

Logistics Growth Review Update

Update on top 11 logistics measures	
Measure	Status at April 2014
The Government has published a Written Ministerial Statement to support the development of, and investment in, strategic rail freight interchanges. This statement is supported by a detailed guidance document.	Complete The Government is in the process of developing a National Networks National Policy Statement that, when designated, will give Parliamentary endorsement to the Government's policy on SRFIs.
The Government asked Network Rail to support development of a network of strategic rail freight interchanges.	Complete Network Rail continues to discuss and provide guidance to wider logistics sector. Further action now rests with commercial interests to develop proposals and submit planning applications.
Support Network Rail to invest £55m in the strategic rail freight network to help remove bottlenecks, improve capability and longer-term connectivity to major ports.	Complete Ely-Soham doubling work has begun with completion expected in 2017, once planning procedures are complete. Gauge clearance work between Syston and Stoke is scheduled for completion in early Control Period 5 (2014-19). Route between Felixstowe and Nuneaton has been included in Government's "Top 40" National Infrastructure Projects for regular monitoring.
Deliver the recommendations from the Motorway Incidents Review to ensure it can reduce the frequency of long-duration incidents and delay to heavy goods vehicles (HGVs).	Complete 38 DfT funded laser scanners were successfully delivered to 27 police forces. A report on the investigation and closure procedures for motorway incidents was published on 25 February 2013 and shows that we are witnessing even greater than expected time savings as a result of the roll out of the laser scanning programme.

<p>Carry out a trial of longer semi-trailers. The trial will commence in January 2012 and last up to 10 years, with the anticipated value of the trial being an estimated £33m to operators.</p>	<p>Ongoing The trial (aimed at increasing loading capacity and reducing the overall number of lorries required) is well under way, with around 1050 vehicles now authorised for use on the roads and the full quota of 1800 allocated to operators by the end of January 2014, under the new allocation system. The second annual report on progress with the trial has now been published.</p>
<p>Explore opportunities to support green technologies through changes to the operator licensing regime, to reflect the increased costs to industry from low emission technologies that increase the overall weight of the vehicles.</p>	<p>Complete We consulted on this matter as part of a package of proposals at the end of 2012. A summary of responses to consultation and way forward were published on 29 January 2014. As the majority of respondents were not in favour of adopting this proposal as they felt it could compromise road safety and there was no real consensus of opinion we will keep this under review and continue to explore other avenues for incentivising the use of greener technologies.</p>
<p>Launch an industry-led task force to promote use of fuel efficient, low emission road freight technologies.</p>	<p>Ongoing The Task Force continues to meet and has delivered a report on Opportunities to overcome the barriers to uptake of low emission technologies available from the Low CVP website. The Task Force has also published a list of recommendations on the use of gas in HGVs and is developing an independent accreditation scheme to encourage the use of aerodynamic equipment.</p>
<p>Invest £8m to pump prime procurement of low emission HGV technologies and supporting infrastructure. The Government will work with the Technology Strategy Board to launch a competition for this funding in March 2012.</p>	<p>Ongoing Funding was increased to £11m. Over 250 low carbon trucks are now operating. The trial will run to 2015 and provide vital information on emissions and operational use of vehicles. An external contractor has been appointed to gather and analyse data from the trials and the first preliminary report has now been published.</p>
<p>Consider the need for further guidance on quiet night time deliveries as part of a forthcoming wider review.</p>	<p>Ongoing Revised guidance was published on 30 April 2014. We are now disseminating it as widely as possible.</p>

<p>Trial the temporary use of snow ploughs attached to certain types of heavy duty vehicles, and consider relaxing certain weights and dimensions legislation where necessary to facilitate this.</p>	<p>Complete We have published guidance on the use of snow ploughs attached temporarily to existing vehicles.</p>
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<p>Provide £4m to Skills for Logistics to improve training approaches to increase the competitiveness and productivity of the logistics sector.</p>	<p>Skills for Logistics launched four projects to deliver a variety of schemes to improve training and skills in the logistics sector in April 2012. For example, 129 schools have participated in a programme to promote careers in logistics as employers in the sector find it hard to attract new employees.</p>
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Listening to Industry

Separately from the Government's Growth Review, we hold annual Listening to Industry events to hear direct from the freight sector about the issues that are affecting them. This year's event was held in February and attended by Transport Minister Robert Goodwill who heard from industry on a range of subjects, including:

<p>On strategic roads there was strong support for long term investment plans; priorities for the sector included reliability of journey times, good links with rail, ports and airports and recognition of the importance of the freight sector to the UK economy.</p>	<p>We have committed to sustained levels of investment into the future - announcing in the 2013 Spending Round the biggest ever upgrade of our strategic road network, investing £17.1 billion in the next Parliament in our strategic roads by 2021. We are establishing a 'Road Investment Strategy' (RIS): setting out a stable, long-term plan for the SRN, with a clear vision, performance requirements and multi-year funding. We are turning the HA into a government-owned Strategic Highways Company. We are putting in place a robust system of governance for this company, ensuring Ministers set the strategic direction for the network and giving the company the autonomy to operate, manage and enhance the network on a day-to-day basis and deliver more efficiently, while ensuring it acts transparently, remains accountable to government, road users and taxpayers, and runs the network in the public interest. We are setting up an independent watchdog and monitor to represent</p>
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	<p>the interests of road users – including freight operators - and to monitor efficiency and performance of the company.</p>
<p>On HS2 industry urged Government to ensure that the freight sector gets a share of released capacity and to consider the impact of the construction phase</p>	<p>The Department along with HS2 Limited have attended the Rail Delivery Group to discuss freight issues.</p> <p>The recent proposal to build early to Crewe may release capacity on the existing network which could be used for freight. The Department has asked Network Rail to look at the proposals for freight as part of their work on the Crewe hub and Crewe route.</p> <p>The decision to remove the HS1-HS2 link will mean that there will be no impacts on freight services currently using the North London Line.</p>
<p>On operator licensing industry made suggestions to reduce bureaucracy by maximising digital services and to improve communication.</p>	<p>On 27 March the start of a review of the Traffic Commissioners was announced. This will be an in depth review looking at issues raised by stakeholders as well as fulfilling the Government's commitment to review the function of non-departmental public bodies.</p> <p>The Department is also examining a number of the issues raised about operator licensing processes alongside the review.</p>