

Government approves the Licensed Haulage Support Scheme 2023

Ó An Roinn Iompair
Foilsithe 14 Feabhra 2023
An t-eolas is déanaí 14 Feabhra 2023
Teanga: Níl leagan Gaeilge den mhír seo ar fáil.

Minister for Transport, Eamon Ryan, and Minister of State with responsibility for International and Road Transport and Logistics, Jack Chambers, today announced that the Cabinet has approved a Scheme design, and funding of €18 million for the Licensed Haulage Support Scheme 2023 to assist licensed haulage businesses with cost pressures.

The Scheme will be administered by the Department of Transport and will cover eligible heavy goods vehicles authorised on the licence of a current road haulage operator as of 15 December 2022. This is subject to the operator satisfying the terms and conditions of the Scheme at the time of application.

The department will soon publish and introduce the detailed terms and conditions of the Scheme, an application system, and the required EU State Aid notification. The department will contact licensed haulage businesses directly in due course with detailed instructions on how to apply for the Scheme.

The Government announced on the 14th of February **funding of €18 million for the Licensed Haulage Support Scheme 2023** to assist licensed haulage businesses with cost pressures.

Important Considerations:

1. Scheme will be administered by the Department of Transport
2. The scheme will cover eligible heavy goods vehicles **authorised on the licence of a current road haulage operator as of 15 December 2022**
3. Subject to the operator satisfying the terms and conditions of the Scheme at the time of application.
4. The department will soon publish and introduce the detailed terms and conditions of the Scheme, an application system, and the required EU State Aid notification.

The Licensed Haulage Support Scheme 2023 is designed in such a way to target higher levels of support at smaller operators that are facing increased operating and fuel costs

- **Graduated payment basis:**
 - €1,200 for the first 5 vehicles on a licence.
 - €700 for vehicles 6 to 20
 - €200 for each vehicle thereafter



27th March to 1st April 2023 Inclusive

The Logistics and Supply Chain Skills Week will run from 27th March – 1st April and will see numerous events at both national and regional level. The aim of the initiative is to promote awareness of the logistics and supply chain sector and encourage new entrants into the sector.

Campaign Objectives



Supply Chain Apprenticeships and Traineeships

Agenda

- Introduction
- Career Paths and Opportunities
- Traineeships
 - Professional HGV Driving Traineeship – Level 5 – ETB / IRHA
 - Logistics & Distribution Traineeship - Level 5 – BCCE
- Apprenticeships
 - Transport Operations and Commercial Driving Apprenticeship - Level 6 - ATU Sligo / FTAI)
 - Logistics Associate Apprenticeship - Level 6 - FTAI / TDU / MTU
 - Apprenticeship for Supply Chain Associate – Diploma in Supply Chain Management - Level 7 - UL / IPICS
 - Apprenticeship for Supply Chain Specialist – Bachelor of Science in Supply Chain Management - Level 8 - UL / IPICS
- Q&A

To register for this webinar please follow this link:

Registration: Supply Chain Apprenticeships and Traineeships Webinar Tuesday 28th March

We will be participating in a number of events including briefings supporting recruitment for members and highlighting the various roles within the freight distribution and logistics sector.

We will be hosting a briefing highlighting the apprenticeship opportunities and would welcome members looking to recruit apprentices to forward your job vacancies to us to include in our presentations at events and permission to include your logo supporting your job recruitment visibility – email aflynn@ftai.ie

Information on all events will be updated on our website here:

<https://www.ftai.ie/logistics-supply-chain-skills-week-27th-31st-march>

APPRENTICESHIPS



If you are interested in learning more about this apprenticeship please visit www.cdap.ie

Employer looking to train apprentices should contact info@cdap.ie as we are now recruiting for a September 2023 intake.



www.laa.ie
agorecka@laa.ie

Alternative Fuels Working Group



NEXT MEETING 21st February 2023

This will be a Hybrid meeting (in Person and online) starting at 13:30

Our next Alternative Fuels meeting of 2023 will take place on the 21st of February 2023 at 13:30.

Meetings will take place on the Last Tuesday of the month, most months of the year 1300-1500hrs

Agenda for 21st February meeting

- 1330hrs Soft start
 - Matter arising – members issues & announcements
 - Climate Action of the month – member feature
- 1400hrs
- Climate Actor of Month Presentation – Bus Eireann, Electric Bus Services
 - Stephanie Maher, Energy Senior Manager, Bus Éireann
 - Guest speaker – Ciaran Cuffe MEP
 - Q&A with Guest Speaker (s)
- 1500hrs Close

If you are interested in attending the alternative fuels meeting please email aflynn@ftai.ie

2023 Council Meeting Dates

- Thursday 9th March 2023
- Tuesday 30th May 2023
- Thursday 31st August 2023
- Thursday 21st November 2023



Passenger Safe Membership

www.passengersafe.ie

- Dedicated website for PSV members www.passengersafe.ie
- Recognised audit for PSV fleet operators
- Driver Handbook
- Bespoke training services for PSV fleet operators

FTA Ireland Training Prospectus can Be Downloaded here: https://fta365-my.sharepoint.com/:b/g/person/aflynn_ftai_ie/E/ZQK146vKqhIuJIQcslcmcBvph5n42x2LoBaBx36wMvDA?e=cGfhIC

Update from Revenue on Road Haulier Drivers (Employees) – Subsistence Rates

Briefing note

In December 2022 the Revenue Commissioners issued an updated Part 05-02-10 of the Tax and Duty Manual in relation to Road Haulier Drivers (Employees) – Subsistence Rates – <https://www.revenue.ie/en/tax-professionals/tdm/income-tax-capital-gains-tax-corporation-tax/part-05/05-02-10.pdf>

The Manual sets out the conditions under which the reimbursement of subsistence expenses may be made free of tax by road haulier firms (employers) to road haulier drivers (employees).

As an employer you have three alternatives options for reimbursing your drivers in relation to operating expenses:

- The agreed rates outlined and subject to the conditions set out in the manual; or
- The Civil Service Rates; or

- Reimbursement by the employer for actual receipted expenditure incurred.

Where the amounts reimbursed by an employer are in excess of the amounts referred to above, the excess will be regarded as emoluments and chargeable to Income Tax, Pay Related Social Insurance (PRSI) and Universal Social Charge (USC) in the normal way.

Where an employee's allowable expenses are reimbursed free of tax by an employer, the question of an income tax claim by the employee for those expenses does not, of course, arise.

Employers are not required to be members of trade representative bodies to operate the road haulier driver subsistence rates.

The agreed rates with effect from 1 September 2022 are:

With effect from 1 September 2022	Subsistence payable to employees with gross weekly wage of up to €378	Subsistence payable to employees with gross weekly wage of between €378-€442	Subsistence payable to employees with gross weekly wage of €442 & upwards
Travel more than 8km & absence of between 5 and 10 hours	€14.94	€14.94	€16.29
Travel more than 8km & absence of greater than 10 hours	€28.86	€28.28	€39.05
Travel more than 100km in the State – 24 hours absence	€53.77	€65.76	€76.21
Overnight in Britain and N Ireland – 24 hours absence	€84.67	€104.85	€116.93
Europe & Elsewhere – 24 hours absence	€100.81	€114.92	€141.15

Section 3 of the Manual sets out the conditions that must be met to claim subsistence. These conditions highlight a number of pitfalls and/or points to note in the subsistence regime for employers.

Under section 3 (i) of the Manual appropriate books and records must be maintained by the employer for a period of six years after the end of the tax year to which the records refer. The records must indicate:

- Details of journey.
- Departure time.
- Destination.
- Invoice relating to the journey or delivery docket.

Under section 3 (ii) all tachograph recordings must now be maintained and made available to Revenue and retained for a period of six years.

Secondly condition 3 (iv) reinforces that Time spent on board long-distance ferries from Ireland direct to Europe (excluding the UK) does not count for the overnight rate. No subsistence is to be paid for the 2 days of the trip where a return is applicable. However, where a driver has commenced work or started their return trip ten hours or more

prior to boarding the ferry and is more than 8km from their base then the 10 hour rate applies.

Thirdly under condition 3 (v) the overnight allowance is inclusive of the 10 hour subsistence rate. It is important therefore for members to note that only one subsistence amount can be paid ie if claiming an overnight allowance, you cannot get paid a separate daily allowance as well.

Notably the original 1996 agreement made express reference to drivers claiming the rates while sleeping in cabs. This therefore covered the situation where for example a driver lives in Cork and drives to Dublin and sleeps in the cab of his truck for 4/5 nights a week in the company Dublin depot. Under the original agreement the driver was still able to receive overnight subsistence payment if it could be shown this was necessary for the performance of his duties. The wording that drivers are able to claim the rates while sleeping in cabs is not replicated in section 3 of the manual. Whilst the above example is seemingly still within the conditions, the absence of this wording possibly suggests there might be greater scrutiny on whether the subsistence payment is for expenses "wholly, exclusively and necessarily incurred in the performance of the driver's duties."

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Green Standard Training (GST)

Climate action training for fleet operators



Ireland



FTAI provide a range of membership driven safety and environmental standards; **TruckSafe**, **VanSafe** and the recently launched **PassengerSafe**. TruckSafe has bronze, silver and gold levels of increasing scrutiny and performance requirements.

Since 2021 the Green Standard level has been available to silver and gold standard members, the safety standard is recognised by the Health and Safety Authority and Road Safety Authority, the Green Standard certification is backed by an Enprova funded fuel performance bonus paid annually for continuous improvement in L/100km (regulated under the EEOS by SEAI). The scheme now wants to move on to a more formal training programme for those fleets applying for Green Standard accreditation.

Course description

This training course will equip Transport Managers with the skills and tools to review the efficiency of their truck fleet, and to introduce a fuel management program that can potentially save 5% of fuel use in year 1. The course covers the five pillars of truck fleet efficiency: fuel management, driver and staff skills, vehicles and maintenance, performance monitoring and information technology.

Fuel is 20-40% of freight operators costs, carbon tax is currently 11c/L. Road freight accounts for 20% of land transport carbon emissions. Ireland recently adopted its carbon budgets to 2035.

This two-day training explains the challenges, how to set science-based targets in line with Ireland's carbon budgets and most importantly **how to reduce fuel use, cost and emissions with the vehicles you have now.**

- 1 **Climate context and the business case**
- 2 **Significant users and activity data**
- 3 **Targets and opportunities**
- 4 **Get going: action plan**
- 5 **Pitch [draft] action plan and policy**

Alternative fuels, energy sources and how to calculate your carbon emissions will also be covered along with funding sources and grant applications.

Course content/benefits

Delivered as **2 full days in person** leading to a signed action plan.

- **Workbook** for each step supplied as a single Excel spreadsheet.
- **Surveys** will be online with results shared anonymously on the spot (slido) and in summary form via slides as reference i.e. **all sources linked and live.**

At final afternoon session participants present their climate/fuel action plans, and commit to a date for a follow-up by trainer to collect signed copy of action plan, usually within 2 weeks.

- Commit to date for signature (they will have prepared for this before final workshop)
- Agree/sign-up to funding e.g. FTAI Green Standard fuel bonus (under EEOS)
- Agree next steps for collaboration if any across the group/sector

Price on application

How does green integrate with safety?

When fleets are well operated incidents reduce close to zero; green metrics provide indicators to monitor and improve performance over time with reducing L/100km acting as a proxy for safer driving.

Safety



Metrics

- L/100km
- CO_{2e}/Tonne-Km
- CO_{2e}/Pax-Km