



Influencing policy and  
**winning for our members**



# A year of impact

In this impact report, we highlight the RHA's hard-won progress on behalf of members across many of the key issues we have campaigned on. From wins tackling the shortage of HGV drivers to much needed investment in lorry parking facilities, we are here to create the right environment for our members to grow.

We have had huge influence on making change and influencing policy – recently securing over £10m in investment for training new HGV drivers, a £32.5m investment in roadside facilities; a freeze on vehicle excise duty for HGVs and suspension of the HGV road user levy, combined with the freeze in fuel duty.

We encourage our members to get involved with our work, engaging with our campaigns. Together, we are stronger.





## Fuel duty and vehicle excise duty frozen

**The latest Autumn Budget had several campaigning wins for RHA. We secured a further freeze in fuel duty and vehicle excise duty for HGVs and a continued suspension of the HGV road user levy.**

We secured another freeze in fuel duty – the 12th consecutive freeze. RHA supported campaign efforts to submit over 60,000 emails directly to the Treasury urging them to stop their planned increase in fuel duty in partnership with FairFuel UK and the All-Party Parliamentary Group on Fair Fuel.

Although fuel duty has been frozen for several years, continued freezes cannot be taken for granted and we know that Treasury civil servants recommend inflationary increases to fuel duty every year to Ministers. With an increasingly influential green lobby, it is a constant battle to stop increases.

The continued freeze of Vehicle Excise Duty for HGVs in 2022-23 and the suspension of the road user levy for a further 12 months (from August 2022) also means a significant cost saving for hauliers, depending on their vehicle type and size.

In our meetings with Treasury Ministers and in our official budget submission, we asked directly for these measures, so it is reassuring that we are being listened to.

Working with our campaign partner FairFuel UK, we secured substantial media coverage in print and broadcast – over 70 appearances in TV and radio, meeting Treasury Ministers and dozens of MPs to state our case.

UK drivers are amongst the highest taxed motorists in the world. We will continue to campaign for lower taxation for our members.



## New Skills Bootcamps for HGV drivers

**We have secured over £10m in investment to train over 5000 new HGV drivers and ensured HGV driving is added to the UK Government's list of Skills Bootcamps.**

Skills Bootcamps offer free, flexible courses, giving people the opportunity to build up sector-specific skills.

We believe they offer an excellent long-term opportunity for new HGV drivers and are a great alternative to apprenticeships because the training is all completed by the training provider (no on the job requirement) ideally suited for SME hauliers.

The RHA has consistently made the case for opening up Skills Bootcamps for HGV driving.



## New HGV driver apprenticeships

**We have secured two new apprenticeships for individuals to become Class C qualified, or Class C+E qualified.**

After months of campaigning, the Government have finally created two separate apprenticeship types of C and C+E class. This new standard will give apprentices the skills needed to drive a Cat C or C1 vehicle through the urban road network and allow them to gain their C or C1 licence, making it easier to get much-needed lorry drivers on the road.

This is a fantastic step forward for the haulage industry, and something we have been campaigning for since the launch of the apprenticeship levy.





## Increased funding for HGV apprenticeships

**We secured an increase in funding for C+E apprenticeships to £7,000, supporting firms to recruit and train new drivers.**

Earlier in 2021, the UK Government confirmed that funding for C+E apprenticeships will increase to £7,000, making it easier for prospective candidates to join the industry.

This is an important step in encouraging individuals into the logistics industry.



## Extension of £3,000 incentive payment for HGV apprentices

**We secured an extension to the £3,000 incentive payment for employers hiring HGV apprentices.**

We are seeing a significant rise in take up for HGV apprenticeships and after months of lobbying, we secured an extension to the £3,000 incentive payment for employers until the end of March 2022.

With the new Urban Driver apprenticeship starting soon, the industry needs this incentive to continue in order to maximise the number of individuals using the scheme and make apprenticeships more financially viable. Before the pandemic, it would normally take 6 months within the LGV apprenticeship for learners to pass their HGV licence. However, given delays at DVLA and DVSA in processing provisional licences and availability of test dates, learners are waiting for 9 months until they have their licence. This means apprentices are unproductive for a significant period of time.

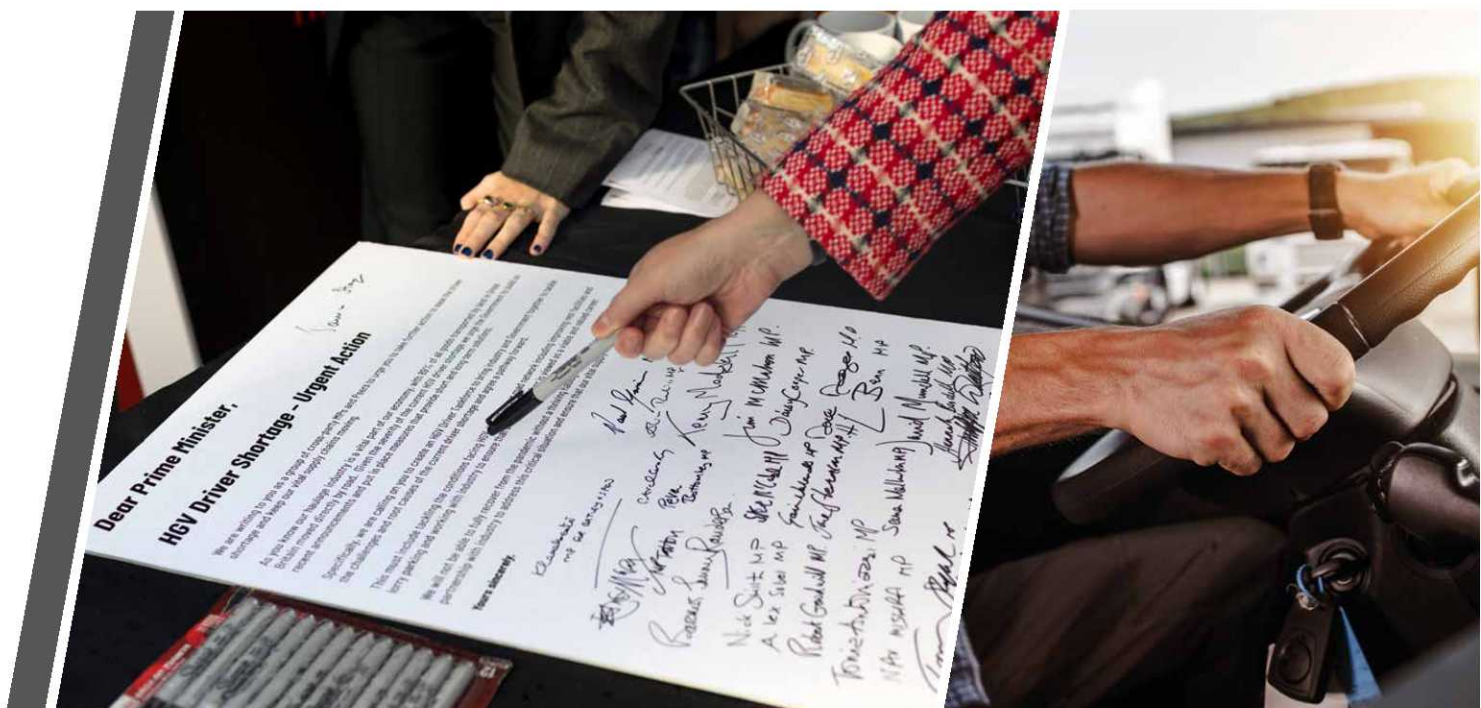


## New temporary visas for HGV drivers

**We secured visas to enable 5,000 HGV drivers to come to the UK for three months in the run-up to Christmas.**

The RHA have consistently called for temporary visas for HGV drivers and for them to be added to the Shortage Occupation List in order to ease the current driver shortage. Whilst our asks have not been explicitly met, we are glad that a small step has been taken to allow back drivers from the EU, with the issuing of temporary visas.

Although temporary visas for HGV drivers are welcomed by the RHA, we believe the visas suggested by the Government are not fit for purpose and are simply too short, with the application process too long to make an EU driver leave the security of an EU job and come over to the UK, only to have to return, three months later.



## Tackling the HGV Driver Shortage - 12-point plan

**We set out several measures for solving the immediate driver shortage in addition to medium to long-term measures to reinvigorate the logistics sector and attract drivers back into the road freight industry.**

Our 12-point plan defined the industry debate on the driver shortage crisis, forcing the Government to commit to more HGV driving tests to reduce the backlog that had built up during the pandemic, making key changes to the HGV testing process and encouraging the nearly 1 million HGV licence holders across the country to return to driving by co-signing a letter with Baroness Vere, the Minister for Roads.





## Resumption of DVSA vocational testing

**We secured a swift resumption in vocational driving testing with increased tests and with more examiners.**

During the COVID-19 pandemic there was a freeze in vocational driving tests which caused a serious back log at DVSA. Research shows that approximately 40,000 tests were not taken during March 2020 – April 2021. Therefore, using previous years pass rates, 28,000+ drivers were not able to become qualified. This added significantly to the shortage of HGV drivers.

DVSA announced they were recruiting 40 new vocational driving examiners to clear the backlog of tests that accrued during the pandemic. The RHA believes more needs to be done to lessen the effect of the testing backlog.

DVSA have also hired more examiners and extended the number of hours these examiners are working per day, enabling more vocational tests to be taken – an increase of 50% in number of tests compared to pre-COVID.

Changes to the HGV testing process to make it quicker to get a licence to drive an articulated vehicle, without first having to get a licence for a smaller vehicle is likely to lead to 20,000 more HGV driving tests every year and mean drivers can gain their licence and enter the industry more quickly – without reducing the rigour of the test.





## Net Zero

**We have secured £300m investment to help commercialise low and zero emission technologies, including trials of three zero emission HGV technologies.**

The Government's plans to decarbonise the nation needs to involve various industries, including the logistics sector, to enable businesses to adapt and thrive whilst current polluting fuels and technologies are phased out. We are therefore heavily involved in consultations, conversations, forums, and round tables to discuss and formulate the path to net zero.

RHA have consistently asked for a stable and predictable framework that allows operators to invest-with-confidence in new "net zero" technologies that allow goods and people to be moved cost-effectively and efficiently.

Through our championing of the need for real-world trials to test new technologies such as hydrogen and battery electric vehicles, the RHA has influenced the UK Government's Zero Emission Freight Trial to ensure credible solutions can be scoped and tested.

Through our constant promotion of this issue, major stakeholders including the Climate Change Committee and Government departments recognise asset devaluation as a major risk to be avoided as the UK transitions to Net Zero.





## Investment in driver facilities

**We have secured £32.5m investment in roadside facilities for HGV drivers.**

The standard of lorry parks and overnight facilities for HGVs and drivers is generally poor and cited as a reason by many drivers for leaving the industry. Drivers require adequate facilities to rest and relax. Many facilities are far below standard that the industry desires. However due to the fact that the majority of lorry parks are privately operated, we have called on the Government to lead the way on infrastructure investment.

We continue to call for national investment for improvements to lorry parks and overnight facilities for drivers, to ensure that facilities are up to standard nationwide.



## Training the next generation of drivers

**We secured £1m funding to set up Road to Logistics - an RHA initiative which supports people into a career in the haulage industry through a comprehensive process of assessment and training.**

Road to Logistics is a not-for-profit company that was set-up as a joint venture by the RHA and Microlise, with funding received by the UK Government.

We secured £1m in Government seed funding and the organisation has since secured training provider status and approved C+E apprenticeship standard.

Road to Logistics was formed with the aim of addressing the professional driver shortfall but also to encourage new talent into the transport and logistics industry from sections of society where individuals need help and support to regain self-confidence and independence.

Whilst supporting those in society who may need a helping hand such as veterans, the disabled and ex-offenders it has now expanded to include those who are long-term unemployed and is open to anyone looking for a career opportunity in the industry.

The programme ends with individuals securing qualifications such as Large Goods Vehicle (LGV) licenses. Road to Logistics is working closely with the justice system to identify potential candidates for the programme. It is also working with charities to identify suitable military leavers; and Job Centre Plus to attract the long-term unemployed.



Driving business on our roads

[www.rha.uk.net](http://www.rha.uk.net)

For more information contact Liberty Hibberd  
[l.hibberd@rha.uk.net](mailto:l.hibberd@rha.uk.net)

