



SPRING 2022

STANDARD MAGAZINE

ALTERNATIVE FACTS

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MAKING AN IMPACT

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About us

Management Publisher: Matthew Eisenegger **Editorial Art Editor:** Trevor Gehlcken

Telephone: 01257 231521 **Email:** design@cvdriver.com **Contributors** Steve Banner, Richard Simpson, John Challen

Editorial Address Commercial Vehicle Media & Publishing Ltd, 4th Floor 19 Capesthorpe Drive, Eaves Green, Chorley, Lancashire. PR7 3QQ **Telephone:** 01257 231521 **Email:** matthew@cvdriver.com **Advertising Advertising Sales:** David Johns

Telephone: 01388 517906 **Mobile:** 07590 547343 **Email:** sales@thestandardmagazine.co.uk

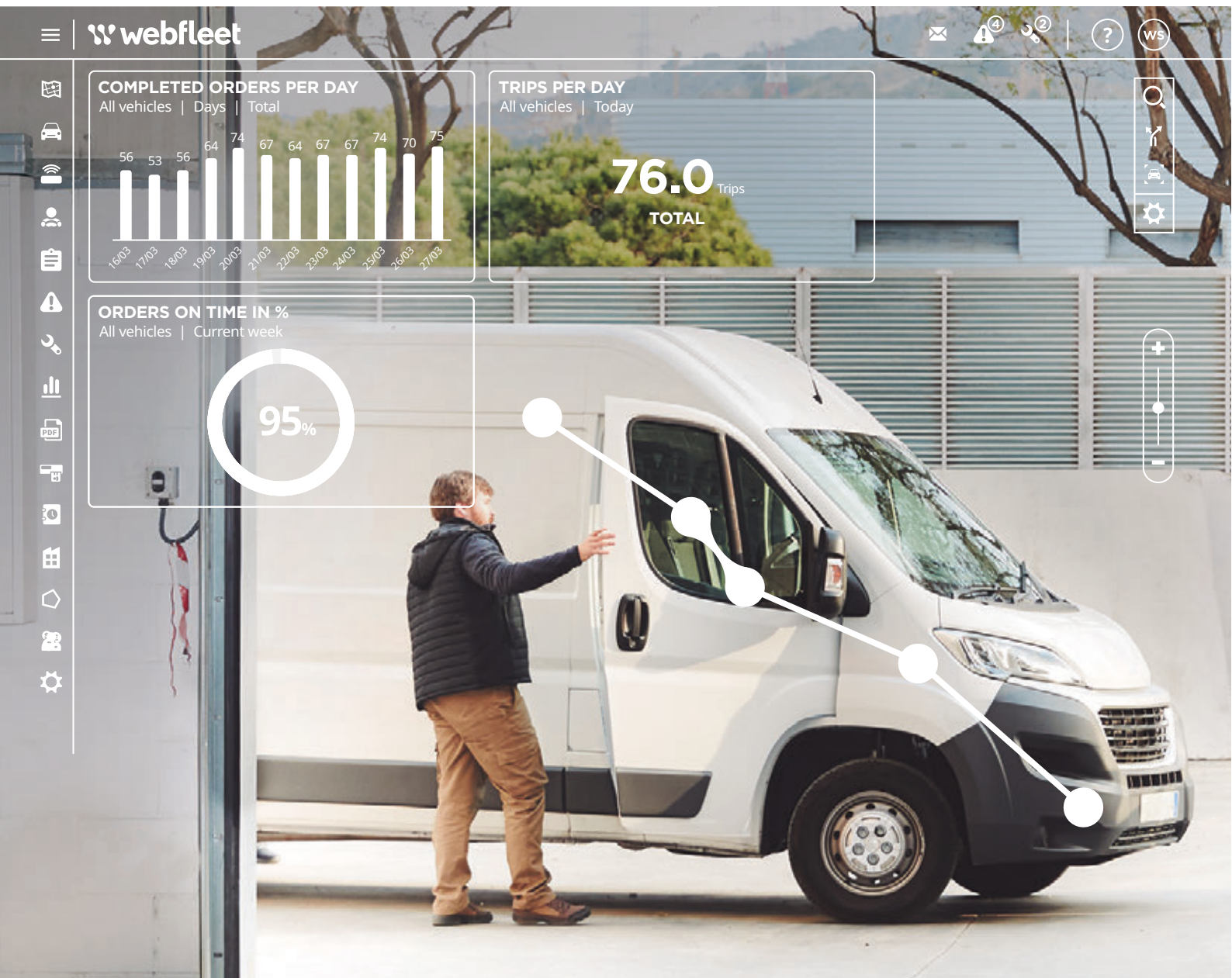
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Contact FORS: **Web:** www.fors-online.org.uk **Tel:** 08448 09 09 44
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HELLO & WELCOME

Welcome to the latest edition of The Standard – and what a special edition it is.



You may have already noticed that this issue has a fresh new look. A great deal of time and effort has been put into our redesign, which we feel brings the magazine bang up to date, while still retaining the usual mix of news, views and ‘how to’ features which, we hope, will help the FORS community of accredited operators keep their fleets safe and secure.

But it’s not just the magazine that has changed – FORS now has a completely new leadership team. You’ll be meeting some key members shortly, as you turn these pages.

In October 2021, following a competitive tender process, Transport for London (TfL) announced its new FORS administrator, Sopra Steria. The new leadership team were put in place to manage the well-established national accreditation scheme and support the growing FORS community as they seek to meet the challenges of post-Covid operations.

Sopra Steria began work as the new FORS administrators in early January 2022, keen to deliver a ‘business as usual’ mandate for FORS operators.

The team has taken over at a crucial time for the transport industry. Just as we were beginning to recover from the effects of the Covid pandemic, we now have new truck delivery problems caused by a microchip shortage and the war in Ukraine causing fuel prices to rise. Transport Managers must not allow these problems to divert their focus away from safety issues.

Talking of safety, we put the focus in this edition on wheel security – something we feel often gets overlooked when Transport Managers consider various aspects of safety among their fleets.

And something that certainly does get overlooked by some drivers and Transport Managers is the question of vehicle height. We reveal inside that there have been an increasing number of bridge strikes in the past year – mainly down to drivers using unsuitable car sat-nav units instead of bespoke truck versions.

The important news for the FORS community to take note of is Network Rail’s clamp-down on this problem of late, as they promise to chase up any company whose trucks hit one of their

bridges for full compensation.

This could lead to great expense for the company concerned – but perhaps even worse, the Traffic Commissioners are getting involved too – so a bridge strike could mean both driver and operator licences being suspended or even revoked.

But this issue is not entirely about road safety matters – there’s also a spotlight on future fuels. In the coming years, the transport industry will face the biggest disruption in its history as diesel is gradually ditched and zero emission alternatives are required by law.

At present, the Government’s focus seems to be all about electric vehicles, but there is a growing consensus amongst the truck manufacturers that electric power is unlikely to ever be viable at the top-weight long-haul end of the truck market.

So while it appears that electric trucks will be the norm for short haul work, we are now seeing the emergence of hydrogen as the way forward for heavy work. Inside you’ll find a wealth of information about this all-important subject.

Read on and enjoy!

Matthew Eisenegger
Editor



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Left: Waste not, want not

We turn the spotlight on O'Donovan Waste and meet safety-conscious managing director Jacqueline O'Donovan

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New revisions to the Highway Code make visibility issues from trucks even more important



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Right: Gas or electric?

Many insiders now believe hydrogen is the way forward for heavy duty long-haul truck operations





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10 Anniversary celebration

FORS Practitioner programme reaches an important milestone

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How the alterations put a new emphasis on driver awareness

28-30 Life after diesel

What will the next generation of fuel be? We highlight the alternatives

32-35 Life's a gas

Will hydrogen be the way forward for heavy duty trucks? Some insiders think so

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One firm has the problem of loose wheels well and truly sorted

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How to avoid the danger of bridge strikes

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We highlight the issues for fleets wishing to choose electric vans

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How various industries try and deal with the problem



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Above: Keep your wheels safe

The constraints of a standardised wheel and hub design mean that wheel loss remains a major concern

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Left: Strike it unlucky!

Bridge strikes are avoidable accidents with serious legal consequences. Here's how to avoid them

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Right: Get connected

Despite a big effort to encourage drivers to switch to electric vehicles, in many cases the infrastructure is left wanting



10th anniversary

FORS Practitioner programme reaches a big milestone **p10**

Version upgrade

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New champion

Big Green Coach company joins the ranks of the FORS elite **p13**

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How correct wheel alignment can save cash on expensive tyres **p14**

ALL CHANGE AT FORS

The new FORS leadership are ensuring fleet operators are central to the development of the scheme

In October 2021, following a competitive tender process, TfL announced its new FORS administrator, Sopra Steria. The new team was put in place to manage the well-established national accreditation scheme and support the growing community of FORS-approved operators as they seek to meet the challenges of post-Covid operations.

Sopra Steria began work as the new FORS administrators in early January 2022, keen to deliver a 'business as usual' mandate for FORS operators.

FORS who's who

Ian Henderson, FORS Concession Director, is the man charged with leading FORS. Henderson has vast experience in the road transport sector, as lead on a number of transport and technology contracts and fulfilling operational roles at both TfL and the Metropolitan Police.

Henderson's goal is clear, to put FORS-approved operators – some 4,900 transport companies from across the UK – front and centre of the future of FORS as the new team develops the scheme's mandate to drive up standards within the industry. "FORS has come a long way since it began in 2008, yet its goals rightly remain unchanged – to offer a simple, easy-to-use gateway to unlock efficiency and operational gains for approved operators' businesses," says Henderson. "We want to engage with operators; to share ideas and experiences in order to take FORS forward. Key to this will be how FORS can become an effective business

enabler for fleets in their pursuit of future business wins.

"FORS is a mark of quality for approved operators, suppliers and employees," he adds. "We want to build on these ideals, deliver real tangible benefits to our operators and specifiers and provide this vibrant community with the tools they need to help their business grow. The transport industry faces significant cost and environmental challenges and FORS is here to help fleet operators maximise their earnings potential by embracing safety, efficiency and a consideration for the environment."

Another key member of the senior management team at FORS is Technical Adviser, Glen Davies. Davies helped establish FORS with TfL at its inception in 2007 and now re-joins the FORS team to provide advice, guidance and support in the technical aspects of road fleet operations.

Aimee Mitchell is FORS Head of Business Operations and is taking a lead on service and delivering customer excellence. Aimee has spent the previous few years supporting users through digital transformation within her operations and will be guiding her team with a 'customer at the heart' ethos.

And, last but not least, is Chris Douglas, FORS Growth Lead. Douglas is charged with expanding FORS in new sectors and territories within the UK. He brings 28 years' experience in road haulage operations, trade associations (Logistics UK) and consultancy, having previously managed the DfT's Freight Best Practice Programme.

Henderson's hopes

Although the Sopra Steria team has plans to update FORS' digital offering, including its website, for Ian Henderson it will be business as usual for FORS-approved operators during their first year at the helm. "The FORS community is striving for excellence in safety, sustainability and service," he explains. "Sopra Steria's digital transformation experience will be put to work to help operators reach their accreditation targets. We are working to launch a range of accessible digital tools which will really add value to our community.

"For vehicle fleets, FORS offers clear methodology, training and guidance regarding legislative requirements," adds Henderson. "Importantly, FORS acts as a business enabler; allowing truck operators to demonstrate a best practice pathway towards higher levels of safety, increased efficiency and greater protection of the environment."

For commercial vehicle fleets, FORS offers peace of mind they are meeting their legislative requirements, as well as helping to increase efficiency, reduce costs and win work. 2022 will see Version 6.0 of the FORS Standard come into effect. This sixth iteration of the document outlines how FORS-approved operators must meet the accreditation criteria at each stage of the scheme, from FORS Bronze through to FORS Gold.

While Version 6.0 does not contain huge changes to the scheme, Henderson knows helping FORS operators make the shift to decarbonisation will become more important over time, as the transport industry faces ever-

Tech talk

Fuel firm plans greater efficiency with the help of telematics **p14**

Top of the tips

Motormax chief offers some timely advice for safer driving **p16**

Extra benefits

FORS accredited means exclusive access to top quality products **p16**

Electric guide

Webfleet introduces advice for van operators choosing EVs **p16**

tougher emissions reduction targets. “Decarbonisation is the challenge of the century for the road transport industry,” he says. “Our operators already know FORS as a quality benchmark that sets the standard for safety, but more

can be done to unlock greater ‘green’ efficiencies, which will not only drive down costs but will help futureproof their business and reduce carbon. Part of this conversation will certainly be electrification – and FORS will be ready

to support our community as they make these longer term shifts.

“FORS has already come a long way since it began and we are very much looking forward to building on its successes,” he concludes. •

Meet the FORS Team

**Ian Henderson**

FORS Director

Henderson takes overall responsibility for management of FORS, aspiring to ensure the scheme continues to grow while remaining customer-centric. He has previously fulfilled successful operational roles at both TfL and the Metropolitan Police, as well as a variety of concession contracts in both transport and technology sectors. “FORS is a truly best in class scheme. Our goal is to ensure FORS grows even stronger, remaining operator-centric while delivering real tangible benefits to our operators, and those who specify us in contracts,” he says.

**Glen Davies**

FORS Technical Adviser

Davies is a subject matter expert in place to provide guidance and support in the technical aspects of fleet operations to the FORS team, especially pertinent as he was employed by TfL in 2007 to lead the initiation of FORS. Davies also helped create CLOCS, which has been responsible for increasing road safety for vulnerable road users across construction and logistics, as well as the LoCITY programme, which helped stimulate cleaner alternative fuels across road transport.

Davies says: “FORS has already done so much to improve safety on our roads. Our goal now is to ensure it is truly recognised across the industry. Not only by our operators, but by their customers, insurers, regulators, enforcement bodies and authorities.”

**Aimee Mitchell**

FORS Head of Business Operations

As FORS Head of Business Operations, Mitchell will take the lead on delivering customer excellence, to all FORS accredited operators. A skilled Operations Manager, she has spent the past three years at Sopra Steria managing client contracts and driving contract turnaround, performance and cost-efficiency.

Prior to joining Sopra Steria, Mitchell worked for Atos, the Metropolitan Police and Morgan Goodwin.

**Chris Douglas**

FORS Growth Lead

Douglas’ focus will be to bring his vast road transport industry expertise to bear at FORS, fulfilling the scheme’s ambition to grow into new sectors and territories in the UK and overseas. From an established road transport career including stints at Logistics UK and the DfT’s Freight Best Practice Programme, Douglas is well used to international work, rolling out the ECO Stars Fleet Recognition Scheme and creating Smart Transport Manager Training in Amsterdam and latterly, China.

“FORS has the potential to make a real difference to how operators work both today, and into the future as we look to sustainable solutions,” says Douglas. “I look forward to introducing the scheme and its benefits to even more businesses across the UK and further afield.”

FORS Practitioner programme celebrates 10th anniversary

FORS has said its FORS Practitioner programme has been one of the scheme's greatest successes. The announcement comes after the fleet management training module prepares to enter its second decade in existence.

Since the first FORS Practitioners completed their initial courses in April 2012, over 2,800 individual transport professionals have gone on to graduate; each equipped with a comprehensive fleet management knowledge base, allowing them to deliver safety and commercial benefits in the workplace. Over the same period, FORS has delivered over 45,000 individual FORS Practitioner training modules.

With the programme subject to continuous improvement, the 10th anniversary signals a new phase for FORS Practitioner. Plans are at an advanced stage to revise training content and to ensure alignment with the forthcoming version 6.0 of the FORS Standard. Amendments to the structure of the qualification are also being finalised to introduce greater flexibility to meet the increasingly diverse requirements of fleet managers.

Today, FORS Practitioner training is delivered in ten half-day units, providing a complete package of fleet management learning, including managing work related road risk, safe and efficient fleet utilisation,

reducing fuel use and minimising fines and charges. Recent pandemic restrictions have meant FORS Practitioner training was forced to shift online; a move which proved popular with its greater reach to individuals and will remain in place for the foreseeable future.

“Over 2,800 individual transport professionals have gone on to graduate”

Individuals may complete the ten workshops in any order and at a pace that suits them, with each session counting as 2.5 Continuing Professional Development (CPD) hours – taking part in all ten workshops equates to three complete days of CPD training.

Among the very first

FORS Practitioners was Glen Davies, who remains part of FORS as the scheme's Technical Adviser and member of the FORS senior management team.

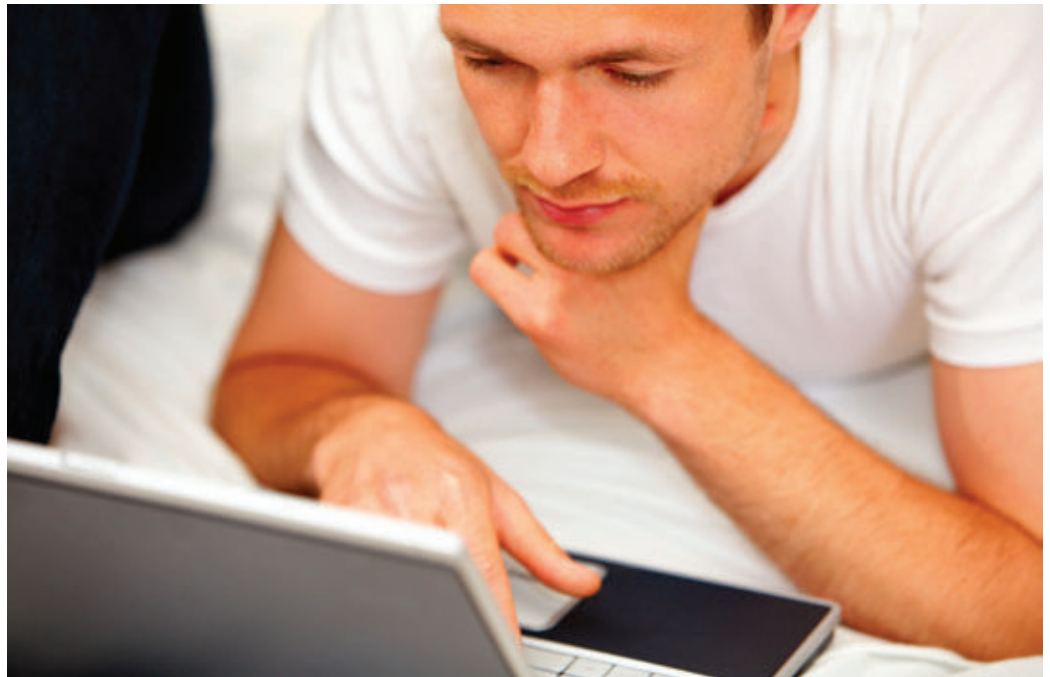
“The FORS Practitioner model has certainly developed over the last decade, but the core principle of delivering professional, detailed and up-to-date training across the key aspects of fleet management remains in place,” said Davies. “A fully-qualified FORS Practitioner is an asset to any fleet operation – indeed, I have seen ‘FORS Practitioner’ as a prerequisite on many job advertisements and LinkedIn profiles. I’m very proud that the programme is so highly regarded. It’s certainly one of the scheme’s greatest successes.

“In modern fleet

Above:

FORS has delivered over 45,000 individual FORS Practitioner training modules

operations, people need opportunities to build their knowledge, skills and experience,” added Davies. “Over the past 10 years FORS Practitioner has provided a structured, practical and methodical approach to continuing professional development in fleet management. It has developed as a defined series of training modules that cover a wide range of topical issues; from writing policies to managing road risk, minimising environmental impact and analysing data to achieve operational efficiency.” •





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FORS Standard Updates

FORS share details of updates to the Standard, which has been revised to reflect changes in regulation and industry practice



The FORS Standard v6 was published in October 2021 and its effective date is 1 July 2022. The effective date means that operations will be audited against v6.0 if the Bronze audit date is on or after 1 July 2022 or the Silver and Gold submission date is on or after 1 July 2022.

It's more a case of evolution than revolution, as the new FORS Standard only features minor changes from the existing document. Two fundamental changes have been recognising progress and innovation that FORS operators have led the way on and reducing repetition and duplication across specific requirements. In addition, language has been clarified and ambiguity

removed when needed. Finally, the new FORS Standard considers the impact of the pandemic on operational practices.

These changes help ensure FORS operators can more easily demonstrate commitment to reducing road risk, environmental impact and operational efficiency. A full list of the changes are listed at Annex 6 of the new standard.

There are no changes to the mandatory driver and manager training requirements listed at Annexes 1 and 2 respectively.

FORS Bronze

At FORS Bronze, there are changes to the requirements across all four sections of the Standard.

Above:

The changes help ensure FORS operators can more easily demonstrate their commitment

Within management, there is a new table at Annex 3 to support M1 FORS Documentation. This table identifies all of the policies, procedures and risk assessments required for accreditation. At M5 Communications, drivers are now required to declare that they acknowledge their individual responsibilities. M7 Regulatory licensing now recognises the emergence of regional and city vehicle permits for safety and

environmental standards and FORS operators are required to report any sanctions to licences or permits that may affect their accreditation.

In the vehicles section, the first use inspection procedures at V1 Serviceability and roadworthiness must now include any vehicles that

"It's more a case of evolution than revolution, as the new FORS Standard only features minor changes from the existing document"

are leased and loaned. V2 Daily walkaround checks now covers other vehicle specific components and drivers who are expected to repair minor vehicle defects must demonstrate competence. For PCVs, V5.2 Load safety now requires maximum passenger and luggage weight limits to be considered. V6 Vehicle safety equipment has been updated in line with Construction and Use regulations in that close proximity mirror fields of view may be achieved using a camera monitoring system.

For the drivers section, the frequency of driving licence checks for higher risk drivers at D1 Licensing shall be increased using an approved risk scale. This change was previously recommended as a 'should'

but is now mandatory. The driving licence checking procedure must also include a requirement for drivers to sign an annual declaration. Also increased from a 'should' to a 'shall' is the requirement to include information on driver secondary employment at D7 Working time and drivers' hours.

Finally, in operations O4 Passenger safety now makes it absolutely clear that all vehicles designed to carry one or more passengers are in scope of this demonstration. This includes a van or HGV with one passenger seat. Passenger safety instructions must also include information on not distracting the driver.

Silver

The main changes at FORS Silver are:

S2 Performance data – an

action plan is required to be documented that includes performance indicators, operational targets and the methods and tools that are employed to monitor performance data

S3 Fuel, emissions and air quality – initiatives can either be in place or included in the performance action plan at S2. Demonstration of delivery against the action plan will be required at Silver re-approvals

S5 Professional development shall be relevant to the specific roles and responsibilities of drivers, the responsible person, and all other staff in the fleet operation. This has changed from 'should'

S8 Internal communications at Silver re-approval there is a requirement to demonstrate internal communications conducted for the previous 12 month

period in line with the communications plan.

Gold

At Bronze and Silver there is no change to the structure of the numbering. However, Gold has been restructured to accommodate the revisions to version 6. An overview of the numbering changes at Gold are:

G1: FORS Silver unchanged

G2: Performance data has been removed and becomes Recruitment and retention from G4. The performance data requirements are now incorporated at S2 Performance data

G3: FORS case study has been removed and becomes Sustainable operations from G6

G4: Recruitment and retention is renumbered as G2 and becomes Staff travel from G8

G5: Professional development unchanged

G6: Becomes Contracted services requirement from G9

G7: Promoting FORS has been removed

G8: Staff travel moved to G4 and G8 removed

G9: Contracted services moved to G6 and G9 removed

Support is available

In the lead up to the implementation date and after implementation, FORS Professional training and toolkits will be updated. The FORS team will also be running a series of 'Introducing Version 6' webinars. During these webinars the main changes to the Standard will be presented and the measures needed to meet the new requirements will be explained. There will also be the opportunity to raise questions and concerns to ensure minimal impact on accreditations. •

All aboard! Big Green Coach named FORS Champion

Travel company Big Green Coach has introduced FORS into its supply chain. In doing so, the company – which caters for specialist events – becomes one of the first national passenger travel organisations to sign up to the scheme. The announcement was made as Big Green Coach's business activities diversify into a new government contract.

That government contract includes a provision for Big Green Coach to become a FORS Champion. As a result, its bus operator partners are required to attain FORS Bronze accreditation, with a mandate to attain FORS

Silver within 12 months.

The operator has identified ten UK bus operators who are earmarked for an initial FORS audit before receiving FORS Bronze recognition. Once approved, these operators will undertake staff transfers between compounds around the UK on an intensive on-demand basis.

The adoption of FORS will, believes Big Green Coach, deliver an improved work ethic and will also ensure that its partners maintain consistently high levels of safety, efficiency and environmental protection.

"We're a company striving to reduce the impact of

carbon usage," said Paul Johnson, Head of Customer Service & Special Projects, Big Green Coach. "FORS provides us with a highly effective management tool to ensure our transport partners are on board with the endeavour.

"FORS gives us a platform to benchmark our bus operators and to confirm that they are working to the highest levels of best practice," he added.

Meanwhile, Big Green Coach has also partnered with Ecolibrium, an environmental charity dedicated to offsetting carbon emissions caused by travel to UK live music

events. This partnership has enabled Big Green Coach to commit to 100 per cent of all its UK coach operations to be certified carbon neutral.

"Audience travel accounts for around 80 per cent of the live music event's carbon footprint," explained Director of Big Green Coach, Danny Newby. "So, with our commitment to transport audiences on our coach networks at net zero for carbon, we are making a real difference – which makes us very proud. We are applying this commitment to all our services, not just to music events, which has already proven wildly popular". •

RL Automotive aligns safety and savings

As transport industries strive to balance commercial considerations with safety, compliance and the general 'green' issues of the day, RL Automotive has a product to help. The company has introduced a tyre management platform with a range of monitoring systems that enables fleet managers to reduce running costs, increase safety and limit the environmental impact of their operation.

One such system, AutoAlign, is designed to combat wheel misalignment, something suffered by many commercial vehicles – large and small. During the development of AutoAlign, industry research gathered by RL Automotive concluded that there are nearly 19 million vehicles currently operating with incorrect wheel alignment.

Wheel alignment inspection is not part of scheduled maintenance or MOT tests. However misalignment results in excessive fuel costs and uneven tyre tread abrasion. These factors can lead to tyre failure.

Therefore, AutoAlign claims to be a low-cost solution consisting of sensors fitted to the steering axle to detect wheel misalignment as soon as it occurs. RL Automotive's cloud-based servers automatically alert fleet managers so that they can take remedial action, saving fuel costs and excessive vehicle emissions. •

Tructyre calls for attention to tyre detail

Tyre management specialist Tructyre is urging truck operators to pay close attention to their fleets, to prevent unnecessary downtime caused by tyre failures. While pro-active tyre management and tyre management systems protect the fleet from a wide range of risks, tyre inspection is arguably at the heart of the process.

A company spokesperson

“Life extending services reduce the risk of spending too much on tyres”

says: “The inspection identifies the precise time when life-extending and safety enhancing services should be deployed and it provides information that, when collated, grouped, and presented, helps fleet

managers to make good business decisions.

“Life-extending services reduce the risk of spending too much money on tyres, having excessive vehicle downtime, burning too much fuel and exposing the fleet to safety risks,” adds the spokesperson.

A relatively small outlay can have a big effect in minimising the total cost of tyre ownership (TCO) and

also give fleet managers the peace of mind that they are running the fleet as safely as possible. The focus on TCO has never been sharper.

Tructyre maintains there is no way to take a total cost of tyre ownership approach without having an appropriate tyre management system embedded in the operation.

For more tyre and wheel safety coverage, go to p36 •



Mobile phone law loophole closed

Laws on mobile phone use while driving are now stricter and will close the loopholes that some drivers previously relied upon. It is now illegal to use a handheld phone to take a photo, scroll through a playlist or play a game (amongst other things) while driving in Great Britain.

However, devices can still be used hands-free while driving if secured in a cradle. The DfT has also said drivers can use their phone to make contactless payments at a drive-through restaurant – but only if the vehicle is

stationary.

While there have been offences for the use of hand-held devices since 2003 the law limited the offence to circumstances where the device was being used for “interactive communication”. That loophole has now closed with strict controls being put in place make sure that the use of a hand-held device whilst driving is illegal, except in very limited circumstances. This zero-tolerance approach means that people can be fined up to £1,000 and

receive six points on their licence.

Commercial vehicle operators should take the use of hand-held devices seriously and should have strict processes in place for drivers found to be committing an offence. The change in law could be an opportunity for operators to reinforce this policy to its drivers. If there is not a strict policy in place consideration should be given to drafting one and/or amending existing policies to provide greater clarity for all parties.



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Top Tips for safe driver practices

By **Jonathan Haycock**,
Co-Founder and Director,
Motormax

1: Improve drivers' ability to see or detect vulnerable road users. Install a system, such as Safetymax, which makes sure critical and potentially life-saving alerts are communicated clearly to drivers with timely warnings for them to act.

2: Consider the 360 obstacle detection system. This technology uses between four and 16 ultrasonic sensors to provide drivers with a clear indication of obstacles around the vehicle below a predefined vehicle speed. The visual display uses a traffic light system at fixed points around the vehicle allowing drivers to understand the display, remaining at a safe distance whilst manoeuvring.

3: Connect to live DVR. As a 'connected' vehicle, predetermined triggers can then be linked to the report suite on the live software. This enables the operator to view events from the warning system in real-time and view and export historical events.

4: Equip drivers with equipment to assist manoeuvring. Combine camera viewing with parking sensor technology to give drivers enhanced visibility whilst manoeuvring the vehicle.

A FORS accreditation means access to quality products

In addition to the obvious benefits of being FORS accredited, businesses joining the scheme are being reminded that they also have exclusive access to a number of products thanks to their accreditation.

A spokesman said: "FORS is always looking for ways to ensure our community of accredited operators are functioning smoothly and safely. We have partnered with a number of best in market products to support your business in all areas from helping improve ease of audit, to looking after your drivers mental health."

Here's a rundown of what's available: Driver licence checking service

We've chosen the country's leading provider of secure driver licence checks on an exclusive product to help you meet requirement 'D1 Licensing' of the FORS Standard.

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offering 24/7 access to advice as well as full representation should you need further support.

• *Provided by Backhouse Jones, established in 1930*

FORS Fleet Management System

FORS FMS has been specifically tailored for the FORS community to simplify how FORS accredited operators demonstrate compliance needed to gain and maintain a FORS accreditation.

• *In partnership with FleetCheck*

Business Insurance

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Electric van transition

Webfleet has introduced a guide for van operators who are considering transitioning to electric vehicles. The step-by-step fleet guide, called 'An Electrifying Journey' is available to download from the company's website.

Within the document,

Webfleet aims to map out the journey to electrification by providing operators with key considerations at each step. It is designed for a wide range of people, including those who have not yet started their journey to electrification as well as those

who are already running EVs.

The guide will cover stages and elements of the process including: the fleet review/ EV feasibility; establishing the business case; devising an electrification strategy and optimising EV van fleet operations.

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FRESNEL LENS PROVIDES XTRA VIEW INTO BLIND-SPOTS

Right:
O'Donovan
Waste's stance
has helped
keep the
crowded streets
of London safe



Words: **Steve Banner**

WASTE NOT, WANT NOT

Now in its 11th year as a FORS Gold accredited operator, O'Donovan Waste Disposal clearly believes in reaching the highest-possible standards

Below: Adhering to FORS Gold standard has helped drive down fuel consumption figures



Achieving FORS Gold has undoubtedly been of huge benefit to London-based O'Donovan Waste, says Managing Director, Jacqueline O'Donovan. Not only that, but it has also helped to keep the capital's congested highways safer. "Among other things, being a FORS accredited operator has helped us take an even more careful look at how much we spend on fuel and tyres," she says. "We've doubled the number of KPIs (Key Performance Indicators) we rely on and improved the ones we already had. In fact it's all about finding out how you can improve everything you do."

O'Donovan says she sees FORS Gold

as representing a saving rather than a cost. "Adhering to it has helped us drive down our fuel consumption figures," she reveals. "We've run successful anti-idling campaigns that have reduced our emissions and environmental impact, while comprehensive training helps make our drivers safer. That, in turn, has resulted in fewer accident claims and lower insurance premiums."

History lesson

O'Donovan's initial involvement with FORS goes back 13 years or more, to the day when the MD spotted a FORS sticker on the back of a van. "I was curious about what it stood for, so I got my colleagues to find out," O'Donovan remembers.



Jacqueline O'Donovan's involvement with FORS goes back 13 years or more, to the day when she spotted a FORS sticker on the back of a van

"When I was told what it was about, I was delighted to learn that there was an organisation that was dragging the transport industry into the 21st century at long last."

Joining FORS – and initially obtaining the Bronze standard – benefited her personally as well as the firm and its employees, she recalls, because she learned a great deal and enjoyed sharing her knowledge and experience – not only with her own team but with other hauliers too. O'Donovan had been involved with the family business since she was a teenager – having never worked anywhere else – and was keen to be involved in improving the firm's fleet operations and surpassing best practice.

"I wanted to be sure our company could be the best it could be – and, personally, FORS has helped me increase my knowledge, especially in areas such as compliance," she observes. Learning is something that is ongoing, she adds, because learning never stops.

"We moved through Bronze and Silver

and became the first independent company to achieve the Gold Standard back in 2011 and we are proud to have maintained it since then. I've gone on to become a FORS Practitioner and I still regularly come out of meetings having picked up or shared new ideas and improvements that can be made," says O'Donovan. "As far as I'm concerned, every day is a school day."

An easy decision

Now with 185 employees, O'Donovan Waste signed up with FORS voluntarily rather than at the request of its customers. "In fact it was a good five years after we joined before clients started to learn of the benefits of FORS and to ask businesses to become accredited. And by then we were well ahead and it had become engrained in our daily operations," she says. "Now it's a must for companies who want to improve their operations, with FORS Silver being the optimum requirement due to the focus it places on operating safely."

What about the argument that it is the O licence, rather than FORS, that is the true gold standard? It's wrong to draw a parallel between the two, she believes, because they are completely different things. The O licence is a regulatory requirement whereas FORS addresses areas such as health and safety and minimising a fleet's impact on the environment through mechanisms such as toolbox talks," reasons O'Donovan.

"For example, FORS looks at other areas such as vehicle security and counter terrorism – and training drivers to ensure that their trucks do not fall into the hands of people who wish to do others harm," O'Donovan observes. "It's about best practice."

With the HQ based on a three acre site in Tottenham – and with a £15m two-acre materials recycling centre in Wembley – O'Donovan Waste specialises in the transportation, management and recycling of construction and demolition waste across London and the South East. Its 100-strong fleet is made up of →



Our involvement with FORS goes back 13 years or more, when the MD spotted a FORS sticker on the back of a van

- Jacqueline O'Donovan -

a mixture of lorries that include skip wagons, tippers, grab loaders, sweepers and roll on/off bin lorries.

The O'Donovan fleet

"We operate a mixture of Volvos and Scania's, Mercedes and DAFs – and everything is Euro VI," she comments. London's demanding emission rules make this essential. "As a consequence, none of our trucks dates back beyond 2015," she says.

"Back in 2015 we became the first business in Britain to operate a Mercedes-Benz Econic with its low-height cab modified as a skip loader," recalls O'Donovan. "We've just become the first to do the same thing with the new Scania L-series, which has a similar





O'Donovan Waste tends to be the first to trial and implement new innovations and others follow

Now it's a must, with FORS Silver becoming the optimum requirement

- Jacqueline O'Donovan -



type of low-entry cab.

"Our company tends to be the first to trial and implement new innovations such as this and others follow," she adds. "I must admit that our drivers didn't like low-height cabs at first, but now they love them."

The L-series is part of an order for four Scania skip loaders. A key reason for opting for L-series is that, like Econic, it gets a five-star rating so far as Transport for London's Direct Vision Standard (DVS) is concerned.

Low cabs make it easier for drivers to spot vulnerable road users such as cyclists. However, running tippers with low-height cabs is more problematic, she says, because they do not have the ground clearance to get on and off construction sites that typically have uneven ground.

"We opt for the lowest-possible conventional cabs though - we run P-cab Scania's for instance - and we specify lower windows in the passenger doors," O'Donovan says. "I remember the old Maggie (Magirus Deutz) eight-wheelers having them and I don't know why they were ever done away with."

"We fit CCTV systems with five cameras and we install all the necessary sensors," she adds. "We do everything we can to ensure we're DVS-compliant and operating at the highest standards surpassing best practice."





Above: The firm opts for the lowest-possible conventional cabs and specifies lower windows in the passenger doors

On the up

While many transport companies have found it difficult to recruit and retain drivers over the past few months, O'Donovan Waste hasn't, she reports. "We don't have too much of a problem [with recruitment]," she says. "We're well-known in the industry as an employer of choice. Also, our drivers are our main asset after all, not the vehicles or our yards and we treat them accordingly."

The rising cost of diesel is having a massive impact on road transport – and O'Donovan Waste is not immune. "The industry is seeing the biggest increase in the cost of fuel in all my days of working in it," she says; and there is no choice



but to pass it on to the customer.

This is where FORS can help, of course, with its focus on driving down diesel usage and, therefore, CO2 emissions. To that end, O'Donovan operates a league table which spotlights its most fuel-efficient drivers. "It works really well," the MD says. "Everybody wants to be in the green section and this encourages them to do their best." •

Above: While many transport companies have found it difficult to recruit and retain drivers over the past few months, O'Donovan Waste hasn't



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Words: **Richard Simpson**

CODE CHANGE PUTS EMPHASIS ON DRIVERS

New revisions to the Highway Code make visibility issues from trucks even more important than ever

Recent changes to the Highway Code have put fresh emphasis on the need for drivers of large vehicles to shoulder responsibility for vulnerable road users. In particular, there is now a formalised and stated hierarchy of road users – with the most vulnerable at the top and the least vulnerable at the bottom.

In essence, this appears to make truck drivers – in charge of the largest vehicles – responsible for the safety of all those around them, with cyclists responsible only for the safety of pedestrians and equestrians.

The reality is, though, that the legalities of the situation have barely changed. Specialist traffic law solicitor Andrew Dalton, from White Dalton Solicitors, points out that the latest Highway Code is only repeating what case law established in the 1970s: that truck drivers were drivers of ‘large and invulnerable’ vehicles requiring ‘special licence and skills’ to drive and, as such, owed a higher

duty of care to drivers of less imposing vehicles.

Dalton points to a 2003 case heard by Lady Justice Hale in which she coined the phrase “destructive disparity”. That particular case involved a collision between a car and a pedestrian, but the implications for drivers of large vehicles generally are clear: courts can take into account the greater dangers imposed by cars and larger vehicles when apportioning responsibility.

Letter of the law

The Highway Code itself is not law, but it does reflect not just what laws passed by Parliament say, but also how that law has been interpreted by courts (case or ‘common’ law). And, while the Highway Code does not define the law in itself, courts are obliged to take what it says into account, which means it gradually becomes accepted as law even though it was not written as law.





Above: The formalised hierarchy of road users reinforces the responsibility that drivers of large vehicles already had for vulnerable road users

So, while the changes to the Highway Code are in themselves not as ground-changing as some of the reportage of them might suggest, they nevertheless increase the emphasis on situational awareness for drivers of all large vehicles, particularly where vulnerable road users are concerned.

Operators throughout the country should therefore focus on how drivers can be helped to maximise situational awareness. Transport for London's Direct Vision Standard (DVS) is now seen as being as good a system as any for assessing the key issue: drivers of large vehicles being able to be aware of what's going on immediately around them. Many operators are now following TfL's DVS rules as guidance, even if their vehicles never visit the British capital.

As a recap: all mainstream commercial vehicles of over 12-tonnes GVW were banned from London in 2021. Operators are only able to access London with these vehicles if they have been allocated

a permit. Permits are currently granted on application by the operator to all vehicles with a Star Rating of One to Five—ratings for specific vehicles can be found by entering the registration number on the appropriate place on the TfL website www.tfl.gov.uk/modes/driving/dvs-safety-permit-application/ and, if this is not possible, by application to the vehicle manufacturer.

However, many vehicles, including the majority of tippers and regional and long-haul trucks, have a zero DVS rating. Quite simply their cabs are too high and wide to give drivers direct vision into key areas immediately around the truck, including the nearside and front of the cab.

Entry requirements for London

Those trucks are still permitted into London providing they are fitted with what TfL describes as a 'Safe System'. The Safe System equipment must include: blind spot vision for the driver; warning speakers informing the public that the →



Left: Case study: Nationwide

Nationwide Platforms Ltd is the UK's largest provider of powered access equipment. It switched its truck fleet to Scania earlier this year – and one factor that drove the change was the ability of the manufacturer's P-cab to achieve a Three-Star DVS rating when fitted with Scania's City Safe window in the nearside door.

The FORS member company has now taken delivery of 69 vehicles – 19 rigids and 16 tractors – from West Bromwich dealer Keltruck, with an additional 48 due later in the year.

James Clarke, Nationwide Platform Limited's Head of Transport, said: "The P-cab's Three-Star DVS rating is especially important as London is a key area of operation for us and a Three-Star DVS rating will become mandatory in 2024."

vehicle is turning left and side impact guards.

Specifically, the blind spots can be covered with mirrors and cameras or just with cameras if they meet specific specifications. The driver also needs an in-cab monitor and alerts that someone is in the sensor area.

Meanwhile, the warning speakers need to be loud enough for pedestrians and cyclists to hear from a one-metre distance: the vehicle must also have warning stickers on the side and rear of the vehicle. Finally, side impact guards must be installed where possible.

TfL does not specify any particular equipment type or provider – it is down to the operator to source and fit suitable equipment. Much of this equipment is also covered by FORS recommendations.

However, when the Safe System concession was originally announced, TfL cautioned that, in 2022, it would re-examine the standard with a view to introducing a so-called 'Progressive Safe System', which would take into consideration any technical advances made since the original criteria were drawn up. To be included in the Progressive Safe System, such equipment would need to be recognised by the industry and available as retrofitable to existing vehicles.

This is in part because the DVS requirements are to tighten yet again in October 2024, when all vehicles with a zero, one or two-star rating will have to be fitted/updated to Progressive Safe System specs.

One problem for operators is that there is currently no information on what that Progressive Safe System will actually be, which makes specifying new vehicles or budgeting for modifications to existing ones tricky. TfL should have a review on consultation running this year, but there was no sign of it as this issue of The Standard went to press.

Nevertheless, operators inside and outside London are doing their best to anticipate changes, including trying to source vehicles with a Star rating of Three or more, which would be 'future-proof' for a couple of years at least.

Below: Case study: A F Blakemore

Ten new Volvo FM 6x2 tractor units have been delivered to A.F. Blakemore & Son's food distribution fleet, each meeting Transport for London's Three-Star Direct Vision Standard rating. The 44-tonne FM's will work predominantly delivering to supermarket chain Spar.

A.F. Blakemore & Son has specified the 10 trucks, supplied by Hartshorne with multiple cameras, which can be viewed through the driver's nine-inch side display-screen, plus an added window in the passenger door to improve safety further and ensure they are Three-Star DVS rated for working in central London. These complement the new cab's raised A pillars, combined with a large windscreen, low door line and modern mirrors, which deliver excellent all-round visibility.

"We've gone for Three-Star compliant trucks as forward planning on our part because I believe the DVS scheme will be rolled out across more cities sooner rather than later," said Dave Higgs, logistics compliance manager at A.F. Blakemore & Son. •





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LIFE AFTER DIESEL

Which fuels will dominate the truck market in the future?

Richard Simpson looks into his crystal ball

After more than half a century in which all trucks and buses ran on the same fuel – diesel – the market is now fragmenting in the face of legislation aimed at reducing the carbon footprint of road transport.

The legislators have ambitious objectives. Rules set by the European Union have given truck manufacturers specific targets for CO₂ reductions across their ranges. From a 2020 baseline, the target is a 15 per cent reduction in five years and a 30 per cent baseline in 10 years, taking us to 2030.

If anything, the UK is moving even

faster. A ban on the sale of new diesel trucks under 26 tonnes GVW is planned to start in 2035, extending to all weights by 2040.

This is easier said than done, of course, but practically all mainstream manufacturers now offer some alternative to diesel fuel on at least part of their truck ranges.

What's on offer?

Iveco, Scania and Volvo all offer methane gas power as a replacement for diesel in the long-haul segment. While Iveco and Scania use low-compression, spark-ignition engines, Volvo has adopted a

Right:

Iveco offers methane gas power in the long-haul segment

Below:

DAF now has battery-electric trucks in service in the UK





novel solution, which retains the parent diesel engine's high compression-ratio and torque characteristics. Combustion is initiated by the injection of a small amount of diesel into the cylinder, followed by a full dose of gas, delivered via the same nozzle.

All three manufacturers offer a choice of liquefied or compressed gas as a fuel, with the former being delivered via static tanks – and the latter through the mains and a compressor.

Gas cannot claim to be a carbon-neutral fuel, but its advocates say that 90 per cent reductions in greenhouse gas emissions are possible if biomethane from organic waste sources is used as fuel. Other toxic emissions are also reduced on long-haul applications, but this is not the case for urban work.

There is little compromise on range when compared to diesel – and a low tax on gas as a road fuel means the higher capital cost of the gas trucks is absorbed within two to three years.

A ban on the sale of new diesel trucks under 26 tonnes GVW is planned to start in 2035

But even enthusiasts for gas admit that it is just a stage on the road to a decarbonised transport industry. While it offers an improvement over diesel in certain circumstances, it is not the end game.

The same might be said for hydro-treated vegetable oil (HVO), which has been heavily promoted by UK market leader DAF as a pour-in sustainable replacement for fossil fuels. Made from food industry waste, it can be run in many modern diesel engines without modification and mixed with conventional diesel fuels without harm. While the fuel is less dense than mineral diesel – meaning trucks running on it see a decline in measured mpg – it is actually superior in terms of miles per kg and toxic emissions are also reduced. Sadly, there is a complete lack of interest in promoting it from the UK government, so cost remains higher than for fossil diesel and distribution is far from universal as a consequence. →

The evolution of electrics

Battery-electric power is acknowledged by all manufacturers as being a way forward, for urban and medium-distance distribution at least.

DAF already has pure battery-electric trucks in service in the UK, while Daimler Trucks (the Mercedes-Benz parent) is 100 per cent committed to it as the main and immediate replacement for diesel.

Renault Trucks recently advanced its electric truck offering to include full support for early adopters of the technology, including help with route planning and charging infrastructure. The manufacturer said it aimed for 30 per cent of its truck sales to be electric by 2030 – and 100 per cent ‘fossil-free’, by 2040. In terms of hardware, it announced plans to expand its electric truck range with two new models with gross weights of up to 44-tonnes for construction and distribution markets next year. Currently, the Renault Trucks battery-electric range extends to 26-tonnes.

Renault Trucks is also co-operating with logistics giant Geodis on the creation of an electric 16-tonner urban distribution truck with an integral ‘walk-through’ cab and body.

Model range overhauls

Volvo has medium-weight battery-electric trucks in distribution and construction forms, ready to go in the UK.

MAN, which seems to be leading the way for the rest of the Traton Group (including Scania and Navistar in the USA) says it plans to commence production of battery-electric heavy trucks at the start of 2024. It, like Renault, already has some 16-tonne electric trucks in use.

Iveco expects gas trucks to peak in 2030, followed by battery-electric and then hydrogen fuel cell electric. It is widely accepted that heavy-duty long-haul battery-electric trucks will always be hampered by the weight and cost of their batteries, so an alternative to this will be required.

It seems this other option will be using a hydrogen fuel cell instead of batteries to energise an electric traction motor. In terms of energy capacity per kg, operators can’t get better than hydrogen.

Pretty much the entire European industry is working towards fuel cells as the ultimate energy source for trucks. It is a far from unproblematic solution: the cells themselves are expensive and fragile – and obtaining carbon-neutral hydrogen will consume vast quantities

of carbon-neutral electricity. This, at a time when electric power generation will be shouldering a fast-increasing share of general domestic and industrial power demand.

Daimler Trucks and Volvo Group have joined forces to produce fuel cells on a massive scale in an attempt to make them affordable for use in heavy trucks. But, at the same time, they have cautioned that a conversion from diesel to hydrogen would necessitate the rapid construction of dedicated roadside hydrogen refuelling network across Europe, with 300 stations on stream by 2025 and 1,000 by 2030.

Closer to home, the lack of a non-diesel filling station network is also likely to inhibit the British transport industry from embarking on the road to net zero. Converting the UK truck parc to electricity, never mind hydrogen, to the Government’s schedule will require the opening of 2,450 dedicated roadside charging stations by 2025 – and 8,200 by 2030 – plus the generation capacity to power them. There is currently little sign of that happening. •

Below:

Gas is well-established as an alternative to diesel in the truck market

The entire European industry is working towards fuel cells as the ultimate energy source for truck





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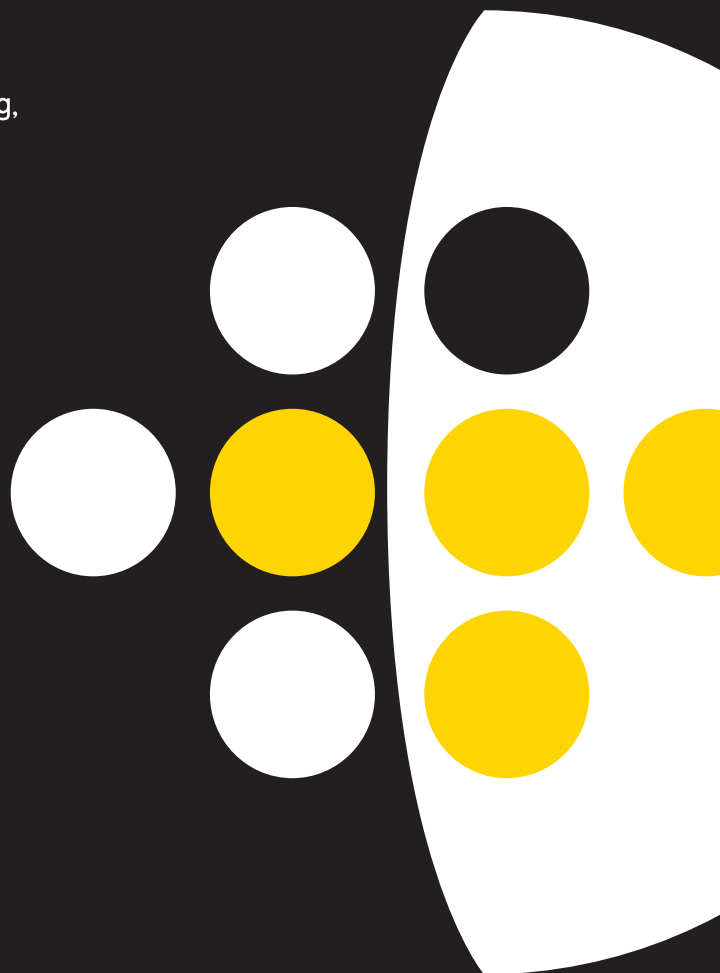
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Words: **Richard Simpson**

FUEL OF THE FUTURE?

Many people – not least those sceptical about electrification – believe hydrogen is the best option for next-generation long-haul trucks

Looking at developments from truck manufacturers, there's a general consensus that tomorrow's long-haul truck fleet will be predominantly powered by hydrogen fuel cells.

Put simply, passing electricity through water breaks it down into hydrogen and oxygen – and passing hydrogen through a fuel cell sees it combine with atmospheric oxygen to produce electricity and water. The process is highly entropic: far less electricity comes out than is put in and battery-electric guru Elon Musk describes them as “fool cells”, arguing that using electricity to charge batteries is far more efficient.

In scientific terms, Musk is correct. However, in practical terms, that's not the whole story. The amount of battery capacity needed to propel a heavy truck for any meaningful distance erodes so much payload as to make the exercise

pointless. It may well be the reason that delivery of his own aptly-named ‘Semi’ battery-electric truck is now many years behind schedule.

Digging deeper

But adaptation of fuel cells is far from problem-free. JCB has examined both battery-electric and fuel cell as replacements for diesel internal combustion engines. Batteries, it found, worked well in small machines with short work cycles, such as mini-diggers. However, the weight of battery needed to power a big machine – such as a 20-tonne excavator – and the difficulty in recharging it on a site when it was working almost constantly made it impractical. It was a similar story for farm machinery: 18- to 24-hour days are routine on farms at busy times and charging points are few and far between in fields.

JCB initially went down the fuel



Below:
JCB now
has vehicles
running on
hydrogen
power

**JCB now has machines
running on hydrogen using
adaptations of its existing
diesel engine**





Above: DAF's XF H2 Innovation Truck

cell route, producing a 20-tonne fuel cell excavator. It found that fuel cells were fragile when it came to vibration, g-forces and even the volatile organic compounds given off by hot tar. They were also expensive to repair: how does £10,000 to replace a membrane sound? They also needed hydrogen of a high purity.

But hydrogen will also work as a fuel

for internal-combustion engines. Unlike a diesel engine, the exhaust will consist primarily of water vapour and, unlike a battery-electric or fuel cell power source, it will not require vast amounts of expensive rare-earth minerals and complex electronics to function. Hydrogen is relatively easy to transport as a fuel: either in pressure vessels or liquefied at -253°C and it has been

proposed as a replacement fuel for the UK's gas mains network.

High hopes for hydrogen

JCB now has machines running on hydrogen using adaptations of its existing diesel engine. With the exception of the pistons, these use the same components as the diesel lump below the head gasket, making packaging



the engine into existing vehicles and machines relatively easy.

The main differences are a switch to a low-compression, spark-ignition combustion chamber and the installation of a massive variable geometry turbocharger, which restores the torque lost to the low compression-ratio and provides a large air volume to ensure adequate mixing in the combustion chamber. This thorough mixing also prevents the formation of NOx, which – in petrol and diesel engines – forms where tiny pockets of air unmixed with fuel in the combustion chamber get heated to the point where atmospheric oxygen and nitrogen combine.

During use, the engine oil retains its clean appearance, as there is no combustion carbon to contaminate it. But it needs to be of a special formulation to resist water contamination from piston blow-by, and still needs periodic changing as it is subject to thermal and mechanical stress as any engine oil is.

Other options

JCB is not alone in pursuing hydrogen fuel for heavy-duty engines: although it is more advanced and more forthcoming than some other protagonists. In the wider automotive space companies including Toyota, Yamaha and Kawasaki have formed a 'Team Japan' dedicated to keeping internal combustion engines in a post-petroleum world.

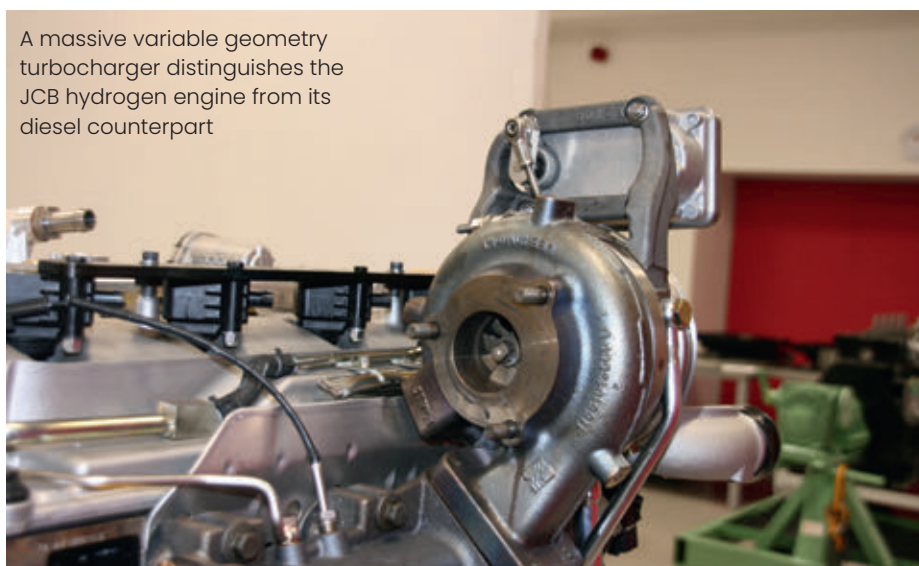
Closer to home, Cummins is researching alternative fuels including hydrogen to replace diesel in heavy-duty engines at its UK headquarters in Darlington, while DAF has shown a hydrogen-fuelled internal-combustion engine truck, although it remains very tight-lipped about the technical details.

Two serious obstacles remain: one is where the hydrogen comes from. Industrial hydrogen is currently produced from fossil methane, leaving CO2 as a bi-product, so it cannot be positioned as a carbon-neutral fuel. Some hydrogen is produced from oil as a by-product of plastic manufacture, but to be truly 'green' it would have to be produced by electrolysis from water using renewable energy. One theory is that it could be produced locally at a time when the generation grid is in surplus.

The other is whether any exhaust from an internal combustion engine can ever be truly zero-emissions, as with all engines a small amount of lube oil is combusted? This last question is one for politicians rather than engineers. •

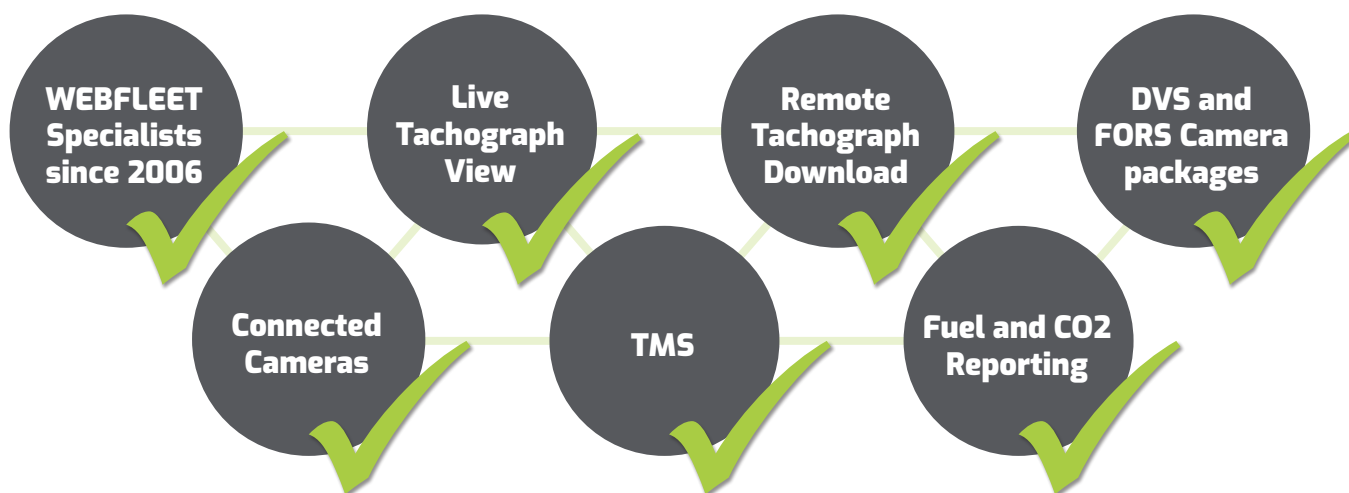
The amount of battery capacity needed to propel a heavy truck for any meaningful distance erodes so much payload as to make the exercise pointless

A massive variable geometry turbocharger distinguishes the JCB hydrogen engine from its diesel counterpart



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Quarter	Fuel consumption	Distance	CO2 emission	Braking events	Steering events	Average fuel consumption
001 -	Fuel consumption:	Distance: 5,295.0 km	CO2 emission:	Braking events: 3	Steering events: 1	
1 2022		5,295.0 km		3	1	
002 -	Fuel consumption:	Distance: 1,797.5 km	CO2 emission:	Braking events: 6	Steering events: 84	
1 2022		1,797.5 km		6	84	
003 -	Fuel consumption:	Distance: 1,291.0 km	CO2 emission:	Braking events: 0	Steering events: 5	
1 2022		1,291.0 km		0	5	
004 -	Fuel consumption:	Distance: 1,848.3 km	CO2 emission:	Braking events: 6	Steering events: 10	
1 2022		1,848.3 km		6	10	
006 -	Fuel consumption:	Distance: 835.1 km	CO2 emission:	Braking events: 3	Steering events: 18	
1 2022		835.1 km		3	18	



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KEEPING YOUR WHEELS SAFE AND SOUND

Words: **Barry Drew**



Above: Wheely-Safe believes it offers a fresh approach to wheel security and wheel loss

The constraints of a standardised wheel and hub design mean that wheel loss remains a major concern for fleet operators around the world

Wheel loss – and its subsequent effects – are a worst nightmare scenario for any transport operation.

A detached wheel from a truck, trailer, bus or coach can cause serious devastation, colliding into anything in its path at an equivalent force of around 10 tonnes. Thankfully, it isn't a scenario that happens too often, but incidents are still occurring all around the world – including several high-profile events on UK roads in the last few years.

The last official report into the issue, published by the Transport Research Laboratory (TRL) for the Department for Transport (DfT), estimated that there are between 150–400 detachments on our roads each year – 10–27 of which result in injury, with three to seven fatalities. Relatively small numbers, perhaps, but those figures are only the reported incidents.

“We believe the true figures could be a lot worse than that,” says Gary Broadfield, Group Managing Director at Wheely-Safe – a West Midlands-based technology company, which has taken a fresh approach to tackling the issue.

There are many reasons why a wheel

may come off a moving commercial vehicle. The TRL report suggested the standard design of wheel fixings – typically a heavy vehicle will use eight or 10 sets of studs and nuts per wheel – requires a thorough maintenance regime to adequately reduce the risk of detachment. However, even the best-

maintained fleets can still be susceptible to issues out of their control.

A growing concern

“Wheels have been around since the stone age and if people back then couldn't keep them on now, today's generation never will,” says Broadfield.

Wheels have been around since the stone age and if people back then couldn't keep them on, today's generation never will

- Gary Broadfield -



Above: Even with the best procedures in place, wheels can still come off vehicles

Below: Wheel loss can be create dangerous situations for all road users

“The process is actually getting harder rather than easier as operators are getting more out of their vehicles – increased asset utilisation, higher weights and using twin wheels more.

“Some operators follow the most extreme basic routines and schedules of maintenance and, even with the best procedures in place, you can still get a wheel off and that’s because a nut and bolt is a mechanical solution that has its flaws. If you think about a nut, you have to create enough friction to keep it on, but you also have to allow the wheel to go on and off, so you have to have clearance around all the holes and that allows for micromovement. Micromovement allows for things to start working loose. A nut is a mechanically deficient way of doing things, but it isn’t going anywhere soon.”

Broadfield argues wheels would be less inclined to detach if they were secured with a single central nut – much like that on Formula One cars. But changing the design of every wheel on the road isn’t a reality. Instead, he set out to develop a safety product that would end the threat of wheel loss once and for all.

The search for solutions

Following years of development and field testing on UK roads, Wheely-Safe has produced the world’s first in-motion driver alert system, which detects the onset of wheel loss before detachment. What’s more, the same sensor is able to flag up potential brake or hub issues that could result in a fire.

“What our product offers is a final control measure,” says Gary Thomas,

group director of Wheely-Safe. “Over the years a whole host of safety products have been produced to try and ensure incidents are avoided, frequently brightly coloured and reliant upon the driver inspecting each wheel before every journey. But there was nothing on the market that warned the driver of an impending problem while the vehicle was in use. These other devices are great, but they don’t cover every potential pitfall, whereas the one we have developed is a final catch-net.”

Thomas founded Wheely-Safe with his old school friend Broadfield in 2010. Their goal, from the outset, was to revolutionise wheel and tyre security through the development of simple, low cost and effective systems.

After three decades working in the industry – including senior engineering roles with Arriva, NEG and First Group, plus positions with manufacturers IVECO Bus and MAN Bus & Coach – Thomas had seen more than his fair share of wheel-loss accidents. Immediately prior to setting up Wheely-Safe, he spent eight years as a partner in his own company specialising in system and procedure compliance in vehicle maintenance, health and safety and training.

“We used to assist in representing companies in court for transport offences,” he says. “The case that really set us out on this route involved a torque wrench that had gone out of calibration. The engineer at the time thought that the wheel nuts were tight but because the wrench wasn’t working properly, they were loose. The driver took the vehicle out and the wheel came off down the road.

“You just can’t legislate for that mechanical and human error. So, we needed something totally different. To look at the problem from a different angle.”

Inspiration from the inventor

The different angle came from Broadfield – a former director of technology and serial inventor for Nokia. As Thomas puts it, his friend looked at the issue from outside “the fishbowl” of traditional mechanical engineering.

“Existing solutions such as indicator tags can only detect potential situations on stationary vehicles; but wheels don’t detach when a vehicle is parked,” says Broadfield. “Our technology means that, for the first time, a driver receives an alert the instant a potential wheel loss issue is detected – no matter what →



speed they are travelling, or in what weather conditions – allowing them to pull over safely.”

Broadfield was determined to make the technology simple enough for everyone to use and after nearly a decade refining and miniaturising the original concept – as well as securing a series of complex, global patents – the product was launched.

The set-up is straightforward. Robust sensors fit to a bracket that straddles two wheel nuts, with two sets of brackets per wheel. If a nut starts to loosen, a signal is instantly transmitted to the in-cab display unit, alerting the driver to the problem. During development, additional features were added – including the TPMS and on-board heat sensor that, due to its location next to the wheel rim and braking mechanism, can also detect brake issues involving low or high temperatures.

The technology is revolutionising how the industry protects itself against the dangers of wheel loss. The latest generation Wheely-Safe system is telematics-ready, meaning alerts can also be sent back to the transport office – taking some of that responsibility away from the driver.

Operator application

It’s being rolled out in big numbers across the UK, with major bus operators such as trentbarton, Translink and Go Ahead all huge advocates of the technology. It’s also being utilised in more and more construction and general haulage fleets.

Jeff Counsell, Managing Director at trentbarton, says: “As a public transport operator, the safety of our passengers and other road users is top of our list of priorities. Over the years there have been many cases of wheel loss within the wider industry and the prevailing factor for most of those incidents has been human failure. It remains a massive issue in the industry, so to have a system to prevent that installed on every single one of our buses is fantastic.”

“The overriding feedback has been hugely positive,” adds Thomas. “Occasionally operators will say ‘we’ve never had a wheel loss before, why do we need this new technology?’. My response is always the same, ‘why do you fit a smoke alarm in your house if you haven’t had a fire before?’

“Having a system in place that takes away that worry and concern is just common sense.”



Left: Sensor technology is paramount to the Wheely-Safe solution



Below: The sensors fit into a bracket that straddles two wheel nuts, with two sets of wheel nuts per

Operators will say ‘why do we need this new technology?’

- Gary Thomas -





Above: Gary Thomas founded Wheely-Safe with his old school friend Broadfield in 2010. Their goal, from the outset, was to revolutionise wheel and tyre security



Above: Gary Broadfield, Group Managing Director at Wheely-Safe, founded the firm with his old colleague Gary Thomas

As a public transport operator, the safety of our passengers is top of our list of priorities

- Jeff Counsell -

Advertorial

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the peace of mind that they are running the fleet as safely as possible. The focus on TCO has never been sharper than when considering today's increasing cost of tyres.

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Words: **John Charles**

STRIKE IT UNLUCKY

Although they are something to be avoided – for obvious reasons – bridge strikes are an inevitable consequence for drivers of all kinds of vehicles. We look at the current situation and what should be done about it

Over the last couple of years, bridge strikes have taken on greater significance for commercial vehicle operators for two reasons. The first reason is that traffic commissioners are calling public inquiries where an operator has been involved in a bridge strike incident. Secondly, buoyed by successes in court, Network Rail is actively seeking to recover all costs from the operator. That includes the compensation it is obliged to pay train companies for delays to services.

Operators with an otherwise unblemished record are called to a public inquiry when one of their vehicles has been involved in a bridge strike. The inquiries aren't just limited to the licence holder; the transport manager's reputation is up for consideration, as is the driver's vocational entitlement. The senior traffic commissioner's guidance states that a driver's entitlement should be suspended for six months.

It is noteworthy that for an offence of falsifying a tachograph record, the starting point in the traffic commissioners guidelines is a 28-day period of suspension. So why is it that bridge strikes have suddenly achieved this elevated status – above the level of an offence for dishonesty?

Facts and figures

According to data from Network Rail, an average of five bridge strikes happen each day across the UK and the majority involve commercial vehicles. The total cost to the UK taxpayer is put at £23million a year.

Network Rail launched a campaign in 2018 – Lorries Can't Limbo – to raise awareness and, through its research, found that 43 per cent of lorry drivers admit to not checking their vehicle height before embarking on a journey, while more than half report not taking low bridges into account. In light of their findings, guidance has been issued to both operators and drivers seeking to raise awareness and set out best practice for avoiding bridge strikes. The guidance can be found at: www.gov.uk/government/publications/prevention-of-bridge-strikes-good-practice-guide.

However, Network Rail has gone further still. It has implemented a process that identifies the operator and notifies the relevant traffic commissioner immediately after a bridge strike occurs. Traffic commissioners now expect operators to notify them in writing of a bridge strike. If the commissioner receives notice from Network Rail – or any other authority – that a vehicle has been involved in a bridge strike, it will trigger a letter to the operator asking why it hasn't notified the traffic commissioner. It will also require a full report of the circumstances in response.

The operator's written response to the Traffic Commissioner is critical; a full report that identifies all the necessary systems and training may result in a preliminary hearing rather than a public inquiry.

So, what should the response cover? Operators are expected to lay out in full their systems. This is where they want to be able to confirm that they

have implemented the Network Rail guidance and drivers have been trained on those systems.

Route planning is a key feature. The commissioner will want to know what instructions were given to the driver about low bridges and was the driver provided with the systems to avoid low bridges, in particular satellite navigation systems that can be programmed to allow for the dimensions of the vehicle.

How bridge strikes take place

The most common issues that occur in bridge strike cases are that the driver was a new employee – or an agency driver – and a phone or other device was being used for routing that didn't take into account the vehicle dimensions. Operators are therefore advised to review their training procedures for new and agency drivers and also to consider the devices being used by drivers to route their journey.

Traffic commissioners expect the operators to provide appropriate satellite navigation systems.

Often bridge strikes occur due to deviations from the expected route, usually due to road works or closures. The way drivers deal with diversions will be scrutinised by the traffic commissioner, so it is important to have a policy in place where drivers must contact the planners if they have to go off route.

Very few operators are going further than training drivers to be aware of their vehicle height and set the in-cab indicators accordingly. Checks are not being carried out to ensure the indicators



reflect the actual height of the vehicle and this breeds complacency. More needs to be done if the situation is going to change for the better.

Bridge strike prevention suggestions

Ensure the correct height is displayed for the vehicle combination on the in-cab height indicator. A way of ensuring this is done is by adding a check of the height indicators to a documented gate house check that you should be undertaking of a selection of vehicles before they leave the operating centre. Note, that it is an offence for a vehicle over three metres not to display the correct maximum height on the in the cab indicators.

Ensure that the trailer height (when connected to the fifth wheel) is displayed on the trailer headboard

Ensure that height readings are given in feet and meters or provide drivers with

a metric/imperial conversion chart. An error in conversion is often the reason that height indicators are set incorrectly. Traffic Commissioners are unlikely to be sympathetic where an incident has occurred for this reason.

Routes are expected to be assessed, particularly around known delivery points or operating centres. The risk of bridge strikes should be assessed based on the height and width of the vehicle, and its load or equipment. The traffic planners are central to ensuring routes are appropriate for the size of the vehicle and hazards and identifying hazards along the route. •

FORS can help you avoid bridge strikes through both the Bridge Smart eLearning driver training module and the Bridge Smart toolkit. Both the module and the toolkit are free to FORS accredited operators.

An average of five bridge strikes happen each day across the UK and the majority involve commercial vehicles





GET CONNECTED

Despite a big effort to encourage drivers to switch to electric vehicles, in many cases the infrastructure is left wanting.

Steve Banner assesses the landscape

While the van market saw a record electric uptake last year it remains some distance behind cars, with electric vans making up just 3.6% of new registrations,” says Mike Hawes, Chief Executive, Society of Motor Manufacturers and Traders. “The speed of uptake must be increased, which requires attractive incentives and a significant investment in charging points in every region of the UK.”

Action being taken

With sales of new diesel and petrol vans set to end in 2030, the government is responding with a £1.6bn spending programme, which – it says – should help put 300,000 public chargers in place in eight years’ time. That’s ten times the number of chargers available now and almost five times

the number of service station fuel pumps, the Department for Transport (DfT) points out.

The programme includes a £450m Local Electric Vehicle Infrastructure (LEVI) fund to boost on-street charging and the establishment of local charging hubs. A LEVI pilot scheme has just been launched to allow local authorities to bid for a share of £10m in funding to increase public charging opportunities.

The existing £950m Rapid Charging Fund is supporting the rollout of at least 6,000 high-powered super-fast charge points across England’s motorways by 2035.

All the charging points will have to be easy for drivers to use – and reliable, says the government. “Under the Electric Vehicle Infrastructure Strategy, charging will become easier and cheaper than refuelling a petrol or



Above: Among the latest electric van arrivals is DFSK's EC35

diesel vehicle, while drivers will be able to use contactless payment, compare charging prices and find nearby charge points via apps," says a DfT spokesperson.

RAC calls for reliability

"It's pleasing that the government recognises the value of mandating contactless and will also set ambitious reliability targets so far as the charge points themselves are concerned," says Nicholas Lyes, Head of Policy at the RAC. "Many current and would-be electric vehicle drivers worry that charging units will be out of order when they arrive to charge their vehicles, so it is vitally important that this is addressed."

Lyes is concerned, however, that the planned 300,000 charging points may be insufficient to meet likely demand.

Among the companies already installing these charging points is motorway services operator Moto. It is adding 24 high-power points across its sites at Swansea (M4 Junction 47), Exeter (M5 Junction 30) and Burton-in-Kendal (M6 northbound Junctions 35/36).

Capable of delivering up to 350kW, they will be supplied with 100% net-zero carbon energy from Gridserve's solar farms, accept contactless payment and are said to be capable of delivering up to 100 miles of range in under ten minutes. Twelve of them are being installed at Exeter services in what Moto is describing as an EV super hub. A dozen more are set to follow later in the year.

Moto operates 61 motorway service areas and says that it is on track to go beyond the government's target of six rapid chargers at each one by 2023.

Meanwhile, bp pulse has announced that it is pumping £1bn into ultra-fast charging facilities. They will be set up on existing fuel forecourts and in dedicated charging hubs.

One drawback of so many public charging bays is that they are simply too small to accommodate an electric 3.5-tonner easily. As a consequence, the driver may end up parking across two bays.

Says one industry insider: "This is something that really needs addressing – and soon. If you are sitting across two bays then you are in effect blocking access to a charger that somebody may be desperate to use."

Vans for the job

Businesses are being offered an ever-widening choice of electric vans of varying sizes and capabilities. Among the latest arrivals is DFSK's EC35. Distributed in the UK by Innovation Automotive – and fitted with a 39kWh battery – the EC35 offers a 4.8m³ cargo area, a payload capacity of up to 1,015kg and a claimed range of up to 166 miles if you are happy to be limited to 50mph.

Opt for a version that is limited to 62mph and the range falls to just over 100 miles. Such speed restrictions are unlikely to tempt businesses that regularly need to tackle long-distance intercity motorway runs, but EC35 is not tailored to appeal to them.

The company and its products are more likely to catch the eye of operators on last-mile city centre

Right: Oxford is introducing the UK's first Zero Emission Zone on nine central streets as a pilot programme



delivery work with vehicles that are lucky to reach 30mph in congested traffic.

Aftersales support is being provided by Halfords Autocentre from an initial 51 locations. While the front-end acquisition cost of electric vans may still be high, maintenance bills may be as much as 40 per cent lower than those generated by the equivalent diesel models.

All EC35s are supported by a three-year roadside assistance package from new provided by the AA. There's also a five-year/75,000-mile warranty, which reflects the fact that they are unlikely to be high-mileage vehicles.

While Innovation Automotive might be a newcomer to the motor industry, it is staffed by experienced automotive professionals. The CEO, Paul Brigden, was operations director at Mitsubishi's UK importer until the brand decided to withdraw from the market in 2021.

Future Fords

Moving up the size and weight scale, there's a model likely to have more of an impact on the battery-electric light commercial sector than any other, given Ford's continued leadership of the overall van market and the power of the Transit name.

Now on sale, the E-Transit is competitively-priced and offers a range of up to 196 miles according to the Blue Oval. Buyers can opt for either a 135kW or a more-powerful 198kW electric motor.

Payload capacities go up to 1,758kg, says Ford. E-Transit can recoup from 15 per cent to 80 per cent of the 68kWh battery pack's capacity in 34 minutes from a 115kW DC fast charger, it adds.

E-Transit can be equipped with ProPower Onboard. That means it can deliver up to 2.3kW from standard plug sockets in the cab and load area to power refrigeration units and ancillary lights. It can also charge up portable tools such as drills.

That feature could make it especially appealing to tradespeople such as plumbers and electricians, who spend much of their working day on building sites.

Horses for courses

The increased willingness of manufacturers of electric vans to offer a choice of ranges and power outputs shows that they appreciate that customers have different usage patterns.

Some are happy with a smaller battery pack (which should mean a lower front-end price) and thus a shorter range because it means they can carry more weight – and the heavy cargo they transport is always delivered locally. Others are happier with a bigger pack and a longer range because their loads are not weight-sensitive and they need to travel further.

Last year the government reduced the plug-in grant to support the acquisition of large electric vans (2.5- to 3.5-tonnes) from £8,000 to £5,000. Grants for smaller vans grossing at less than 2.5 tonnes were reduced from £3,000 to £2,500.

The grant scheme will now run until 2024/25

however. Says Hawes: "The extension is welcome as it will encourage more operators to make the switch to electric vehicles over the next three years."

Another important incentive remains in place. Drivers with car licences who would normally be restricted to a 3.5-tonner can continue to drive electric light commercials grossing at up to 4.25 tonnes, to compensate for the weight of the batteries.

EVs in the zone

The roll-out of more and more electric vans coincides with a roll-out of CAZs – Clean Air Zones – in cities such as Bath, Birmingham and Portsmouth. As things stand, a Euro 6 diesel can enter a CAZ without attracting a penalty, but the example of Oxford could be a harbinger of developments to come.

The city is introducing the UK's first ZEZ – Zero Emission Zone – on nine central streets as a pilot programme. Policed with ANPR (Automatic Number Plate Recognition) cameras, it is in force from 7am to 7pm, seven days a week – and could eventually encompass the entire city centre.

Drive into the zone in a zero-emission electric light commercial during these hours and there will be no charge. Enter it in anything that produces exhaust emissions and drivers will pay a fee of from £2 to £10, depending on the vehicle.

Eager adopters of CAZs such as Bath & North East Somerset Council will undoubtedly be watching the pilot unfold with keen interest.

Diesel vans that do not meet Euro 6 attract a £9 daily charge every time they enter Bath under a CAZ that is in force 24/7. Non-compliant trucks are hit by a £100 daily levy.

If the ZEZ is successful, then Oxford might not be the only city to introduce such a policy over the next few years. It would scarcely be surprising if Bath and other cities with historically-significant centres follow suit. •

Below: The E-Transit is competitively-priced and offers a range of up to 196 miles, according to the Blue Oval



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Overloading problems

By Richard Drinkwater of SV Tech

Weigh-in-motion systems (WiMs) are now being used on smart motorways and fines being issued.

I have personally witnessed the system in operation and it is pretty foolproof – it can weigh all axles and is linked to the registration document through the ANPR system, thus flagging an overload immediately and notifying the nearest enforcement officer of the offence.

It would be interesting to see a freedom of information release on the numbers of vehicles and drivers caught and prosecuted over the past two years, with separate statistics for LCVs, 4x4s, recovery vehicles and motorhomes.

I suspect this information will not be available as the statistics are not broken down to that level of detail. But it may help, in light of the 2023 review of the B licence – where the DVLA is looking at a payload increase of 4,250kg for everyone.

The change would make sense, as many of the vans we uprate have exactly the same driving profile whether they are at 3,500kg, 3,850kg or 4,000kg. Welfare access and alternatively-fuelled vehicles have it already but only for commercial purposes e.g. Tesco's and Morrisons. (SI 2018/784 – which permits the use of a vehicle up to 4,250kg as long as transporting goods, driven in the UK and has no trailer attached). The problem is while there are B Licence holders to operate these vehicles, they have not removed the need for a speed limiter and tachograph, thus preventing many from benefitting from the extension to the gross vehicle weight.



DVSA reveals that 88.5% of almost 11,000 LCVs stopped at the roadside annually are overloaded

With plans to pull over more LCVs on the roadside and potentially to enforce HGV-like legislation on the LCV market, it's about time you checked your van's laden weights, especially the individual axle weights, as SvTech has discovered many more vans have overloaded rear axles than previously thought. Any overload could invalidate your insurance, and if severe enough, could affect your braking and handling.

SvTech is seeing an increasing amount of van uprates at the moment, especially under 3500kg, where we are uprating from 2800kg to 3000/3200kg and from 3200kg up to 3500kg. This additional 300kg of payload is proving vital for many van owners, as it is very easily to overload these vehicles.

Whilst we uprate 3500kg vans by up to 500kg, there are some issues to take into consideration when going above 3500kg. A van over 3500kg needs a speed limiter fitted and, if carrying goods commercially, the van will need a tachograph to be fitted.

In addition, it means that the van can only be driven by someone who either passed their test before 1997 or by someone with a C1 entitlement on their driving licence.

These factors often make the uprate over 3500kg unviable or impractical for some fleet operators, however if the van is being regularly overloaded, SvTech would recommend uprating. We offer fleet discounts and can advise on the next steps. Please contact us to discuss your fleet needs.

"SvTech can help with uprating your LCV to give you more payload, keeping you safe and legal. Most makes and models are catered for."

Caution

It's important to remember that if a driver doesn't possess the C1 entitlement, and they overload a 3500kg van, in the event of being stopped, it would also be considered as a licence offence, which can hold strict penalties. It's worth weighing the van in an unladen and fully laden state to ascertain your limits.

Fleet discounts are available for uprates on 5 or more vehicles.

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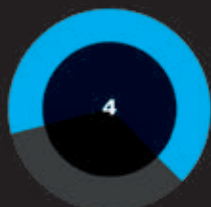
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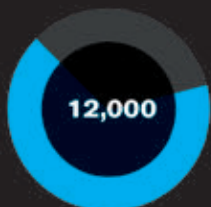
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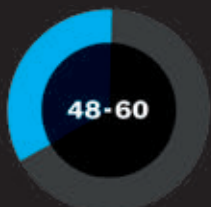
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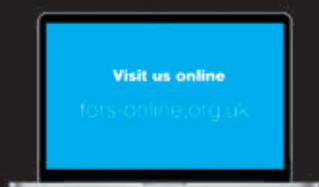
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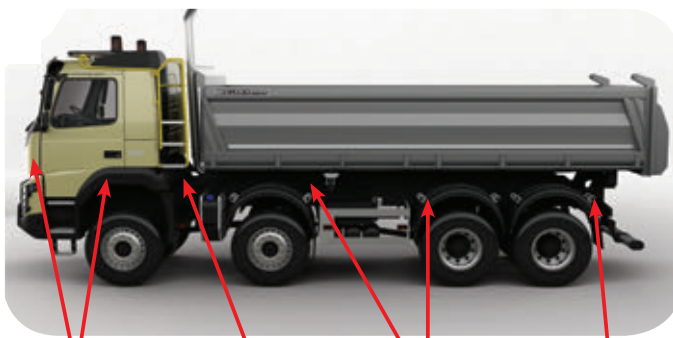
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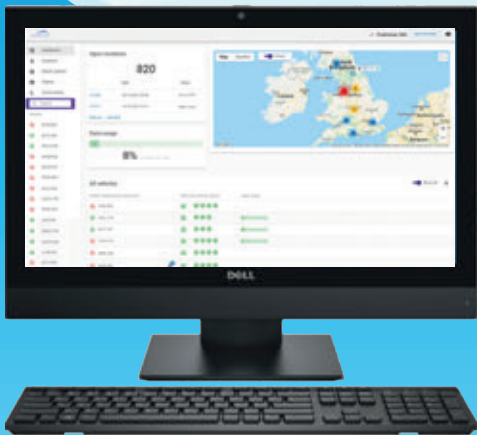
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HOW TRANSPORT INDUSTRIES DEAL WITH DRINK & DRUG ABUSE

The risk of employees falling foul of alcohol and drugs is very real and should be addressed quickly but also effectively

Words: **David Whiffin**

Below: There are myriad reasons why an employee may turn to substance abuse as a coping mechanism



In issue 15 of *The Standard*, the myriad potential reasons an employee may turn to a substance as a means of coping with one of the many challenges of life was explored. It is clear that different industries have addressed this challenge in very different ways. For example, while some have only recently started to properly consider the issue, others have been taking proactive steps to manage the risk of impaired staff for decades.

Road transport, as an industry, carries many of the same risks as those industries regulated over and above the Railways and Transport Safety Act 2003, which include aviation, shipping and rail. From those other industries, there are lessons that can be learnt and applied to reduce risk and increase employee well-being.

The Road Traffic Act (1988) and the Railways and Transport Safety Act (2003) both provide broad provisions against the risks of an impaired member of

staff carrying out their role. However, industries such as aviation have taken further steps to identify specific roles or tasks that can be defined as safety critical – or substances that are considered of special interest. They have even sought to consider different types of testing to cover certain drugs and have also considered the circumstances where testing should be used.

Conformity required

In these regulated industries, it is not uncommon for large prime contractors or regulatory bodies to require suppliers to conform to the regulatory requirement. Many organisations insist that a comprehensive drugs and alcohol policy, along with a testing programme, forms part of the contractual requirement of doing business, even if that supplier is not directly involved in the industry.

For example, a ‘flow-down’ of requirements may come from a railway regulator to the prime contractor. The prime contractor would require the company that provides the hire vehicles to site to ensure an active policy and programme of testing is in place to the same levels as defined by the railway regulator.

So, what industries have specific regulations and what are some of the key elements of those regulations? There are a number of important points to be understood if your organisation operates within those industries, or on premises where regulations may be present.

How much is too much?

To offer some context for the levels discussed below, there are some points to clarify. For example, in England and Wales, the drink driving limit is 35 micrograms per 100ml (35mg/ml) of breath. Meanwhile, in both Scotland and Ireland, the breath alcohol level is 22mg/ml.

Ireland does have an exception to the standard breath alcohol level for drink driving that includes Novice, Learner, and Professional drivers – the level for these drivers is 9mg/ml (the same level as the aviation industry). Finally, in respect of driving under the influence of drugs, the UK has 17 controlled drugs, the use of which is considered a criminal offence. Of those 17, the UK police currently only test for cannabis

and cocaine at the roadside, and the Irish police test for an additional two drugs – opiates and benzodiazepines.

The marine industry

Regulation in the marine industry is defined by the International Maritime Organisation (IMO). Originally introduced in 1996 – and last amended in 2010 – the regulations predominantly focus on alcohol (set to 25mg/ml for breath alcohol) onboard ships. These regulations are superseded by country specific law.

The impact on FORS accredited operators should be regarded as low, even if dockside. There are no specific regulations over and above the Road Traffic Act. Notwithstanding this situation, many port operators set appropriate policies to reflect the regulations across all staff and suppliers. (Regulatory document – AD/GLO/92/603)

The railway industry

Regulation here is defined by the Rail Safety and Standards Board and was originally introduced in 1991 in response to the Cannon Street station incident. There, the driver was found to have cannabis in his system and it was the second incident to have happened where a substance was a contributory factor.

As a result of the incident, the industry moved to the early adoption of increased regulation against the risk of impaired employees. As such, staff and suppliers to the industry are long-accustomed to testing and the expectations placed upon them. A member of staff cannot work 'track side' if they have not undergone a recent test for drugs or alcohol. And, if caught, there is a five-year restriction from working within the industry. This system is managed through a system called a PTS (Personal Track Safety) card. The level for alcohol is one of the lowest of any regulatory body at 13mg/ml, although drugs are not specifically defined. The impact to FORS operators may be high if they are involved in railway infrastructure projects. (Regulatory document – Rail Industry Standard RIS-8070-TOM)

Oil and gas industry

In terms of regulation, the oil and gas regulations are the most prescriptive. These were initially introduced in 1986



Below: In England and Wales, the drink driving limit is 35mg per 100ml of breath

as part of the war on drugs in America. The industry has an alcohol level set at 20mg/ml and a defined list of substances, including the cut-off levels that have to be achieved when looking for those substances. The regulations detail how many staff should be tested as a percentage of a workforce and even the quality of the equipment that should be used for testing. As with all the regulations being discussed, the regulations stop short at defining specific roles, instead preferring to define 'safety sensitive' and 'non-safety sensitive' roles as a means of defining particular testing requirements. As with the other regulated industries, requirements are flowed down onto contractors and suppliers. Additional impact to FORS operators is likely low. (Regulatory document IOGP Report 575)

The aviation industry

Aviation is the latest industry to introduce regulation over and above the Railways and Transport Safety Act 2003. And, much like the railway industry, the introduction of increased regulation came about as the resultant incident. The levels haven't changed for the industry, with alcohol remaining at 9mg/ml for breath alcohol (the same for professional drivers in Ireland) and drug testing. What has changed is the approach – the two biggest changes brought in by

EASA (European Union Aviation Safety Agency) are the introduction of random testing and new employee testing, along with a greater focus on psychological health and wellbeing to complement the programme (which is in contrast to the other industries).

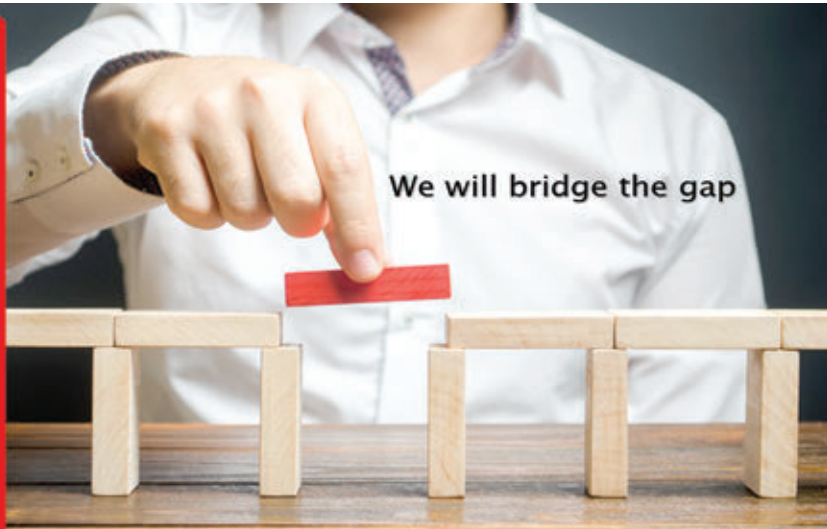
Looking to the USA, where testing within aviation has been normal practice for some time, there is an expectation that the regulations will become tighter in coming years. National aviation authorities within Europe are likely to make legislation and regulation more prescriptive – and may even detail specific roles and levels for testing. The impact to FORS operators may be high if they are involved in accessing airports.

In summary, some of the most 'high consequence' industries that operate today have experienced a regulation changing issue, which has subsequently changed the industry's approach towards risk management. Such programmes should not be viewed with fear or as punitive measures – they should be seen as offering support and protection for anyone who interacts in that system. The stresses of the job and life in general can take their toll to some employees. Without appropriate programmes in place to provide protection, then it will always leave the industry, the organisations, the workforces and the public at an increased level of risk. •

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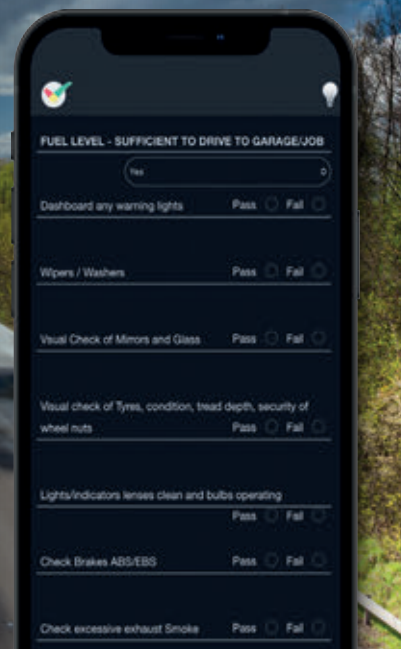
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