 – 16:30	Tea & Coffee - Networking																								

Logistics Supply Chains Skills Group



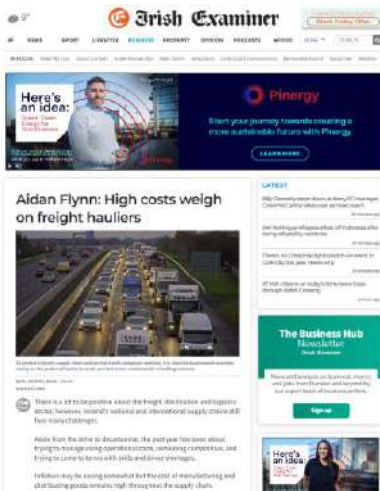
Skills week 2024 – Week of the 26th of February

Looking for employers to participate in events / demonstrate vehicles, promote job vacancies and available careers within your organisation

Logistics and Supply Chain Skills Group
10.00am-12.45pm, Wednesday 29 November 2023
@ Department of Transport, Leeson Lane, Dublin 2

AGENDA

#	Agenda Item	Approx. Time slot
1	Welcome coffee & networking	15 mins
2	Introduction, welcome UL members & overview of agenda - Annemarie Smith, Department of Transport	5 mins
2	Update on action points from last meeting - Annemarie Smith, Department of Transport	5 mins
4	Update from Subgroup 1 Chairs	20 mins
5	Update from Subgroup 2 Chairs	20 mins
5	Update from Subgroup 3 Chairs and Denise Cuffe <ul style="list-style-type: none"> • Preparations for Logistics Week 2024 • Themes • Calendar of events (update from all in-person event leads) • Call for webinar ideas (Approved list of platforms) • WorldSkills Ireland update • Data collection • Regional Careers Fairs (Sandra Grant, DSP) 	40 mins
6	Presentation on National Skills Bulletin 2023 - Joan McNaboe, SOLAS	30 mins
7	Update on HGV Driver Shortage Recommendations - Annemarie Smith, Department of Transport	10 mins
8	AOB & Proposed Date of Next Meeting -	5 mins



<https://www.irishexaminer.com/business/economy/arid-41263057.html>

- **Press Releases**
- <https://www.ftai.ie/keeping-an-eye-on-costs-with-fta-ireland>
- <https://www.ftai.ie/budget-fails-to-sufficiently-recognise-needs-of-logistics-sector-says-ftai>
- <https://www.ftai.ie/hear-from-leading-fleet-and-sustainability-specialists-on-the-realities-of-electrifying-your-fleet>

7. FTAI SERVICES UPDATE

TRAINING - <https://www.ftai.ie/training>



TRAIN YOUR STAFF TODAY

FTAI Training Services

FTA Ireland offers a wide range of training courses to support the logistics industry, from Transport Manager CPC and Driver CPC to Safe Load Securing, Driver Walk Around Check and Defensive & ECOdrive training.

Whether you are a driver, manager, engineer, office staff or director we have a variety of courses to suit your requirements. We have built up an unrivalled reputation for quality and value providing professional and innovative training courses to meet legal obligations and commercial objectives. Our Training Team holds the required course design and instructor approvals from the Road Safety Authority, Health Safety Authority and Department of Transport Tourism and Sport. Our team of instructors are selected for their training ability, qualifications and industry experience.

What makes FTA Ireland training different? Our unique position at the heart of the logistics industry has enabled us to offer an unrivalled training provision.

- ▼ Sustainable Transport and Logistics
- ▼ On Road Defensive & Eco Driver Training
- ▼ Tachograph/Working Time Training
- ▼ Essential CPC Training
- ▼ Transport Compliance
- ▼ Health and Safety
- ▼ Safe Systems
- ▼ Post Brexit Training

TruckSafe Video

 **YouTube** <https://youtu.be/9I0bVVcDdwc>



8. Future Events

FTA Ireland Council Meetings 2024	
February	Wednesday 28th February 11.30am
May	Thursday 30 th May 11.30am (AGM)
August	Tuesday 20 th August 2023 11.30am (regional)
November	Thursday 7 th November 11.30am

9. Any Other Business

PRESENTATION OF TRUCKSAFE & VANSafe STANDARD AWARDS



APPENDIX 1

Freight Forum Meeting #3

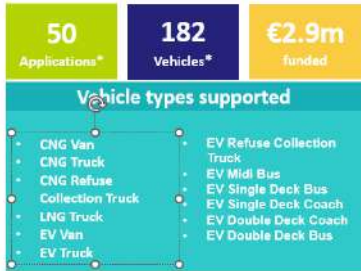
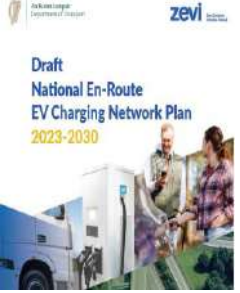
Tuesday 17th October 2023

Attn: Aidan Flynn & Des Phelan

Topic	Comments	Actions
<p>Update on Actions points from February Meeting</p>	<p>Assistant Secretary General Keith Walsh gave an introduction to the meeting and invited colleagues to provide an update on the June Meeting</p> <p>Aideen Morrissey of DoT</p> <ul style="list-style-type: none"> • Action 7 – Department of Transport Presentation on Renewable Transport Fuels Policy Development – It was agreed that D/Transport would follow-up with the National Oil Reserves Agency (NORA) on the charging of levies on Hydrotreated Vegetable Oil (HVO). – HVO Levy is specific to BioFuels €0.001 • Action 5 – Discussion & approval of the Terms of Engagement for procurement to establish a national certification/accreditation system for eco-driving courses – It was agreed that Road Freight Forum members would submit their comments on the Eco-Driving proposal by a deadline in June, which is to be set by D/Transport and then shared with RFF members. – DOT confirmed that ECO Driving details will be published in the coming weeks • Action 33 – Department of Transport Presentation on the review of the Transport Managers Certificate of Professional Competence regime – D/Transport to implement Grant Thornton’s recommendations for the reform of the TM CPC regime. – REPORT HAS BEEN CIRCULATED • D/Transport to issue survey to road freight transport operators regarding the proposed longer semi-trailer trial. – COMPLETED • FTAI to send feedback to the Department outlining key issues re creation of an accredited system of Eco-Driving in Ireland. – COMPLETED 	

<p>Brexit Issues Update</p>	<p>Martin Hehir (DoT) provided an update on the Windsor Framework and the UK Border Operating Model. He highlighted the new changes that have been introduced in NI since the end of September 2023 under the Windsor Framework. The introduction of trusted trader scheme.</p> <p>More information is needed from UK counterparts on the proposed introduction of Border Checks in GB from 2024 for products of animal origin. More details are required for location of border posts and also the impact on the land bridge for movement of products of animal origin.</p>	<ul style="list-style-type: none"> • FTAI met with Martin Hehir recently to discuss his role and work on supporting information and guidance needs of members as they prepare for the new export requirements for trade with GB from January 2024 • Review requirements for UK trusted trader scheme • More information required on electronic health certificates
<p>Update on EU Legislative acts relevant to Road Freight (Including presentation & discussion of the Commission proposal on the EU Driving license directive)</p>	<p>Detailed summary of EU legislation in the pipeline was provided by Aideen Morrissey (DoT)</p> <ul style="list-style-type: none"> • CO2 Approach <p>45% emissions reduction from 2030 (increased from 30%)</p> <p>65% emissions reduction from 2035</p> <p>90% emissions reduction from 2040</p> <ul style="list-style-type: none"> • Mobility Package – Implementation of Smart Tacho 2 has been problematic. DOT confirmed that there is a temporary arrangement in place with NSAI/RSA on implementation of smart tacho 2 until the 30th of November 2023. Dot did acknowledge that Siemens and Stoneridge have both confirmed that supply chain issues have subsided and all new HGVs/PSVs should be fitted with the new tachograph 	<ul style="list-style-type: none"> • AF asked if more detail could be provided on the Irish Government position for each of the EU Files (example TEN T network / Alternative Fuels Infrastructure (will Ireland be able to comply with requirements / Euro 7 engines etc.) • DOT advised that if members want more specific detail on any of the files they should request the information in advance of the meeting and it can be provided for discussion at the meeting.
<p>Update on RHS Tracker</p>	<p>Aideen Morrissey provided a brief update on the RHS tracker status.</p> <ul style="list-style-type: none"> • Progress is being made on the actions from the RHS • Action 36 – DOT confirmed that the Minister has approved the RSA recommendation to enter into an agreement with North Macedonia and Georgia. The exchange and data protection agreements are currently being progressed with the authorities in both countries. • FTAI advised that a submission has been made to the RSA and DOT in relation to considering India as a country to entering into discussions with – drive on the same side of the road, big Indian population in Ireland already. FTAI had met with a delegation from Indian 	<ul style="list-style-type: none"> • AF identified two items on the tracker that had been due to complete by Q2 2023 • Action 6 – TII to complete a review of consolidation centres – AF asked if this has been published and if we could get an update – Keith Walsh (DOT) suggested that TII will present an update at the next forum meeting. • Action 7 - Conduct a study to examine the role of biofuels tax and inform renewable transport fuels

	<p>who are anxious to develop this arrangement with supporting training and certification to be part of the proposal.</p>	<p>policy development - Internal report issued – Keith Walsh advised that this would be reviewed to see if details can be provided to the group at the next meeting</p> <ul style="list-style-type: none"> • FTAI will review deadline dates for all actions seeking updates on each initiative and report to members.
<p>Longer Semi Trailer Trial</p>	<p>James loughlan from DOT provided an update on the Longer Trailer Trial</p> <ul style="list-style-type: none"> • Extended deadline for submission of completed surveys <ul style="list-style-type: none"> ○ Not a great response ○ 7 responses (2 didn't complete survey) ○ Get idea where they use trailers. ○ None use special permits - at the moment. ○ All 5 expressed interest in participating in the trial ○ Approx 6 trailers for trailer (max amount of 10trailers in trial) ○ Potential routes to be utilised ○ 5-10%last mile (90% on national roads) ○ Extra instruction and training ○ Turning circles of trailers would be a concern to be included in training ○ 3-12months for engagement - average 6months to get trailers ○ 5year minimum would be important for trial. ○ No indication that they would be used in GB - NI have special permit requirements ○ Just for national distribution ○ Low density high volume products ○ Good to capture data • Reviewed internally. <ul style="list-style-type: none"> ○ Making a decision if feasible to go ahead with the trial ○ If yes how it is managed ○ Application process / rules and terms and conditions ○ Enforcement / 	<ul style="list-style-type: none"> • DOT acknowledged that if this trial progressed there would be more demand than the survey results suggest • Acknowledged that it is preferable to have a low number of businesses involved in the trial – easier to manage and collate data etc. NOTE TO MEMBERS IF YOU WANT TO BE INVOLVED IN THIS TRIAL TO KEEP EYE OUT ON UPDATES

	<ul style="list-style-type: none"> • Loading areas - challenges (final mile challenges) • Who will do build <ul style="list-style-type: none"> ◦ Expected Ni to accept Ireland trial for movement in Ireland 	
<p>Presentation from ZEVI on Zero Emission Vehicles</p>	<p>Aoife O’Grady from ZEVI provided the group with an update on the role of ZEVI and plans to role out recharging infrastructure.</p> <ul style="list-style-type: none"> • Alternatively Fuelled Heavy Duty Vehicle Purchase Grant Scheme – AFHDV <p>September 2023</p>  <ul style="list-style-type: none"> • EU state aid impacts - Scheme name changes from AFHDV to Zero Emission Heavy Duty Vehicle (ZEHDV) Purchase Grant Scheme • CNG and LNG vehicles no longer eligible – Zero emission vehicles only • Funding for large companies decreases from 40% to 30% of the price difference 	<p>ZEVI presentation can be accessed here:</p>  <ul style="list-style-type: none"> • Consultation: due date 9th November 2023 • The National En-Route EV Charging Network Plan is the first element of the National EV Charging Network Plan which will cover all publicly accessible EV charging. • In addition to En-Route charging infrastructure, ZEVI is also working with local authorities to develop the other elements of this national plan which will include destination and neighbourhood charging.
<p>NEXT MEETING February 2028</p>		

TruckSafe Audit Preparation Training



This course is designed to develop managers understanding of the requirement of the TruckSafe Audit Standard and to enable them to compile the relevant evidence required to demonstrate compliance.

The course is designed to resolve any queries as to the type and detail of the evidence required, to streamline the process, and to help reduce delays and time spent in preparation for the audit.



Course content

- Introduction to the audit process.
- Explanation of the onsite and remote audits (how to prepare evidence for both).
- Explanation of the various TruckSafe audit standards.
- Overview of the process.
- Evidence compilation.
- Using the preparation guide.
- Explanation of the 10 sections of the audit.
- Selected samples of audit questions and the evidence required.
- After the audit - data retention, recommendations of the auditor etc.

Who should attend?

Managers wishing to gain the relevant knowledge to be able to complete the TruckSafe audit and to enable them to understand the evidence required to successfully complete the audit process. Those FTAI members who are looking to complete the audit for the first time or move to the next level eg Bronze to Silver.

Book today

Tel: 01 8447516 or • Email: info@ftai.ie

Fact Sheet

Driver walk around checks – what to look out for

We all know that drivers are legally responsible for the condition of their vehicle and/or trailer while in use. We also know that carrying out a walk around check before use, and continuously monitoring its condition during use, is vital to achieving this. These checks are an important part of a robust maintenance system, which is your first line of defence when it comes to detecting faults.

But what defects are commonly found, and what areas should be subjected to increased diligence? This Fact Sheet explores the most common defects located during an inspection and their relationship with a drivers' walk around check.

Defect categories

At the annual test, different vehicle and trailer (asset) components and systems inspected are categorised under sections within the relevant Inspection Manual which describes the deficiency criteria. For enforcement, the same categories are utilised within the Categorisation of Defects Manual, which contains criteria for issuing prohibitions or inspection notices.

Normally, assets would be prepared for annual test, whereas inspections completed for enforcement purposes such as roadside checks would normally encounter assets operationally, ie unprepared. Additionally, enforcement work is frequently targeted towards non-compliant operators).

The Road Safety Authority (RSA) publish statistics for both annual testing and enforcement showing which defect categories do not meet the minimum standard and either fail the annual test or receive a prohibition.

FTA Ireland's vehicle inspection service (VIS) inspects assets in operational environments which are usually not prepared or targeted, defects located are also categorised utilising DVSA categories.



Outline marker lamp inoperative

Defect category comparison

All the inspection types previously described categorise defects in line with the RSA categories. The reasons for failure in the manuals are categorised as Minor, Major or Dangerous as per EU Directive 2014/45. A direct comparison is not possible, as the different inspection types are all carried out in varying conditions within the asset's maintenance cycle/operational conditions, and some are targeted towards poor operators. For example, when presented for annual test, vehicles are usually prepared.

What is interesting is the trends, notice the condition of tyres is high on the list as is brake system and components. Lamps also feature highly but not at annual test, and steering is included in all inspection types.

Specific defects

Sticking with the key trending defect categories, analysis of VIS data shows the most common specific defects that are being picked up during inspection.

Table 1: Top 10 Visual defects on full tests 2022

5.3 Suspension system	134,596
1.1 Mechanical condition and operation	111,245
6.1 Chassis or frame and attachments	96,419
5.2 Wheels and tyres	88,121
6.2 Cab and body work	80,744
4.2 Front and rear position lamps, side	35,902
2.1 Mechanical condition	35,143
4.7 Rear registration plate lamp	23,558
0 IDENTIFICATION OF THE VEHICLE	20,513
4.3 Stop lights	20,074

Source: RSA

Table 2

Defect category	Specific defect
Condition of tyres	Tyre cut to cords
	Tyre underinflated
	Tyre exposing cords
Brake system and components	Brake chamber air leak
	Air pipe/hose leaking
	Spring brake chamber not fully operative
Lamps	Outline marker lamp inoperative
	Amber side marker lamp inoperative
	Registration plate lamp inoperative
Steering	Power steering reservoir/hoses leaking
	Track rod/drag link ball joint gaiter defective
	Track rod/drag link ball joint excessive wear

Data source: Logistics UK Compliance Report Statistics 2023

Driver reportable defects

From this list of defects, we can see that many of them should be detected during a good walk around check. For example, if tyres are damaged or cut, a significant amount of these defects can be seen with a good inspection of the tyre. Underinflated tyres can also be noted through the appearance and how large the bulge is at the bottom in comparison to the others.

With brake system and components, detecting air leaks would eliminate a significant number of defects, and remember that the foot brake needs to be pressed while listening to ensure the system is pressurised to detect leaks.

Whilst it is true that a bulb can go at any time, the popularity of LED lighting on modern vehicles means the reliability should be very good. However, lamps simply not working is a significant finding and is such an easy thing to check.

When it comes to steering, other than leaks it would be unreasonable to expect the driver to identify the other most common defects with the steering system which would normally only be detected during a preventative maintenance inspection.



Tyre cut to cords

Routine

Drivers should adopt a routine for their checks that covers the whole of the vehicle without covering areas unnecessarily. The routine should be simple, thorough and repeatable so that it can be carried out easily and efficiently. A little extra focus on the areas mentioned should help improve these statistics and keep your fleet compliant at all times.

Drivers must...

- Ensure **all** lights are checked for operation.
- Check all tyres thoroughly for damage, exposed cords and correct inflation.
- With full air pressure, make sure there are no air leaks both with the foot brake on and off.

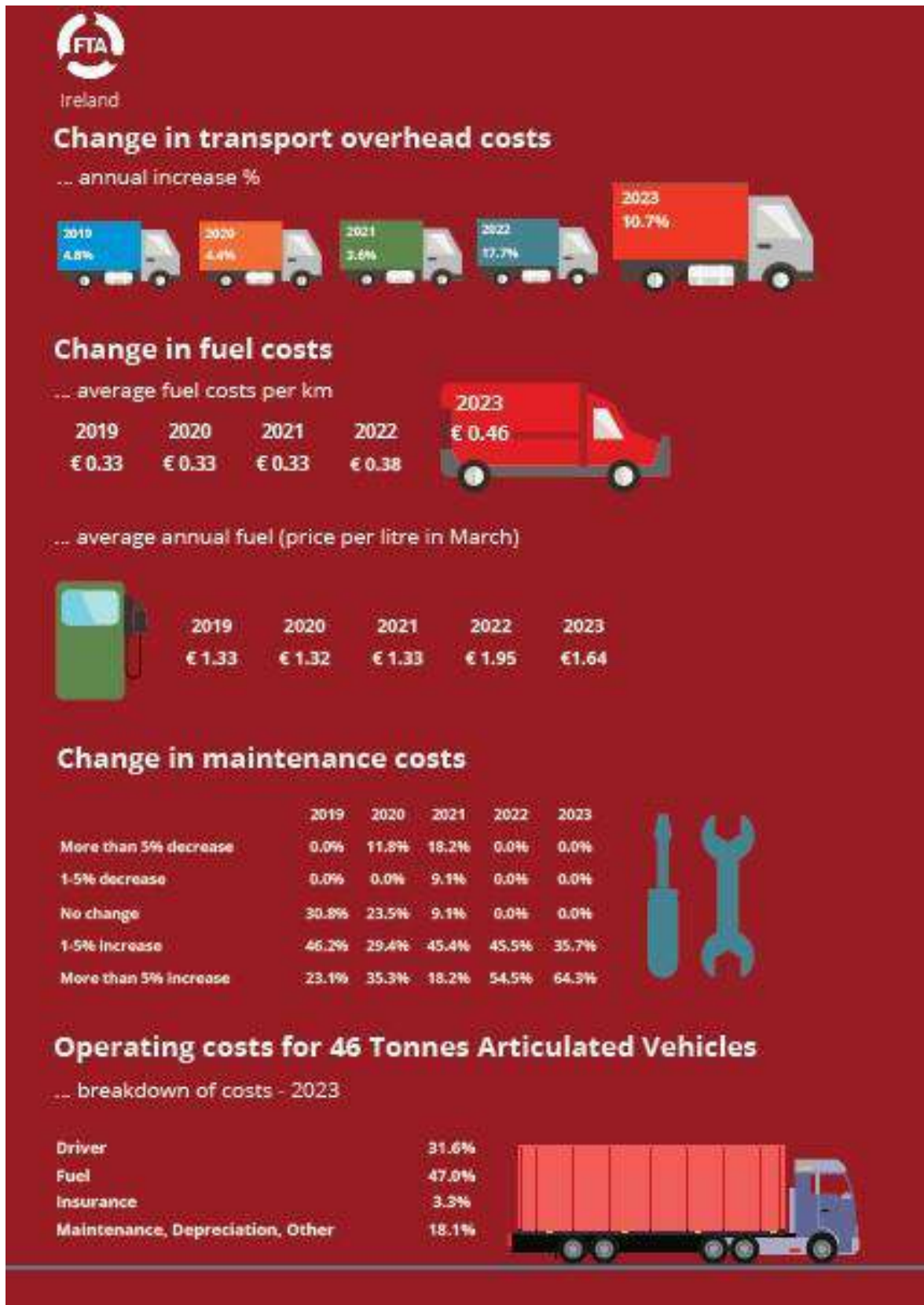
References

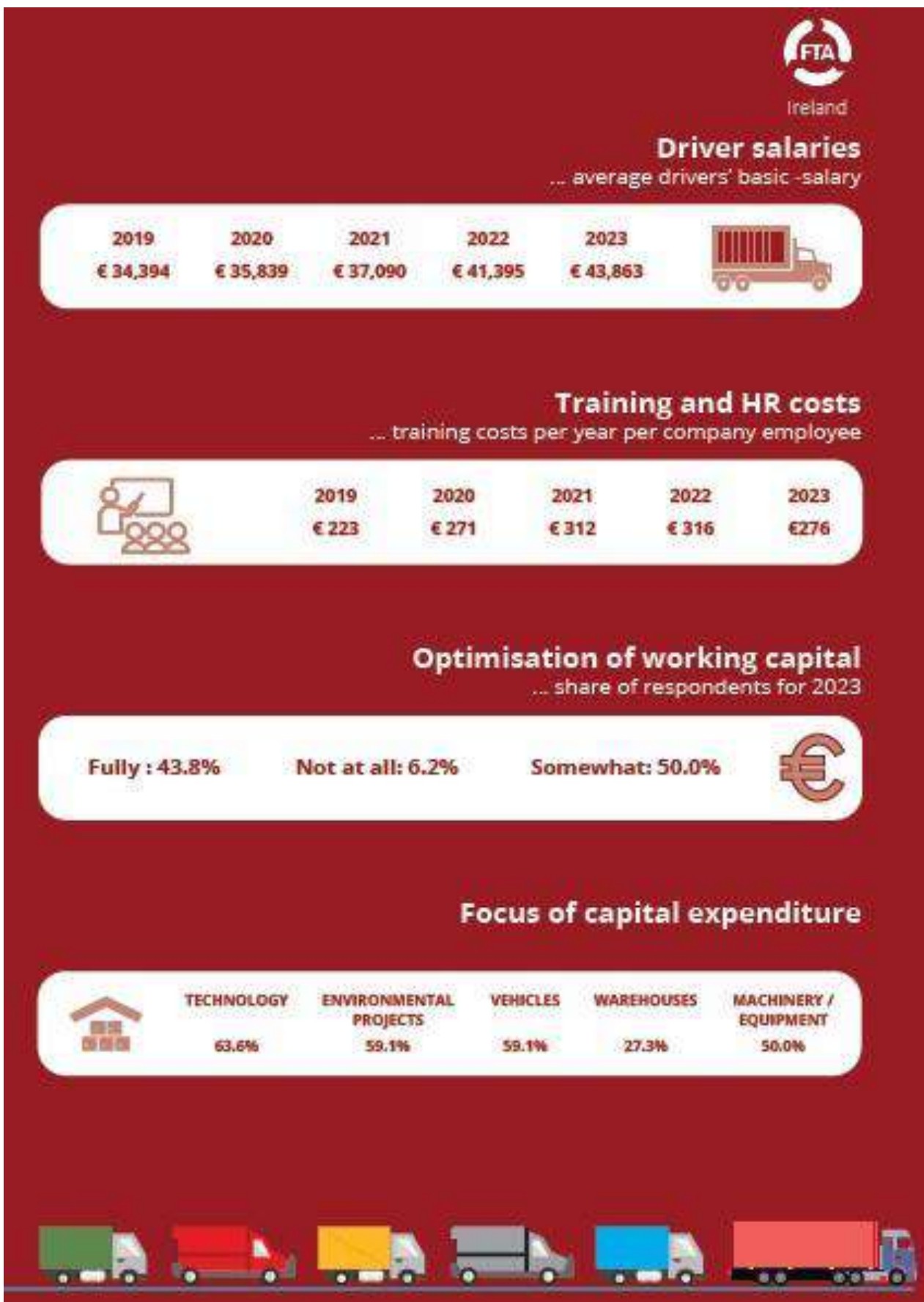
- 1 www.rsa.ie/services/business-operators/maintaining-your-vehicles/vehicle-safety-checks
- 2 www.rsa.ie/services/business-operators/maintaining-your-vehicles

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NOTES



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➔ **Streamline your paper.**

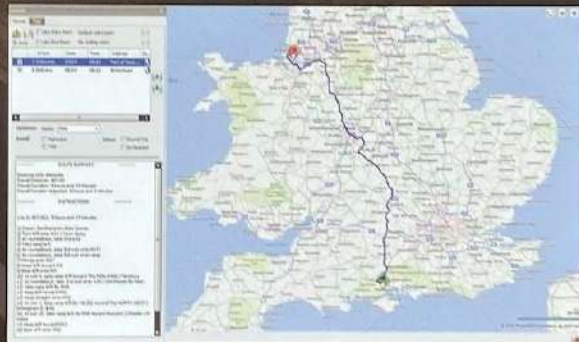
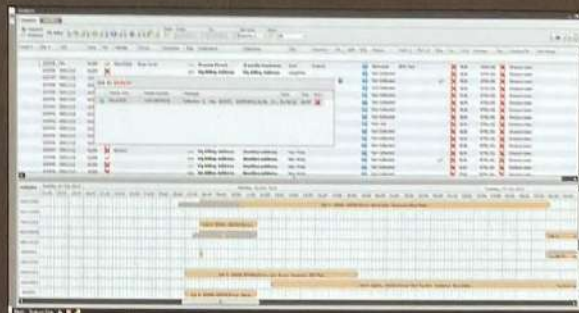
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➔ **Manage costs and fuel.**

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➔ **Save time and money.**

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