



10 Years of FTAI

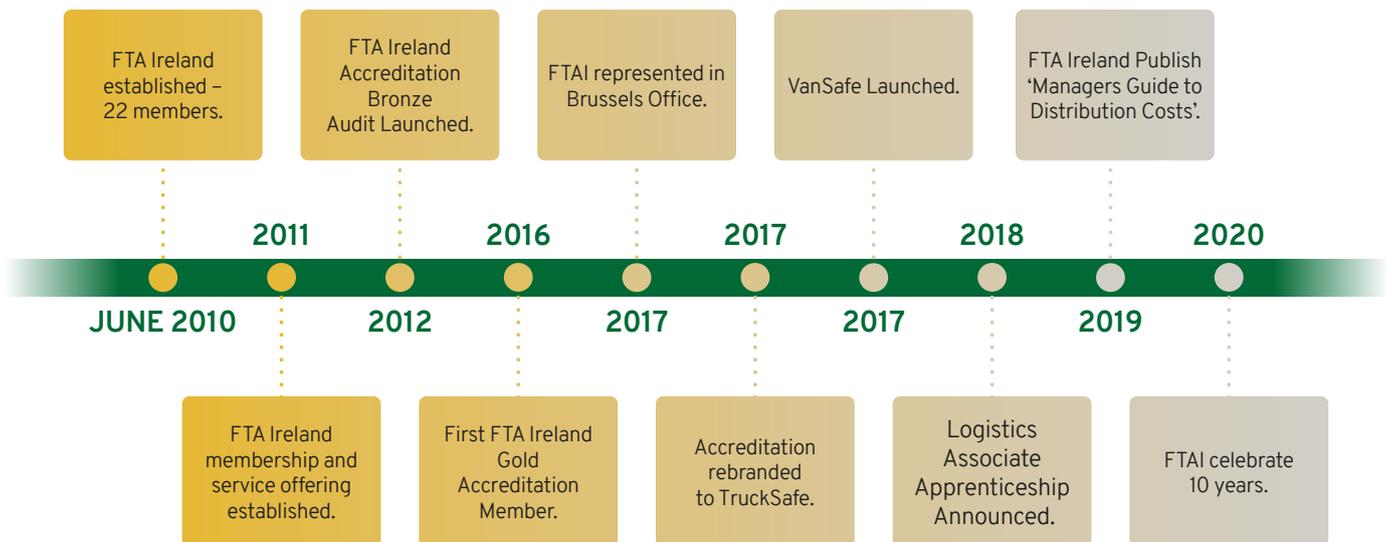
Briefing note *Introduction by FTA Ireland Chairman – Philip Scallan*

Introduction

Established in June 2010, Freight Transport Association Ireland was born out of an ambition by organisations in the freight distribution, logistics and passenger services sector to have an association that would provide them with UpToDate guidance and information on operational compliance as well as represent their interests in a constructive and collaborator manner with key Government Agencies and stakeholders. The Associations formation coincided with an increased focus in Ireland on commercial fleet operator compliance requirements by the Road Safety Authority (established in 2006) in areas such as tachograph working time and roadworthiness. The founding members had a clear vision, that would see TruckSafe, VanSafe and Paasengersafe epitomise the ethos of the Association

as well as providing well-earned credit and credibility to our members that demonstrated the highest levels of professionalism and standards. This focus on standards aids a cultural shift that promotes the wellbeing of employees and makes our industry more attractive to new entrants. At a time when Skills shortage and Brexit became potentially the biggest issues to face to the supply chain in modern times this focus is standing the Association well as we continue to grow both in membership and influence. 2020 will see significant challenges for all and FTA Ireland will be at the top of the line providing the information and guidance for our members on all the key issues. We have a dynamic and changing service offering that is focused on meeting industry needs that will support our members road to increased competitiveness, professionalism and compliance. Thanks for your continued support.

Timeline of Key milestones in FTA Irelands History



June 2010 – FTA Ireland Established

FTA Ireland's vision developed 10 years ago sets the tone of the objectives for the association; **'We aim to be the most admired and influential membership trade association in Ireland and to be the undisputed voice of transport, logistics and the haulage industry for the public and Government'**. Since our establishment we have developed key strategic relationships with

stakeholders, Government Departments and politicians to aid the enhancement of the Associations reputation as one that works proactively to develop and provide solutions to compliment the professionalisation of the freight distribution and logistics sector.

The 22 founding members defined that a 'Unique Selling Point' for the Association would be focus on operational compliance and to develop and implement an accreditation programme that would

be recognised and give recognition to compliant and professional commercial fleet operators. The more we could shape and drive a culture of compliance and safety the more the reputation of the association would be enhanced, the more influential the association would become. As officers of the association and representatives for our members we have taken this ethos and worked hard over the intervening 10 years to ensure that this vision is realised.

2012 – FTA Ireland accreditation programme is up and running

The FTA Ireland Accreditation programme was launched in 2013 after considerate consultation between members, the Road Safety Authority to consider the minimum legal requirements for operation of a commercial fleet. The audit launched with a 'Bronze Standard' to be followed with Silver and Gold. The progression standards would consider the 2012 Commercial Vehicle Roadworthiness Act and the new legislation around daily walk around checks. BOC Gases Ireland were the first FTA Ireland member to achieve the inaugural bronze standard, closely followed by Macroom Haulage, Virginia Logistics and South Coast Transport.

2016 – first Gold certified member – Brakes

It took a little longer than expected to announce our first 'Gold' standard member, due to a number of reasons. However, it was important to ensure that the accreditation audit was robust and resilient as well as future proofed. The time taken to develop and launch the Silver and Gold standard was partly down to reviewing and understanding the new rules around the Commercial Vehicle Operator Risk Index (CVORI) and the self-declaration procedure that were under the auspices of the Road Safety Authority. The progression from Bronze to Gold needed to consider the legal obligations for managing both drivers and vehicles, demonstrate at silver and gold that what is documented is actually actioned, so more interrogation of the data and 'gate checks' of drivers and vehicles. The final decision of the working group was to include easily evidenced progression requirements that ultimately made the achievement of the Gold Standard the decisive aim for FTA Ireland members and one that is both unique and an achievement in attainment. The first Gold Standard member was Brake Ireland in 2016.



2017 FTAI rebrand audit standard to 'Trucksafe'



FTA Ireland's concentration on encouraging the highest operational compliance and professionalism within our membership through our TruckSafe & VanSafe auditing standards helps our members focus on the long-term sustainability of their business. The decision was taken in 2017 to rebrand the FTA Ireland Accreditation to 'TruckSafe™'. This is a strong and easily recognisable description of what the standard stands for.

TruckSafe™ is a standard that is preparing a cohort of industry for the future and driving change through a scale of progression through Bronze Silver and Gold standards that put sustainable operations at the centre of this progression. Early adaptors are vital for the future success of any new initiative. Support, nurture and encourage these initiatives as it is vital to the future sustainability of commercial transport in Ireland.



2017 – VanSafe Launch

FTA Ireland's VanSafe standard. This standard gives recognition to van operators for managing and maintaining their commercial fleet to the highest standards as well as providing the necessary training for their drivers.

The VanSafe Standard provides a reassurance of quality and compliance, while allowing fleet managers to adopt levels of operation which accommodate increased operational standards over time, to comply with new legislation, develop and grow their businesses seamlessly.



2018 – announcement and launch of the Logistics Associate Apprenticeship

Competition for 'suitably qualified' personnel is having an impact on employers as they struggle to fill vacancies to aid their business development and sustainability. This is certainly the case within the freight distribution and logistics sector, where the inability to fill critical vacancies is restricting growth opportunities. In 2018 the Logistics Associate Apprenticeship (www.laa.ie) was developed and launched by TU Dublin along with a dynamic consortium made up of industry representatives and trade associations such as the Freight Transport Association Ireland (lead proposer), CILT, IIFA, IPICS and the institute of Shipbrokers. Like all new 'earn as you learn' programmes the industry need was demonstrated during the proposal and development phases of the project.



2019 – FTA Ireland Board

Over the past 10 years there have been far too many highlights to include in this document. We have seen significant membership growth (our members operate in excess of 10,000 commercial vehicles). FTA Ireland report to our council every quarter and are governed by our board. The FTA Ireland board comprises of 3 representatives (nominees) from FTA and up to 6 representatives from our membership. Pictured are the Board as at 2019. This is the core group of board members that have overseen the development over the last 10 years. Thanks to their commitment and dedication to the governance of the association that they have helped shape and form an association that is strong and vibrant and ready to deal with the challenges of the future on behalf of our members and the freight distribution and logistics Sector. Pictured are John Coghlan (Chairman up to September 2019); Niall Cotton (BOC Gases Ireland & FTAI President); John Maitland (FTA); James Hookham (FTA); John McEvoy (The Harris Group); Tim Daly (Bus Eireann); Tadgh Crowley (ESB); Richard O’Flynn (South Coast Transport); Philip Scallan (FTA Ireland Chairman Sept 2019 -)



Policy issues

Through representation and the provision of the highest standards of advice, services and training, FTA Ireland aims to be the most admired and influential transport and logistics membership trade association in Ireland. FTA Ireland, supports, shapes and stands up for efficient logistics. FTA Ireland speak to the government and the public with one voice on behalf of the whole sector. This helps us to increase the impact of our messages and achieve amazing results for our members. Listed below are some of the key issues we are currently campaigning on.

Brexit

The complexity of the issues faced by traders in the post Brexit world in getting goods to market cannot and should not be underestimated. We would like to reiterate the importance

of having a developed contingency plan and the importance of sharing and communicating it with your clients and sub-contractors. High levels of communication and collaboration within the supply chain is critical for comprehensive preparedness.

FTA Ireland Briefing notes relating to Brexit are available to our members. For more information on Brexit related issues please contact Aidan Flynn on aflynn@ftai.ie or phone 01 8447516.

Sustainable Commercial Transport

In 2018 FTA Ireland established an ‘alternative technologies’ working group comprising of manufacturers, haulage operators and alternative energy suppliers such as Gas Networks Ireland, Calor Gas and the ESB to provide dedicated information and guidance to FTA Ireland members on the choice available to them in the move to reducing their carbon footprint. Whilst the initial focus was on supporting the roll out of public CNG fuelling sites for members that had purchased this technology the long-term objective is to make information available to all members on the options available to them on alternative fuelling options.

EU Green Deal

The EU commission is completing its agenda for a low-emission mobility system by putting forward the first ever CO₂ emissions standards for heavy-duty vehicles. **In 2025, average CO₂ emissions from new trucks will have to be 15% lower than in 2019.** For 2030, an indicative reduction target of at least 30% compared to 2019 is proposed.

2009 – EU legislation enacted to ensure the EU meets its climate and energy targets for the year 2020.



- 20% cut in greenhouse gas emissions (from 1990 levels).
- 20% of EU energy from renewables.
- 20% improvement in energy efficiency.



March 2019 – Climate change: a cross-party consensus for action – report published – No focus on Commercial Transport.



June 2019 – Climate Action Plan Published.



November 2019 – Low Emissions Vehicle Taskforce Phase 2 report published.

The EU Green Deal is setting very challenging targets for transport.

- Cut CO₂ emissions by 55% by 2030 (carbon Neutral by 2050).
- Achieve 90% reduction in transport emissions by 2050.
- Price of transport reflects its environmental impact.
- **Speed up deployment of alternative fuels.**
- **Speed up deployment of refuelling and recharging infrastructure.**
- No one is left behind in the green transition.
- Financial package worth at least €100 billion.

EU Mobility Package

Key points being highlighted to stakeholders:

- Return of truck – once every 8 weeks, to one of the operational centres in the MS.
- LCVs will come within the of scope of the rules for market access, with a phasing in of 21 months. In addition, the driving and rest time rules in Reg 561 will apply to LCVs engaged in international transport from July 2026.
- The cabotage cooling-off is 4 days, down from the figure 5 days in the CGA. This cooling off applies to the vehicle, not the driver.
- The operator will be obliged to make it possible for the driver to return “home” (company’s operational centre or driver’s place of residence) once every 4 weeks, but the driver may choose not to do so.
- Drivers will be allowed to take two consecutives reduced weekly rests when performing international transport, but the driver’s return to home provision is essentially then reduced to 3 weeks.
- Smart tacho retrofit - main retrofit in 2024, final retrofit (for vehicles with smart tacho V1) in 2025.
- As per the CGA, posting rules will apply to drivers in international road transport under as Lex Specialis. However, bilateral operations will be exempted as well as a limited number of “cross trade” operations. So, basic import/export operations will be exempted. However, cabotage operations will always be within the posting rules. Synchro clause for additional exempted activities is as per the EP text (which IE favoured), so no need to wait for smart tacho V2.
- In line with the CGA, regular weekly rest may not be taken in the cabin (this is the existing law according to judgment of the ECJ).
- Re ferries and trains, weekly rest can commence on a journey scheduled to last a minimum of 8 hours.
- The extension of driving times in exceptional circumstances is included.

Skills Shortage



Logistics Associate Apprenticeship – 52 Apprentices booked to commence LAA programme in Dublin.

Now in Cork (CIT) – In July 2019 we got confirmation from CIT that they will facilitate the LAA programme in their college commencing 18th September 2019. We have 12 people booked on programme so far.

www.laa.ie

New Website

IN 2020 FTA Ireland launched our new website. The website is designed to more user friendly, informative and provide a

comprehensive resource for our members and industry of the services we provide and the policies issues we are working on behalf of our members.

www.ftai.ie



Summary

Brexit is capturing the imagination and time for those of us in the freight distribution and logistics sector. FTA Ireland have concentrated on developing guidance and information to keep our members right up to date with the political situation and encouraging the importance of developing integrated contingency plans. We have engaged in stakeholder meetings both in Ireland and Brussels to highlight the plight of the industry and the impact a ‘no deal would have’ on the Irish Supply Chain and consequently on the economic status of the country.

The reputation of the Association is growing at all levels due to consistent scheduling of meetings with politicians on a local and European level, engagement with key Government Departments, covering education business development, Brexit and road safety and health an safety.

FTA Ireland are well positioned to aid our members prepare for the future trading environment. We are continuing to encourage members to participate in broader industry wide solutions for the skills shortage for instance. It is very important that industry takes ownership of these issues and participates in solutions that can have benefits for their business into the future. New apprenticeships in this area are one example of when there is a collaborative approach taken the outcome can have far reaching benefits for all. Preparing for Brexit and sustainable transport is vital. Updating and preparing strategic business plans, taking account of regulatory obligations and implementing these plans on an ongoing basis will not only prepare businesses for Brexit but will ensure that irrespective of the outcome the business will be more efficient, develop more opportunities through increased competitiveness and ultimately be more profitable. A culture of compliance will aid the contingency planning for the future trading environment.

Finally, recognition to all the staff of FTA Ireland past and present for their commitment and dedication to establishing a vibrant, respected and essential representative trade association that has a very bright future.

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