

**Friday
26th
April
2024**

FTA Ireland ENews

**Latest news and information update
for members**

**Issue
#2804**

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

1. [TRA](#)
2. [Policy Update](#)
3. [Health & Safety Authority Consultation](#)
4. [Update on the UK's new import control requirements\)](#)
5. [Alternative Fuels – ECOFleet](#)
6. [New Website](#)



TRA Dublin 2024

The Transport Research Arena (TRA) took place in the RDS in Dublin, from Monday 15 to Thursday 18 April. This was the premier event in Europe that covers all transport modes and this year's theme focused on Sustainable transport which is an area that we are very proactive in through our TruckSafe Standards and Alternative Fuels working group.

We attended many talks and presentations during the week including the Road Safety EU Safety Seminar on Tuesday the 16th of April where the focus was on improving Ireland's road safety statistics through collaboration, innovations and technology that supports and complements behavioural change.

It was a pleasure to meet so many colleagues involved in the Freight, Distribution & Logistics sector to discuss key issues of mutual interest.

What is obvious is shared knowledge on all transport related topics such as Skills, shared mobility, road safety, decarbonisation, technological advancements to name a few and the sharing of information from other countries experiences helps prepare and deliver solutions to the benefit of all.

We also took the opportunity to showcase our apprenticeships, www.cdap.ie and www.laa.ie

It is fantastic that Dublin hosted such a prestigious event and attracting so many visitors from around the world.

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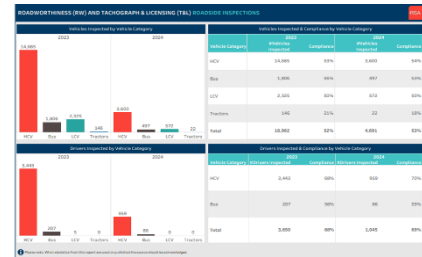
Issue #2804

Policy Update

- Road Safety Authority enforcement statistics** -The RSA will now be updating Commercial vehicle enforcement statistics – this is insightful as it identifies the most common defects. You can access this data here:

https://www.rsa.ie/docs/default-source/services/enforcement-statistics/enforcement-statistics-q1-2024.pdf?sfvrsn=6ffb39b_4

- Pursuant to [Article 14\(2\) of Regulation \(EC\) No 561/2006](#)[Open in new browser tab](#), in response to the extraordinary crisis situation faced by Irish farmers due to prolonged wet weather, a temporary and limited relaxation of the enforcement of EU driving and rest time has been granted for the drivers of vehicles transporting animal feed and fertiliser. This temporary relaxation applies from 22nd April 2024 and will run until 5th May 2024. Further details are available in [RSA Notice Temporary Drivers Hours Derogation Transport of Animal Feed and Fertiliser](#).



- Count Emissions EU** - This proposed new regulation will set out a common harmonised framework (EN:ISO 14083:2023) to calculate and report transport-related greenhouse gas emissions that can be applied by both the passenger and freight sectors. The intention is that transparent information will allow service providers to monitor and reduce their emissions and improve the efficiency of their transport services and will enable users to choose more sustainable transport options.
- Driving License Directive – (Proposed changes to be introduced)**
 - Adapted towards end of 2024 - some proposal could change
 - Accompanied driving of cars from age 17 (and maybe for trucks) until 18 - Ireland already have age of 17 - conditions for driving at age of 17 (must have permit for at least 6months)
 - Validity of driving licence to be 15years (for car)
 - EU can make decision on equivalence of third country driving licence
 - Digital driving licence
- Smart Tachograph Changes from 31st December 2024 –**
 - Regulation (EU) 2020/1054 entered into force on 20 August 2020 and provided a timeline for the introduction of the new devices:
 - 21 August 2023 – ST2 is required to be fitted to all newly registered vehicles.
 - 31 December 2024 – Vehicles used for international transport fitted with analogue and digital tachographs must be retrofitted with ST2.
 - 21 August 2025 – Vehicles used for international transport fitted with ST1 must be retrofitted with ST2.
 - 1 July 2026 – Light commercial vehicles (2.5t to 3.5t) used for international transport must be fitted with ST2.

FTA Ireland ENews

Issue #2804

The Health and Safety Authority (HSA), which is currently developing its strategy for the next three years 2025-2027, has launched a public consultation inviting submissions from interested parties.



An Údarás Sláinte agus Sábháilteachta
Health and Safety Authority

The invitation is an opportunity for members of the public, employers, trade unions, the voluntary health and safety organisations, and for health and safety professionals and safety representatives to help the Authority shape its strategy for the next three years.

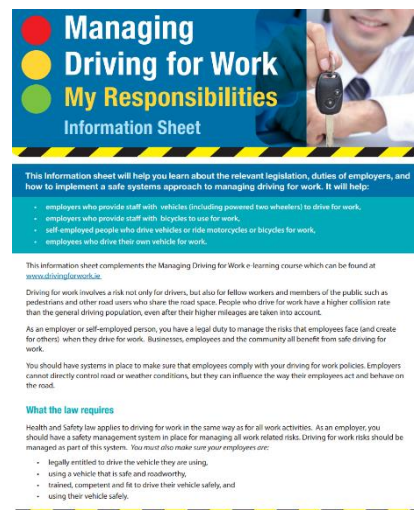
Those who are interested in making a submission are invited to answer four questions by clicking on a link to an online form (see below). The four questions are: HSA achievements, future external environment, suggestions for the next strategy and other issues.

The questions are framed in an open way, allowing scope for respondents to put forward suggestions.

The closing date for submissions is Thursday the 9th May. To make a submission please click [HERE](#)

Driving for work involves a risk not only for drivers, but also for fellow workers and members of the public such as pedestrians and other road users who share the road space. As an employer or self-employed person, you have a legal duty to manage the risks that drivers face and create for others when they drive for work. Please visit

https://www.hsa.ie/eng/vehicles_at_work/transport_safety_guidance_resources/driving_for_work/ for a suite of important information that can assist you manage driving at work in your organisation.



Managing Driving for Work My Responsibilities Information Sheet

This Information sheet will help you learn about the relevant legislation, duties of employers, and how to implement a safe systems approach to managing driving for work. It will help:

- employers who provide staff with vehicles (including powered two wheelers) to drive for work,
- employers who provide staff with bicycles to use for work,
- self-employed people who drive vehicles or ride motorcycles or bicycles for work,
- employees who drive their own vehicle for work.

This information sheet complements the Managing Driving for Work e-learning course which can be found at www.digitalelearning.ie

Driving for work involves a risk not only for drivers, but also for fellow workers and members of the public, such as pedestrians and other road users who share the road space. People who drive for work have a higher collision rate than the general driving population, even after their higher mileage are taken into account.

As an employer or self-employed person, you have a legal duty to manage the risks that employees face (and create for others) when they drive for work. Businesses, employers and the community all benefit from safe driving for work.

You should have systems in place to make sure that employees comply with your driving for work policies. Employers cannot directly control road or weather conditions, but they can influence the way their employees act and behave on the road.

What the law requires

Health and Safety law applies to driving for work in the same way as for all work activities. As an employer you should have a safety management system in place for managing all work related risks. Driving for work risks should be managed as part of this system. You must also make sure your employees are:

- legally entitled to drive the vehicle they are using,
- using a vehicle that is safe and roadworthy,
- trained, competent and fit to drive their vehicle safely, and
- using their vehicle safely.

FTA Ireland ENews

Issue #2804

Update on the UK's new import control requirements –

- **30 April 2024**
 - **Documentary and risk-based identity and physical checks at UK Border Control Posts (BCPs) for SPS goods from the EU excluding Ireland**
 - **BCP controls will apply for at East Coast UK Ports in respect of transit movements**

Please note:

- **BCP infrastructure not in place at GB west-facing ports yet, so no import checks before 31 October, as previously set out in UK's TOM timeline.**
- **Hauliers using the landbridge may be selected for an exit check** – if selected, they must proceed to a designated BCP. These checks will be chargeable. In respect of the UK Government check at Sevington, details of the 'common user charge' is available at charges are available at: [link](#). Details of charges at other privately-run BCPs are available at their respective websites (a list of BCPs is available at: [link](#)). Where a HGV has a commercial seal in place, checks will involve examining the integrity of the seal. Where a commercial seal is not in place, checks will be identity checks.
- From 31 October, exporters will be required to have a UK-based entity (such as a customs agent) to take responsibility for customs formalities.
- We await the publication by the UK of publicity material on these changes and will forward on any links once we become aware of them.



A link to a recording of dafm webinar can be viewed on the Department's YouTube channel - https://www.youtube.com/watch?v=LQ_BYF3q3NE

You can download the presentation and Q&A here [dafm wEBINAR](#)

questions to Brexitcall@agriculture.gov.ie

FTA Ireland ENews

Issue #2804

Alternative Fuels Working Group - Ecofleet

Ecofleet is a system whereby a company who is attempting to make fuel savings through implementation of fuel saving measures can receive a financial incentive for making verified savings.

Typically for every €10,000ltrs a company saves on fuel usage they receive a payment of €1,000.



An operator signed up to the ECOFleet program commits to

- implement a fuel saving programme in your operation,
- record your milage and fuel usage (the same figures are used for the fuel rebate from revenue) and,
- to provide fuel and energy savings figures to Enprova and if requested to SEAI though the Ecofleet website.

The program currently has 58 members 29 of which are actively uploading data. Of those there are 16 are making enough savings to receive a payout.

The ECOFleet system can be used as part of your fuel management system to help monitor and control your fuel usage. All members who sign up to the program will be helped to put in place fuel saving measures and advice and guidance are always readily available.

In Q1 of 2024 the 16 operators have saved a total of 151,405ltrs (405.77tCO₂).

It is important to note a few things:

- You must upload data consistently in order to qualify for potential payments,
- the data must be uploaded on a quarterly basis (the same figures as sent to revenue for the fuel rebate scheme)
- payments are only made to those operators who have shown savings over the whole year, i.e. if you have two good quarters making savings your savings could be wiped out by two bad quarters, consistency is key.

If you have signed up to the system but are not actively uploading data you are missing out on potential cash payments.

Payments have ranged from €2000 to over €47,000, these figures depend on the size of the fleet and the actions taken by the operator.

It is very important to note that if you wish to gain or retain the TruckSafe Green standard, you will be required to show that you are uploading data to the system from next year.

Operators can find out further information or sign up to the program at <https://ftai.ie/ecofleet/>

In 2021 FTA Ireland Members...



Saved
1,724,296 litres in fuel
in reduced L/100km

- At 3.17kg CO₂ WTW per litre that's 5,466 tonnes of CO₂ avoided.
- This is on top of past improvements ie vs 2020.
- Average improvement in L/100km 2021 vs 2020 ws c.4%.



Received
€135,796
from Enprova

- Register now for Enprova funding!

Ecofleet

Guide to signing up and uploading data



Frequently Asked Questions

What is EcoFleet?

Ecofleet is a system whereby a company who is demonstrating fuel savings can receive a financial support to contribute to those savings. Typically for every 10,000 litres a company saves on fuel usage they receive a payment of €1,000.

FTA Ireland recommend that all TruckSafe members report their energy savings.

How much does EcoFleet cost?

100% of the cost of EcoFleet is paid by Enprova when you sign-up, the service typically costs €4,000–€6,000 or €150 per month for approximately three years.

What are my commitments?

- 1 To implement a fuel saving programme by allocating time to saving fuel.
- 2 To provide fuel and energy savings figures to Enprova and if requested to SEAI on a quarterly basis – litres used and km driven.

What are the rules around uploading of data?

- 1 You must upload your data quarterly and completely ie, litres, km, comment and evidence file.
Any missing or unapproved quarters mean no payment for that year.
- 2 Historic payments no longer qualify.
You can only be paid for the last year's savings ie, 2021 in Q1'22.
- 3 If you miss a quarter, you have one quarter's grace to upload the missing data ie, if you miss two quarters in a row your payment for the year is no longer payable.
Each quarter is 90 days long, so it is essential you allocate time within these 90 days to upload your data. Do email us if you have a particular issue eg technical or otherwise.

Verification and auditing

- 1 Your approved and complete results are sent to Quality Assurance checks in Enprova.
- 2 The application for whole programme is prepped and sent to SEAI who check all data.
- 3 SEAI send 20% to inspections team for additional cross checks.

What are the evidence requirements?

From Q2'22 onwards only Excel and .CSV files are acceptable.

How to provide your evidence

- Download your evidence file, open, and save as Excel before upload.
- Include a summary or tab labelled Q1'22', for example, so we can find your totals easily.
- The comment box can no longer be left blank.
- Add a comment on what fuel saving actions worked and did not work, now you must tell us what actions were taken (we may introduce drop down choices if demand is there).

Please note these comments are read by the regulator (SEAI) so tell the story where possible. Don't assume we or they know your business.

Also, this is a good opportunity to make the regulator aware of the challenges you face even when you are not showing savings, so please keep these comments up to date eg business volumes, weights up or down, challenges with Brexit etc.

Other energy saving data

If you have Tonne-Km or similar data to go with your Litres and Km we'd like to hear from you, the system will be upgraded to collect this data and we are keen to include you in the scheme. To date 10 out of over 120, have some sort of load factor data and two have been paid on this basis.

If you have electric (kWh) gas or hydrogen (kg) data, we are also keen to hear from you as we will be allowing you to upload this data shortly.

Note

The EEOS does not pay out for carbon savings only energy efficiency.

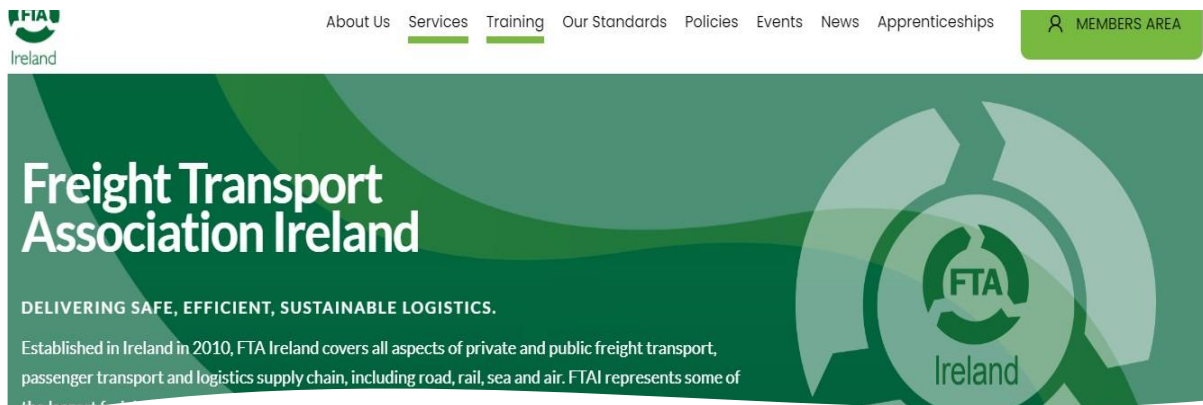
Some fleets have already been paid for savings from battery electric vehicles replacing diesel. If you have some please put the calculations in your evidence file upload, whilst we build the code to accept other units.

- 4 A number usually less than five are selected for site visit.
- 5 Site visit may be online or on-site, expect it to last about an hour.

FTA Ireland ENews

Issue #2804

New Website



New Website

- www.ftai.ie
- Members area
 - Login details for all members
- Benefits of Membership
 - Access to member only guidance and information
 - Reports such as Managers Guide to Distribution Costs Report
 - Decarbonisation Report
- TruckSafe Standards information

We are delighted to present our new look website www.ftai.ie , changes include a fresher look, details of our team and a new members area that will require you to setup your password access. In the Members area you will find most of our published reports, guidance materials, council papers, consultation submissions and more to be added.

GET REGISTERED ON YOUR MEMBERS AREA:

<https://ftai.ie/login/>

Check it out and we hope you like it!

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

FTA Ireland ENews

Issue #2804



The graphic features a green and white color scheme with a large green wave shape. It includes the FTA Ireland logo and a green box with the text 'Sustainable Transport Seminar 2024'. Below this, there is a collage of images related to transport: an airplane, a worker with a clipboard, a cargo ship, a truck, and a worker with a clipboard in a warehouse.

Save the Date
Thursday 17 October 2024
The Johnstown Estate, Enfield, A83 NC52, Co. Meath

Delighted to announce that Certa Ireland will be a main Sponsor of the Sustainable Transport Seminar on the 17th of October 2024





The Transport Operations & Commercial Driving Apprenticeship provides the academic qualification and practical training and work experience that supports a vibrant and exciting career in the freight distribution and logistics sector. Apprentices will also receive expert driving lessons and training in advance of completing their C/CE driving test and attaining the Driver CPC qualification.

The academic award for this apprenticeship is a Higher Certificate (NFQ level 6) in Business in Transport Services and is the first qualification on the national framework of qualifications (NFQ) linked to the profession of commercial driving!

Benefits for Apprentices

- ✓ QQI Level 6 Award 'Higher Certificate in Transport Operations & Commercial Driving'.
- ✓ Internationally recognised qualification.
- ✓ Earn as you Learn.
- ✓ Two year employment contract leading to permanent position.
- ✓ Gaining valuable on the job experience and workplace skills.
- ✓ Excellent Career Opportunities in the vibrant sector.

Benefits of recruiting apprentices for Employers

- ✓ Attracts new entrants into the business.
- ✓ Increases pool of qualified people within the business.
- ✓ Help with succession planning.
- ✓ The programme is built around work related experience and work specific projects.
- ✓ Apprenticeship State Grant for employers of apprentices €4,000 funding.

Minimum Entry Requirements

- Hold a Full 'B' Driver Licence.
- Be at least 18 years of age.
- Meet medical requirements for driving.
- Minimum entry requirements are a grade H7/D6 or above in five Leaving Certificate (or equivalent) subjects.
 - A minimum of grade O6 must be obtained in English.
 - A minimum of grade O6 or a B2 or above in Foundation level must be obtained in Mathematics.
- Holders of a QQI Level 5 or Level 6 (or equivalent) in cognate areas (eg business, logistics and distribution, supply chain management, etc.) can apply for entry onto year 1 of the programme.
- A mature candidate, over the age of 23, who does not hold qualifications as set out above, but who:
 - Has a minimum of two years' experience working as a commercial driver.
 - Is recommended by their employer.
 - Demonstrates the correct attitudes, behaviours and literacy skills.

The Coordinating training and education provider for this apprenticeship programme is Atlantic Technological University Sligo (ATU Sligo)
The lead proposer is the Freight Transport Association Ireland (FTA)

Twitter: @commdriver1 www.cdap.ie

Tel: 01 8447516

Defensive and Eco Driver Training – Module 1: Driver Theory

This training is designed towards safety awareness training and risk management in addition to providing you with the tools drive with fuel efficiency in mind.

- Fuel efficient drivers result in lower running costs, improved profit margins and reduced emissions.
- Safer drivers mean less injuries and fatalities on our roads, less accidental damage to vehicles, less unproductive downtime for vehicle repair, and the potential for reduced insurance premiums.
- Fuel Efficient Drivers = Safer Drivers = Good Risk Management.

Course objectives/aims

The training will raise driver awareness, concentration and observation skills:

- Understand ECO driving and defensive driving methods.
- Utilise driving techniques that will save fuel.
- Decrease your fuel consumption by planning and managing your travel.
- Learn about new vehicle technologies.
- Take action to improve your vehicles performance and save money on repairs.



Course content

- Explain the theory of eco and defensive driving.
- Understanding your vehicle and how it affects performance.
- Eco driving techniques.
- Fuel saving measures.
- Use of technology.
- Defensive driving techniques.
- Driver attitude.
- Concentration.
- Observation and anticipation – space, time, other road users.
- Effects of fatigue.
- Pre-use vehicle checks and defect identification.

Duration

2 hour per session (1 hour 45 minutes training and 15 minutes for Q&A).

Delivery

Trainer led presentation online via Microsoft Teams/ Zoom or classroom based.

Participants

Maximum 20 per session.

Certification

On successful completion a certificate of attendance will be issued to all participants.

Book today
Tel: 01 8447516 or Email: info@ftai.ie

01 8447516 info@ftai.ie www.ftai.ie