

Thursday
16th
November
2023

FTA Ireland ENews

Issue
#21

**Latest news and information update
for members**

I hope this enews finds you well. This edition will include information on the following:

1. [FTA Ireland Council Meeting – 30th November 2023](#)
2. [Driving for Work Webinar - Wednesday, 22 November 2023](#)
3. [Weather Series – High Winds](#)
4. [Compliance](#)
5. [Training](#)

FTA Ireland – Council Meeting 30th November 2023 – 11.30am

This is a Hybrid Meeting – To attend please confirm to info@ftai.ie

Agenda

FTA Ireland Council Meeting Agenda 30th November 2023

**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
4. To adopt the minutes of the meeting held on the 31st August 2023.
5. **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”
6. **Matters Arising**
7. **Policy (Chief Executive Report on Policy and Campaigns)**
 - a. Freight Forum meeting 17th October 2023
 - i. Longer trailer trial.
 - ii. Zero Emission Grant Scheme
 - b. Decarbonisation
 - i. EV Summit
 - ii. EU - CO2 emission standards for heavy-duty vehicles
 - iii. FTAI Decarbonisation Report
 - iv. Alternative Fuels Working Group Meeting
 - c. Post Brexit Trade –
 - i. Common Transit Convention (CTC)
 - d. FTAI Working Groups
 - i. Establish focus areas for working groups.
 - ii. Discuss terms of reference for working groups
 - e. Consultations
 - i. ZEVI - [Draft National En-Route EV Charging Network Plan](#)
 - ii. Draft National En-Route EV Charging Network Plan (open until January 2024)
 - f. National Demand Management Strategy
 - i. Update on recent meetings
 - i. Apprenticeship
 - ii. New level 10 Professional Doctorate in Logistics and Supply Chain Apprenticeship
 - iii. Apprenticeship (Driver & LAA update)

FTA Ireland Council Meeting Agenda 30th November 2023

- i. Meetings
 - ii. Mobility Package I - Impacts for the Irish road transport sector meeting update – 28th November
7. FTAI Services
 - i. update on FTAI services
8. Future FTAI Events

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



Streamline your business with the next solution
logistics and transport software for planning teams.

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 firm companies, supporting the way that our customers want to work.

FTA Ireland Council Meetings 2023	
March	Thursday 5 th March 2023
August	Thursday 31 st August 2023
November	Thursday 30 th November 2023

9. Any Other Business
Presentation of TruckSafe / VanSafe Standard awards

Agree Dates for Council Meeting in 2024!

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Driving for Work Webinar Wednesday, 22 November 2023

To register for the forthcoming Driving for Work online event using the link provided at www.drivingforwork.ie

At a time when road deaths are increasing alarmingly in Ireland, the Health and Safety Authority are calling upon employers and businesses to reflect on the current situation and how road collisions and incidents are harming people and disrupting businesses and the wider economy dearly.



Agenda Driving for Work Webinar Wednesday, 22 November 2023

Master of Ceremonies: Ms Sarah O' Connor, Road Safety Authority

- 10:00 **Introduction**
Ms. Sarah O' Connor, Road Safety Authority
- 10:05 **Welcome Address**
Minister of State at the Department of Transport, Jack Chambers T.D.
- 10:10 **Managing Driving for work - Essential risk management considerations**
Ms. Deirdre Sinnott ~~McFeat~~, Health and Safety Authority
- 10:25 **National collision profile and overview of dangerous behaviours**
Ms. Velma Burns, Road Safety Authority
- 10:50 **Managing work related fatigue risk**
Ms. Colleen Butler, Health and Safety Authority
- 11:15 **Break**
- 11:30 **Roads policing enforcement - Current challenges and concerns**
Superintendent Tom Murphy, An Garda Síochána
- 11:50 **Commercial Vehicle Enforcement – The Compliance Picture**
Mr Justin Martin, Road Safety Authority

Case Studies

- 12:10 **Creating a safe and sustainable bus fleet operation for all**
Ms. Johanne Daniels, Wexford Bus
- 12:30 **Safe, Sober and sustainable passenger operations**
Mr. Noel Matthews, Matthews Coaches
- 12:45 **Questions and Answers Session**
- 13:00 **Closing Address**
Ms Liz O'Donnell, Chairperson, Road Safety Authority
- 13:05 **Webinar Closes**

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Weather Series – High Winds

FTAI Severe weather series



This advisory note is prepared for drivers and transport managers to aid them in planning for severe stormy weather including rain and high winds. For live updates on weather please visit:

<https://www.met.ie>

Weather Warnings are presented in three categories.

STATUS YELLOW

Weather alert
BE AWARE

Alerts are to notify those who are at risk because of their location and/or activity, and to allow them to take preventative action. Yellow level weather alerts are for weather conditions that do not pose an immediate threat to the general population, but only to those exposed to risk by nature of their location and/or activity.

STATUS ORANGE

Weather warning
BE PREPARED

Warnings are for weather conditions which have the capacity to impact significantly on people in the affected areas. An Orange level weather warning implies that those in the affected areas should prepare themselves in an appropriate way for the anticipated conditions.

STATUS RED

Severe weather warning
TAKE ACTION

Severe weather warnings are a red event and implies that recipients take action to protect themselves and their properties; this could be stay indoors or by other specific acts aimed at mitigating the effects of weather conditions.

Operating in High Winds Conditions tips

HGV DRIVERS

- Ensure your vehicle is roadworthy and has sufficient fuel for your journey. Carry out the following safety checks: **FLOWER: Fuel, Lights, Oil, Water, Electrics, Rubber.**
- Allow more time for your journey.
- Obtain weather information before you set off and keep up to date with changing conditions and closed routes via the radio or by regularly calling into base when stationary.
- Plan your journey to avoid exposed or high roads (such as motorway flyovers, bridges or viaducts) if possible.
- Anticipate how conditions may affect other road users, especially cyclists, e-scooters, motorcyclists, and cars towing caravans – take particular care when overtaking these.
- Take particular care when driving empty and high-sided vehicles, which will be affected more by the wind.
- When driving an empty curtain-sided vehicle, tie both curtain sides at one end of the vehicle to reduce the effect of side winds.
- Avoid unnecessary lane changes.
- Always be aware of the potential for Debris on the road; branches, wheelie bins, trampolines, etc. are commonly blown onto roads during stormy conditions.
- Watch for places where conditions could suddenly change, such as a gap in the trees, or after passing some form of shelter such as a bridge or large vehicle.
- If you have to travel on exposed roads in high winds, be prepared for lower speed limits, lane closures and diversions due to fallen trees or power lines.
- If you must operate your vehicle, please pay attention to the following.
 - Drive at speeds that are suitable to the weather and road conditions.
 - Pull into the side of the road where safe to do so where the winds are very high keeping lights and hazard lights on.
 - Curtain side trailers also provide considerable hazards when opening and closing. If the curtains are not secured when open, they can pose considerable risk especially in windy weather conditions. Get help when opening and securing the curtains on the side of trailers – these can flap around in windy weather if not properly secured and cause considerable damage.
 - In windy weather you may need to get help to open or close a door or curtain.
 - Always ensure that the door is secured to the side of the trailer when open – the latch should be checked regularly to ensure that it is in working order.
 - Care should be taken during windy conditions to ensure that vehicle door[s] are not caught by the wind and slammed shut or blown open.
 - Heavy winds make it harder to steer and handle a vehicle, so keep a firm grip on the wheel. If you don't feel comfortable driving, pull over to a safe place until the wind dies down.

TRANSPORT MANAGERS

- Only operate when it is safe to do so.
- Pay heed to the national weather alerts and adapt operational activity as necessary. The safety of drivers and other road users is of the highest priority.
- Are appropriate systems in place for employees who must drive for work in adverse weather conditions?
- Do employees know how to handle vehicles in adverse weather conditions?
- Is there a plan in place for employees in the event of emergencies such as a collision, breakdown or getting stuck/stranded?
- Ensure you know your drivers' routes and check in regularly with them.
- Update drivers and customers regularly and be prepared to change your plan or scrap it entirely and recall your drivers if the conditions deteriorate to an unsafe level.
- Always plan for an alternative route to allow for road closures during bad weather.

USEFUL WEBSITES

<https://www.met.ie/warnings/today>
<https://www.rsa.ie/road-safety/campaigns/severe-weather>
https://www.hsa.ie/enq/Vehicles_at_Work/Driving_for_Work/Winter_Driving_Tips/

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Compliance: 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.

From November

Measure included in Road Traffic and Roads Act and deadline confirmed by Department of Transport. This affects estimated 250,000 vehicles including trucks, buses and coaches, construction vehicles, delivery vans and more.

This legal responsibility was set out in the recently enacted Road Traffic and Roads Act (2023) and the deadline confirmed by the Department of Transport. The vehicle data on the NFD will be combined with the same information for private vehicles and used by An Garda Síochána to identify vehicles which are being driven illegally without insurance. Figures from the MIBI show that Ireland had the second highest level of uninsured driving in the EU in 2021 and the number rose further in 2022 growing to represent 1 in every 12 vehicles using Irish roads. If vehicle data is not uploaded, fleet operators will commit an offence. The offence is subject to a fine of €300 in the District Court.

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/>

Deadline for fleet owners/ managers and motor traders to add their vehicles is 30th November

Penalties will apply to any relevant vehicles not included on database

Download the FTA Ireland Compliance Briefing Note [Here](#):



Compliance Briefing note 2023

This paper is designed to provide members with a summary of changes in 2023 and other changes we can expect in 2024 and is correct at time of writing.

Contact FTA Ireland for further information: 1850 211 881

Subjects covered include:

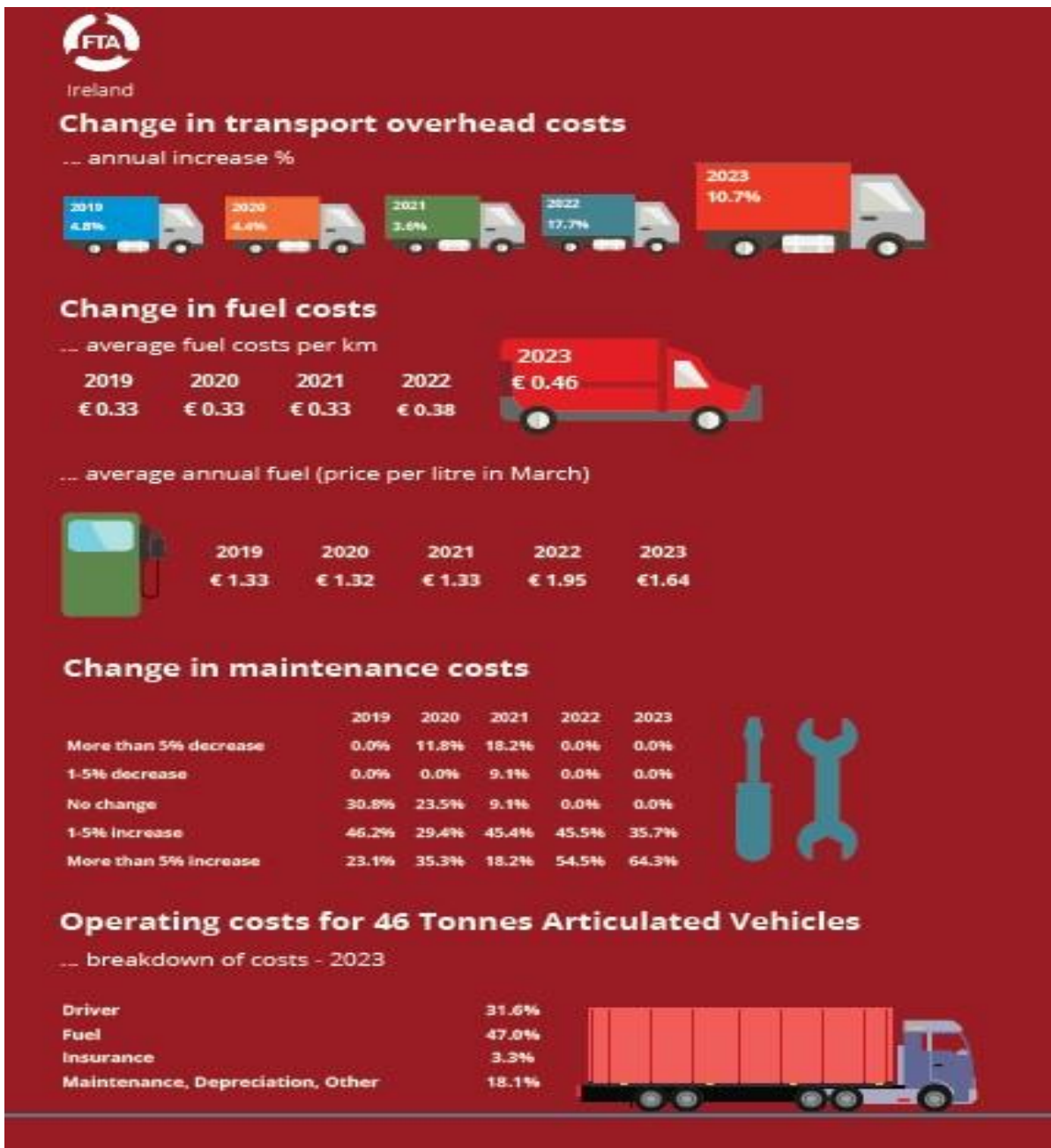
- UK Internal Market System introduction
- 'Not for EU' labelling introduction
- Enhanced Sanitary and Phytosanitary inspection facilities in Northern Ireland
- Customs Declaration Service
- Border Target Operating Model
- Northern Ireland Green Lane – freight and parcels
- 'Not for EU' labelling expanded
- Alternative Fuels Infrastructure
- Road Traffic Act 2023
- UK Road User Levy
- Non-UK registered vehicles
- Version 2 smart tachographs
- Euro 7: Council adopts position on emissions from cars, vans, buses and trucks
- Posting declaration: enforcement begins for EU drivers arriving into the UK
- Northern Ireland 10 year old tyre ban
- Fleet and motor trader vehicle details must be added to national fleet database
- New Statutory instruments enacted in 2023
- EU General Safety Regulation
- Direct Vision Standard – Phase 2
- EU drivers' hours records
- Smart 2 tachograph retrofit for vehicles involved in international transport

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FTA Ireland Training Courses: <https://www.ftai.ie/public-courses>

Managers Guide to Distribution Costs Report 2023 - Highlights





Ireland

Driver salaries

... average drivers' basic -salary



Training and HR costs

... training costs per year per company employee



Optimisation of working capital

... share of respondents for 2023



Focus of capital expenditure



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.



Outline marker lamp inoperative

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, i.e. 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.

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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