



The Official Newsletter of  
Cumbria Transport Group

We'd like to say a huge thank you to those who attended our **2022 Annual Conference!** The event was a great success with lots of engagement with our fantastic industry speakers.

We couldn't have held the event without the support of our sponsors, **Cumbria LEP** & **Marsh Commercial** - once again thank you for your ongoing support.



**NEIL ROBINSON**  
**CTG CHAIRMAN**



# 2022 Annual Conference



November saw our first annual conference since the restrictions caused by the pandemic. It was fantastic to see so many familiar faces from the local transport industry - there was a friendly atmosphere, which was very welcoming for our industry speakers.

We had an attendance of 68 on the day, which was excellent and laid a good foundation for our 2023 conference which is already planned for the **7th November (Date for your diary!)**.

Our speakers consisted of DVSA Enforcement Delivery Manager **Steven Brougham**, Marsh Commercial Transportation Industry Practice Leader UK&I **Zoë Parkes** & Former Senior Traffic Commissioner **Beverley Bell** CBE. With an interesting contrast between the three speakers, we created a lot of discussion! This discussion highlighted common issues, such as the **industry skills shortage**, which the group wants to combat.

There was one particular query that was raised during the conference, and that was the confusion behind manual entries - specifically block entries for seasonal and part time workers in the bus & coach sector. Read on for further information...

For all of the Conference's presentation slides **[please click here to view](#)**



Zoë Parkes



Steven Brougham



Beverley Bell CBE



# Manual Entries



Driving



Other work



Availability



Break or rest

**According to the Gov.uk website:**

## *Manual records*

*A digital or smart tachograph offers the ability for a driver to enter activities carried out by them away from their vehicle. This is by means of the manual input facility in the tachograph. There is however no requirement to make a manual record on a driver card where all the activity has already been captured on an analogue record sheet. Analogue tachographs do not have a manual input facility so a manual record must be made on the reverse of the record sheet detailing the type of activity and the times started and finished.*

***The only time a manual record or entry is legally required is when:***

## *Reason - Action*

- Activity takes place away from the vehicle and is not possible to use the tachograph - Manual record to be kept on analogue record sheet, on printout paper or by manual input on a digital or smart tachograph where possible.*
- The tachograph or card malfunctions - Manual record must be kept on an analogue record sheet or on printout paper.*
- The rules are breached due to an unforeseen event - Record reasons on a printout or the reverse of a portion of print roll, at the latest on arrival at the suitable stopping place.*
- A record needs to be corrected because the incorrect mode has been recorded - Amend record, including the reason, on a printout or the reverse of a portion of print roll as soon as possible.*

*Manual records must be kept and produced in the same way as any other record which has been produced using the tachograph.*

**Further DVSA information available by [clicking here](#).**

Now, I'm sure lots of people are reading this screaming "BUT WHAT ABOUT PART TIME WORKERS?" This was a big question at the conference due to the confusion around block recording - it's not an easy task to remember and record your last 28 days of activity, which you are legally required to do before you pop out to pick up a driver, or are called in to cover a school run because your colleague is ill. As a group, we would very much like to highlight and help with any common issues with manual entries and block recording and request that specific examples and queries be sent to [CTG@sptraininguk.com](mailto:CTG@sptraininguk.com).



# LGV SKILLS SHORTAGE



A further issue that was raised at the conference was that of the **skills shortage within the transport sector** including both LGV, Bus & Coach. It is widely recognised that this is largely down to the younger generation not showing an interest in joining the industry and the volume of drivers that left following the pandemic.

Although there is investment by the **Department of Education** for upskilling through **Skills Bootcamps** and **Apprenticeships**, one of our main objectives as a group is educating the younger generation of the importance of the local transport industry in everything we do within the county.

**ProjX**

**CTG**  
CUMBRIA TRANSPORT GROUP

**CENTRE for  
LEADERSHIP  
PERFORMANCE**

In collaboration with the **CfLP**, CTG are hoping to be involved in **Projx**, a fantastic opportunity for our members to get involved in promoting their business to **Year 10 and 11 school leavers**.

We are looking for a total of 10 companies to get involved for a small fee of £560 which contributes to the total project cost. This is the perfect way for us as an industry to **develop an annual career focus** to meet the CTG's objective to promote careers in logistics in Cumbria.

- You are pledging £560 to be part of Projx and work with Year 10 & 11 children, introducing them to the world of logistics, improving the image of the industry and encouraging them to stay and work.
- You would partner with 9 other logistics businesses as part of CTG but are individually named on the Project (we share the work and the commitment and the cost)
- You will be named on the marketing materials sent out by CfLP and also promotion done by CTG – great exposure alone for only £560! You are also welcome to promote on your own social channels.
- You will nominate a representative to deliver a session on your area of expertise across the week – plenty of support and advice will be given by CTG to help you decide on a topic.
- Once we find out when the schools work experience weeks are CfLP will develop a timeline and project plan.

This is a FANTASTIC way to meet your company “careers promotion” targets and allows you to engage with local young people who have a particular interest in working in logistics. **Let's do this together, and make a real difference** - to express your interest please email [CTG@sptraininguk.com](mailto:CTG@sptraininguk.com)





## DID YOU CLAIM AGAINST THE CARTEL?

You may remember in the last newsletter we highlighted the **RHA's claim against haulage manufacturers** for the collective fixing of pricing across the industry.

The legal action, which is open to RHA members and non-members alike, currently has over **7,700 road haulage operators signed up** with a further 1,300 who have registered an interest.



It is anticipated that the number of claimants signing up will increase significantly over the coming months and this can be done by visiting [www.truckcartellegalaction.com](http://www.truckcartellegalaction.com)

Early indications suggest that UK transport operators which opt into the claim could be entitled to damages of £6,000 for every 6-tonne and above vehicle they bought or leased between 1997 and 2011. The claim is fully funded by **Therium Capital Management Limited** and has the benefit of **After the Event Insurance**, allowing claimants to participate in the collective proceedings without contributing to their own funds.

## SKIP & GRAB HIRE FIRMS CHECK YOUR OPERATOR'S LICENCE

The **Traffic Commissioners** are clamping down on **skip and grab hire firms** operating under restricted authorisation and transporting waste. It follows public inquiries into firms operating in the sector. There's a clear warning – supported by the RHA – that **firms must be transparent about the work they do**.

Traffic Commissioner Nick Denton said a more “robust and consistent manner” was being applied now to the definition of ‘hire and reward’ and applications for a restricted licence were being refused if it was clear that the sole function of the operator was the transport of waste.



Nick Denton continued “for the past three years at least, traffic commissioners have been **applying the hire or reward definition in a more robust and consistent manner** than might previously have been the case; they have been refusing applications for restricted licences by would-be skip hire and grab hire operators whose sole or main function would be the transport of waste.”

The TC added a clear warning: “As the restricted licences of such businesses have fallen for renewal, the opportunity has been taken to require them to upgrade to standard national licences or face having their restricted licences revoked.



**CUMBRIA  
LOCAL  
ENTERPRISE  
PARTNERSHIP**



## **CUMBRIA SKILLS BOOTCAMPS – WAVE 4 EMPLOYERS MARKET ENGAGEMENT**

Skills Bootcamps are intensive courses of up to 16 weeks, designed alongside employers to help fill current skills gaps. They are delivered at levels 3-to-5 (medium to higher level technical skills), and level 2 in some sectors. Providers are expected to give employment support and must provide a guaranteed job interview upon completion.

This event will give you the opportunity to find out more about Skills Bootcamps.

**WEDNESDAY,  
FEBRUARY 15TH**

12:00 – 14:00 GMT

### **LOCATION**

Redhills Cumbria LEP  
Conference Centre Redhills  
CA11 0DT

### **REGISTRATION:**

<http://bit.ly/3Xmbglu>

