

ESSENTIAL
FLEET Manager
MAGAZINE
ISSUE 3 2022



Fleet in Focus
City of York Council

Special Feature
Fleet Branding and Graphics

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Essential Fleet Manager - Issue 3 (2022)

Welcome to issue 3 (2022) of Essential Fleet Manager Magazine, published for fleet professionals who work for organisations that operate within the Essential Services Sector.

The Essential Fleet Sector includes: Local Authorities, Major Housing Associations, Central Government Departments & Agencies, NHS Trusts, Police & Fire Authorities, Specialist NHS Authorities, Educational Establishments, Power Generation, Gas Supply, Telecommunications, Water Authorities, Road Rail, Infrastructure Management, and Construction.

The magazine is available as a 'free' digital edition or can be delivered in 'printed format' for a paid subscription. For more information about our subscriptions visit: www.essentialfleetgroup.co.uk/essential-fleet-manager.html

If you would like to feature your fleet operations in a future issue of Essential Fleet Manager - get in touch, we would love to work with you on highlighting your achievements.

Regards, Debbie Cheadle - Editor

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REVEALED: less than three in ten councils have electric vehicle transition plan



It has been revealed that only a quarter of local authorities in the UK have published EV transition strategies, despite being encouraged to do so by the UK Government and the Local Government Association (LGA). The FOI requests reveal the scale of the challenge as the Government say they intend to make it mandatory for local authorities to produce strategies.

Freedom of Information requests carried out by the FairCharge campaign show that only 28% of local authorities have published EV transition strategies, with a further 23% in the process of devising a strategy.

In a response to a Parliamentary Question, Minister for Energy and Clean Growth Greg Hands MP said that the Government “will continue to monitor and engage with local authorities as they progress with their strategies and will work to help mainstream capability and leadership”.

The Government’s EV Infrastructure Strategy, which was initially pledged for Autumn 2021 but published a week ago on the 25 March, said the Government would “[put] an obligation on local authorities (subject to consultation) to develop and implement local charging strategies to plan for the transition to a zero emission vehicle fleet.”

The Strategy also set out:

“Local leadership is essential to creating new investment opportunities and inspiring local confidence in EVs. An actual or a perceived lack of sufficient supply can reduce people’s willingness to switch. Without consistent prioritisation of charging infrastructure deployment across the country, some areas are at risk of being left behind.”

FairCharge, a new grass-roots campaign with over 80,000 supporters headed by former Top Gear presenter Quentin Willson and which is seeking to ensure the benefits of the EV

revolution are available to all, said the figures were extremely worrying. Mr Willson stressed the importance of central government taking a more active role in driving public charging provision to ensure the benefits of the EV revolution could be harnessed by all – not just those with access to off-street parking.

FairCharge has also been highlighting the other barriers that those without access to off-street residential parking are facing if they are to make the switch to EVs, including leading a push to reduce the 20% VAT rate on public charging so that it is equal to the 5% rate for those who charge at home off-street.

The VAT differential is among one factor that a Resolution Foundation report published earlier this month estimated could see those with off-street parking paying £139 a year in fuel costs versus £712 for those without, showing that those without driveways face cost barriers as well as infrastructure barriers.

FairCharge spokesman Quentin Willson commented:

“The figures revealed from councils in our Freedom of Information requests are extremely worrying. BEIS and DfT say that local authorities are best placed to consider local needs, and this of course is true, but we can see today that without a big role for central government in supporting councils, there is a real chance that much of country will be left behind in terms of public charging infrastructure. Councils clearly need to up their game too, but their needs to be direction and oversight from central government.”

“The figures are so concerning because they mean that many people – such as those without driveways – will be hindered from taking part in the EV revolution. This is simply unfair, and will hold us back in our efforts to decarbonise transport. Our FairCharge campaign is seeking to ensure the benefits of EVs are felt by all.”

“The Government should waste no time in placing a statutory duty on local authorities to produce EV transition strategies.”

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Highway Code confusion: Nearly three quarters of Brits are confused by new H3 rule



Since changes to the Highway Code were introduced on the 29th January this year, road users up and down the country have called for them to be axed. While there appears to be more awareness of the changes, according to new research from National Accident Helpline, there is still confusion and lack of understanding.

Research has revealed that a significant proportion (73%) don't think or are unsure if the recent changes are improving road safety or protecting vulnerable road users, and more than half of those asked admitted they don't feel or are not sure they understand them (55%).

Looking to discover the nation's views post-Highway Code changes, the personal injury experts commissioned an online Census survey of 2,012 members of the public.

Confusion among the majority

Data shows that while there is more awareness around the Highway Code changes, road users are still confused – with 34% admitting they find them too hard to follow.

In addition to this, 71% of the nation think cyclists have complete right of way – as opposed to priority - over cars on UK roads, whereas 80% accurately believe pedestrians are deemed the most vulnerable road users. Suggesting awareness and education surrounding the H2 rule is clear - which states that

drivers must give way to pedestrians when crossing at a junction - however many are confused by how much priority or 'right of way' cyclists have over cars.

The rule, or H3 as its known, states that drivers must give priority to a cyclist when they are turning into or out of a junction, or changing direction or lane, just as they would to other motor vehicles.

Limited benefits

The Highway Code changes were introduced to improve road safety and protect vulnerable road users. However, a third of those surveyed revealed they hadn't seen any benefits from the changes (33%) and an even lower proportion (25%) think the roads will be safer.

When asked whether they'd noticed an increase in drivers giving way to pedestrians at crossings since January, 40% of road users stated they hadn't at all. This suggests that while most people understand the H2 rule, they're not seeing it in action or any benefits.

Calls for driving refresher tests

With 30% of Brits agreeing that the Highway Code changes should be retracted and 34% finding the changes too hard to follow, it's no surprise that almost half (49%) of the nation agree drivers should take either a desk-based and/or a practical driving test, following the changes.

Reassuringly, when asked what changes

had been made this year, 47% of 16-24-year-olds were aware of at least one main change, with social media being the most popular mode found out about the changes. But more can be done in order to help make the roads safer and reduce the potential risk of road accidents.

Jonathan White, Legal and Compliance Director at National Accident Helpline, says: *"While we have always welcomed the Highway Code changes, we have also expressed our concern about insufficient public education and understanding around the changes. The data from our latest research reflects this.*

"It's concerning to see that so many road users believe the changes aren't improving safety and still don't know what changes have been made. Some people even believe nothing has altered, so it's understandable why many people would like to see a refresher driving test put in place.

"While the new hierarchy of road users and giving way to a pedestrian rules seem to be the most understood, a lot of confusion remains around what priority cyclists now have on the roads.

"With new Highway Code rules on mobile phone usage being introduced recently, the existing confusion on the rules set out in January need to be addressed as a priority. In order to see any changes on the roads, we urge everyone to familiarise themselves with all the new rules – they provide important guidance when determining who is at fault for an accident."

Apply for funding and update electricity generators

Logistics and transport businesses that own or operate electricity generation like solar, wind, gas and combined heat and power (CHP) have got just a few weeks left to apply for funding to help them update their generation equipment. The deadline for applications is Tuesday the 10th May 2022.

The funding is part of the Accelerated Loss of Mains Change Programme (ALoMCP), a scheme operated by National Grid Electricity System Operator (ESO) and the GB Distribution Network Operators. The funding can help generation owners become compliant with new mandatory Distribution Code regulations – the regulations that generator owners must abide by to connect to the electricity network. Once the funding ends, generator owners

will still need to meet the compliance requirements but will have to pay for the updates themselves.

The new regulations come into effect on 1 September 2022, by which point, all electricity generation within the scope of the programme must be compliant, or face Ofgem approved enforcement action. A 2018 survey by The Economist found that 33% of logistics and transport businesses are generating their own electricity. Many of these businesses will own generators that are within the scope of the programme, which include generation that:

- Was installed before February 2018 (or in some cases, July 2018).
- Is between 11kW and 50MW in capacity.¹
- Is connected via the G59 engineering requirement of the Distribution Code.

The equipment updates concern the inverters, converters or G59 relays that are responsible for the Loss of Mains protection settings on the generator. They are an instrumental part of all

generation equipment and help protect both the generator and the network from potential faults. In updating the protection settings, the generation becomes more reliable and therefore embeds the electricity network with more strength and resilience.

Cheng Chen, the senior manager for the ALoMCP at National Grid ESO, says: *"Compliance with Loss of Mains requirements is not optional and so electricity generator owners should take advantage of the funding that is available now to help them make the upgrades."*

Non-compliant generation poses a risk to the electricity network and those not compliant from the 1st September 2022 could be subject to an enforcement process that could result in the de-energisation of the whole site.

As a result of widespread Loss of Mains compliance, Great Britain's electricity network will be better able to bring more renewable electricity generators online, as a more resilient network can support additional low carbon generation.



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Transport Secretary cracks down on drug-driving to protect the public

Drug-drivers could be required to undertake rehabilitation courses before being allowed back behind the wheel, under new plans to address this underestimated social problem.

Drink-drive related deaths and injuries are now very rare on UK roads, with deaths having fallen 88% between 1979 and 2015. However, there has been an increase in drug-related driving offences, with over 12,000 convicted in 2019 and 44% committed by re-offenders.

713 people were seriously injured in drug-driving collisions in 2020, up from 499 in 2016, and some Police Forces are arresting more drug drivers than drink-drivers. That's why the Government is taking action to protect the public and make drug-driving as much of a "social taboo" as drink-driving.

Currently, those convicted of drug-driving are handed a driving ban, prison sentence or fine by the courts, but aren't required to complete rehabilitation courses before resuming driving – unlike drink-drivers. In a call for evidence, Government is asking whether drug-drivers should likewise have to undergo rehabilitation, helping better protect the public.

Transport Secretary Grant Shapps said: *"Drink-driving is now rightly seen as a social taboo by most of us in this country and we have worked hard to drive down drink-drive related deaths.*

"But if we are to make our roads safer still, there is no room to be lax on drug-driving, which is why I have launched this call for evidence today.



"It's only right that drug-drivers must undergo rehabilitation before getting back behind the wheel, helping protect the public from this hidden problem and stamping out drug-driving for good."

Statistics show non-attendees to drink-driving rehabilitation courses are over twice as likely to commit a new drink-driving offence within three years, so by offering high-risk drug-driving offenders the same support, Government hopes to bring down the number of repeat offenders.

RAC head of roads policy Nicholas Lyes said: "Drug-driving ruins lives and threatens the safety of all road users. We welcome proposals to offer drug-driving offenders rehabilitation courses, in the same way those caught drink-driving are offered them, because the evidence shows this helps to reduce reoffending and improves road safety."

Professor Kim Wolff, MBE, King's College London, said:

"I was delighted to see the launch of the consultation on a High-Risk Offender (HRO) Scheme for drug-drivers and the Drug Driving Rehabilitation (DDR) course, as part of an ongoing programme of work being undertaken by the DfT to improve road safety."

"Data gathered over the last 6 years has enabled the DfT to identify through an Expert Panel very high-risk drug-driving behaviours warranting the need for a High Risk Offender Scheme, which rolled out alongside the DDR will help improve driver behaviours as well as provide more general societal benefits."

The call for evidence launched today will also ask whether we should bring the way specimens are taken in line with current medical practice by using vacuum blood extraction, decreasing the risk of blood borne viruses to healthcare professionals.

It will also seek views on the relationship between medicinal cannabis and road safety, in another move to ensure road safety policy keeps up to date with changing societal norms.

This is the first of several steps Government is taking this year to reduce the problem of drink and drug driving. Later this year, Government will seek views on other drink and drug driving matters, such as failing to stop after a collision and the criminal use of vehicles.

This follows the ongoing success of the Government's THINK! Campaign which has been educating drivers about the dangers of drink-driving since 2000.

Comment from the AA

Following the announcement of the proposed introduction of rehabilitation courses for drivers convicted of drug-driving, Jack Cousens, head of roads policy for the AA, said: *"The AA welcomes this announcement in an effort to make our roads safer while offering help to those who want to stop taking drugs. Drug driving court cases have risen from just under 1,500 in 2015 to 13,700 in 2020*, which shows a growing problem that police forces are rightly seeking to stop. Likewise, we are encouraged that more drivers are being tested, to deter people from driving under the influence of drugs."*



Driver monitoring doesn't have to be invasive

By: Paul Holland, Managing Director for UK Fuel at FLEETCOR

The idea that businesses can improve efficiency through data collection is as old as the production line. However, monitoring individual employees – tracking their eye movements to check that they are concentrating or timing their toilet breaks – is often seen as a step too far. At a time when drivers are leaving the profession in droves, often citing 'soul destroying' working conditions, alienating workers could be more costly than accepting a certain level of waste due to inefficiency.

There clearly needs to be a happy medium between the needs of a business and those of its drivers, so how can fleets make sure that they are working efficiently and safely without overstepping boundaries?

Balancing fleet management and drivers

Today precise tracking technologies used by major companies like Amazon is becoming more widespread so vehicles are increasingly being fitted with GPS locators. With B2C deliveries there is a clear business case – customers like to know when their delivery will arrive. However, in other applications the use cases centre on efficiency, safety (checking that drivers aren't speeding), security (tracking stolen vehicles) and preventative maintenance.

While critical for visibility within fleets, drivers can become disgruntled by the implication that they aren't doing their job that monitoring implies. If targets are realistic and flexible (taking account of unexpected traffic for instance) employees are unlikely to have problems, but there is debate whether systems are spying or genuinely improving safety. This could risk encouraging drivers to either game the system or even quit. Having input from drivers themselves is crucial here: most are experts at what they do and will be able to give comprehensive feedback on targets that are realistic, and the systems will work for them. Companies must balance their need for safety with employee privacy.

Legalities of driver monitoring

In addition to the operational considerations, there are legal aspects to driver monitoring that need to be considered.

You may be surprised to learn that the rules around driver monitoring fall under GDPR protections – a set of laws you probably associate more with email opt-outs than GPS tracking. Under this legal framework, the information that tracking devices gather about your employees is considered to be personal data that belongs to them. That means that in order for your company to use that data, employees need to opt in, just as they would to email marketing. They will have to give their consent to being tracked, either when they join the company or when a driver monitoring system is put in place. You will also have to let employees know when they are being tracked and only track employees during working hours.

Driver tracking that works for you and your drivers

There are many reasons for tracking your fleet and, if done intelligently and with driver input, there should be no reason that you can't institute a system that works for everyone. Opting for a fuel card can help operators keep fuel spent under control as it enables a fixed weekly price for fuel that is typically cheaper than the price at the pump. Meanwhile larger operators can also bunker their own fuel – generally considered the most cost-effective way to refuel on the road.

As well as controlling fuel price, it is essential to control efficiency. Deviating off planned routes wastes time, fuel, and ultimately increases costs. By partnering with a provider that offers the UK's largest network, drivers should never have to drive far to refuel, sticking to their planned routes.

Combine this with better harnessing data, such as real-time management information reports for improved visibility around fuel transactions, means operators can better plan fuel purchases at strategic times. Overall, this will offer a complete picture of how your drivers are performing that allows you to increase efficiency without sacrificing morale.

To learn more about Keyfuels, visit: <https://www.keyfuels.co.uk/>





Transport Law Updates in 2021

By: Tim Ridyard, Partner Transport and Regulatory, Ashtons Legal.

Mobile phone law changes: time for fleet operators and their drivers to reflect

On 25 March 2022 the law relating to using mobile phones whilst driving was significantly tightened.

Businesses who employ drivers (who drive as their sole role or driving is part of their job) should use this opportunity to revisit road safety policies. They, and their drivers, should also remember that, where their drivers hold vocational licences for lorries, coaches and buses (category C or D), they may face penalties over and above fixed penalties and penalty points - through Traffic Commissioner action against them, such as suspension.

New Law

The revised offence of using a hand-held device covers any device that has an interactive communication capability – even if it is not enabled. These will usually be mobile phones.

What will be meant by “using” a mobile telephone or other device that will make it unlawful? In the new regulations* there

is a non-exhaustive list that includes the following:

- illuminating the screen
- checking the time
- checking notification
- unlocking the device
- making, receiving, or rejecting a telephone or internet-based call
- sending, receiving or uploading oral or written content
- sending, receiving or uploading a photo or video
- utilising camera, video, or sound recording
- drafting any text
- accessing any stored data such as documents, books, audio files, photos, videos, films, playlists, notes or messages
- accessing an app
- accessing the internet

In effect, any usage becomes unlawful – however, “hands-free” is permissible. That usage is still controversial, with continuing concerns about any kind of driving distraction, whether hands-free or not. The Transport Research Laboratory (TRL) believes this was “another missed opportunity to consider the research evidence on distracting driving more widely”. In its article on “Distracted Driving Research” in 2021, it stated:

“The focus on ‘hand-held devices missed the point. Drivers’ eyes and minds must be on the road. It is not enough to only ensure that their hands are on the steering wheel. As a society, we must be braver in what we demand from drivers, from policy and from design in road safety. We must ask whether we are happy for people to be driving below their optimum performance level, and if so, how far below? In short, how safe is safe enough?”

Penalties

The offence will normally be dealt with by way of a £200 fixed penalty and 6 penalty points, unless prosecuted or contested in the Magistrates Court. This can have further consequences:

- a driver can ‘tot up’ in just two offences within a three year offending period = 12 points = 6 month mandatory driving disqualification
- DVLA revocation of driving licence held by new drivers (i.e. licence held for less than 2 years)
- possible Traffic Commissioner intervention for vocational drivers (see below).

There will remain two further offences, perhaps less well known:

- causing/permitting a person to drive a vehicle on a road when that person is using a hand-held mobile phone/other device
- supervising a provisional licence holder if the person supervising is using a mobile phone/other device

Exemptions

The law already allows a driver to use a mobile phone in emergencies.

However, there is a new exemption: drivers can use a phone/device when driving, to make a contactless payment, but the vehicle has to be stationary and what is being bought must be provided at the same time as or after payment.

Vocational drivers

Drivers who hold category C and category D licences must be fit persons, to obtain and retain those licences. If they have lost their licences (through disqualification) and are reapplying for them, or if they commit offences whilst holding their licences, they can be subject to action by the Traffic Commissioner, who can remove or suspend their entitlements for mobile phone offences.

The approach taken to LGV/PCV licence holders will depend on previous conduct history and whether the mobile phone offence (code CU80) was committed in a commercial or non-commercial vehicle.

The Traffic Commissioner starting points for action are as follows (all will normally be with hearings):

Type of vehicle not known:

First offence – DVLA warning letter (no hearing)

Second offence – no previous CU80 history - 3 week suspension

Second offence – previous CU80 history – hearing – 6 week suspension

Third or more CU80 – no previous CU80 history – 6 week suspension for third offence and longer for further offences

Third or more CU80 – previous CU80 history – 12 week suspension for third offence and longer for further offences

Offence in commercial vehicle:

First CU80 – no previous history – 4 week suspension

First CU80 – previous CU80 offence in any vehicle – 8 week suspension

Second CU80 – no previous CU80 history – 12 week suspension

Second CU80 – previous CU80 in any vehicle – 16 week suspension

Third or more CU80 – no previous CU80 history – 16 week suspension for third offence/longer for further offences

Third or more CU80 – previous CU80 history – 26 week suspension for third offence and longer for further offences

This means it is highly likely that a vocational driver will face a suspension of their Cat C or D entitlements if they commit a CU80 offence.

The background

If a driver uses a mobile whilst driving then an offence can be committed in one of two ways: a) the offence of using a hand-held device where driving, or b) where their driving is sub-standard, wholly or in part due to mobile phone usage, e.g. offences such as careless or dangerous driving.

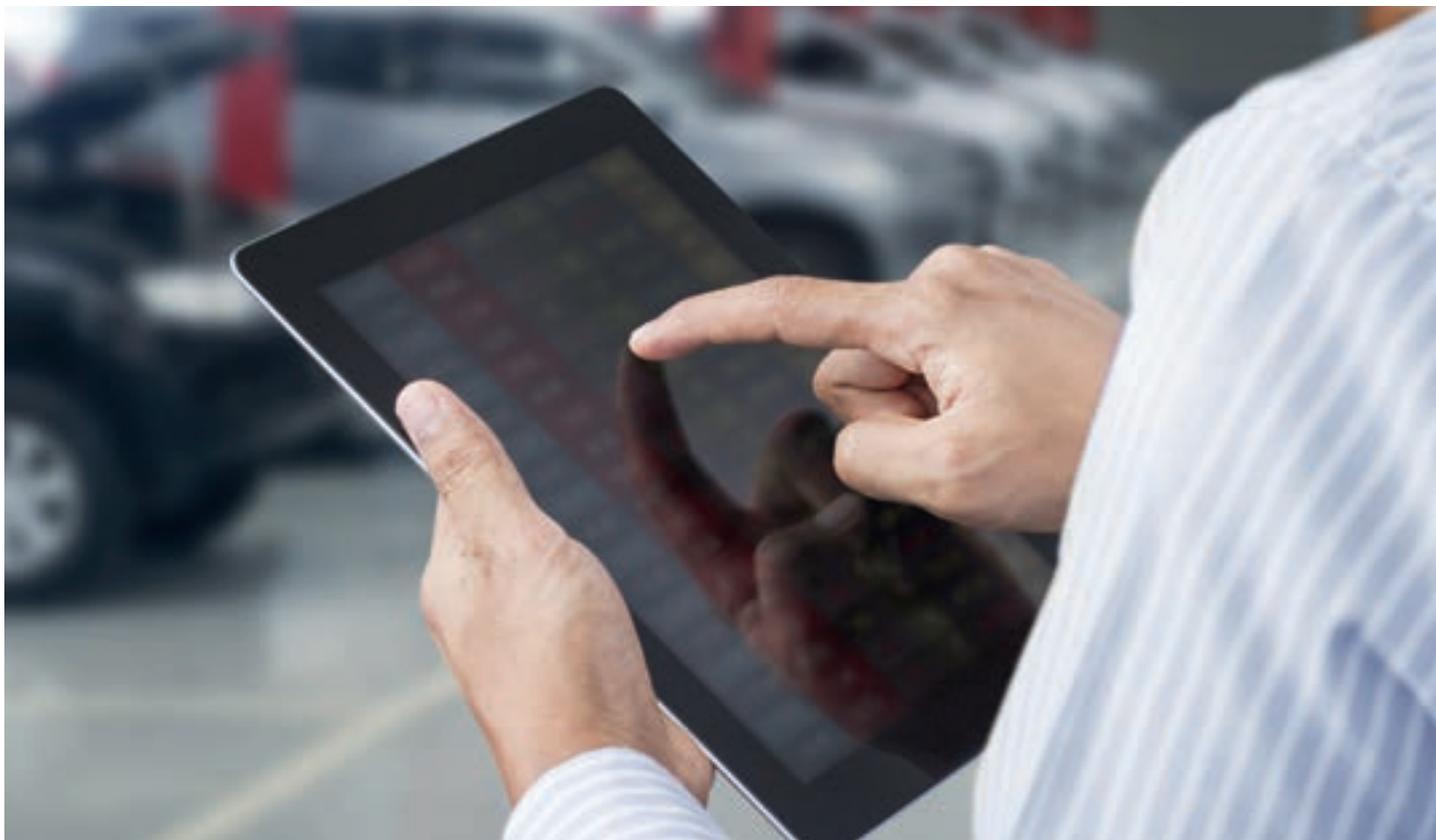
The law relating to using a device whilst driving had to change, as it had not kept pace with modern phone technology. The pre-25 March 2022 law forbade hand-held “interactive communication” when driving – in reality this covered telephone calls, messaging or internet access. Other uses of mobile devices did not breach this specific law. Over time, phones acquired new functions: cameras, internet access etc

The old law meant that you could use your phone to, say, film an accident – this involved no “interactive communication” and no offence was committed. This is what happened in the case of DPP v Barreto [2019] EWHC 2044 (Admin), where a driver admitted filming a serious accident for between 10 and 15 seconds. In that case, the Court recalled a separate case (R v Eldarf) where a driver used his mobile phone to listen to music that was pre-stored, changing tracks as he drove. In both cases, the Court confirmed this did not involve external communication – so there was no offence under the law, as then drafted.

Clearly, the law was not in step with new phone technology – and hence the change in law.

**The Road Vehicles (Construction and Use) (Amendment) (No. 2)*

New fleet guidance: will your maintenance stand up to scrutiny?



When the Driver & Vehicle Services Agency (DVSA) inspects and investigates goods and passenger operators, their maintenance and/or traffic systems are put under the spotlight. This process may be a physical inspection on-site or it can be a 'desk-based assessment'.

Revised Guidance that explains what the Driver & Vehicle Standards Agency (DVSA) check on maintenance inspection visits, has been published (1 April 2022). Goods and Passenger Operators are strongly advised to understand what is expected of them and what evidence has to be produced to DVSA.

Ashtons Legal provides considerable legal assistance to Operators whose transport management systems have been, or are to be, inspected, and may not be robust enough. Very often, this leads to Traffic Commissioner intervention, such as Preliminary or Public Inquiry Hearings.

DVSA investigations may centre on maintenance and/or traffic compliance (drivers' hours, Driver CPC, driver training and licensing, working time etc.). Today, this is often done through desk-based assessments (DBAs) where the Operator is required to submit to DVSA full written details of their systems, with accompanying documentation and evidential proof (maintenance inspections, vehicle unit and driver digicard downloads etc.). However, in-person inspections still continue. No in-person visit takes place.

DVSA investigations may occur for a number of reasons:

- roadside stop revealing most serious infringements (MSIs) or other serious shortcomings (e.g. 'S'-marked prohibitions)
- poor prohibition history and/or poor annual test history
- Traffic Commissioner request
- application to increase the licence

In the latter case such applications (often for large increases) triggers the Office of the Traffic Commissioner asking DVSA to investigate. It is commonplace for the findings to be unsatisfactory, with the Operator ending up at a Traffic Commissioner hearing where it seeks the Licence increase, whilst defending its ability to manage the existing fleet properly.

No application for a licence increase should be made without the Operator being prepared to demonstrate their systems are in good shape, not least if the increase sought is large.

Maintenance Investigation Visits

The Guide issued on 1 April 2022 states what DVSA is looking for on maintenance visits and, importantly, how this is evidenced. It is vital for any Operator always to be able to positively show how they comply. If there is a system, it needs to be proved, not just described.

What DVSA looks at does evolve in areas such as brake testing (a real focus in recent years), and some specific focus areas of concern are highlighted in the new Guide. The following areas

are of particular concern:

- clear evidence walkaround checks are not carried out
- vehicles being used with reported safety defects
- clear evidence of poor maintenance standards resulting in safety-critical defects
- deliberately modified emissions control systems or removal of the manufacturers emissions plate values
- clear evidence of a tyre manufacturer's date code being modified or removed
- there is no genuine link between the transport manager and the operation

When conducting a maintenance investigation, DVSA examine operators under the following heads or areas:

- operator legal entity
- condition of vehicles examined at the fleet check
- operating centre
- inspection and maintenance records
- driver defect reporting
- maintenance facilities and arrangements
- vehicle emissions
- wheel and tyre management
- load security – heavy goods vehicles (HGVs) only
- Public Service Vehicle Accessibility Regulations (PSVAR) – public service vehicles (PSVs) only
- prohibition assessment
- security requirements
- previous reported shortcomings, conditions and undertakings
- transport manager/responsible person
- request for explanation response (where applicable)

Request for Explanation (RFE)

Whether they come from physical or desk-based assessments, any shortcomings will be exposed and identified by DVSA.

DVSA will require an Operator and Transport Manager to respond to any shortcomings identified. There is normally a 14-day time limit for this. Sometimes, there is just 7 days.

It is imperative that Operators provide the fullest possible information. All too often, an inadequate response is provided. In our experience, all too frequently they fail to supply adequate information to DVSA – often, there is an adequate explanation and available evidence to prove transport managements systems in place – but this is not explained and evidenced with documentary proof. An own-goal.

It should be assumed that any response will end up on a Traffic Commissioner's desk, and should be carefully and fully prepared, with that in mind. Any promises given about future changes will be followed up, and the Operator must follow them through.

After the response has been provided, DVSA will decide what to do and this will range from DVSA accepting that the response is satisfactory or finding it is unsatisfactory, meaning the Traffic Commissioner will receive the DVSA Report and its findings.

It should be noted that simply providing adequate information to DVSA in any reply does not, of itself, mean that no further action will occur. As the Guide states:

"The recommended action for the Examiner to report the Operator to the Traffic Commissioners will not change even if the request for evidence response is satisfactory"



Ashtons Legal advice and representation

If you require any advice with regard to Goods and Passenger Operator Licencing, including advice concerning DVSA Investigations, correspondence with the Office of The Traffic Commissioner or Traffic Commissioner Preliminary Hearing/Public Inquiry work, then please get in touch.

Contact: Tim Ridyard, Partner Transport and Regulatory T: 01284 732111 E: Tim.Ridyard@ashtonslegal.co.uk



The second RVS Dennis Twin Pack electric conversion hits the road in Islington, London

Refuse Vehicle Solutions (RVS) has successfully delivered the second electric conversion of a Dennis Twin Pack Refuse Collection vehicle to Islington Council. The second order follows the success of last year when RVS converted the world's first Dennis Twin Pack refuse collection vehicle and is one of four that will be converted before 2023 for the Islington Council. The arrival of the vehicles supports creating a cleaner, greener, healthier borough for everyone.

These vehicles will help reduce emissions in the borough and ensure local people have cleaner air to breathe.

The conversion process is highly sought after by councils, due to the lower purchase cost of the vehicles. The instrument cluster and main components are identical, meaning even the hardest to please operators are positive about the upgraded vehicles. Unlike other electric refuse collection vehicles, the batteries are more cost-effective too. The latest technology has resulted in rarely degraded battery cells being able to be

replaced cheaply and easily, as opposed to having to change the entire battery which is wasteful and expensive.

The eco-friendly conversions are cobalt-free and offer a long-life battery with high stability.

"We're pleased to be working with Islington Council again and we look forward to repowering more of their vehicles," said Josh Law, Head of Technical at RVS. "The second order is a statement of how well the first electric conversion is performing and it marked a significant milestone as we are the only UK organisation with this type of



experience! The EMOSS technology used in the conversion has been perfected over the last 20 years, is reliable, and represents a cost-effective solution for local councils looking to reduce emissions from their fleet."

The RVS Dennis Twin Pack electric conversion features a 200 kW battery, which for Islington Council would allow the crew to use the vehicle for two shifts on one charge. The EMOSS battery cells can achieve an average of 1 mile per 1% of the batteries charge. The battery can be recharged in around 4.5 hours, thanks to its onboard charging facility that can connect to a standard 32 or 63amp plug. On the fast charge option, it will fully charge in an outstanding 1.5 hours making the vehicle a viable contender for any business.



The Fleet Interview

with Ian Hoults, Head of Fleet, City of York Council

Fleet Size

60	HGVs
170	Vans and Light Commercials
300	Plant and Equipment



With pre-Roman origins, York is one of the most historic cities in Europe. Today, the main city and surrounding areas has a population of over 200,000 and services are provided by the City of York Council Unitary Authority.

The diverse vehicle fleet that supports those services is undergoing changes that will meet the strategic objective of carbon neutrality by 2030 and Ian Hoults, Head of Fleet at the City of York tells Essential Fleet Manager how this will be achieved in very challenging times.

Could you describe the fleet make-up that you saw on joining the Council in 2019 and what were the most immediate challenges?

The City of York Council (CYC) fleet was made up of a typical diverse local authority fleet, capable of delivering many services to the public. Consisting of 230 vehicles with a split of 60 HGVs and 170 cars, vans and light commercials - the majority being diesel. Almost 95% of the fleet was age expired, so had

exceeded its life expectancy.

In addition to this, there were also 300 pieces of plant equipment ranging from small hand held items to large plant.

With these assets needing more frequent repairs and the Council's ambition to be carbon neutral by 2030, a full review of the Council's fleet replacement programme was immediately required - a huge undertaking.

After conducting a fleet review, what were the main options to be considered before settling on the formal strategy and what are the key aims of the strategy?

Once we had reviewed the fleet assets and understood the base fleet in each of the user departments, we could then begin to look at viable options incorporating the Council's environmental ambitions.

We developed a report with three viable options for our chief officers to present to our executive members. When the preferred option was chosen, we created a strategy to replace the fleet that met the Council's environmental ambitions and users need.

Considering the expected life span for our HGV fleet is seven years, we opted to replace this section of the fleet with Euro 6 diesels immediately, with the exception of two HGV refuse collection vehicles that would become full Battery Electric Vehicles (BEVs). By doing this, we thought it allowed other technologies such as hydrogen fuel cells to be further developed, hopefully creating other options for us from 2028 and onwards, at which point our HGVs would be due for replacement again.

The rest of the vehicles on the fleet, including anything up to 3500kg would be replaced with full BEVs. This is on course to be completed by 2024/25.

There were two key aims of this strategy; to meet our ambitious target by 2030 and to continue our delivery of the many services a unitary authority provides.

A huge part of your plan is to transition the entire vehicle fleet up to 3.5T to EVs. Even on the most basic level this is a complex process, but how have you been meeting the additional challenges of the last 2 years?

The past two years have been challenging for everyone on all fronts, but one of the biggest challenges we have faced, is the uncertainty of vehicle delivery times for the orders placed.

This has been more apparent in the last 12 months, as during 2020 we were concentrating on creating our fleet replacement strategy and how we would meet our targets.

COVID obviously proved challenging, but in terms of fleet procurement and deliveries, the worldwide shortage of



microchips due to the main factory blaze where they are made and Brexit, I believe, have played as big a part as anything; it's been the *'perfect storm'*.

All we have done, and continue to do so, is to have honest open relationships with manufacturers and suppliers from the outset. We make our expected delivery times very clear in our procurement frameworks and will use these delivery times as part of our award criteria.

We are now finding that manufacturers are broadly the same in terms of expected delivery, but as the ball is in their court this creates an edge of competitiveness between the suppliers.

Interestingly however, some Electric Vehicle (EV) orders have not taken as long as the diesel versions, for example the electric refuse vehicles we ordered were delivered before the Euro 6 variants, even though we ordered them at the same time. I think this could be because CYC is ahead of the curve compared to some organisations who are still ordering fossil fuelled vehicles which is maybe a more crowded market.

How has data led technology, such as telematics, helped inform your decisions?

Telematics have been a really important tool for us. We have analysed our vehicle tracking mileage data to ensure our services can operate effectively under the new EV model.

We used telematics data in addition to our back office fuel management system at the beginning, to demonstrate some economic efficiencies, but this was not one of the main drivers behind converting to an EV fleet for the majority of our assets.

We did however use our fuel management tools to understand our carbon output from the tail pipe and will continue to do this in the years to come to show the reduction in our emissions.

...Cont'd on page 16

...Cont'd from page 15

How are you ensuring that there is the EV charging infrastructure that will meet all the needs of your fleet now and in the future?

I have worked with our internal Fleet Management and Transport teams who have liaised with Northern Power Grid (NPG) externally to be sure we can generate enough power in our operational depot.

Our Transport team have procured a supplier to implement the infrastructure to ensure our vehicle charging needs are met. There has essentially been three phases; Stage one 2020 upgrade to our existing depot infrastructure and sub-station; Stage two 2021/22 implement 70 fast chargers and 10 rapid chargers with load balancing; Stage three 2023 build a new sub-station at our site capable of increasing the power output and upgrade the number of rapid chargers.

Once we analysed our telematics data we confirmed what we already broadly knew, due to the demographics of York, the mileage the vehicles were travelling on any given day was not high - this enabled us to make the decision to avoid home charging altogether. We have circa 90 vehicles that undertake 'home start' duties and therefore this was a key decision.

But what the analysis of the telematics showed was that the number of trips required to re-charge would be very similar to the number of trips made to re-fuel or other visits made for re-stocking of parts for our trades teams. This gave us the opportunity to operate a different re-charging model compared to other organisations, mitigating risk and overcoming the known home charging challenges, as well as making financial savings.

Vehicles on home start duties will use the rapid chargers between the hours of 8am – 5pm and then the vehicles parked at the depot overnight will use the fast chargers between 5pm – 8am. The previously mentioned load balancing technology will distribute the power accordingly until our new sub-station is built next year and then charging anything at any point shouldn't be a challenge.

What are the options and challenges when “decarbonising” heavier vehicle assets such as RCVs?

The availability of such vehicles and the massive cost difference between an alternative fuelled version and the diesel variant.

Also the technology for the heavier fleet isn't quite as advanced as the smaller EVs, so this required careful consideration to ensure operationally, nothing changes.

How can Government and other agencies better assist and support organisations in England that have committed to low emission fleet operations?

Initiatives through central funding, such as the Government grants available through OLEV are welcomed, but not sufficient for an organisation the size of CYC or greater.

My understanding is that Transport for Scotland offers bridging from the diesel cost to the EV cost. In Wales a recycling initiative to re-power HGVs is currently in place that offers greater financial incentives. These are both great initiatives and no doubt proving successful with organisations who are taking advantage of these schemes.



CYC have and are investing heavily in BEV technology along with the infrastructure and have had very little back in terms of incentives. Climate change is at the forefront of most organisations and businesses both public and private sector so if this and future Governments want to accelerate the lowering of carbon footprints then new incentive gains need to be offered; these don't have to be necessarily financial.

How important are expert suppliers and other outside partners to effectively managing the targets and objectives of your fleet management policy and strategy?

Our fleet team at CYC engaged with other external organisations at the beginning of our fleet replacement journey and this proved invaluable. It helped us to learn from those organisations as we were able to make use of shared knowledge.

Suppliers are helpful with sharing advice and are really reassuring with the warranty periods offered.

Two things that are difficult to predict are the life expectancy of the assets, and then the residual value at end of life. In terms of life expectancy, we would like these to be greater than what we would base our fossil fuelled vehicles on due to the capital investment. In 5-7 years' time it is difficult to predict what the market will look like, which can make budgeting whole life costs difficult.



How far do you think Battery Electric Vehicles will be improved and do you see a greater role for Hydrogen Fuel Cell Electric Vehicles in the future?

Technology is improving all the time and because more organisations are taking the plunge into the BEV world it is forcing manufacturers to improve more rapidly therefore creating a more competitive market. Personally I see hydrogen fuel cells being a big player in the HGV sector and speaking to other freight partners they feel the same. This was my advice when devising the fleet replacement strategy and I still firmly believe it, there needs to be further work and time invested into the feasibility of hydrogen fuelling stations and the locations in the UK; this again is where central government could offer support. In terms of hydrogen fuelled vehicles, manufacturers in Japan and Germany are making great progress. There is also the argument for hydrogen to fuel EV infrastructure and that feasibility.

How is the City of York setting the pace and providing learning opportunities for other authorities and organisations?

When I shared with colleagues in 2020 from other organisations that CYC was moving towards an EV fleet imminently and would no longer procure fossil fuelled vehicles up to 3500kg, I think they were very surprised. But now many organisations especially in the public sector have short dates to meet in terms

of their environmental impact and become carbon neutral. I am contacted all the time by colleagues in other authorities asking for information, data, best procurement methods, and just general advice which I am more than happy to share.

I know how difficult these strategies are and especially managing the expectation of the Council. It is very pleasing for CYC to be recognised as the pace setters and leading in terms of local authority fleet carbon neutralisation. We just need to keep to our strategy in the most linear way possible and place trust in the technology; if we can do that then I am confident we will meet our target.

We are also investing heavily into our workforce with every category B license holder going through the five hours AFV training even if they won't be driving BEVs over 3500kg just to give them an element of driving an alternative fuelled vehicle. We have trained all our engineers up to Level three hybrid and electrical maintenance to firstly ensure their safety and continue with our in-house maintenance model.

Visit www.york.gov.uk



Red diesel removal means price hikes

- here is how telematics can help you offset the increase

The tight margins the UK construction industry has been trying to navigate its way through with rising labour and material costs are set to tighten once again. Now braced for the change in red diesel legislation, we look at the financial impact businesses are facing due to higher costs and higher theft, and how the adoption of telematics technology can offer a solution.

April 1st - this date has been looming over the UK construction sector like a dark cloud. It's the day it became illegal to fill vehicle and machinery tanks in the UK with red diesel, leaving businesses faced with a fuel duty bill five times higher overnight.

This change in law follows the Finance Bill 2021, introduced to help meet the objectives surrounding climate change and quality of air. Low-tax red diesel makes up more than 15% of all diesel used in the UK, contributing to more than 13 million tonnes of CO₂ each year. In 2018, construction in London alone was responsible for 7% of nitrogen oxide emissions.

In short, the government hopes by restricting the use of red diesel, the construction sector will be pressured to source and invest in cleaner alternatives. Some firms have already announced they will be switching to alternatives such as hydrotreated vegetable oil (HVO) and Shell GTL - there are also talks of widespread introduction of Biomethane HGV refuelling stations.

However, trade bodies are arguing that the removal of red diesel is going to have the opposite effect. A survey by the Civil Engineering Contractors Association in September 2021 warned of the colossal negative impact. Data showed that tax changes would cost SMEs in the sector between £250,000 and £600,000 each year - with 50% of businesses voicing real concerns about

their ability to continue trading while shouldering this new financial burden.

Another consequence of increased volumes of white diesel on construction sites is fuel theft.

So, what can organisations and local authorities do to get control over tightening margins? Ultimately, it comes down to visibility and changes in behaviour - you need one to encourage the other.

More than ever, public sector bodies with the involvement in construction should be exploring the world of technology on offer. The right telematics system is going to give you increased visibility over fuel costs, operational processes and criminal activity

Optimised logistics

The ability to plan routes more strategically improves fuel management. Greater visibility results in increased efficiency and less fuel being used unnecessarily on trips. It also has a positive impact on customer service, with the ability to provide accurate details on arrival and collection times through live map data. Our case study with a plant and machinery hire business is a real world example of this.

You can learn more about this by visiting the Customer Stories page on the ABAX website (1).

Driver behaviour

Bad driving burns fuel. In the new era of fuel costs, and Co₂ reporting, public sector bodies can't afford to waste money or expose themselves to negative feedback from end-users. By monitoring driver behaviour, you're able to clearly identify training needs and manage those that are presenting a risk.

And if you're also exposed to out of hours use, telematics

provides the ability to monitor usage and prevent unauthorised use that sees fleet managers footing the bill.

Multiple customers saved £20,000+ by making use of this - you can learn more about this partnership by visiting our Zego Partnership page (2).

Idling

The financial impact of idling should not be overlooked - in a vehicle with a 5-litre engine, every 10 minutes of idling burns 500ml of fuel. Data from CAT shows that, construction equipment idle time can be as much as 40-50% of total operation time – it’s unavoidable but it can be reduced, and with rising fuel costs a reduction can equate to significant savings. Telematics technology will highlight idling time per vehicle, allowing site managers to identify areas where improvements could be made.

Theft

In 2020 the cost of theft and vandalism

in construction sat at £800 million. Rising prices in the industry have led to predictions that crime rates - and the knock-on financial impact - will increase further in 2022.

Geofencing and live positional data on vehicle, plant and tools offer accurate and real-time data – helping theft prevention and vastly improving rates of recovery. For example, ABAX customer McCann’s explained how their business recovered equipment worth £25,000 using the tracking system (3).

When it comes to fuel theft - mileage count functionality allows businesses to compare miles covered vs fuel spent – an opportunity to identify a shortfall.

Machine usage

With plant and equipment hire, it’s crucial to accurately bill for the correct usage. ABAX reporting provides this functionality – also allowing for better servicing and maintenance planning, and so reducing unexpected downtime.

In summary

Unfortunately, there is no hiding from the cost implications that come with paying higher duty on red diesel. However, as demonstrated above – there are a number of areas where telematics delivers a ROI across the public sector tightening budgets, improving operational efficiency and resulting in some real short and long term savings.

ABAX telematics units are self-installable, provide HMRC compliant data and offer live-tracking solutions, all allowing you to access actionable location and usage data on all your assets – and via one easy-to-use interface. Grey, mixed, large and small fleets can all be tracked in an efficient and cost-effective manner, whilst also provide vital reporting data on demand.





“ABAX allows us to identify who is the closest team member to deal with an enquiry quickly and efficiently. We have protection against any false insurance claims, as, a local council, we are very visible to the public at all times.”

West Swindon Parish Council

If you’re looking for your fleet to make environmental, financial and productivity savings, then ABAX could be the solution for you. Go to [ABAX.com/uk](https://www.abax.com/uk) or call 01733 698888.

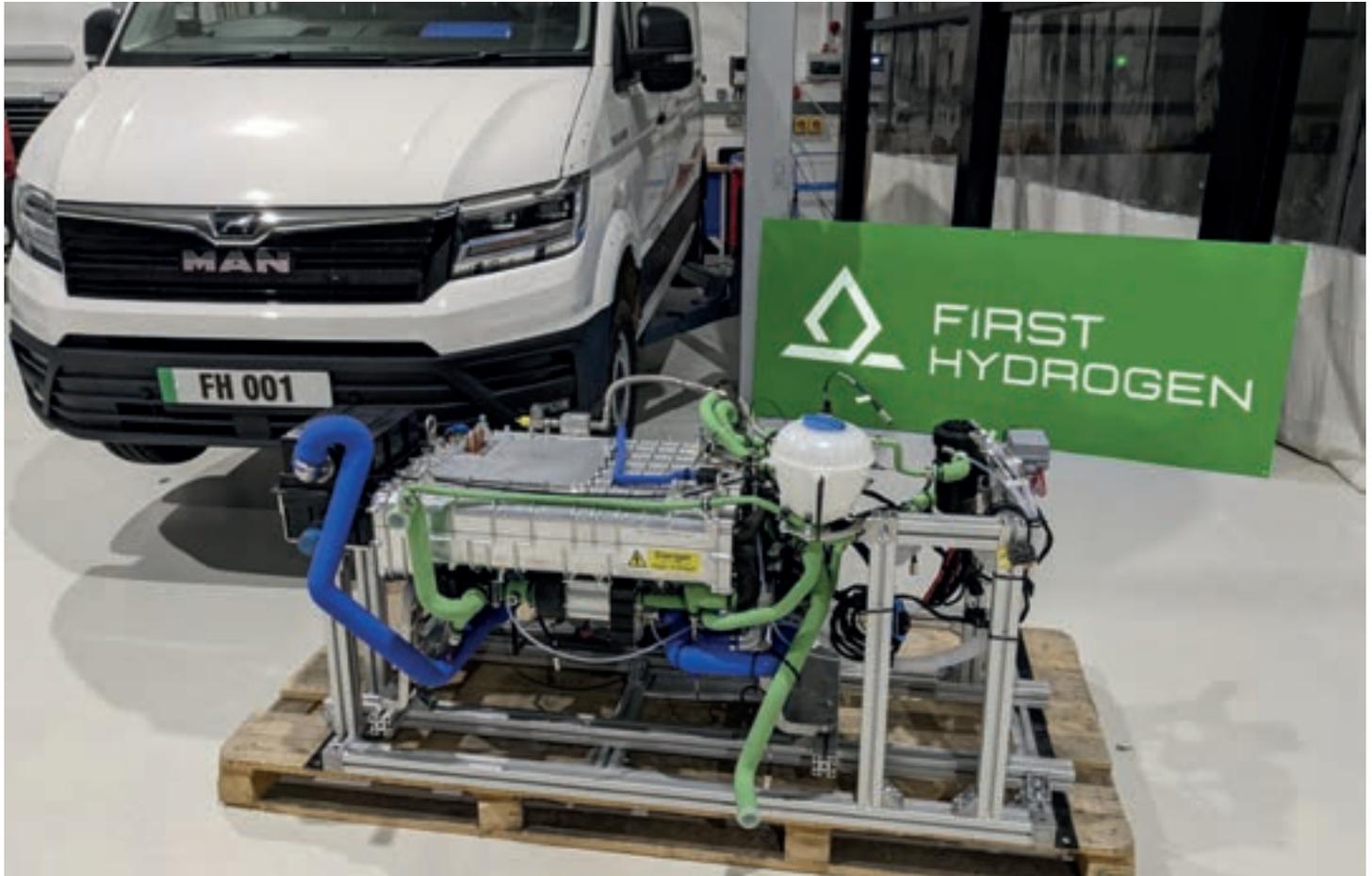


(1) <https://www.abax.com/uk/customer-stories/improve-logistics-maintenance-planning-plant-machinery-hire-business>

(2) <https://www.abax.com/uk/abax-partnerships/zego>

(3) <https://www.abax.com/uk/customer-stories/recovering-plant-worth-ps25000>

First Hydrogen's green hydrogen van to begin demonstrator testing in June



First Hydrogen is pleased to report on the progress of its two demonstrator FCEV vehicles as part of its partnerships with Ballard Power Systems Inc. and AVL Powertrain UK Limited. The two demonstrator vehicles, sourced from MAN, part of the Volkswagen Group, are located at AVL's UK headquarters.

One has been stripped down and used for detailed design and packaging assessments to accommodate the Ballard hydrogen fuel cell, the balance of plant systems, and the hydrogen (H₂) fuel tanks. This includes the preparations for the installation of the hydrogen fuel cell, the power battery and the H₂ fuel tanks. The second vehicle is for the control systems analysis and integration.

The first of two hydrogen fuel cell stacks provided by Ballard has been built with the addition of all required components, including air system, thermal management and cooling system and hydrogen supply. This fuel cell system assembly has been shipped to AVL's headquarters in Graz, Austria for testing and fuel-cell optimisation. The second fuel cell system assembly will follow shortly.

Following optimisation, the fuel cells systems will be shipped back to AVL in the UK for integration and commissioning in the vehicles. Road/track testing is expected to be on schedule for June 2022 with final delivery for road use in September 2022 and First Hydrogen will then be able to showcase its zero-emission commercial van to replace petrol/diesel-powered fleets. In parallel with the development of the demonstrator vehicles, the Company is pursuing green hydrogen production projects in the UK and elsewhere. First Hydrogen's development of its state-of-the-art mobility refuelling station continues with FEV Consulting GmbH of Aachen Germany.

Steve Gill, CEO Automotive of First Hydrogen said: "We are very pleased with the progress for the delivery of our two demonstrator vehicles, working with our partners AVL and Ballard. We are substantially on track to showcase our road-going vehicles with customers in September 2022, as originally planned. Our joint development of this hydrogen fuel cell vehicle will set us apart as a market leader for fuel cell vehicles in the light commercial space and in good stead for our next generation of bespoke hydrogen fuel cell vehicles, which will incorporate all the technical development we have achieved so far."

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Why you should brand your fleet

Choosing to brand your vehicle fleet means increasing your organisation's visibility in the communities your vehicles operate in.

For a Fleet Manager, applying vehicle graphics is also an important tool in achieving standardisation and consistency within a vehicle fleet. Vehicle wrapping, for example, can be used to ensure different coloured vehicles appear the same. Often this type of wrapping offers added protection against minor scuffs and scratches - especially important if end-of-contract charges are a consideration.

Types of vehicle branding

Full Wrap – This is covering the entire vehicle with vinyl, including in some cases rear windows, completely changing the colour of the vehicle.

Partial Wrap – This covers a substantial part of the vehicle, usually up to 1/2 the area.

Decal – This type of branding is usually covers just one area, usually a flat surface, such as a side or rear door.

Lettering – This is usually used for call to actions, or identification.

Magnetic Panels – This type of panel is easy to remove or used for temporary branding.

As a starting point, when you are considering branding your vehicle fleet you should think about how your graphics will work on a mixed fleet, your budget and the length of time your vehicles are used within your fleet. Most graphics will only last approx five years, and the lifespan of your vehicles is obviously much longer.

Keep things simple, don't opt for long messages that might be out of date next year, stick to the organisational logo and contact details - a

web address is less likely to be changed than a phone number or tag line. Add your social channels this will also help drive people to your organisation to read more about how you operate, or your latest environmental campaigns for example. If your fleet has been awarded any accreditation - this should be added as a sticker and not thought of as part of the branding,

If you are wanting to convey a message, such as 'recycle more' or something that is relevant for a shorter period of time to any given community, you may want to consider removable or interchangeable graphics, these work especially well on council vehicles.

Vehicles operating within urban areas are more likely to pick up minor dents and scuffs, low impact reversing damage for example, which means regular trips to the body shop. With this in mind, if your vehicle branding covers the wheel arches or bumper this may prove to be expensive, as each time a graphics repair or renew will be required. So think about which points on your vehicles pick up most damage and avoid applying any graphics in that area.

Before finding a supplier to work



with, you should carefully audit your vehicle fleet, making sure you have a comprehensive list of every vehicle make, model, registration number and also all scheduled maintenance - in addition whether the vehicles are leased or outright purchased. For any leased vehicles, you will have to seek permission from the provider and ensure the graphics are removed before return. Most importantly your graphics partner will have a full picture of what they need to provide and will be able to quote more easily if all the information is to hand.

Set a budget but don't compromise on quality. If you opt for the cheapest quote, it may mean you pay more in the long run. Make sure your provider gives you realistic time scales, having to replace poorly applied graphics that were rushed to meet an impossible deadline is costly and means vehicle downtime is increased. Most providers will offer a warranty for your vehicle graphics, but this may only cover you for replacement if the graphics appear damaged after application or start to peel away. You are better off choosing a provider that will offer a Service Level Agreement in

addition to the warranty - the SLA will set out clearly what you expect from the provider in terms of repairs and replacement and it will also outline what services are provided as part of that agreement.

Many graphic providers have in-house designers that will work with your organisation to produce your vehicle branding, if not there are many graphic design companies that can help. Your own communications or marketing team will also be instrumental in making sure the vehicles are branded correctly. It is important to request several examples and vehicle mock ups before committing to any design as your choice has to last for many years to come and that these are shared with all stakeholders.

Once you have agreed on your vehicle branding, think about your insurance policy, are you changing the colour of any of your vehicles with a full wrap? Check that you have declared any modifications with your provider.

The Police and other enforcement agencies also rely on DVLA records for vehicle related investigations and therefore any colour change should be reflected in the vehicles paperwork. It

may be worth noting that if a vehicle has had its colour changed it is more likely to be stopped for a Police check as the original colour will not match the original details when an ANPR check is made.

Vehicle graphics that display bright and clear logos also have the added advantage of making them much less attractive to thieves. The work involved in removing graphics makes a branded vehicle an unattractive proposition to the opportunist thief.

Your vehicle graphics form an important part of your corporate image. The condition of the graphics and how they look to potential customers, says a lot about your organisation so take care of them. With a small amount of care and preventive maintenance, quality vinyl vehicle graphics will stay fresh for years. Your graphics partner will be able to offer the best advice for cleaning,

The above information is meant as a general overview of vehicle branding, every fleet is different but the core principles remain the same.

For further help you will find companies featured on the next few pages of Essential Fleet Manager.



FLEET GRAPHICS AND BRANDING

GRS FLEET GRAPHICS LTD



Founded 31 years ago by Graeme Smith, GRS Fleet Graphics has evolved into a leading supplier of Fleet Graphics and Branding solutions to many of the UK's medium to large fleet operators.

Essential Fleet Manager caught up with Graeme who explains how GRS Fleet Graphics has constantly, over three decades, recognised the changing needs of fleet operators and has risen to meeting those challenges.

As you developed the business through each stage, what levels of service did you feel were missing from the market when you started?

Back in the early nineties vehicles had to be taken to the sign or branding company, because very few companies visited customer sites. This caused huge amounts of unnecessary disruption to fleet operations and as a priority, we developed an on-site, fully coordinated supply chain managed service.

Thirty years on, this is still a unique positioning on the market, saving thousands of hours for our clients. We also felt that local shops were not necessarily able to provide the top-notch quality required for large international brands.

What steps did you take to ensure that GRS Fleet Graphics offered those services?

From the outset, we have always ensured that we work very closely with our customers' fleet acquisition managers and fleet teams. We liaise directly with their chosen manufacturers, dealers and PDI Centres to coordinate our application within the



whole process, before delivery of the completed assets to the end user. This ensures they are fully operational on arrival. We focus all operations on quality of delivery, from production to fitting. Our reputation is as good as our last job and all our fitters know it. Our people are like a family and as such, they make sure to deliver at the best level possible.

How has the market developed over the last few years and how have customer expectations changed?

The van market especially has seen huge growth, not only through home delivery but also with construction and other infrastructure projects. For example, we are seeing huge growth with Fibre Optic Broad Band Providers expanding through the country.

With the ongoing issue of semiconductor shortages effecting Vehicle Supply, we are having to work even more closely with vehicle suppliers to ensure there are no further delays to project completions, due to brand application within our service part of the PDI. Thus, as time goes, we have to be more flexible and aware of the evolution of the supply-chain.

Coming right up-to-date, how is GRS Fleet Graphics organised across the UK and what is the full range of services that you offer? How do customers benefit from this way of operating?

Design and Manufacturing is in Southampton supporting our network of employed field-based Vehicle Branding Applicators and Wrappers. Our Services include, but are not limited to, pre-spaced, pre-cut, self-adhesive single colour vinyl lettering for the more traditional application, all the way through to full colour photographic print-cut technology to keep up with the very latest in design trends. Our Vehicle Wrapping covers both digitally printed and bespoke colour change for Corporate Brand Identity. We can therefore work with all fleet operators including those most sensitive to long established brand identity.

Each of our applicators work a two-hour territory from their home address giving a local service "Nationwide", as they are not spending hours getting to and from site, they arrive fresh and focused on the job in hand. With each territory overlapping, we are able to operate seamlessly on a National Service Delivery without any additional travel charges. This way, all customer costs are dedicated wholly to the highest levels of service delivery, quality and support and nothing else!

The level of advice and guidance needed by customers will vary, but which would be the main points to consider for a customer wishing to rebrand an existing fleet or apply graphics to new vehicles when their fleet management experience is limited?

When looking to rebrand, firstly look at the age of your fleet. If any vehicles are due to change in the next 6 months, consider just removing the branding from those so as not to have a mixed message or wasting money. It should also be considered if the vehicles are field based and kept overnight at drivers' homes, or do they return to a central hub? If they are returned to a depot, what facilities are available on site and if they are to be wrapped, is there any enclosed space to suit the size of vehicles? It is vital to decide if there is a requirement for vehicle hire, to cover any downtime. Then, once the brand concept has been agreed, we will work in consultation to ensure this works with all vehicle types on fleet.

What is the consultation process for a customer before work commences?

- Stock Colour or Bespoke
- Vehicle Types and Brand Design Compatibility
- Best Material for type of application and longevity.
- Fleet Life of Vehicle
- Location
- Project Delivery Date

All the above ensure that the customer investment is protected, along with brand/corporate Identity.

How do you manage customer communication and quality control through the application stage?

We appoint a dedicated Operational & Project Support Manager to oversee every stage of the process. The use of workflow management and enhanced proof of delivery software ensures that the highest standards are met and in the most efficient

timescale possible. From enquiry and all the way through application the same software is used, meaning that all parties have access to all aspects of the project at all stages. Towards the end of the process and before leaving the customer site, our Application Teams take pictures of completed vehicles and additionally gain an onsite custodian signature to acknowledge satisfactory completion before the job can be closed. Before seeking a signature, each applicator completes a walkaround before applying a quality checked label, including taking photographs of the finished job.

How do you support customers after completion of the project?

All our applications have an "On Fleet Guarantee" which covers against shrinkage, fading peeling etc. We offer a full aftercare service for accident damaged vehicles where we coordinate with the client's repair facility to ensure consistency and to save cost. It is worth stressing that work under the guarantee will, where possible, be carried out at customer sites avoiding unnecessary disruption and downtime.

From your experience with some of the large, very well known major brand fleets, have there been any particularly challenging or unusual projects?

Our biggest challenge to date has to be The Cadbury's CadVent Project, where we had to brand twenty four vehicles including their roofs to form an aerial view of an advent calendar. On the day of the press launch due to high winds, the helicopter that was due to take up the press and film the assembly was grounded so we saved the day, taking a photographer up in our high access platform to photograph the launch of the campaign! A great example of going "above and beyond" expectations!

We are also proud of our long association with Hertz Event, branding a temporary fleet of some 170 cars and people carriers used for the Wimbledon Championships. Brand application, to the strictest standards, is carried out in a very short time-frame and post event removal, again within a very short space of time, is carried out with the vehicles going back into dealer stock entirely unblemished.

How would you summarise the most important customer benefits of the best vehicle graphics and branding?

Brand Recognition and the promotion of Corporate Identity, Products and Services.

What's in the future for GRS?

GRS has recently partnered with Tosca Capital to boost our growth. We have a unique concept and a specific way to serve our clients, based on trust and quality of delivery. And so we want to expand on these key values to more customers with more business development and investment in our delivery capacity.

In the future as in the past, our customers brands will be our reputation.

Find out why you should trust us to brand your fleet, visit www.grsfleetgraphics.co.uk.

Pushing the boundaries of vehicle wrapping



North East Lincolnshire Council's LOVE campaign



Staffordshire-based Creative Vehicle Wrapping (CVW) are experts in vehicle graphics design and wraps. The company has quickly earned a reputation for its ability to wrap complex commercial vehicles such as refuse trucks, sweepers, concrete mixers and chassis cabs, transforming them into 'moving billboards'.

The company was founded by Jonathan Thomas, who previously worked in the waste management sector for over 20 years and was on a mission to change the way people view refuse vehicles.

Jonathan Thomas, Director, CVW: "Wrapping vehicles presents the perfect opportunity to communicate with a large and diverse range of people in a unique, engaging and highly impactful way for comparatively low cost."

Many councils are now recognising this and are utilising their fleets as an effective marketing channel to communicate important messages to residents. CVW enjoys pushing the boundaries of what can be achieved and is responsible for some high-profile wrap campaigns that aim to change behaviour.

These include Newark and Sherwood District Council's recent fly tipping and littering campaign #NotinNewarkandSherwood; and North East Lincolnshire's LOVE campaign, where a fleet of 10 brand new recycling vehicles were wrapped with epic scenes celebrating the borough's beaches, parks and green spaces. Each vehicle is completely unique and there are 20 images featured across the entire fleet. The campaign was designed to encourage people to take care of their local environment and deter littering.

Cllr Stewart Swinburn, portfolio holder for Environment and Transport at North East Lincolnshire Council, said:

"The 10 new vehicles are like a rolling gallery with giant postcards from different parts of the borough. The image quality is superb thanks to the team at CVW who did a fantastic job with the vinyl wrapping."

Jonathan commented: "Wrapping is so versatile from a design perspective and our team have the knowledge and experience to know what will work best and how to use the entire vehicle for maximum effect."

A leader in vinyl graphic solutions

Avery Dennison is widely recognised and respected as the industry leader in vinyl graphics solutions. As an Avery Specialist Installer CVW belongs to an exclusive network of highly trained and audited graphics service providers.

Vehicle wrapping offers a wide array of options when compared with painting. Vinyl film technology has evolved significantly in recent years with an array

of finishes now available such as gloss, matt, satin, metallic and chrome. For this reason, it is becoming a popular choice for changing the colour of vehicles, especially as the vehicle can revert to its original colour at any point.

The reproductive quality of photographic images on vinyl is exceptional and there's no fading or discolouration for 5-7 yrs. From a branding point of view graphics can be printed to the precise CMYK code for consistency.

Vinyl wrapping also offers practical benefits like protecting the vehicle's body

and paintwork, which is great for resale values. Plus, it's easy to clean, and keep clean, due to the hydrophobic properties of the vinyl and laminate.

In terms of its environmental and sustainability credentials wrapping has a lower carbon footprint because it doesn't require the high temperatures needed to bake paint. For the same reason it is also the only option for adding graphics to electric vehicles once they have left the manufacturer. PVC free vinyl is now also available, and CVW has already installed this environmentally friendlier option to a range of electric vehicles.



A Dennis Eagle eCollect electric refuse vehicle wrapped in PVC free vinyl



Full vinyl wrap on electric Peugeot ePartner vans



Satin Black Single Colour Change wrap on an Audi RS6

Wrapping up

Jonathan Thomas added: "We've just moved into larger premises and invested in more equipment, which is enabling us to increase our output as well as take on a more diverse range of jobs."

"Alongside vehicle wrapping we now offer window tinting and Paint Protection Film (PPF) to protect vehicles from stone chips."

"As well as continuing to expand our commercial vehicle portfolio our plans include the creation of a dedicated work area for colour change vehicles."

CVW | Creative Vehicle Wrapping

To find out more visit: www.creativevehiclewrapping.co.uk

Let your fleet do the talking with a **vehicle wrap**

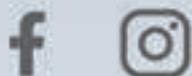
Reach up to 65,000 people... **EVERYDAY!**



- ✓ Low cost high impact advertising
- ✓ Vehicle paint protection 5-7 yrs
- ✓ No fading or discolouring
- ✓ PVC free options

CVW | Creative
Vehicle
Wrapping

www.creativevehiclewrapping.co.uk





Veolia advances health and safety for vehicle crews

Latest initiatives will further increase safety and well-being in the industry

Leading resource management company, Veolia, working through its specialist health and safety teams, has now launched a range of initiatives that will further boost the company's stringent health and safety record.

Currently operating the second biggest self-managed fleet in the UK, the company manages many contracts that involve vehicle collections in busy urban areas. With a central focus on maintaining health and safety and the environments where they work, the company continuously looks for ways of advancing their operating capability. By targeting areas of vehicle operation that can be enhanced the new measures ensure both the well being of its operational teams, and the safety of the communities where the company operates.

To address the challenge of vehicle blind spots, areas that cannot be directly seen by the driver while at the controls, Veolia is now believed to be the first company in the UK waste industry to integrate the working and reversing camera on Refuse Collection Vehicles, RCV. This high definition camera meets the work area zones for EN1501 at the same time as offering a wider field of view for the driver to use for reversing the vehicle. By providing both a reversing and working view at the back of the vehicle it will enable vehicle drivers to avoid incidents involving large vehicles or mobile plant, and the potential injuries or damage to buildings.

Seen as best practice in Industry, these vehicle upgrades are being backed by advanced training, and are part of a campaign to improve the awareness of the dangers associated with blind spots for those working with or around large vehicles and mobile plant. To make this training more realistic the supporting videos were shot using cameras and aerial drone footage for a RCV, a hooklift (roll-on-off) vehicle, and a loading shovel.

To help vehicle crews to avoid any problems caused by activities which involve getting in and out of vehicles and slips or trips on steps, Veolia has worked with Back in Action (BiA) UK to identify new footwear. The new safety shoe is lighter and more comfortable to wear, and allows good movement in the

ankle and foot which reduces stress on the joints when stepping forwards out of a cab.

Commenting on the research Richard Hulland, Chief Risk & Assurance Officer at Veolia said:

"The wellbeing of our teams is at the heart of everything we do, and these new

advances will further boost safety for our teams and our wider operations. By using a combination of technology, backed by the latest training methods, we have given drivers enhanced visibility and raised awareness about the dangers of blind spots, and have seen a reduction in incidents. This has also enabled non drivers to gain a completely different perspective and understand how their interactions with these vehicles can remain safe at all times"

The new measures follow previous vehicle health and safety advances brought in by Veolia, including lowered cab heights for easy access which also place the driver in a better position to give more direct vision of other street users. Combined with greater window areas this substantially reduced blind spots, and according to research also allows the driver to respond more quickly.

Last year Veolia, working with University College London UCL, researched ways to reduce COVID 19 transmission for vehicle crews. This led to modifications to improve interior airflow and help guard against aerosol transmission, and also helps crew alertness by keeping CO2 levels lower in the cab. By combining this with other measures the waste sector supported key workers to maintain better COVID security.



Van driver's daily walkaround check

Daily vehicle checks are an easy and effective way to ensure drivers are as safe as they can possibly be out on the road. By carrying out a visual check of the vehicle before heading out, drivers should be able to spot issues with their vehicles which may become potentially dangerous if not attended to.

BRAKES

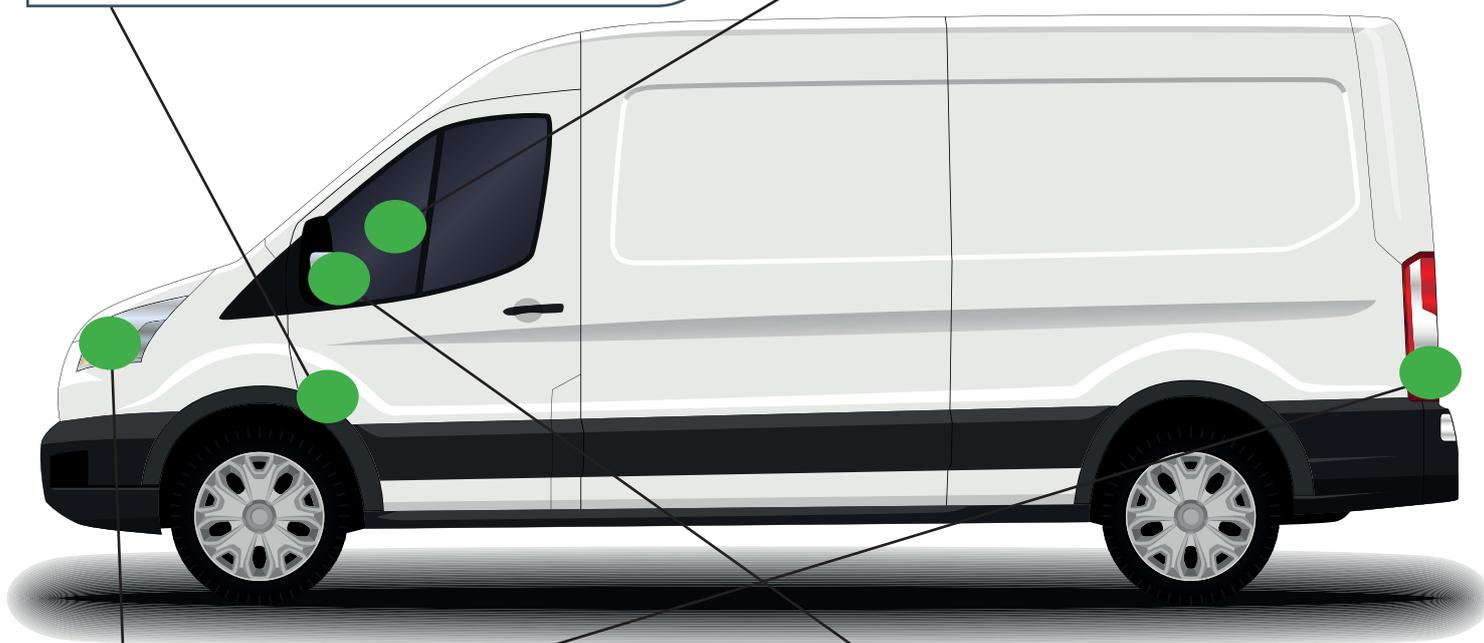
Check that the:

- foot or service brake works correctly and doesn't have any excessive travel
- hand or parking brake works correctly and doesn't have any excessive travel

HORN AND STEERING

Check that the:

- horn control is easily accessible from driver's seat
- horn works when its control is operated
- steering has no excessive play



LIGHTS

Check that:

- all lights and indicators work correctly
- all lenses are present, clean and are the right colour
- stop lamps come on when the service brake is applied and go out when released
- marker lights are present and work
- all dashboard warning lamps work correctly, including:
 - automatic braking system (ABS)
 - airbags - supplemental restraint system (SRS)
 - electronic positioning system (EPS)
 - full beam headlamp warning lamp
 - parking brake warning lamp

MIRRORS AND GLASS

Check that:

- all mirrors that should be there are properly aligned and secure
- your view of the road in all directions isn't obscured by damaged or discoloured glass, or obstructions, eg stickers

SEATS AND SEAT BELTS

Check that:

- seats are secure
- seat belts operate correctly and are free from cuts and damage

WASHERS AND WIPERS

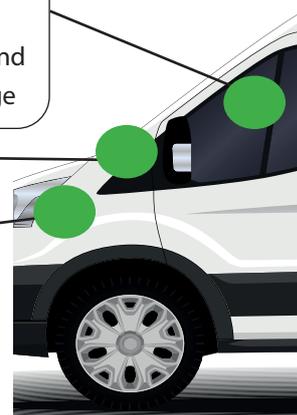
Check that:

- wipers move continually when switched on
- wiper blades aren't so deteriorated that they don't clear the windscreen effectively when used with washers
- washers point at the windscreen and are operational
- washer fluid is topped up

BATTERY

Check that the:

- battery is held securely in place by the correct means and not cables
- battery is not leaking

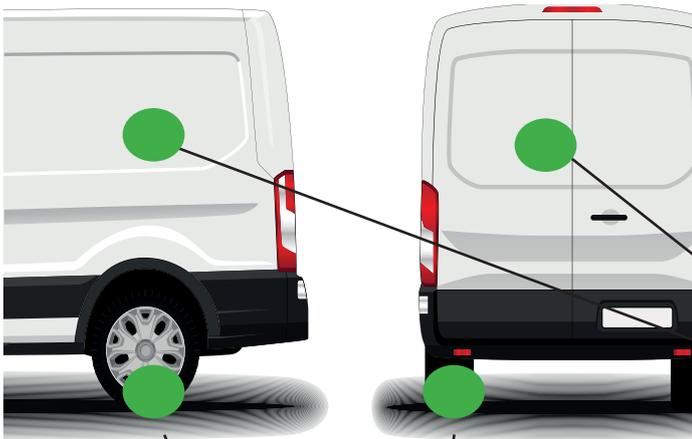


FLUIDS, FUEL AND OIL

Check that:

- the brake fluid, engine coolant, engine oil, power steering fluid, wind screen washer fluid and water levels are correct
- the fuel filler cap is securely fitted
- there are no brake fluid, power steering fluid and water leaks by looking for puddles on the ground - if leaks are detected, trace the cause

With the engine on, check underneath the van for any fuel and oil leaks - look for puddles on the ground.



BODYWORK AND DOORS

Check that:

- all doors shut properly and are secure when closed
- there isn't any damage or sharp edges
- no body panels are loose or in danger of falling off

TYRES AND WHEELS

Check as much of your tyres and wheels as you can see. There must be:

- a minimum tread depth of 1.6mm
- sufficient inflation of each tyre
- no deep cuts in the sidewall
- no cord visible anywhere on the tyre
- no missing or insecure wheel-nuts

You can get 3 penalty points on your licence for each tyre that isn't safe and legal.

EXHAUST

Check that the exhaust doesn't emit excessive amounts of smoke.

Check that:

- any load is adequately secured
- the van doors have an effective locking device

LOAD

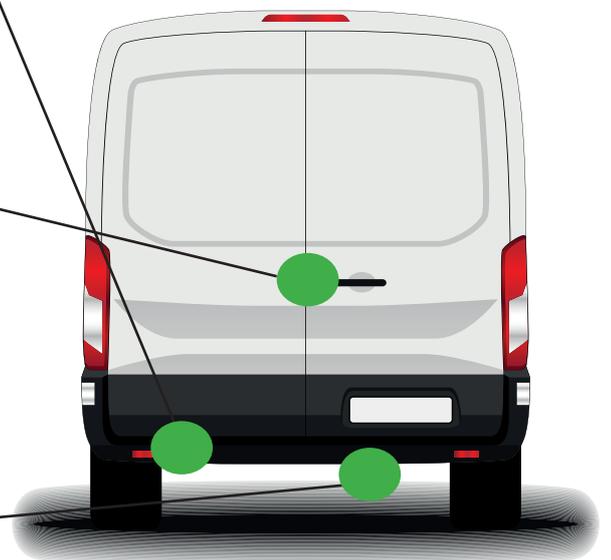
Check that:

- any load is adequately secured
- the van doors have an effective locking device

TOW BARS AND TAIL LIFTS

Check that the:

- tow bar is secure and any trailer is correctly and securely attached, with all electrical connections working correctly
- tail lift is secure and free from damage, functions correctly and the electrics are working correctly





The rise of sustainability reporting and how fleet managers can simplify grey fleet compliance

Fleet managers are being urged to look at the accuracy and efficiency of their carbon and sustainability reporting, with both mandated and voluntary reporting on the rise.

According to the KPMG Survey of Sustainability Reporting 2020, 80 per cent of the 5,200 companies included reports on sustainability. For UK-based organisations it's 90% – a higher rate likely impacted by the 2019 introduction of Streamlined Energy and Carbon Reporting (SECR). And that's predicted to rise with the UK government announcing at COP26 plans to enshrine in law climate disclosures for the country's largest companies.

Legislation centring on carbon and sustainability reporting in the UK is largely focused on bigger organisations, with the mandatory disclosure of climate-related financial information only relevant to over 1,300 of the largest UK-registered companies and financial institutions.

The SECR applies to companies that fit into two of the three following requirements: more than 250 employees, greater than £36 million in annual revenue, and a balance sheet greater than £18 million.*

Yet many other organisations voluntarily choose to report on their carbon footprint, including the sustainability of their fleets, to demonstrate being carbon neutral or reducing efforts to stakeholders and customers. According to the aforementioned KPMG survey:

"Scrutiny over sustainability...from financial stakeholders, especially asset owners and managers, has become markedly more intense and demanding over the last 3 years according to professionals at many KPMG firms."

Sustainability reporting is becoming commonplace in modern day organisations, and fleet managers should expect to contribute with data such as emissions tracking through to accurate monitoring of grey fleet vehicles.

Banishing the burden of fleet sustainability reporting

Selecting the relevant fleet operations data for a sustainability report, ensuring its accuracy and using it to make informed, purposeful decisions can appear to be a mammoth task – but technology can help.

Vehicle tracking technology – telematics – can track exact mileage and produce emissions reports: vital when measuring the environmental impact of fleet vehicles. Such data can also be consistently presented year on year, arming organisations with evidence of trends, and hopefully improvements, over time.

Areas for improvement in fleet efficiencies can also be flagged using such technology. The likes of market-leading telematics

solutions, such as ABAX, can track driving behaviours – along with the status of vehicles – to highlight potentially fuel-wasting habits such as idling or sharp accelerating. Such insights can provide clear ways to cut fuel usage and improve the sustainability of fleets – great additions to any carbon reporting.

The tracking of fleet vehicles can also provide opportunities for route optimisation. Vehicles can be monitored and assigned according to their proximity to a job, ultimately saving on mileage and emissions but also time and productivity.

What's more, mixed fleets can also benefit from telematics, particularly where vehicles aren't the only emission-producing asset and, as a result, the likes of plant machinery and power tools should also be included in sustainability reporting. ABAX telematic solutions can be applied to mixed fleets – giving consistent and easily-managed data on all assets.

Benefits beyond sustainability

Being able to back up sustainability claims is one of the inherent benefits of sustainability reporting. Many acknowledge that more and more customers are actively seeking out sustainable options – the likes of Customer Thermometer even claim that 13% of consumers would pay 31-50% more for products or services if they were under the impression that the business was making a positive impact.

But the benefits extend far beyond proving sustainability. Environmental savings through the use of telematics also equate to financial savings.

Assessing the use of telematics for fleet tracking, the Department for Transport's Energy Saving Trust states that:

"In one study of company car drivers, a telematics system identified a 50% difference in fuel economy being achieved in identical cars over similar journeys. Much of the excess fuel use was down to driving style, including excessive speed and harsh acceleration. By improving fuel economy and reducing time spent idling, a business can reduce its emissions and costs."

And it's results like this that ABAX fleet

tracking solutions customers see too.

On average, ABAX users save 18.5% on fuel costs, find up to 30 minutes per employee, per day in timesheets and are able to analyse driving behaviour for a safer, greener fleet that spends £22.30 less per vehicle, per month.

The use of telematics can also lead to cost-savings thanks to data-led insurance. The likes of partnerships between telematics provider ABAX and insurer Zego allow fleets to insure their vehicles on a usage or fixed-rate basis – depending on the size of fleet. Driving behaviour can also be monitored to inform premium prices at renewal. The result is that fleet businesses are provided more control over how their assets are managed, allowing an increase in business efficiency, reduced risks and money saved on insurance premiums.

Cutting out the grey areas

Another potential challenge that fleet managers may face when it comes to sustainability reporting is the accurate and effective monitoring of grey fleet vehicles.

It has been estimated that 14 million grey fleet vehicles are in use on the UK's roads, with 9 million used for business journeys on a regular basis. In the words of the Energy Saving Trust "it is crucial that opportunities to reduce emissions and cut costs from grey fleet are identified". But that can seem daunting if all companies have to rely on is mileage and expenses claims.

Thankfully telematics can help here too. Privacy law compliant trackers can be installed onto personal cars – and drivers can easily choose which trips to declare as business.

Undeclared trips won't be tracked or logged, and can't be claimed back in mileage. But trips that are declared can be easily factored in to carbon reports – particularly as the telematics technology will know the emissions level of the personal car and automatically adjust mileage rates for each user based on the vehicle type and miles claimed per month.

Even better is the fact that the data is HMRC compliant and easily on hand should there be an audit.

Smaller fleets can benefit too

Although larger companies, and therefore fleets, are the ones subject to mandatory carbon and sustainability reporting, smaller fleets can still benefit from the likes of ABAX telematics technology to make both environmental and financial savings.

In fact, according to research from Sewells UK Van Fleet Market, 41% of van fleets greater than 25 and 53% of van fleets greater than 50 are using telematics. This compares to less than 10% for smaller fleets – leaving up to 90% missing out on the benefits.

Whatever the size of organisation – and whether private or public sector – sustainability reporting needn't be arduous for fleet managers. The right technology is a powerful tool in their toolkit and one which can give quick and easy access to vital sustainability data – and provide insights into where improvements could be made. In turn that can translate to fleet optimisations and cost-savings, which in current times all organisations are searching for.

ABAX telematics units are self-installable, provide HMRC compliant data and offer live-tracking solutions, all allowing you to access actionable location and usage data on all your assets – and via one easy-to-use interface. Grey, mixed, large and small fleets can all be tracked in an efficient and cost-effective manner, whilst also provide vital reporting data on demand.



If you're looking for your fleet to make environmental, financial and productivity savings, then ABAX could be the solution for you.

Go to [ABAX.com/uk](https://www.abax.com/uk) or call 01733 698888.

**ABAX are not tax advisors. It is therefore recommended that you contact your tax advisor to understand the many exclusions to the legislation.*



The Commercial Vehicle Show 2022

24-26 May 2022 | NEC Birmingham

Visitor registration for the Commercial Vehicle Show is now in full swing, as the UK's largest road transport exhibition returns to its Spring-time date. Taking place at the NEC, Birmingham from 24-26 May.

The Commercial Vehicle Show is renowned for attracting hundreds of exhibitors representing a broad spectrum of vehicle manufacturers, trailers and equipment suppliers bringing the latest products, services and technology solutions to the industry. The annual business event is the perfect platform to see product launches, re-engage with existing contacts and connect with key decision makers, creating new growth opportunities for operators of all sizes.

Last year's Commercial Vehicle Show brought businesses

back to a face-to-face environment, giving attendees the opportunity to get their hands on tangible products and to network in person. The Show was hailed as a success for providing exhibitors with a high number of quality engagements.

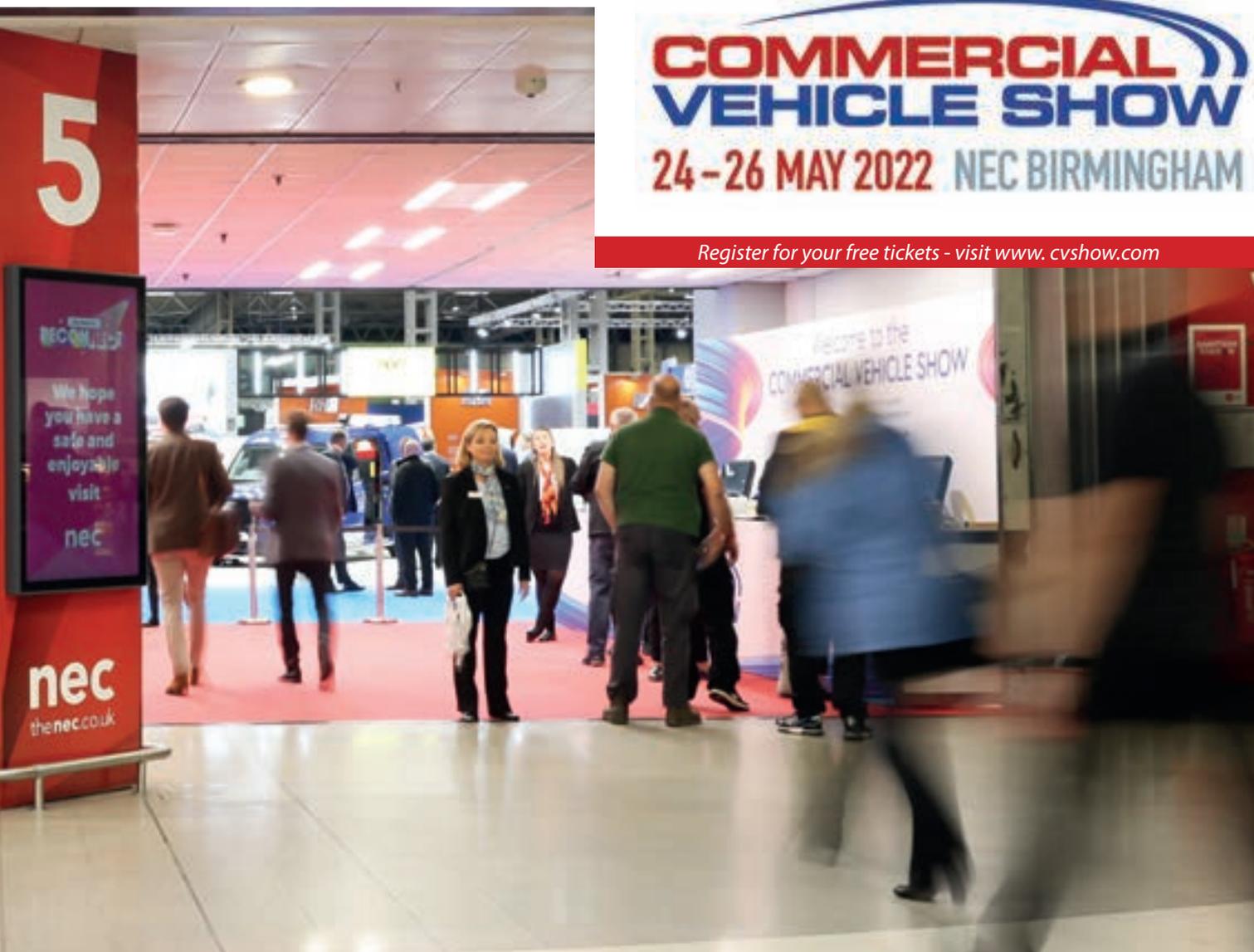
As 2022 unfolds, the commercial vehicle sector continues to feature multiple challenges, from short term shortages in resourcing, to long-term fleet planning and preparation towards the end of sale of conventionally fuelled vans in 2030 and HGVs in 2040. A host of Show content will be available to help visitors address these challenges, including the return of a series of expert panel discussions. Panellists will also field questions from visitors, as part of live theatre sessions across all three days at the NEC.



COMMERCIAL VEHICLE SHOW

24-26 MAY 2022 NEC BIRMINGHAM

Register for your free tickets - visit www.cvshow.com



"Despite the challenges the industry has faced in recent months, it is time to look ahead, to prepare businesses large and small for the future. The 2022 Commercial Vehicle Show is the place for everyone working within the commercial vehicle sector to be at – offering the ideal opportunity for seeing new products and services, gathering information and networking with industry colleagues to discuss the most important issues facing SMEs and large operators. The Commercial Vehicle Show is the event where business gets done."

Murray Ellis, Show Director

Clayton Power

Hall 5, Stand 5C42



Come and visit the team from Clayton Power in Hall 5, stand 5C42.

Clayton Power are the onboard power specialist assisting fleets up and down the country, helping them eliminate CO2 emissions and zero additional fuel costs at the side of the road. The award-winning, all-in-one Lithium Power Supply (LPS) offers the ability to power 230V AC and 12V DC appliances, tools and equipment simultaneously without the need for engine idling.

www.claytonpower.com/

Locks 4 Vans

Hall 5, Stand 5E70



Locks 4 Vans will be showcasing its award-winning vehicle security products at this year's CV Show, including slamlocks, hook locks, shutter locks, cargo locks, surface-mounted locks and security shielding solutions.

Whilst L4V is recognised as the leader in Light Commercial Vehicle solutions, our range of products offer an 'end-to-end solution' for a Fleet Manager.

www.locks4vans.co.uk

How to slash fuel costs and reduce roadside emissions to ZERO

Electric vehicles are one thing – but what about powering tools and equipment?

We all know that by 2030, our fleets will need to be made up of electric-powered vehicles. It's a move that's intended to reduce carbon emissions – in an attempt to reverse the effects of climate change. But there's something we can all do right now to reduce carbon emissions drastically – and massively reduce our spend on fuel.

This guide to slashing fuel costs and reducing roadside emissions sets out what you can do to make a world of difference to your budgets and carbon emission reduction targets.

Are your vehicles consuming 5x more fuel at the roadside than getting from A to B?

It's a shocking statistic. But if your crews are working at the roadside, you could be consuming as much as five times more fuel at the roadside, than you do on the go.

This is especially true if your teams are using generators and the vehicle's engine to power tools and equipment.

Idling at the roadside bumps up your fuel consumption massively. [A TRL report estimated that idling costs 3p per minute](#) - which means that the cost of a single vehicle idling for 10 minutes a day, over six months, is £58. When idling is used to power extensive works, costs can be significantly higher.

Switch to the all-in-one Lithium Power Supply (LPS II) from Clayton Power, to eliminate roadside fuel consumption. The LPS II recharges from:

- Solar panels
- Mains hook-up
- Vehicle's alternator

So you can recharge on the go or on the spot – and drastically cut fuel consumption.

And it's a heavy lifter – powering everything from crew comforts like kettles and microwaves, through to angle grinders and small welding systems. And of course, if your roadside fuel consumption is zero – your emissions are too.

- No more roadside idling
- Drastically reduced fuel consumption
- Zero roadside emissions
- And the benefits don't stop there...

Overnight working? No problem. Without the noise of generators and power take-off (PTO), you'll have no noise abatement problems. Just get the job finished and get on.

The LPS II is manufactured by the best engineers in Europe. It is Euro 6 compliant, and built to the highest levels of safety and durability. Our UK team is here to support you.

Compared to lead/AGM systems, the LPS II is 6 times lighter - reducing your payload. Which helps you reduce fuel consumption on the go.

Zero roadside emissions is great for

the environment – and it's brilliant for your teams too. No emissions means no fumes, means healthier teams. Install and remove the LPS II in minutes. In fact, it's so portable, purchasing it via your tooling budget is an option.



The all-in-one LPS II does some seriously heavy lifting!

The compact 230V and 12V power system comes with a built-in lithium-ion battery, powerful pure sine wave inverter and all necessary components to make it work seamlessly and safely. A top-of-the range system gives an impressive 3000W, 2kWh – with a peak of 5000W.

Able to power everything from basic equipment, through to electric air compressors, small welding systems and heavy power tools, the LPS II is a beast.

CALL US TODAY

Find out how the LPS II can save you money, provide a better working environment for your teams and help you eliminate roadside emissions.

w: claytonpower.com
e:ukinfo@claytonpower.com
t: +44 (0)2920 240 9396

CLAYTON
POWER



**Visit us at Stand 5C42, Commercial Vehicle Show, NEC,
24th-26th May**

claytonpower.com

ukinfo@claytonpower.com

+44 (0)2920 240 9396

Trakm8**Hall 5, Stand 5C10**

Trakm8, the UK's leading vehicle technology specialist, will be showcasing how its solutions can drive up fleet efficiency and sustainability at the 2022 Commercial Vehicle Show.

The business will be exhibiting at stand 5C10 across the three-day event, highlighting its full suite of fleet management solutions, all accessible via Trakm8's insight platform, which provides managers with a 360 view of their fleet from a single source.

With rising fuel costs set to rumble on throughout 2022, the thoughts of many commercial vehicle operators will be turning to getting the most out of their vehicles. To ease that concern, Trakm8 will be showcasing its Route Optimisation software. Designed to reduce fuel expenditure and improve fleet efficiency, Trakm8's Optimisation platform has a proven track record of increasing productivity by up to 33% and cutting fuel bills by up to 20%.

Trakm8's Optimisation technology can also help businesses shrink their carbon footprint, with the intuitive software helping fleets to work smarter with fewer vehicles and hence minimising CO2 output; one of the reasons Trakm8 has been awarded the Green Economy Mark by the London Stock Exchange.

Indeed, the commercial vehicle sector has a pivotal role to play in the decarbonisation of UK roads; a role Trakm8 is committed to helping businesses fulfil. Trakm8 will be showcasing how its software can provide data driven insights that help deliver seamless integration of electric vehicles into a wider fleet, including real-time state-of-charge updates.

The ongoing vehicle parts shortage is forcing businesses to manage ageing fleets for longer, a challenge Trakm8's Connectedcare solution can help fleets address. Trakm8 will be delivering a series of live Connectedcare demos at the CV Show, utilising a live vehicle instrument cluster to demonstrate how fault codes on a vehicle are recorded within Trakm8's fleet management software Insight, highlighting how the system can help fleet managers monitor for faults across their vehicle fleet, ultimately minimising the risk of costly, unplanned downtime.

The business will also be presenting its newly launched C430-S telematics device, a self-fit solution that can be moved from vehicle-to-vehicle, providing transport operators with a rich seam of data-led insights into driver behaviour and vehicle status. Coupled with the ACC750 Driver ID & Feedback device, this provides live in cab driver coaching and scoring. At a time when an increasing number of businesses are shifting towards the Grey Fleet model, a flexible, easy-to-install telematics solution such as the C430-S can be truly game-changing.

To fully demonstrate the total scope of its solutions for effective fleet management, Trakm8 will also be demonstrating its RH600 integrated telematics camera to stand visitors. Combining all of the benefits of a telematics solution with a high quality, 4G camera, the RH600 is the most advanced telematics camera on the market, with a proven track record of reducing accident rates by up to 39% and enhancing fuel economy by as much as 10%.

www.trakm8.com

**Teletrac Navman****Hall 5, Stand 5F64**

Teletrac Navman will be showcasing its innovative AI Smart Dashcams and EV Readiness Tool.

The Smart Dashcam will be making its UK transport debut at The CV Show. The technology boasts a powerful AI-enabled dashcam solution with forward and driver-facing cameras that integrates with the company's TN360 platform. Also present at the CV Show is the company's EV Readiness Tool which guides transport managers through the electrification process from start to finish.

The Smart Dashcam is the newest addition to Teletrac Navman's

suite of intelligent driver safety products. The

innovative approach helps

build trust and reduce risk as the AI footage provides insights into driver behaviour and incident recordings. This information allows transport managers and safety managers to protect their drivers through personalised coaching.

Teletrac Navman will have experts on stand to advise, knowledge share, and discuss their solutions with customers.

www.teletracnavman.co.uk

**Chevin Fleet****Hall 5, Stand 5F84**

Come and find our Chevin Fleet team on Stand 5F84 to find out how you can use FleetWave to improve the productivity and efficiency of your fleet operation.

Our flexible fleet management software gives you the tools to stay compliant, power-up productivity and exceed customer expectations. With us by your side, you'll be able to take your fleet – and your business – further.

www.chevinfleet.com

Civica**Hall 5, Stand 5F80**

Visit the Civica stand in Hall 5 - 5F80

Civica is the UK's leading fleet and delivery management software supplier, managing over 2m assets and 15m deliveries annually.

TranSend, our unique platform for fleet, electronic proof of delivery and route planning helps you to simplify compliance, maximise resources, lower mileage and costs.

www.civica.com/en-gb/product-pages/fleet-management-software/



**COMMERCIAL
VEHICLE SHOW**
24-26 MAY 2022 NEC BIRMINGHAM

Brigade Electronics

Hall 4, Stand 4F15

Brigade Electronics will be returning to the Commercial Vehicle Show – Britain's biggest road transport event.



Located at stand 4F15, Brigade will be showcasing Sidescan®Predict - its next generation of collision avoidance systems. The system uses artificial intelligence to constantly gather object detection data, such as the speed and distance of a cyclist or other vulnerable road user from a vehicle.

With the consultation for updates to the London's Direct Vision Standard opening in October 2022, Emily Hardy, Marketing Manager of Brigade UK, believes that technology like Sidescan®Predict is very likely to be included. She said:

"TfL always wanted a system that could be on continuously. However, this causes an issue with potential driver distractions because the existing technology was only designed for low-speed manoeuvring. However, with Sidescan®Predict the collision protection is active with or without the indicators on."

The introduction of the Highway Code Hierarchy, meaning that HGVs will now bear the burden of responsibility in the event of an incident, is also making fleet operators think more carefully about how they can enhance vehicle safety. Emily said:

"Even if you are not driving in Greater London, the approved solutions for the Direct Vision Standard, along with other industry accreditations, such as FORS, CLOCS and Van Excellence, are ideal templates for mitigating the risks of collisions."

Brigade will be joined on its stand by Logistics UK to raise awareness of the updates to the Van Excellence Scheme, which requires all new vans entering fleets to be fitted with safety equipment, such as reversing alarms, sensors and cameras.

Brigade, which is Logistics UK's Van Gold partner, will also be celebrating the launch of Brigade VAN – its range of vehicle safety devices tailored specifically for the van market. As part of the Van Excellence Audit requirements, Brigade has created a risk assessment to help van operators assess which vehicle safety equipment will be most suitable for their needs.

Alongside this, Brigade will be unveiling the latest addition to its MDR 600 series of vehicle CCTV digital video recorders (DVR), the MDR 644, and its new Backeye®360 HD BN360-300 and highlighting its fully managed Cloud connectivity service, BRIDGE, which can now be linked to its full range of MDRs.

<https://brigade-electronics.com/>

Maple

Hall 5, Stand 5E82

Commercial vehicle security specialist, Maple, is set to unveil BondLock at this year's CV Show.



A new, innovative van security lock that is designed to withstand sustained forced attack and combat modern theft techniques. BondLock features a host of exciting fleet management benefits, whilst the system can be tailored to meet your own budget and security requirements.

www.maplefleetservices.co.uk

BP

Hall 4, Stand 4E40



bp. Today, tomorrow and together on the road to Net Zero.

bp will be at the Commercial Vehicle Show 2022 to showcase their complete fleet offer; including the all-in-one solution bp Fuel & Charge card, bp pulse electric infrastructure, the carbon offsetting programme called bp Target Neutral, digital tools like BPme app and much more. Visitors are encouraged to come and have a chat about the needs of their fleet and find out more about how bp can support on the #bpNetZero journey.

Drop by for a chat at stand 4E40!

Nexus Vehicle Rental

Hall 5, Stand 5C24



Come and speak to the Nexus Vehicle Rental team in Hall 5, stand 5C24.

Nexus Vehicle Rental supports some of the UK's largest fleets by enabling direct access to the largest and most diverse rental supply chain across all vehicle groups; including cars, vans, HGVs, electric vehicles and specialist vehicles and plant hire. The Company prides itself on being the leader in innovative solutions within the vehicle rental industry.

www.nexusrental.co.uk

Register for your free tickets
visit www.cvshow.com

UK Fuels Announces 100% Carbon Offsetting Scheme for Fleet Operators

UK Fuels has launched a new service that can offset 100 percent of the carbon its fuel card customers currently release from the 1 billion litres of fuel they use each year.

The company has partnered with UK-government endorsed carbon offsetting company Forest Carbon to invest in renewable energy projects. Businesses which take up the new service can reduce their carbon footprint and support their social and environmental responsibilities, while avoiding the risk of wasted investment in ineffective offsetting schemes.

As well as UK environmental projects, investment will be made around the world in renewable energy projects including wind, hydro, waste-to-energy and solar power; chosen for their ability to achieve immediate carbon neutrality.

UK Fuels has pledged not to take any profits from the new biodegradable 'Radius Future' fuel card. Companies will pay 1 pence on each litre of standard fuel, which will be invested by both Forest Carbon and UK Fuels. Carbon footprints will be calculated using UK government conversion factors that correlate litres of diesel and petrol to the equivalent emissions in tonnes of CO₂.

Forest Carbon, whose other partners include Microsoft, Siemens, Stagecoach and Ofcom, played a pivotal role in establishing national quality assurance standards that guarantee the ecological impact and carbon sequestration rates of any project. Through planting over 13 million trees since 2006, Forest Carbon is already removing nearly 3 million tonnes of CO₂ from the atmosphere, as well as providing other benefits to society including flood mitigation and enhanced biodiversity.



AA employee and workplace safety recognised by RoSPA Gold Award

The AA has been recognised by road safety charity RoSPA for its consistently high levels of health and safety in the workplace for the third year in a row.

The AA are the only major breakdown organisation to win a RoSPA Gold Award for health and safety performance this year.

The AA's Health and Safety teams work tirelessly to make sure that they, and their colleagues can continue to deliver safe, award-winning service to AA customers. Throughout the pandemic lockdowns, and beyond, the teams worked together to update existing and install new safe systems of work to help keep their indoor and outdoor colleagues safe.

Edmund King, AA president said: "The last couple of years have seen unprecedented challenges, particularly throughout the pandemic lockdown periods where personal protective equipment (PPE) was in high demand globally and our recovery vehicles had to be adapted with protective screens. Our health and safety teams work

incredibly hard to exceed recommended levels of safety, and to keep us all safe at work, and at home, by making sure that our remote workers are aware of safe systems of working too.

"The AA attends around 10,000 breakdowns each day and the fact that we were able to deliver a consistent level of service, whilst maintaining safety for our customers and our staff, is testament to the work of our Health and Safety teams. This award is richly deserved."

The RoSPA awards ceremony will take place at ExCel in London, on May 17, 2022.



Vauxhall's Ellesmere Port plant is celebrating 60 years of manufacturing

Vauxhall is celebrating an incredible 60 years of manufacturing at its Ellesmere Port plant ahead of its £100 million transformation into the first Stellantis plant to produce solely battery-electric models by the end of the year.

Ellesmere Port opened in 1962 and began as a production plant for the Vauxhall Viva. Since then it has produced iconic models from the Vauxhall range including the Chevette and successive generations of the Vauxhall and Opel Astra. In total, more than 5.2 million vehicles have rolled off the production lines at Ellesmere Port over the past 60 years.

The diamond jubilee comes as Ellesmere Port readies itself for a £100 million upgrade to become the first Stellantis plant to produce solely battery-electric models, from early next year.

The popular Vauxhall Combo-e and its Opel equivalent will be some of the first electric vehicles to be produced at Ellesmere when the plant reopens, along with Peugeot e-Partner and Citroën e-Berlingo vans. Ellesmere Port will also produce a range of passenger vehicles across the Stellantis brands including the Vauxhall Combo-e Life, Opel Combo-e Life, Peugeot e-Rifter and Citroën ë-Berlingo MPVs.

These light commercial vehicles, and their passenger car variants, are all powered by a 100kW (136hp) motor with a 50kWh lithium-ion battery. They can be charged at up to 100kW and take just 30 minutes to charge from 0% to 80%, capable of up to 174 miles of range under WLTP conditions.

Paul Willcox, Managing Director, Vauxhall & Senior Vice-President, Stellantis, said: "Over the last 60 years, Ellesmere Port has become one of the great British car plants, producing some of the most popular cars on the roads across generations. With one era closing, we're now looking forward to an all-new electric era at Ellesmere, with the site becoming the first Stellantis plant to produce solely electric vehicles. Vauxhall is fast moving towards an electric future and I'm pleased to see the next-generation of Vauxhall

electric vehicles made in Britain."

Vauxhall has committed to selling only electric vehicles from 2028, seven years ahead of the Government deadline, and the transformation at Ellesmere Port will ensure the UK remains at the forefront of electric vehicle manufacturing. The plant upgrade also forms a part of Stellantis' commitment to become a carbon neutral group, globally, by 2038 – and to halve its carbon footprint by 2030, based on 2021 data.

As Vauxhall looks ahead to the future electric vehicle production at Ellesmere Port, the plant is marking the end of production there for one of the brand's most iconic models – the Vauxhall Astra. Having first produced the Vauxhall Astra from 16th November 1981, then in its first generation, more than 4 million Astra models have been built at Ellesmere Port.

Production of the seventh generation Astra model came to a close on 6th April 2022. The final Vauxhall Astra model to roll off the production line was an Astra Sport Tourer SRI Nav 1.2 Turbo Manual in Hot Red and the occasion was celebrated with a gathering of the plant workforce as well as former employees. Work will now be undertaken to transform Ellesmere Port into an electric vehicle manufacturing centre when it restarts production in early 2023.

The eighth generation All-New Astra, and Astra Sport Tourer, are now available to order and deliveries to UK customers are starting imminently. Available now with plug-in hybrid technology, a fully electric version of both cars will also arrive next year as part of Vauxhall's commitment to only sell fully electric vehicles from 2028.

With over 90 years of history of manufacturing in the UK, Vauxhall is currently the only mainstream automotive brand to produce vans in Britain. Alongside Stellantis' Ellesmere Port plant, Vauxhall continues to make vans at its factory in Luton, which has been operating since 1907 and stands as Britain's oldest car factory.



New Vauxhall Grandland introduces several new technologies to the segment

The New Vauxhall Grandland has new technologies, lower pricing, and a range of efficient petrol, diesel and plug-in hybrid powertrains. It is available in SE, SRi, Elite and Ultimate trim levels.

It is the latest model to feature Vauxhall's new and bold design language with its distinctive VIZOR front end.

Vauxhall's flagship SUV also introduces several new technologies and assistance systems that until now, have been reserved for premium segments of the market, including Adaptive IntelliLux LED® Pixel HeadLights. The 168 LED elements – 84 per headlamp, as seen on the new Insignia – result in a seamless and intelligent adaptation of the light beam according to the driving conditions and surroundings, without dazzling oncoming traffic. The LED elements of each slim headlamp unit line up in a three-row matrix system where the functions flow seamlessly into the next level.

New Grandland models are also available with Night Vision technology, a first for Vauxhall, with the system capable of detecting pedestrians and animals in darkness at a distance of up to 100m and alerting the driver. Vauxhall has also ensured the New Grandland features the latest in semi-adaptive driving, and is available with Highway Integration Assist which keeps the New Grandland in the middle of its lane and maintains the distance to the vehicle in front, it also allows for "stop & go" progress in traffic.

The exterior of the New Grandland now features the distinctive VIZOR trim detail on the front of the car, and the new Griffin logo proudly located in the centre, flanked by slim LED lighting units and muscular bumpers for a purposeful profile.

On the Inside, you will find features such as the new Pure

Panel cockpit with two widescreen displays for the latest digital experience. Pure Panel is made up of the latest digital technologies and displays the most important information straight to the driver. Ahead of the driver is a display up to 12 inches in size, offering up essential information to the driver with minimal distraction, while the central 10-inch display controls all infotainment via a touchscreen. All models come standard with Apple CarPlay™ and Android Auto™ for full smartphone connectivity.

Leading the powertrain line-up is the Plug-in Hybrid offering up to 192mpg and an electric driving range of up to 34 miles (WLTP), making it the perfect companion for most commutes while still delivering impressive and enjoyable performance from its 1.6-litre petrol engine and electric motor, which deliver a combined 225PS.

With emissions of just 31g/km CO2 under WLTP testing, the New Grandland is eligible for just 11% Benefit-in-Kind rate, making it ideal for fleet and business users. PHEV variants of the New Grandland are available in sporty SRi or Elite trims.

The New Grandland is also available with a choice of efficient petrol and diesel units. A 1.2-litre Turbo petrol (130PS) and 1.5-litre Turbo D diesel (130PS). Petrol models are available with either six speed manual or eight-speed automatic transmission; diesel models get an eight speed automatic transmission.

SE variants feature 17-inch alloy wheels as standard, and come with a seven-inch Pure Panel colour touchscreen and driver display of the same size. All models come with a generous level of standard specification including DAB, Bluetooth, cruise control, electric parking brake, electric folding mirrors, front and rear parking sensors and automatic lighting and wipers.



Sportier SRI variants upgrade the wheels to 18-inch gloss black alloys, and come with a 12-inch Pure Panel driver display with 10-inch central touchscreen. Also included is 180-degree rear-view camera, high gloss black colour-coded roof, roof rails, wheel arch cladding, skid plates, bumper inserts, and badges, as well as dark tinted windows to enhance the sporty look.

Elite variants introduce 19-inch Bi-Colour alloy wheels and additional technology including LED Matrix automatic front lighting, wireless phone charging, advanced park assist, side blind spot alert, keyless entry and start and a power tailgate, while inside occupants benefit from advanced Ergo Active front seats.

Range-topping Ultimate variants add Alcantara® upholstery and 360 degree camera with high-gloss black exterior letter detailing.



Corsa and Mokka move to Vauxhall's new simplified version line-up

Vauxhall has updated both the Corsa and Mokka model ranges by introducing its new simplified version line-up - making two of its most popular models more appealing than ever.

The new range comprises of three versions: Design, GS Line and Ultimate:

- **Design** – features Vauxhall's 'Bold and Pure' styling and driver assistance tech
- **GS Line** – combines striking sports styling, inside and out, with advanced comfort and convenience technology
- **Ultimate** – combines an evolution of the GS Line styling with even more premium technologies

A simplified range structure comes with simplified pricing, making it easier for customers to understand the value of each version.

Strong specification, from entry level includes alloy wheels, classing-leading driver assistance technology and the new 'Vauxhall Vizor' brand face on the Mokka and Mokka-e.

The Corsa model range has been streamlined from 15 models to eight, while the Corsa-e has been reduced from three models to two. Mokka sees the version line-up reduced from 16 to 11, while Mokka-e will go from four to two.

Corsa & Corsa-e

The all-electric Corsa-e is now available in sporty GS Line and Ultimate variants. GS Line replaces previous SRI Premium variants, while Ultimate replaces previous Elite Premium models. The streamlining from previously three variants to two reflects the market demand for the Corsa-e, with customers preferring higher specification trim models.

Corsa-e models will now come standard with Vauxhall's e-toggle shifter already available on the Mokka-e, replacing the previous 'cobra' shifter. The new control allows drivers to select between reverse, neutral and drive, while a Brake (B) button allows drivers to increase energy recovery via the regenerative braking technology.

Both GS Line and Ultimate Corsa-e models retain identical equipment and technology levels to their outgoing trims, with prices remaining the same. Importantly, all Corsa-e and Mokka-e models remain eligible for the £1,500 Government Plug-in Car Grant.

The Corsa-e features a 50kWh battery connected to a 136PS (100kW) electric motor and is capable of up to up to 222 miles on a single charge under WLTP testing. Supporting up to 100kW rapid charging, an 80% charge takes just 30 minutes.

As part of its electric vehicle strategy, Vauxhall has worked to ensure Corsa-e variants are more cost efficient to own in the long run over petrol and diesel variants of the Corsa – helping owners offset the higher initial purchase price.

Corsa was the UK's best-selling new car in 2021 with more than 40,000 models sold. From April, Corsa Design models replace previous SE Edition variants and feature the same equipment and technology, including Automatic Emergency Braking, Lane Keep Assist and Speed Sign Recognition, as well as Apple CarPlay™ and Android Auto™ and a 7-inch infotainment screen.

Sporty GS Line replaces previous SRI Edition models and come with new 17-inch black wheels that replace previous 17-inch bi-colour wheels. GS Line features include climate control, rear parking sensors and black exterior styling. New for GS Line models will also be Vauxhall's efficient 1.2-litre (75PS) three-cylinder petrol engine, previously unavailable on SRI Edition models.

The Ultimate comes with premium features such as adaptive cruise control, lane positioning assist, IntelliLux® Adaptive LED Matrix lights, front parking sensors, panoramic rear-view camera, keyless entry, Alcantara trim and heated seats and steering wheel.



Mokka & Mokka-e

The Vauxhall Mokka was the first model to feature Vauxhall's new 'Vizor' front end and Pure Panel interior – features since seen on all new Vauxhall models, including the All-New Astra. The 100% electric Mokka-e is available in GS Line and in Ultimate models, with both models priced equally to their outgoing variants.

As with Corsa-e, Vauxhall has worked to ensure the Mokka-e range achieves total cost of ownership savings for owners over its petrol and diesel counterparts.

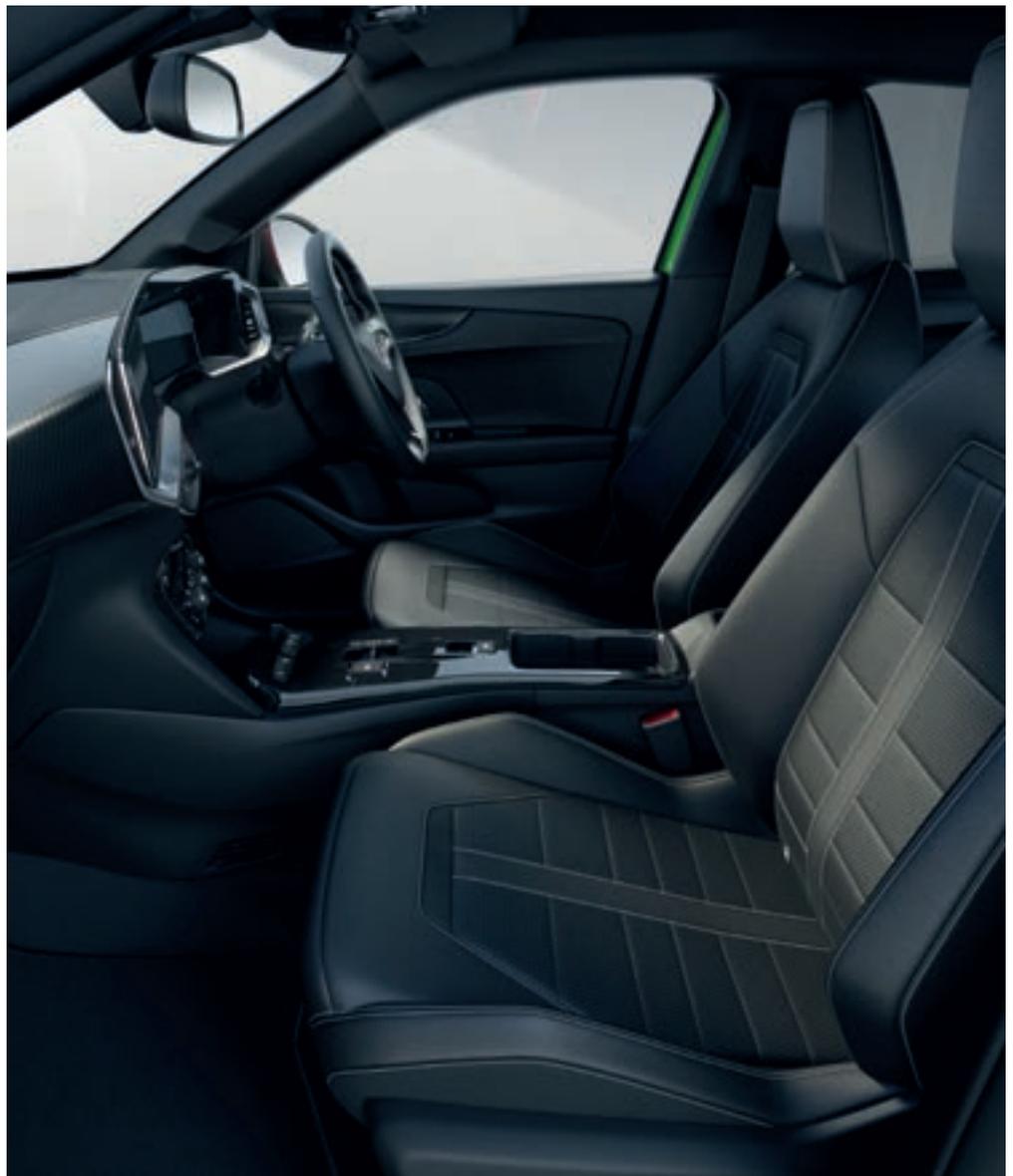
The petrol and diesel Mokka range starts from entry level Design which is identical to outgoing SE Edition variants, but now also available with a 1.2-litre 130PS 6-speed manual and a 1.2-litre 130PS 8-speed automatic.

Standard features on the entry level Mokka include lane departure warning, lane keep assist, speed sign recognition, auto emergency braking, cruise control, automatic lights & wipers, high beam assist, LED headlights & tail lights, Pure Panel twin 7-inch screens and Apple CarPlay™ & Android Auto™ connectivity.

GS Line models replace outgoing SRi Premium variants, with the equipment level reflecting customer demand in the sector. GS Line features include the striking two-tone styling with 18-inch bi-colour alloy wheels, black roof and mirrors and sports bodykit. Climate control, keyless start and power folding door mirrors, rear parking sensors and the upgraded Pure Panel with 10-inch driver and 12-inch infotainment screens. .

Ultimate models are now available with a 1.2-litre 130PS 6-speed manual option, and include keyless entry and start, IntelliLux® LED matrix adaptive headlights, advanced park assist, blind spot alert, adaptive cruise control and lane positioning assist.

Orders open this month (April) with deliveries expected from August.





Volkswagen Multivan - Flexible interior, connected services, and advanced safety technology

The Volkswagen Multivan is the replacement for the current Caravelle, and features a fresh design, more flexible interior, improved connectivity, and, for the first time, a plug-in hybrid option.

The new model, provides customers with up to seven seats and the perfect combination of practicality, comfort, and safety.

It is available with two wheelbase options – standard and long – with two trim levels: Life, Style, plus a special launch model - Energetic.

The standard Multivan measures 1,941mm wide, 4,973mm long, up to 1,903mm high, and with a wheelbase of 3,124mm. The long wheelbase version increases length to 5,173mm. Overall, it means the new generation has a longer wheelbase and wider, lower profile - all designed to improve aerodynamics, lower fuel consumption, and increase range.

The Multivan is fitted with LED headlights as standard but can be upgraded to interactive IQ.LIGHT – LED matrix headlights, which offer a permanent full beam without blinding oncoming drivers, and dynamic cornering to provide precise illumination during bends.

Optional is a panoramic glass roof, with LowE laminated safety glass to reduce incoming thermal radiation by 44 per cent, as well as an electrically-operated rear hatch and power sliding doors, which can be operated via gesture control for ease of entry.

On the inside, it offers a more flexible space, with a new modular,



lightweight seating system and innovative table. With space for up to seven seats, the rear five seats, which are up to 25 per cent lighter, can be moved and removed to suit, while the second row can be moved 180-degrees to create a conference style seating configuration. The full-width bench seat for the third row has been replaced by individual seats to allow single seats to be removed for complete flexibility.

Using the central track, the table can be moved between any of the seating rows, is completely removable, and for the first time can be used as a centre console between the front seats - all made possible by the removal of the traditional handbrake.

The new Multivan is offered only with an automatic DSG gearbox controlled via shift-by-wire technology, meaning the gearstick has been removed to further increase occupant space, with controls integrated into the instrument panel.

In terms of luggage space, it offers 469 litres behind the third row of seats, extending to 1,844 litres (1,850 litres with panoramic glass roof) behind the second row. The full cargo capacity up to the front seats is 3,672, extending to a maximum 4,053 litres in the longer version fitted with the panoramic glass roof.



Based on the Volkswagen Group's MQB platform, the new Multivan, which has a towing capacity of up to 2,000kg, is available with three powertrains, including for the first time in a Volkswagen Commercial Vehicles model, a plug-in hybrid (PHEV) option.

The new Multivan eHybrid combines a 1.4 TSI 150 PS engine with an 85kW electric motor to produce a combined power output of 160kW / 218 PS, providing silent, zero-emission driving when in electric-only mode for short, urban trips while giving customers flexibility to enjoy longer journeys. The eHybrid uses a bespoke six-speed DSG gearbox.

The 13kWh lithium-ion battery is housed under the Multivan's flat floor, saving interior space, and lowering the vehicle's centre of gravity to improve handling. The charging point is located on the right-hand side of the front wing.

From launch, the front-wheel drive Multivan is also available with two four-cylinder turbocharged petrol engines: a 1.5 TSI 136 PS and a 2.0 TSI 204 PS. Both are twinned with a seven-speed DSG gearbox as standard. In addition a 2.0 TDI 150PS drive system is also now available to order. The new diesel engine

uses twin dosing, which features SCR catalytic converters and a twin AdBlue injection process to reduce nitrogen oxide (NOx) emissions by up to 80 per cent. This technology also lowers CO2 emissions and makes the engine more responsive. Like all versions of the model line, the new Multivan fulfils the new Euro 6D-ISC-IDM emissions standard.

The cockpit area has been completely redesigned alongside a multi-function steering wheel, free-floating dashboard, and the new, minimalist shift-by-wire DSG controls. The Multivan features more than 25 driver assist systems enhancing safety, comfort, and convenience. Standard is the Front Assist area monitoring system, which includes City Emergency Braking, Dynamic Road Sign Display, and the Lane Assist system.

Even on the entry-level Life model, specification includes 16" alloys, seven seats, two sliding doors with power latching, a Digital Cockpit plus 10" infotainment system and front Assist and Lane Assist among many other standard items.

Style models, introduce the IQ.LIGHT LED matrix headlights, the Discover Media navigation system, Park Assist, electric sliding doors and tailgate with easy open feature, and 17" alloys.

The special launch edition - Energetic is available only with the 1.4 TSI eHybrid 218 PS powertrain. Additions include a Harmon Kardon sound system, privacy glass, 18" alloys, and panoramic glass roof.

For more details on the all-new Volkswagen Multivan, please visit <https://www.volkswagen-vans.co.uk/en/new-vehicles/new-multivan.html>



UK van registrations fall -27.6% as global supply challenges hamper pandemic recovery

The UK light commercial vehicle (LCV) market declined in March by -27.6% to 40,613 units according to the latest figures published by the Society of Motor Manufacturers and Traders (SMMT). The scale of the fall is amplified by comparison with March last year, when pent-up demand contributed to the largest increase in LCV registrations since 1999.

March is conventionally a bumper period due to the introduction of the new bi-annual number plate, with more LCVs registered last month than January and February combined. However, supply and delivery issues continue to hamper the sector, including the global shortage of semiconductors and those affecting construction, logistics and shipping, with the March market -38.6% down on pre-pandemic 2019.2 Meanwhile, the cyclical process of LCV fleet renewal has contributed naturally to a slower first quarter this year, following a period of robust post-pandemic recovery in 2021.

Newly registered large vans, which represent more than two thirds of the LCV market, totalled 29,230 units, -18.9% on March last year, while medium-sized vehicles weighing greater than 2.0 tonnes to 2.5 tonnes declined by -27.6%. Small vans, meanwhile, decreased by -70.8% and pickups by -48.4%. Recent high year-on-year demand for 4x4s also slowed, decreasing by -33.3%.

Battery electric vans (BEV) continue to attract interest as businesses renewing their fleets look to meet tighter air quality

regulations in urban areas, with registrations rising by 17.7% year-on-year to 1,909 units. Compared with Q1 last year, electric van uptake increased by 68.9% to a market share of 5.8%, more than double a year ago but still some distance behind fully electric passenger cars.³ Further investment is needed in the right types of chargepoint infrastructure in all regions of the UK so that more fleet and self-employed van operators can be confident to make the switch.

At the end of the first quarter this year, LCV registrations are down by -23.6% after three months of consecutive decline compared with a strong start in 2021, when the construction and home delivery sectors were significant drivers of demand, while Q1 in 2022 represents a 27.6% fall on pre-pandemic 2019.

"The light commercial vehicle market has made a slower start to 2022 compared with the first quarter of last year, reflecting the cyclical nature of fleet operator investment, amid global supply shortages and increasing economic pressures. Targeted support from government is needed to encourage fleet renewal and a full zero emission van market. The expansion of the Plug-in Van Grant will be a positive for the sector, but equally there needs to be a greater roll-out of suitable chargepoints to ensure fleet and self-employed van operators in all regions can make the transition."

Mike Hawes, SMMT Chief Executive.

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