

FTA's policy achievements for members 2019 (first half) (short)

*Other = rail, sea (including ports), air (including airports) operators

	Policy issue	Achievement	Operator				Public service	Buyer				Geographical
			HGV	PSV	Vans	Other*		Road	Rail	Air	Sea	
1	National Infrastructure Commission (NIC) freight report	FTA is pleased with how supportive the published NIC freight report is about the industry, following FTA work to improve this from the initial call for the study. The NIC acknowledged that the UK's freight system is one of the most efficient in the world and recommends government commit to decarbonising road and rail by 2050, providing clear guidance for better land-use planning and establish a new Freight Leaders Council to accelerate progress on long-term issues across modes.	X	X	X	X	X	X	X	X		UK
2	Water-preferred policy for abnormal loads	The Department for Transport (DfT) changed its mind on a proposal that would have made it more difficult to move abnormally heavy loads by water for a proportion of their journey. DfT has agreed not to use an expensive transport specialist consultant to review applications to move these loads by water and has clarified its guidance on when moving these loads by water meets a financial reasonableness test. It will also now regularly attend Highways England's abnormal loads liaison meetings to ensure it is working in partnership with industry.	X			X		X		X		E
3	Red diesel	Government has decided not to restrict the use of red diesel or increase the tax on it, at this time.	X	X	X		X	X				UK
4	City of London Low Emission Street scheme	City of London has agreed to postpone the introduction of a Low Emission Street scheme on Moor Lane, near the Barbican, for six months.	X		X			X				L
5	Direct Vision Standard (DVS)	Driver training has been completely removed as a requirement for obtaining a permit, and Transport for London (TfL) has committed to consulting on the Progressive Safe System in 2022, two years ahead of its introduction.	X				X	X				L
6	DVLA confirmation of intent and move towards bulk processing	An understanding by the Driver and Vehicle Licensing Agency (DVLA) that it must move towards a bulk administration process (when online services are concerned) and a change from the single vehicle administration process previously adopted.										GB
7	First bulk processing for transactions on trailer registrations	The first time the Driver and Vehicle Licensing Agency (DVLA) has adopted a real-time bulk application process and the first time it has incorporated a single payment process based on multiple transactions.										UK
8	Williams Rail Review	FTA ensured the team leading the Williams Review of Rail are fully aware of the freight sector's concerns.				X			X			GB
9	Aviation Strategy	FTA engaged with ministers and industry on the Aviation Strategy, to push for freight sector's proposals to be adopted.				X			X			GB
10	EU drivers' hours (multi manning)	The Driver and Vehicle Standards Agency (DVSA) is examining the enforcement of recording multi manning in EU drivers' hours to account for a passenger with the capability to drive conducting other work - particularly in the waste sector.	X				X	X				UK
11	Derogation to allow category B licence holders to drive alternatively fuelled vehicles up to 4.25 tonnes	The Office of Low Emission Vehicles (OLEV) is re-examining whether the UK needs to apply the EU driver licensing Amending Directive measure concerning the driving of alternatively fuelled vehicles up to 4.25 tonnes on a category B licence, preferring the UK's individual derogation which allows greater payload potential.			X							UK
12	Major Route Network	Government to press ahead with the creation of a network of major routes (principal roads under local authority control).	X	X	X	X	X	X	X	X		E
13	Improved roadworks information from Highways England	Highways England now provide a daily roadworks report to update road users on closures.	X	X	X		X	X				E
14	Clean Air Zones (CAZs)	Due to FTA lobbying, six city Clean Air Zones (CAZs) or air quality schemes, including London's Ultra Low Emission Zone (ULEZ), have had their start dates delayed for as long as possible.	X	X	X	X	X	X	X	X		GB
15	Southampton Clean Air Zone (CAZ)	Southampton City Council confirmed it has rejected a chargeable zone in favour of other, non-chargeable methods, including a consolidation centre trial, booking system for the port and a HGV accreditation scheme.	X	X			X	X		X		#REF!
16	Greater Manchester Clean Air Zone (CAZ)	Greater Manchester leaders have excluded vans from the city's proposed Clean Air Zone (CAZ) until 2023, when the availability of compliant vans on the market will make switching a more viable option.			X			X				E
17	Birmingham Clean Air Zone (CAZ)	UK Government approved Birmingham City Council's 'good faith' provisions for its proposed Clean Air Zone (CAZ), campaigned for by FTA, to allow one-year exemptions for many commercial vehicles operating within the zone.	X	X	X		X	X				E
18	Birmingham Clean Air Zone (CAZ)	Birmingham's Clean Air Zone (CAZ) set its daily charge for HGVs, coaches and buses at £50 (instead of £100) and postponed its start date until January 2020 (initially scheduled for April 2019)	X	X	X		X	X				E
19	Birmingham Clean Air Zone (CAZ)	Sunset clause granted for up to two vehicles per operator based within the city.	X	X	X							GB
20	Leeds Clean Air Zone (CAZ)	Leeds City Council is offering a 'sunset clause' (temporary or full exemption) for some vehicles and up to £16,000 in grant funding for non-compliant HGVs, non-scheduled buses and coaches operating within the zone.	X				X	X				E
21	Leeds Clean Air Zone (CAZ)	In line with FTA recommendation, Leeds City Council has reduced the size of its originally proposed Clean Air Zone (CAZ), delayed the start date, and made vans exempt from charges.	X	X	X		X	X				E
22	Derby Clean Air Zone (CAZ)	Derby City Council agreed with the FTA recommendation to avoid the introduction of a CAZ and instead work on achieving compliance with air quality standards through other measures (e.g., traffic management plans).	X	X	X		X	X				E

46	Transitional Simplified Procedure [Brexit]	FTA has successfully lobbied HM Revenue and Customs (HMRC) to ensure traders using the Transitional Simplified Procedures (TSP) for non-controlled goods would not have to submit declarations straight away in the event of 'no deal'. These traders will be able to use a simple 'declaration in their record' procedure (i.e., an internal recording procedure) when importing non-controlled goods into the UK, and they will now have until 4 October 2019 to submit a supplementary declaration. This will greatly increase the attractiveness of TSP for importers and give them more time to prepare themselves for the need to submit supplementary declarations.					X	X	X	X	X	EU
47	Specialised transport (events transport and objects of art) in Germany [Brexit]	Germany used to ignore the international road haulage (ECMT) permit exemption for events transport (concert tours, sports events, circus performances, etc) and transport of objects of art for exhibitions. Following a long awareness-raising campaign by FTA, Germany changed its policy and now no longer requires ECMT permits for these transport operations.	X	X			X				X	EU
48	Specialised transport (events transport and objects of art) in all ECMT-participating countries [Brexit]	The definition and exact criteria to be met to benefit from international road haulage (ECMT) exemptions for events transport and transport of objects of art were unclear. The ECMT secretariat consented to agree on a common interpretation in all ECMT countries and produced a leaflet that drivers can keep in their vehicles to facilitate roadside checks.	X	X			X				X	EU
49	ECMT exemption for own account – official flyer to facilitate roadside checks [Brexit]	Following our campaign on facilitating enforcement of post-Brexit haulage rules, the international road haulage (ECMT) secretariat agreed on a common interpretation of the definition of 'own account' and produced a flyer that drivers can keep in the vehicle to facilitate roadside checks in the 16 EU countries that do not require an ECMT permit for own-account transport.	X	X			X				X	EU
50	Guarantee relaxations for customs special procedure(s) [Brexit]	HM Revenue and Customs (HMRC) is also allowing importing businesses until 30 September 2019 to provide the guarantee required to cover any customs duties they wish to defer (i.e., to avoid paying duties at the point of import). This will apply for all importers, not just those who have registered for Transitional Simplified Procedures (TSP).					X	X	X	X	X	EU
51	Customs and border procedures post-Brexit [Brexit]	HM Revenue and Customs (HMRC) responded to our concerns regarding the original plans for customs and border procedures post-Brexit. The original plan was to have haulage operators and the actual driver make customs declarations before, at and after crossing the UK/EU border, but, in most cases, neither would actually be able to for various practical reasons that had not been previously considered. Additionally, when it was discovered that Safety and Security Declarations (which mirrored the data on the customs declaration) were deemed the legal responsibility of the haulier, FTA continually highlighted the fact to HMRC that no haulier in the UK or EU could actually make such declarations, so the requirement has been waived for six months following Day One of Brexit to allow industry to secure agents or software to comply.	X	X			X				X	EU