

Sustainability Spotlight: NHS Supply Chain



Fleet in Focus: Openreach



Essential Fleet Manager - Issue 8 (2022)

Welcome to issue 8 (2022) of Essential Fleet Manager Magazine, published for fleet professionals who work for organisations that operate within the Essential Services Sector.

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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.

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Regards, Debbie Cheadle - Editor



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Debbie Cheadle | production@essentialfleetgroup.co.uk

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Transport Law Updates

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

Fleet maintenance: trailers

Question: what is the difference in legal maintenance standards required of a business pulling its own trailers compared to when it is drawing those belonging to third parties?

Answer: there is none.

This issue has been flagged in the most recent Traffic Commissioner Annual Report 2021/2022. It is a topic that is being given significant prominence - operators need to be aware of the standards expected, as well as policies to be put in place.

The report notes:

"In several high-profile cases this year it has been suggested that some trailer suppliers (including those based offshore) are avoiding responsibilities to ensure safe operation of trailers on GB roads. The lack of adequate arrangements regarding regular and frequent brake testing has been a prominent failing. The potential impact on British roads is significant and the traffic commissioners have felt the need to issue several warnings regarding this to companies involved in this type of third-party trailer operation."

As a matter of law, the user of the vehicle (the operator) and the driver are responsible for the condition of the goods vehicle on a public road – that includes any trailer drawn by it, whether it is being used temporarily by the operator or not. Any proceedings for related offences will be taken against the operator/driver, just as actions taken by DVSA e.g. prohibitions, will be recorded against the operator's licence, regardless of ownership or length of time a trailer is in possession. The Report highlights this:

"For the avoidance of doubt, operators providing traction-only services to third-party trailers are responsible in law for

the condition of that trailer when in use. Transport managers are also required by law to manage the transport operation continuously and effectively. The operator's licence requires "satisfactory facilities and arrangements for maintaining the vehicles used under the licence in a fit and serviceable condition". In that context, "vehicles" includes any trailer (including those from abroad) being drawn."

Whilst this refers to operators whose businesses might simply be that of providing traction, it applies to all operators using trailers that do not belong and which may, say, have been hired in for short-term or temporary use.

Traffic Commissioners will wish to see evidence of operators having in place formal policies and statements, confirming the respective positions of, and the relationship between, operators and trailers owners. If not already in place, this needs actioning. For an operator, such a statement and policy would contain the following:

- confirmation that the operator and driver understand that they have full legal responsibility for any trailer drawn by its vehicle
- a declaration that the operator is satisfied with the arrangements in place for trailers being kept fit and serviceable
- confirmation that drivers have received dedicated walk-around check training for trailers, to

include MOT expiry checks, as well as safety inspection check and brake testing within the date stated; and that if not MOT'd or outside those dates, the trailer will not be used

- ability under the arrangements to decline a trailer that has a safety defect
- confirmation that documentation setting out the above will be carried within the vehicle.

A trailer owner does not have its own operator's licence (unless it is operating goods vehicles in its own right) and hence is not under the jurisdiction of the regulator, i.e. the Traffic Commissioner. Nevertheless, the Traffic Commissioner believes that there should be a statement of its responsibilities, confirming by the following:

- assessment of the trailer inspection frequency and confirmation of the service interval
- confirmation arrangements are in place to maintain trailers in a fit and serviceable condition
- arrangements to display information on trailer headboard or by chassis Ministry plate: MOT expiry date, dates of last PMI, date of last roller brake test, defect report contact details
- confirmation of no commercial impact or consequence where an operator refuses to operate a trailer because there is a safety defect.



Brake testing from January 2023

In previous features we have stressed the importance attached to brake testing by the Traffic Commissioner and DVSA. Every service inspection must have a meaningful brake performance assessment – in a recent development, from 1st January 2023, DVSA will insist that “to maintain road safety, vehicles presented for test must be appropriately laden”.

The purpose of this is intended to achieve “a more meaningful assessment of the overall braking efficiency”.

At a recent Public Inquiry I attended, a Traffic Commissioner expressed frustration that operators often did not review brake test reports to check whether a vehicle is sufficiently laden. He remarked a brake test was a pointless procedure, if it did not tell the operator the true braking ability of a vehicle, under the pressure of a large load it will presumably be carrying in its daily work. In short, it was often a meaningless procedure and the Traffic Commissioner was perplexed that operators could not see this.

When is a vehicle laden or sufficiently laden for test purposes? DVSA's position here is that they must be loaded to at least 65% of design axle weights.

It is not a requirement that the vehicle has to be presented with the goods ordinarily being carried – any load will suffice, so long as safely secured.

DVSA's policy position is that from 1st January 2023 the vehicle test will be refused, if the vehicle is not adequately laden, that will incur a lost testing fee

and the need to reschedule and pay for a new test.

It is accepted that design considerations mean that 65% of design axle weight capacity could not be achieved. Here DVSA may allow a minimum 50%.

With regard to vehicle design, there are of course some vehicles that cannot readily be tested laden or at all, basically because of their design or because of the type of goods ordinarily carried. Examples of these are fixed plant, such as road sweepers, white lining vehicles, access platforms and vehicles that have perishable goods – these include liquid/powder tankers and concrete mixers. DVSA recognise that some vehicles approach 65% of design axle weight when they are unladen, so long as not less than 50%, such as bin lorries and road sweepers. These vehicles appear not to be liable to the 65% criterion, therefore.

The insistence on adequate loading of vehicles for tests from 1st January 2023 is a further initiative in tackling brake safety problems in which success has been achieved. DVSA statistics reveal that less than 2% of HGVs failed their annual test on service brake performance in the final quarter of 2021 (1.88%) compared to 3.3% in 2014.

Regular Maintenance

This is a pertinent time to flag up a recent reminder from DVSA concerning all year-round maintenance of vehicles, following research into the propensity for prohibitions to be incurred at certain times.

DVSA have detected that, at three months after an annual test, ten times more prohibitions for unroadworthiness are being issued than in the month after it. In percentage terms, this represents a

25% increase in prohibitions compared to the number issued first month following the annual test. DVSA suggest that this suggests there is a lapse in maintenance standards after the test.

Further, it is of note that DVSA believe the defects detected during roadside encounters three months after the annual test are in large part driver detectable – there may be were a variety of reasons for this:

- inadequate training and lack of understanding of what is required.
- lack of understanding as to the seriousness that should be attached to certain faults e.g. direction indicators (not a mechanical safety failing but could lead to a fatal accident if not functioning)
- failure to have proper procedures in place generally to identify and remedy defects before a vehicle goes out on the public highway

The presence of items such as broken mirrors, broken lights/markers, damage to tyres etc all suggest a driver is not engaged in effective driver defect reporting. Where a specific driver is assigned to one particular vehicle, it is particularly easy to police the effectiveness of their driver defect reporting.

Operators can and must carry out their own auditing and effectiveness of driver walk around checks – not only can they carry out a driver defect auditing system but the service inspection sheets are a very useful barometer of how effective drivers are in conducting their checks. Auditing of service records should be regarded as a basic requirement of any proper maintenance system.



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

Reaction to the Autumn Statement

In the Autumn statement announced on the 17th November, the Chancellor, Jeremy Hunt made several announcements that will affect the Essential Fleet Sector.

Despite the announcement that EVs which includes, cars, vans and motorcycles will be subject to vehicle excise duty for the first time, the Chancellor stipulated that benefit-in-kind (BIK) tax for electric vehicles (EVs) will continue to be kept low.

(BIK) tax for electric vehicles (EVs) will therefore increase by 1% year-on-year for a three year period starting from 2025. The current rate for pure EVs is 2% for the (2022/23) tax year and remains constant until 2025. In setting these rates until 2028, the Government is seeking to provide certainty for company car drivers, and it is hoped this will still incentivise drivers to opt for an EV.

The Government believe that by now imposing VED for EVs, it will ensure that all motorists will begin to pay a fairer tax contribution.



Comments from Venson Automotive Solutions.



A survey of 500 motorists conducted by Venson Automotive Solutions found that 23% believe a road-use pricing scheme, like those successfully introduced in Sweden, Germany and Singapore, would be a better option.

The introduction of VED on EVs, which was supported by 18% of motorists surveyed by Venson, will help to address the fall in motoring tax revenues caused by the UK's transition to battery-powered vehicles, which are currently exempt from taxation. Figures from the Office for Budget Responsibility has forecast that fuel duty and VED revenue will fall by £2.1bn by 2026-27, compared to the estimated £35bn that is currently raised.

Road-use pricing schemes – most favoured as a revenue alternative by survey respondents - levy direct charges for the use of roads. These include road tolls, distance or time-based fees, congestion charges and charges designed to discourage the use of certain classes of vehicle, fuel sources or more polluting vehicles.

Less popular revenue making options include a 'pay-as-you-drive' scheme, utilising telematics to monitor driver behaviour and speed, which was backed by 9% of respondents and a tax based purely on miles driven, utilising data collected annually from an MOT test, supported by 8% of motorists.

However, whilst 28% of those surveyed said they are unsure what the best

solution would be, the impact the fleet sector is having on EV take-up has not gone unnoticed by motorists. 13% said they believe that a specific EV 'business use' charge for company car and van drivers should be introduced.

Alison Bell, Operations Director at Venson Automotive Solutions comments, "Around one in six new cars bought in Britain this year are fully electric. Whatever decision is made to address the shortfall in motoring tax revenue, the Government won't want to stall the uptake of EVs. Any solution introduced needs to be a fair and cost-effective solution for both business and leisure drivers, with enough incentive to ensure the UK's electric transition continues at pace."



Comments from Lauren Pamma, Programme Director at the Coalition for the Decarbonisation of Road Transport (CDRT).



Benefit in Kind response

"The Benefit in Kind tax incentive has been an important driver for EV uptake – in the first six months alone after 0% BIK was introduced, EV leasing sales increased by 91%. Keeping rates low, raising them by only 1% each year until 2028 from 2025, is a recognition of this success and a huge vote of confidence in the EV transition.

"More than this, the Government's budget provides the market with clarity. Certainty is what businesses and consumers need to make decisions about purchasing a vehicle. Knowing what the BIK rate will be after this point provides the market with the confidence needed to invest in a low-carbon future."

Vehicle excise duty response

"As fossil fuel powered vehicles leave the road, we are left with a significant hole in the budget from both the £25bn loss in fuel duty revenue, and the loss of vehicle excise duty (VED) revenue. Removing the exemption from VED for EVs is a logical and necessary step to fill this hole.

"However, it is important to maximise the benefits to EV ownership compared to fossil fuel vehicles - to that end the government has made the right call by keeping VED lower for EVs. While further taxation on EVs will be necessary, it is crucial the government does not move too fast in increasing taxes on EV drivers and so risk slowing the transition."



Comments from Mike Hawes, SMMT Chief Executive.



"We recognise that all vehicle owners should pay their fair share of tax, however, the measures announced today mean electric car and van buyers – and current owners – will face a significant uplift in VED. The sting in the tail is the VED supplement which will unduly penalise these new, more expensive vehicle technologies. The introduction of taxes should support road transport decarbonisation, and the delivery of net zero, rather than threaten both the new and second-hand EV markets.

"With a ZEV mandate on the way for car and van manufacturers, we need a framework that encourages consumers and businesses to buy electric vehicles. We look forward to working with government on how to transition the market and ensure the tax framework on road users supports this objective."



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CARBON NET ZERO 



Driving the 'morning after'...

As we approach the festive season, people are more likely to be socialising at family parties, with friends or on a 'night out' with colleagues, so it is important for drivers to understand that overdoing it the night before can still affect them the 'morning after'.

It takes a lot longer than most people think for alcohol to pass through the body. It is widely reported that on average, it takes around one hour per unit of alcohol, though this can vary depending on a number of factors - explained later in this article.

Due to these various factors, there is a real risk that people who would never think of driving after drinking, still be unwittingly over the drink-drive limit the 'morning after,' without being aware.

Many people believe it's safe to have a single pint or a glass of wine and then drive as this won't put them over the limit,

but because everyone is slightly different, one beer may put a person over the limit, whilst another person would be legal to drive. The best policy is to avoid alcohol altogether if you are intending to drive.

Trying to work out the number of units of alcohol is tricky and there is some much variation in the size and strength of certain drinks. As an example, pub measures of wine will usually be offered as a small glass (125 mls), a medium glass (175 mls) and a large glass (250 mls). With strengths ranging generally between 11% ABV and 14% ABV, so one glass of wine is very far from being a reliable measure of alcohol consumption. A small glass of 11% wine might only contain 1.4 units whereas a large glass of 14% wine may contain 3.5 units.

The same can be said of lager or beer with the strength affecting the number of units of alcohol contained within it - a pint of strong lager could contain more than 3

units of alcohol.

The effect of alcohol and the concentration of alcohol in a person's blood, depends on a number of factors including a person's weight, age, sex and metabolism. Stress levels and when a person last ate, can also play a part. That is why the drink-drive limit doesn't translate into units drunk. Most people are aware of the phrase *"..it went straight to my head"* and that should be a warning about the effects of even a small amount of alcohol!

If you get behind the wheel after consuming any amount of alcohol, it can make you drowsy, it affects your vision and how you judge speed and distance.

Drivers who drink-drive are also not able to assess their own impairment because alcohol creates a false sense of confidence. This means that drivers are more inclined to take risks and believe they are in control when they are not - making their driving unsafe and putting themselves, and others,



at greater risk.

Being stopped on suspicion of drink-driving

In the UK, the police can stop and breathalyse a driver if they have reason to suspect they have been drinking. A police officer is permitted to administer a preliminary roadside breath alcohol test if they reasonably suspects that a person:

- is currently driving, attempting to drive or is in charge of a vehicle while under the influence of alcohol or drugs, or
- has been driving, attempting to drive or in charge of a vehicle while under the influence of alcohol or drugs, or
- has committed a traffic offence while driving a vehicle that was in motion regardless of whether or not the police officer reasonably suspects a driver was under the influence of alcohol or drugs.

Drink-drive limits

In England and Wales the permitted level of alcohol is as follows when tested:

- **In breath:** 35 micrograms of alcohol/100ml breath

These limits are significantly lower in Scotland:

- **In breath:** 22 micrograms of

alcohol/100ml breath

The breath test gives a result straight away. If it shows the driver is not over the drink drive limit, the police may let the driver go - assuming they haven't committed any other offence.

If the driver fails the roadside breath test, they will be taken to a police station and given a final breath test. If it's positive, they will be charged.

If a driver fails to complete a breath test, the police may ask for a urine or blood sample instead. If the driver continues to refuse, they will be arrested and charged with failing to provide a specimen.

After failing a breath test a driver will not be able to drive until sober, so will have to ask someone else to collect their vehicle for them.

The easiest way to avoid being over the drink driving limit is to not drive when you are drinking alcohol and to have **'none for the road'**.

As a professional driver or anyone who drives for work, your licence is your way to earn a living.

The price of a taxi could prove excellent value for money, especially when you could stand to lose your job and your liberty, not to mention your life. So make the *'morning after'* memorable for all the right reasons and stay safe!

Drink driving is a criminal offence and the penalties for drink driving and related offences in the UK are severe

Being found guilty of driving while above the legal drink-driving alcohol limit will result in punishment that could affect the rest of a driver's life.

In addition to a criminal record a person could also lose their job, and face much higher car insurance costs in future.

Being in charge of a vehicle while above the legal limit or unfit through drink

You may get:

- 3 months' imprisonment
- up to £2,500 fine
- a possible driving ban

Refusing to provide a specimen of breath, blood or urine for analysis

You may get:

- 6 months' imprisonment
- an unlimited fine
- a ban from driving for at least 1 year

Driving or attempting to drive while above the legal limit or unfit through drink

You may get:

- 6 months' imprisonment
- an unlimited fine
- a driving ban for at least 1 year (3 years if convicted twice in 10 years)

Causing death by careless driving when under the influence of drink

You may get:

- life imprisonment
- an unlimited fine
- a ban from driving for at least 5 years
- an extended driving test before your licence is returned



Telematics can help fleets transform their risk profile – and the technology is available in more formats and price points than ever

By: Simon Turner, Campaign Manager, Driving for Better Business

Evidence suggests that most fleets that use telematics only exploit its operational capabilities – functions like asset tracking, geo-fencing and delivery performance. They are not harnessing the phenomenal power of telematics to improve driver behaviour, lower their risk profile and reap all the financial benefits which go with the two.

To gain the huge safety and financial benefits of telematics, fleet managers must use the information to power driver coaching. If you have no resource to read the telematics reports or to coach drivers, consider one of the offerings which coaches drivers directly, or does the analysis for you.

Many systems offer gamification and eLearning modules to incentivise and support driver learning.

Now's the time

Why is this the best time to get telematics on board?

Telematics is now a mature market with an array of solutions to fit all budgets and operational profiles.

- Traditional CANBus (Controlled Area Network) telematics feeds exception events (harsh braking etc) back to fleet managers along with any diagnostic codes from the vehicle. It will usually generate results to highlight either the riskiest drivers on the fleet for management intervention, or specific problem issues such as speeding.
- Camera enabled telematics. Many telematics programmes will now integrate camera feeds to give a full narrative of events. Where traditional telematics will highlight an emergency braking event, camera footage can show



whether the driver had been reckless – or heroic.

- Managed video systems. These both capture any exceptional footage and analyse driver behaviour, feeding coaching notes back to managers. This is a huge time saver for fleets. The systems also capture braking, revs, acceleration and GPS coordinates.
- In-cab real-time driver behaviour systems. There are various systems which coach the driver in real time (with warning lights or coloured icons if they exceed parameters) and which will highlight success, progress or areas of concern at the end of their shift.

The benefits of telematics

If driver behaviour systems are used properly – that is, actionable insights captured and shared with drivers – the benefits can be

huge and rapid.

- Camera-based systems usually achieve a return on investment within the first few weeks purely from providing rapid evidence in no-fault claims
- Lower collision rates
- Lower fuel usage – up to 10%
- Fewer near misses
- Less uninsured damage
- Less wear and tear on vehicles, lower repair costs and better residuals
- Improved insurance premiums
- A clear audit trail of driver management
- Better driver protection from injury and fraudulent claims
- Better driver retention

Richard Stansfield, Director of Business Development at Auto Electrical Services describes the benefits he sees from using telematics on his fleet of nine vans at AES, he commented *“Telematics does not only help fleet managers, but also drivers, administrative staff and anyone else involved in operating a business fleet. The key benefits of working with a telematics solution to us are as detailed below.”*

- **Increase efficiency.** We can easily access relevant, up-to-date info so you can plan effectively and adapt quickly when unexpected events arise.
- **Increase productivity.** We use accurate real-time traffic info to keep your drivers on the fastest routes and complete more jobs.
- **Improve safety.** Our Telematics system can give enhanced insights to help reduce unsafe driving behaviour that could harm our drivers, vehicles, or business reputation.
- **Decrease costs.** We encourage more fuel-efficient driving and avoid expensive repairs by getting timely maintenance reminders this benefits in reduced maintenance cost and down time of vehicles. The fuel and fault codes are monitored through the telematics.
- **Improve communication.** We stay connected to drivers by sending job details from your office to Driver Terminals in their vehicles. This also gives increased productivity.
- **Increase customer satisfaction.** Our customers informed of schedule changes and cut unnecessary waiting times.
- **Reduce stress for drivers.** We can set the best route for drivers and give timely traffic updates through driver terminals, so they can do their job with ease.
- **Simplify administration.** We save time across different departments by automating administrative tasks.

Telematics can help fleets to discharge their duty of care, lower their work-related road risk, and protect their expensive assets – both human and vehicle. It makes road risk visible and measurable and, once it can be seen and measured, it can be managed.

The business case for telematics is generally a ‘no-brainer’. If your fleet isn’t using telematics, why not choose the right kind of system for you and run a pilot? See for yourself the improvements it can make to your on-road incidents and your bottom line.

Pictured: NHS Supply Chain fully electric HGV



Sustainability Spotlight : NHS Supply Chain

Keeping the NHS supplied with vital equipment and medical supplies along with food is a huge and highly complex task. With over 129,000 order points within close to 17,000 locations, this is the task undertaken by NHS Supply Chain and is delivered by a diverse fleet of vehicles that range from small vans all the way through to the largest HGVs. As well as ensuring that this operation continues to provide its primary function, NHS Supply Chain is also responsible for significant whole fleet emissions and recognises the requirement to create a strategy that drives towards a sustainable future.

As a major part of this and announced in the late Spring of this year, NHS Supply Chain along with logistics partner, Unipart Logistics, is a key operator taking part in the Department for Transport's Battery Electric Truck Trial. The project sees 20 DAF LF, 19 Tonne Electric Trucks being operated by NHS Supply Chain, NHS trusts and local authorities, and it focuses on charging infrastructure, repair and maintenance, driver training and total cost of ownership, generating real-time performance data that will provide operational insights across a variety of applications and duty cycles.

With Unipart Logistics, NHS Supply Chain is operating 8 of the 20 trucks under

the trial and Essential Fleet Manager spoke with Heidi Barnard, Head of Sustainability about how the project has been progressing, learnings so far and what other steps are being taken across the wider fleet to drive down emissions and work towards Carbon Net Zero and a sustainable future.

Q: It's been stated that the NHS aims to be the world's first Carbon Net Zero health system by 2040. What are the key points and stages within this strategy?

Identifying a route to net zero emissions for a complex system as large as the NHS is incredibly challenging. To understand how and when the NHS could reach net zero, NHS England established an NHS Net Zero Expert Panel, in February 2020, they reviewed nearly 600 pieces of evidence and conducted extensive analysis and modelling.

The objective was to set targets that are as ambitious as possible, whilst remaining realistic; and supported by action and a commitment to monitoring, evaluation and innovation.

This culminated in the publication of the "Delivering a Net Zero National Health Service" report, in October 2020, setting out the aim is to be the world's first net zero national health service.

It set out two targets:



*Heidi Barnard, Head of Sustainability,
NHS Supply Chain*

- For the emissions we control directly (the NHS Carbon Footprint), we will reach net zero by 2040, with an ambition to reach an 80% reduction by 2028 to 2032.
- For the emissions we can influence (our NHS Carbon Footprint Plus), we will reach net zero by 2045, with an ambition to reach an 80% reduction by 2036 to 2039.

Q: Since the 8 vehicles for the BETT arrived on fleet at your 4 depots, what have been their achievements so far in terms of deliveries and reductions in emissions?

Since their introduction in June 2022 the electric vehicle (EV) fleet has been serving some of the largest hospital trusts in major cities around the country including, Birmingham, Leeds, Sheffield, Nottingham, Derby and Leicester as well as Norfolk and Suffolk.

In that time the EV trucks have completed more than 2,000 deliveries and delivered

360,000 lines of product to hospitals. And avoided 55 tonnes of CO2 emissions.

Q: How does your partnership with Unipart Logistics help provide the flexibility that enables you to take advantage of technological innovations, now and in the future?

Unipart Logistics is evolving its entire fleet as part of its sustainability and carbon reduction commitments. We work closely with Unipart Logistics to provide the direction and support to explore alternative fuel alternatives to diesel powered vehicles when NHS Supply Chain is seeking to replace vehicles. The technology is improving all the time, particularly in relation to range and payload.

Q: How are the charging cycles managed and are there any extra power demands of refrigerated bodies and tailgates?

NHS Supply Chain's sites operating electric vehicles are fitted with high powered vehicle chargers with an output capability of 180KW. A 19t rigid vehicle can be fully charged in less than two hours. This allows the vehicles to be utilised on both days and through the night operating within our 24 hour transport service.

The vehicles are fitted with carrier refrigerated electric units. Power demand is minimal with around 1% of the vehicles' battery output being used to maintain temperature and with a switch on/ switch off auto function managing temperature at all times.

Q: Assuming positive outcomes to the trial, how far do you think the use of these vehicles be expanded?

We are pleased with how the EVs are proceeding and will review after the trial has concluded. These EVs are part of a particular project and build programme, and so when considering future EVs, we will need to assess the options available at the time.

Q: How important is it to stay fully engaged with suppliers such as DAF to ensure that you can take advantage of future developments as soon as possible?

Its fundamental to our success, the NHS uses products from more than 80,000 suppliers. With more than 60% of the NHS carbon footprint based within the NHS supply chain, we need the support of every supplier if we are to reach net zero by 2045.

NHS Supply Chain manages relationships with over 1,000 suppliers and our scope covers medical equipment, food, and office supplies.

In October 2021, NHSE approved a roadmap to help suppliers align with our net zero ambition between now and 2030, with the bold ambition by 2030 that "Suppliers will only be able to qualify for NHS contracts if they can demonstrate their progress, through published progress reports and continued carbon emissions reporting through the Evergreen supplier assessment."

Q: Aside from the BETT, which other technologies and fuel alternatives are you and Unipart Logistics utilising to drive down fleet emissions?

As part of NHS Supply Chain's light commercial vehicle fleet replacement programme there will be a number of EV 3.5 tonne vans introduced into the network servicing community trusts in the North West.

Unipart Logistics is also trialling hydro treated vegetable oil (HVO) fuel in their

core fleet with plans to extend that trial early next year to NHS Supply Chain.

Q: All essential fleet operators are facing huge challenges derived from rising costs and supply chain difficulties. How do you manage and mitigate those challenges to make sure that your aims and objectives remain on-track?

As well as constantly monitoring new and emerging technologies such as hydrogen fuel cell and opportunities to replace diesel fleet in the future there are a number of other initiatives that are in progress. These include:

- Delivery route optimisation and frequency.
- Rapid fleet loading doors at NHS Supply Chain's regional distribution centres reducing energy use and cost.
- Air curtain installation at NHS Supply Chain's regional distribution centres reducing energy use and cost.
- Bulk fuel discount purchase and contingency management.



Pictured: (L-R) Fully electric HGV, driver Andrew Penn, NHS Supply Chain's Chief Executive Andrew New and Head of Transport for NHS Supply Chain at Unipart Logistics Paul Ellis

To find out more visit <https://www.supplychain.nhs.uk/sustainability/>
Watch NHS Supply Chain's video about their involvement in the EV trial BETT, visit: <https://www.youtube.com/watch?v=FloGbDgflsE>

Onboard Power that will take your fleet 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.

Did you know that your vehicles could be 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 120 minutes a day, over six months, is £648. When idling is used to power extensive works, costs can be significantly higher.

By switching to the all-in-one Lithium Power Supply (LPS II) from Clayton Power, you can eliminate roadside fuel consumption as the LPS II recharges from:

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

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 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, power take-off (PTO) and engine idling, 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.

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ukinfo@claytonpower.com

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4 steps to electrify your fleet

VATTENFALL



As an experienced builder, owner and operator of EV fleet infrastructure, Europe's leading energy company Vattenfall provides valuable guidance on how commercial vehicle fleet operators can navigate to an electric future.

1 Assessment - Deciding on the right number, size, technology and setup for the charging points requires careful analysis of your business's needs, as there is no one-size-fits-all-solution. To build in operational efficiency, it is essential to take the time to specify your charging infrastructure carefully and 'future-proof' plans that allow for growth and changes within your business.

EV technology is constantly evolving, with more manufacturers entering the market and offering new solutions. While having more options to choose from does provide an advantage, it also demands additional research before investing. Designing an energy infrastructure strategy which balances long-term goals with interim objectives is also vital to planning ahead for future needs.

2 Investment - Electrical infrastructure requires both upfront and ongoing running costs, which can be financed in several different ways. Plus, securing a new or larger grid connection - which most businesses need to accommodate the increased load that EV charging requires - will incur added costs. If you choose to work with a Distribution Network Operator (DNO), there are

costs for capacity reservation and grid reinforcement that may increase the Capital Expenditure (CAPEX) needed for your project.

For businesses with limited capital for large infrastructure investments, working with an Independent Distribution Network Operator (IDNO) can reduce the cost of a new or upgraded grid connection. IDNO's can provide businesses with cash-back in the form of an Asset Adoption Value (AAV) - a rebate which DNOs are not able to offer.

And by working with a specialised energy partner who can fund, build, own and operate the required on-site electrical infrastructure, businesses can remove CAPEX requirements completely. Instead, replacing them with predictable Operational Expenditure (OPEX) costs, and enabling businesses to move towards net zero sooner, which offers a distinct cashflow advantage.

3 Operations - Once you have installed EV chargers and all necessary electrical infrastructure, it needs management on a day-to-day basis. Operating high voltage electrical infrastructure is not straightforward, and requires specialist knowledge and experience.

To ensure equipment is legally compliant and operated safely, effectively and efficiently, owners must invest in trained and qualified in-house resources, or can outsource operations and maintenance. But legal responsibility for all compliance and safety will still rest with the business

owner, unless they elect to divest the ownership of their electrical assets to an experienced energy partner.

A Power-as-a-Service model offers the unique advantage of having a specialist taking on full operational and legal responsibility for a company's electrical infrastructure - not just the maintenance, but compliance with all legal, environmental and technical regulations too.

4 Upgrades and renewals - There will come a time when infrastructure needs to be upgraded and/or modernised. As it becomes older, efficiency wanes and the probability of failure becomes greater due to the electrical stress under which it operates. Even the best high voltage infrastructure is not immune to age-related faults; it is not a question of if upgrades or renewals will be required, but when.

Energy specialists can often detect - and correct - faults before they become a cause for concern, making it vital to have routine check-ups for all EV fleet infrastructure.

If you have opted for a service and asset-adoption model such as Power-as-a-Service, upgrades and replacements are part of the service; so if a transformer fails, it will be replaced free of charge and monthly fees will remain fixed. If you decide to own your own electrical infrastructure then you will also need to plan for periodic CAPEX investments to keep your infrastructure safe and operational.

For more information about how to electrify your fleets, read Vattenfall's free white paper visit <https://network-solutions.vattenfall.co.uk/sectors/transport/last-mile-logistics-white-paper>



The Fleet Interview

Openreach

With Chris Mullings - Senior Fleet Operations Manager

Openreach is the UK's digital network business, working with over 690 communications providers such as BT, Sky and TalkTalk and connects homes and businesses to phones and broadband services. Such a mammoth task needs the support of a huge fleet of vehicles which in Openreach's case is the second largest in the UK with over 30,000 commercial vehicles. Conscious that with a fleet of this size, emissions would overall be significant, Openreach has pledged to switch the majority of its fleet to zero emissions by 2030 and signed up to Climate Group's EV100 initiative to accelerate the transition in late 2018. After first speaking with Chris Mullings, roughly a year after in late 2019, Essential Fleet Manager caught up with him again to see how plans are developing and how the many unforeseen challenges are being met.



Q: For the benefit of readers about to embark on fleet electrification, how did Openreach ensure that the infrastructure was in place and/or available to support EVs at the beginning of the electrification programme?

We were clear on the wider business strategy and understanding of how Openreach's fleet is a key contributor to achieving our stated goals. We have taken some calculated steps as we progressed with the EV journey as we identified early on that there would be challenges associated with charging and keeping our engineers operationally effective. As an early adopter and leaders in fleet we were keen to deploy and learn the benefits and risks of

alternate fuels.

After the first round of EV roll out we have been able to bring additional resource into the team with Andrew Kirkby joining as Senior Manager for Sustainability. Andrew has been key in assisting with the move to EVs.

Andrew has focussed on identifying drivers who are able to charge from home for the first round of the roll out while also identifying drivers who complete a daily mileage range of less than 50% of the OEMs manufacturers stated range. This allows drivers to be allocated an EV and know that they will be able to complete their daily activities and have enough range to get home and charge again over night. We're moving to a centrally settled

auto reimbursement mechanism for these drivers as well, which is especially important at the moment with energy prices going up and cost of living crisis. We currently have over 1,700 EVs built. These are a combination of Car Derived Vans, small van, medium vans and now we also have a small number of large EV vans as well.

Q: Almost 4 years on, what is the current split between EVs and ICE vehicles?

Last time we spoke we had 15 EVs within the commercial fleet. We now have over 1,700 EVs built despite many challenges including supply chain issues we've been facing since the pandemic started.



Q: How important is engagement with suppliers and other partners in managing the issues brought about by Covid and supply chain issues?

It's key to engage with suppliers and we have learnt some valuable lessons during Covid and it's been beneficial to take the learning and apply these to other situations that have impacted the supply chain.

We're far more agile and more aligned to our partners. We keep communications open between our fleet management provider, OEMs and converters. This has allowed us to react quickly to delays and plan internally but has also enabled us to react positively to any volumes or vehicles that have been brought forward.

We are still seeing the effect of Covid on the supply chain as manufacturers are catching back up to pre-pandemic build levels. This is delayed by supply chain constraints from the local lockdowns in China and the conflict in Ukraine.

Q: How has Openreach addressed and mitigated the challenges of rising costs and supply issues? How have these been factored into long term planning?

As with all businesses we are not immune to the financial challenges

and have had to review our plans on numerous activities. We're looking at how to reduce costs and have reviewed various Total Cost of Ownership and Whole Life Cost models.

Away from procurement and conversions we're also focussing on behaviours by reviewing fuel spend, Service Maintenance and Repair costs and identifying how to reduce the impact of CAZ, LEZ and ULEZ.

Q: How far has the choice of e-LCVs improved since Openreach introduced the first batch onto the fleet?

When we first spoke about EVs the options were very limited, we had trialled a few solutions and had embarked on bring the Renault Kangoo onto the fleet. We now have product within the commercial Openreach fleet from Renault, Ford and Vauxhall, full EV and Hybrid across all vehicle types (Car derived vans, small vans, medium vans and large vans). As availability, range and payload improve it makes it much better for us as an operator as we can review the overall impact and TCO models across a range of products that we know will meet our needs.

Q: How has battery range and flexibility of vehicle platforms

improved in the same period?

The first EVs brought into service were Renault Kangoos with a limited range and payload however as we all appreciate these were very much at the forefront at that time. Since then, we have trialled various OEM products and have a large selection of electric Vauxhalls within the fleet, primarily the 50Kw and 75Kw Vivaro-e. More recently we have been able to secure the Ford eTransit and have and will review products from Fiat, Iveco, LEVC as well amongst others.

Due to the operational requirements range and payload will always be key and whilst we have seen an improvement in these areas, we are still hoping to see further growth. The introduction of the 4,250 and the exemptions are going to help, however we haven't really tested this area yet and need to review how the additional training and possible O Licence implications will impact the wider business.

As engineering company, for us range and total payloads of EVs are crucial, we can see from the specifications coming from the manufacturers the commercial vehicles seem more aimed at logistic fleet and less engineering.

...cont'd on page 18.

...cont'd from page 17.

Q: As well as introducing full EVs onto the fleet, what steps have been taken with ICE vehicles to reduce their emissions and environmental impact?

We put all new recruits through driver training that helps to educate all around how we can reduce the overall environmental impact of our driving by changing behaviours.

We're also continuing to look at alternatives that are going to help reduce our carbon footprint. One item that we've been able to push is the use of Lithium Battery solutions to reduce the need for our engineers to 'idle' at roadside. We have utilised a solution that allows engineers to power their 110v tools and ancillary equipment

Q: How have you reduced emissions from vehicles with a significant on-board power demand such as those for cabling or with hoists?

We're looking at electric winches and self-charging battery packs to assist with the power demands of the more complex cabling vehicles. We're also looking at utilising electric hoists – we have two providers who have solutions that allow the hoist to operate via an electric battery pack. As with the cabling and other lithium solutions and activities this allows our operators to be productive at roadside without the vehicle engine running.

Q: With such a large fleet and one that is evolving significantly, how do you ensure that drivers are trained to maintain safe, sustainable and compliant standards?

We're fortunate to not only have subject matter experts within the Operational Fleet team but we're also supported centrally by the BT Compliance team, who help to manage the Operator Licence and compliance, but we are also supported by Openreach Health and Safety who have a dedicated road risk team. The road risk team are always reviewing innovative solutions and methods to reduce the risk to our drivers. In addition to managing the standard activities such as driver behaviour and endorsements, they have most recently taken to Virtual Reality and real-life scenario reviews to reinforce how vigilant we need to be



when driving.

We also map and manage driver behaviour via telematics on a voluntary application where drivers are able to view and are encouraged to improve their driver risk scores.

Q: How does Openreach utilise technology to improve the same standards in safety, sustainability and compliance?

Using the fleet telematics and utilisation data we're able to map our drivers for the move to alternative fuels, vehicles location and stats on driving styles.

This ensures we're keeping our people and vehicles safe and sustainable, however we know this is a growing area of fleets and always looking for the best options to market.

Q: Do you see a medium-term future when you will be able to transition all vehicles to fully electric or other alternatives to diesel/petrol ICEs?

Yes, for sure. We have pledged to transition the majority of our fleet, the UK's second largest fleet,

to zero emissions by 2030. We've tested EVs and have some fantastic additions within the Openreach fleet however we're facing the same issues many others are when it comes to charging infrastructure.

We have been looking into Hydrogen and have trialled and tested this as a suitable application within the car fleet and are part of a team who will be reviewing a new Hydrogen van at Mira shortly, however we all know that the infrastructure needs further development and investment for this to be a viable alternative to ICE.

Q: Despite the many challenges of the last 3 years, do you remain confident and excited about what Openreach can achieve?






This is an exciting time for Openreach as we go through to the transition of the fleet whilst building the future fibre network across the UK.

With the continuous innovations in technology from the manufactures and support from the government we are confident we can rise to the challenge of the fleet transition and improve the air quality for all.

POWER FOR FLEETS

Switch to the **LPS II** to power your tools and equipment – and eliminate roadside emissions now

Fleet vehicles can use as much as five times more fuel at the roadside than getting from A to B. So stop roadside idling – and switch to clean energy with the **LPS II**. Better for the environment, your teams and your budget.

-  **Charges from solar, mains and alternator**
-  **Zero roadside emissions**
-  **Quieter**
-  **Easy to install and remove**
-  **Lighter** – reduce payload by as much as 50kg compared to Lead/AGM systems



The year in rEView



edenseven
Enabling sustainable growth

By: Simon King
Partner | edenseven Ltd

As we approach the end of 2022 and thoughts start to turn to Christmas and the new year, I've put together some brief reflections on the challenges of the past year in fleet electrification. Alongside this some consideration of what the outlook might be over the next 12 months as we progress into, and through, 2023.

As ever with me the focus will be on three main topics, Infrastructure, Drivers and Vehicles.

Starting with the priority as always; Infrastructure. Representing approximately 60% of the total challenge within fleet electrification, there have been some really positive developments during the last year. The number of chargepoints continues to increase rapidly and rapid public charging infrastructure has significant funding available and a range of companies and providers willing to invest significantly in the space. Indeed, the only way to get into this space now is to accept a lower internal rate of return than current players. In addition the understanding that charging solutions are required for those who are not able to charge at home has also grown. We've seen more on street charging providers making an impact and even more importantly the beginnings of recognition amongst local authorities that charging hubs are required. Not rapid DC hubs such as those provided by Gridserve's Electric Forecourt and Fastned amongst many others; but those which replicate home charging or workplace charging for those who don't have access to those ideal charging locations and

solutions. Fundamentally in 2023, we need widespread adoption by local authorities of AC charging hubs which provide a quasi-Home or quasi-Workplace solution for the near 50% of the UK population who are unable to charge their vehicle at home. The LEVI fund is one great enabler for this process, and I hope that by April 2023 we will see a large amount of the funding through this mechanism going to creating these hubs.

We've also seen the growth of community charging, providing both peer-to-peer and business to consumer solutions to increase the utilisation of existing charging assets. The challenge in the UK is not so much lack of chargers but lack of utilisation of the existing charging points. Community Charging has a fantastic role to play in addressing this and I expect this sector, to grow markedly during 2023 including through adoption by fleets.

Finally, there's been strong progress on back-office systems. We've seen OCPP 2.0 launched, providing a higher level of standard with more focus on the capability that is needed from software rather than just hardware. Whilst, of course, the charging hardware is important the ability to provide an integrated solution behind that hardware across dynamic load balancing, power management, variable pricing for different driver groups and a single payment solution for drivers and fleets regardless of their route to charge alongside many other aspects is absolutely crucial. This realisation seems to be far more common and I believe that more

companies and fleets will come to understand this is something that they need during 2023.

So moving on to the next priority, Drivers. The acceptance of electric vehicles amongst drivers is clearly much higher than it was whether in the corporate fleet or retail sector. Many drivers want their next vehicle to be electric and the prejudice associated with range anxiety and a perception of lower quality has largely receded. There are, of course, some sceptics it will be very hard to persuade but the majority are pro which is a fantastic position to be in. There has also been positive news, given the almost 60% of new version of new car sales which go into businesses and fleet, on Benefit in Kind (BIK) with clarity provided in the recent government statement through to March 2028. This should allow fleets across the country to accelerate their adoption, and realise the significant financial benefit for them and their employees.

However, there have been some missed opportunities which I hope will be addressed in 2023. We have not seen roaming adopted as an absolutely mandatory requirement for all rapid public charging as yet by OZEV which is a key requirement and priority for fleet adoption, but the good news is that I'm beginning to hear positive mood music around this area and so I sincerely hope that 2023 is the year where we see mandatory roaming for all rapid chargers across all networks. This is the only way that some of the largest networks will actually make that change, if they are forced to do so

by regulation.

Another aspect of the Autumn Statement was the introduction of vehicle excise duty on EVs, maybe this was inevitable but it is disappointing that the opportunity was not seized to differentiate to a greater extent on the taxation between new ICE vehicles and new BEVs (Battery Electric Vehicles). Whilst many people can't afford to buy a new car, those that can should surely be encouraged to buy a BEV and penalised for buying an ICE, most sensibly done through a bonus malice approach. To me this just makes sense.

A lot of commentary this year has been focusing on the year-on-year growth that we have seen of BEVs

as a percentage of total sales. Whilst this is welcome I am actually more concerned about the fact that the percentage adoption of BEVs amongst new cars has flatlined at around 14.5% over the last 14 months or so. Now, the explanation for this tends to be supply chain challenges which have been a huge concern for many fleets and are an ongoing issue, but this has been true across ICE and BEVs, and with fleets having between four and five year future visibility of when their vehicles are coming off fleet, I believe some long-term planning and pre-ordering would have addressed many of these issues. So my concern is that there a wider underlying challenges such as not putting infrastructure and an integrated solution to infrastructure

across all routes to charging at the heart of company strategies.

So my big hopes for 2023. Acceptance of roaming as a necessity across all rapid chargers by OZEV, the adoption of AC charging hubs as quasi-home and quasi-work solutions by local authorities, all fleets purchasing integrated infrastructure solutions with the priority on the back office control solutions, rather than the cheapest piece of hardware, a significant increase in percentage of new vehicle sales which are BEV due to the certainty around benefit in kind, and lastly, that all fleets and their employees begin to see the financial and environmental benefit of a rapid transition to electric vehicles.



About Simon King

Simon is a Partner at edenseven, a sustainability consultancy focused on solutions which deliver business performance. He is an experienced Sustainability and Green Fleet senior leader, most recently he repositioned the UK's leading Facilities Management company as an ESG high-performer. This included launching Plan Zero, a commitment to net zero by 2025 of which a 35% carbon reduction in the first two years has already been achieved, primarily through the rollout of the largest pure electric fleet in the UK with over 2,200 electric vehicles on the road. As a result, Simon was included in Top 10 most influential people in Green Fleet 2022, the highest ranked fleet leader in the list.

Simon led all aspects of Mitie's fleet electrification from business case, board sign off, vehicle assessment, infrastructure requirements, solution development and driver awareness & behaviour. He also worked with senior clients to explain how fleet electrification could be part of their own journey to net zero. Overall Plan Zero has saved over 350,000 tonnes of carbon for clients.

Previously Simon was a Global Chief Procurement Officer, having worked for Tata Group (TGB), Coca-Cola and Dairy Crest. He lives in the New Forest on the south coast of the UK with his wife. He has two adult children, a Cocker Spaniel called Teddy, and is a keen sailor.

For more information visit: www.edenseven.co.uk

MFS plan in 2023 to drive forward in key markets

Micheldever Fleet Solutions (MFS) is to drive forward in key markets, including the utilities and emergency service sectors, as part of its 2023 expansion plans.

Re-branded in 2021 by Micheldever Tyre Services (MTS) one of the UK's leading tyre wholesalers, Micheldever Fleet Solutions (MFS) pulls together separate elements that formed the previous Fleet Tyre Network (FTN), to create a new, one-stop-shop solution for fleet businesses.

MFS provides an unrivalled combination of fleet solutions and product expertise to deliver against the performance, commercial and Environmental, Social and Governance (ESG) needs of the most demanding vehicle fleets.

Having now established a firm foothold in the fleet sector, MFS is looking to further develop its offer. Those fleet operators that MFS work with have the opportunity to utilise a wealth of industry knowledge and product expertise.

They will also have access to a brand portfolio of over 1.2m tyres in stock across all fitments and an award-winning retail chain of nearly 200 Protyre fitting centres, supplemented by 1,500 MFS network fitting members. It enables MFS to offer among the best customer service and expert technical support available - an industry-leading proposition in the fleet market, across tyre supply, fitment, emergency response, SMR and MOT services.

Peter Gittens, Head of MFS, said: "Since our re-launch over a year ago, MFS has made considerable progress in the fleet market, to the point where we have become well accepted across our target sectors.

"With MTS as a market leader in the 4x4, LCV, car and specialist fitments including motorcycle and electric vehicle (EV), MFS can offer a unique, flexible and superior

service to many leading fleets within the emergency services, utility companies and rental fleets.

"Many of these specialist fleets have unique and high service level requirements and MFS has exclusive brands and fitments to service even the most technical of fleets. The General Tire Grabber AT3, the first true all-terrain van tyre, is a good example of how MFS can meet specialist fleet requirements with a product that works across all types of conditions.

"As part of the Micheldever network, we also distribute and fit tyres across the whole of the UK every single day, including providing emergency rapid response mobile fitting capability within 60-90 minutes. We are now in a fantastic position to provide some of the best customer service and expert technical support available within the fleet sector.

"Overall, we have increased penetration into our already established fleet contracts and took on new customers who fit into the model of requiring cross-stream provision of fitting, delivery and brands. It's been a strong 12 months for MFS and the aim for 2023 is to keep driving forward in our key markets."

Through MTS's supplier agreements, MFS is able to supply the tyres to suit the fleet policy, while at the same time having access to well-established brands such as General Tire, Falken and BF Goodrich. This enables MFS to offer a comprehensive range of tyres suited to all types of terrain, on and off-road.

MFS works with clients to assess vehicle requirements and provide the best unbiased tyre solution for their needs. As well as identifying the right tyre to suit the right vehicle, MFS can also find a solution for disposing of the original equipment tyres that are now surplus due to the vehicle conversion process.

MTS partners with their customers to ensure tyres taken off vehicles are



Peter Gittens - Head of MFS

successfully redeployed, both removing the hassle for the customer and allowing the tyres to be put to an alternative use that is beneficial to all involved.

The one-stop shop solution for fleet services makes MFS quite unique in the sector and therefore very attractive to businesses looking for a joined-up service. The MFS team work with several different sectors to create bespoke custom-built solutions, including tyres, MOT and maintenance.

MFS rode to the rescue of the Maritime and Coastguard Agency (MCA) by getting to grips with a pattern problem specific to pick-up trucks.

MFS's expert team found that many of the OEM tyres on pick-up trucks were not best suited for multiple terrain use. This is due to the majority of pick-up trucks being supplied on road orientated tyres as original equipment, often to comply with current WLTP legislation requirements.

This was the issue for the Coastguard and MFS brought their knowledge and expertise to the fore to provide a robust and achievable solution to be rolled out across the MCA's pick-up truck fleet.

The tyres were expertly chosen to handle the conditions of MCA vehicle service. The General Grabber AT3 were the tyres of choice for the Mitsubishi L200 pick up range, coupled with the Falken Euroall AS210 all-season tyres, which have also been added to the MCA's Mitsubishi Eclipse Cross vehicles in their fleet.

For more information on a range of tyre solutions for fleets, including those with specialist technical requirements, please contact Peter Gittens at Peter.Gittens@micheldever.co.uk



Van-tastic tyre solution for fleets with off-road needs

Micheldever Fleet Solutions (MFS) is enabling utility companies and other fleet operators to take their vehicles into new working environments by offering the first true all-terrain tyre for vans, available in the market.

The popular Grabber AT3 is a versatile and robust tyre that combines exceptional off-road capabilities with outstanding grip on the road in all weather conditions. It's been created by the engineers at General Tire, who have listened to the market requirements and to Micheldever's experts, who have also had input into the tyre's development.

The size has been approved for speeds of up to 106 mph and the load capacity is 1450 kg for individual mounting and 1360 kg for dual fitment (load indexes 121 and 119 respectively).

The Grabber AT3 also features robust blocks that interlock with the ground, and allow the vehicle to move forward, steer precisely, and ensure short braking distances. It's also equipped with aggressive shoulder blocks that reach into the sidewall of the tyre and prevent the sidewall from being damaged. For off-road use, the deep tread grooves provide additional grip when

the vehicle is travelling over muddy roads or slippery grassland.

The Grabber AT3 includes TracGen™ and DuraGen™ technology. Thanks to its numerous grip edges in the innovative tread, TracGen™ ensures exceptional traction on loose ground and the best transmission of drive and braking forces.

The DuraGen™ technology, in turn, guarantees an extremely robust rubber compound. It ensures extra-strong stud rows and a long tyre service life, even when used on rough terrain. The high-strength steel belt construction also offers reliable stability under all permitted load conditions.

So, whether it is a four-wheel drive, or an all-wheel drive vehicle being used by breakdown recovery vehicles or utility vehicles working on varied terrains, the Grabber AT3 is ideal for working vehicles used in off and on-road conditions.

Dave Dineen, Head of the Specialist Division for Micheldever Tyre Services (MTS) said: *"For over twenty-five years, MTS has helped develop product patterns and fitments with General Tire.*

"MTS also sits on the tyre distributor council, which gives us a further opportunity to become heavily involved in product development. It enables us to listen to our fleet customers and what they need, then take those learnings and work with the manufacturers to provide the right application to suit those needs.

"This was very much the case with the Grabber AT3, where we listened to what our utility company customers and other fleet operators were saying about what they required. A lot were using pick-up trucks or low-wheel drive vehicles, such as vans, but still needed to get to areas that a standard vehicle could not usually access. These vans were being used in a variety of scenarios and terrains, so it was important to choose the right tyre.

"The result is the Grabber AT3, one of the best all-terrain tyres on the market. It's also an excellent mid-range tyre, which is good news for fleet operators in the current climate as it means they can save money without compromising on the quality of the product."

MTS is one of the largest UK suppliers of 4x4 and SUV tyres, with a national network of over 250 independent 4x4 and SUV tyre specialists. As well as the Grabber AT3, MTS offers an exclusive range of tyres from well-established brands such as General Tire, BF Goodrich and Falken, across various niche sizes and fitments.

For more information on MTS's range of SUV and 4x4 tyres contact Dave Dineen at Dave.Dineen@southamtyres.co.uk

TPPL launches new Hydrogen generation and fuelling Infrastructure DPS



The Procurement Partnership Ltd (TPPL) have announced that in conjunction with The Highland Council they have launched a new Hydrogen generation and fuelling Infrastructure Dynamic Purchasing System (DPS), available to all councils and the wider public sector across the UK. As TPPL and Highland Council unite in delivering a procurement solution that supports a more sustainable future, the new DPS will play a leading role in the green hydrogen revolution.

For the very first time, nation-wide public bodies will receive a quick solution to compliantly procure hydrogen infrastructure, in addition to the ongoing supply of hydrogen as a zero-carbon fuel.

The contract is scoped to include electric vehicle charging infrastructure and the recycling/repurposing of Electric Vehicle Batteries. Furthermore, it is set to support commercial and residential properties, including hydrogen supplied into a closed/private network grid.

The Hydrogen generation and fuelling infrastructure category is scoped to cover a comprehensive range of both permanent and temporary solutions including:

- Complete mobile refuelling vehicles and conversion to existing chassis
- Mini hydrogen dispensers
- Emergency back-up solutions
- Hydrogen generation self-contained hydrogen refuelling units
- On-site stored hydrogen containers with and without compressors to regenerate hydrogen supply and facilities to utilise hydrogen production by-products
- Hydrogen refuelling stations, and hydrogen production plants – including regional hydrogen hubs
- Infrastructure may be provided by suppliers on a ‘fully managed’ turnkey basis.

Cllr Trish Robertson, Chair of the Council's Economy &

Infrastructure and the Climate Change Working Group, said: *“Interest in hydrogen is increasing day by day, and the potential it offers to decarbonise many public sector operations is huge. The Highland Council is delighted to be working with The Procurement Partnership to deliver a solution which will make this transition much easier for public sector partners across the country.”*

James Brennan, TPPL Director commented:

“This new national hydrogen procurement solution forms part of TPPL's wider focus on helping public sector bodies increase the efficiency and effectiveness of their air handling processes, enabling them to make sustainable improvements in their environmental impact”

25 key suppliers have been appointed to the DPS who are at the forefront of the hydrogen infrastructure and supply sector. However, as a Dynamic Purchasing System, additional suppliers will be able to participate throughout the duration of the 5-year contract.

The Hydrogen generation and fuelling DPS comprises the following categories:

- **Category 1:** Hydrogen generation and fuelling infrastructure – 14 suppliers
- **Category 2:** Supply of Hydrogen (for vehicle fuelling) – 7 suppliers
- **Category 3:** Electric vehicle charging infrastructure – 11 suppliers
- **Category 4:** Recycling and repurposing of electric vehicle batteries – 1 supplier
- **Category 5:** Supply of Hydrogen (for domestic and commercial purposes) – 7 suppliers

For more information visit: www.tppl.co.uk/frameworks/hydrogen-generation-and-infrastructure/



First Hydrogen unveils inaugural green hydrogen vans

First Hydrogen, automotive and energy developer, reveals its first zero emission light commercial vehicles (LCVs) after commencing track-based testing.

The First Hydrogen fuel cell-powered vans (FCEV) have commenced performance tests at the HORIBA MIRA Proving Ground, located near Birmingham, UK. These track tests will confirm the safety and performance of the LCVs prior to handover from powertrain specialists AVL to First Hydrogen.

Last month, the vehicles were certified for UK road use ahead of a series of road trials with major UK operators, which start in January 2023. The vehicles will undertake

final testing designed to fine tune operational performance, before they will be available for fleet operator trials to commence in the New Year.

The Company's inaugural vehicles have more than five times more range capability than their battery electric equivalent – achieving 400-600km range on a single fuelling compared to the 115km range of the battery electric van running at the same maximum speed. With a refuelling time of approximately 5 minutes, the time required to power First Hydrogen's FCEVs dramatically undercuts the 5 hours it takes to recharge a battery electric van.

Created to encourage adoption and

whet the market appetite, the Company's vehicle demonstrator program will inform development for future vehicle trials in European Union, United States and Canada. Feedback and high-level purchase commitments will also support the design and development of First Hydrogen's next generation of vehicles, which it plans to bring to market in the next few years. The global light commercial vehicle market is projected to reach \$786.5 billion by 2030. These vehicles, together with First Hydrogen's complete Hydrogen-as-a-Service (HaaS) solution, which supplies green hydrogen fuel, distribution and complementing vehicle management services, will help the sector meet zero emission targets.

Evata unveils game-changing Electrification Management Platform enabling fleet electrification at pace

Evata's Electrification Management Platform delivers rapid accurate analysis of telematics data to answer the fundamental questions - which vehicles can be electrified, what and where charging infrastructure is required, and what are the optimal Electric Vehicles (EVs) to minimise Total Cost of Ownership (TCO).

This 360° solution provides the digital tools necessary to simplify fleet electrification, empowering decision makers to take an informed and holistic view of the transition. This marks a move away from months of data analysis with reliance on disparate sources of sparse, costly and complex information, and a move towards an integrated platform that promotes data-led electrification decisions.

CTO and Co-Founder Jaeson Blythe comments:

"We all know that the process of transitioning a fleet is complex and that each business will face challenges unique to them. Having spoken with industry, we quickly discovered there was a lack of digital tools to support the transition, highlighting the need for a product to streamline every stage of the journey. Our Electrification Management Platform clearly demonstrates greater efficiency than conventional practices, providing industry with the tools needed to drive the transition to electrification at pace."

Evata's innovative solution allows industry to accelerate their transition to EVs whilst providing key informatics at every stage of the journey - infrastructure, vehicle suitability, journeys and charging. Critical tasks such as surveying employees and simulating dwell times are simply managed by their single platform, providing a more accurate and consolidated view to support data-led fleet electrification.

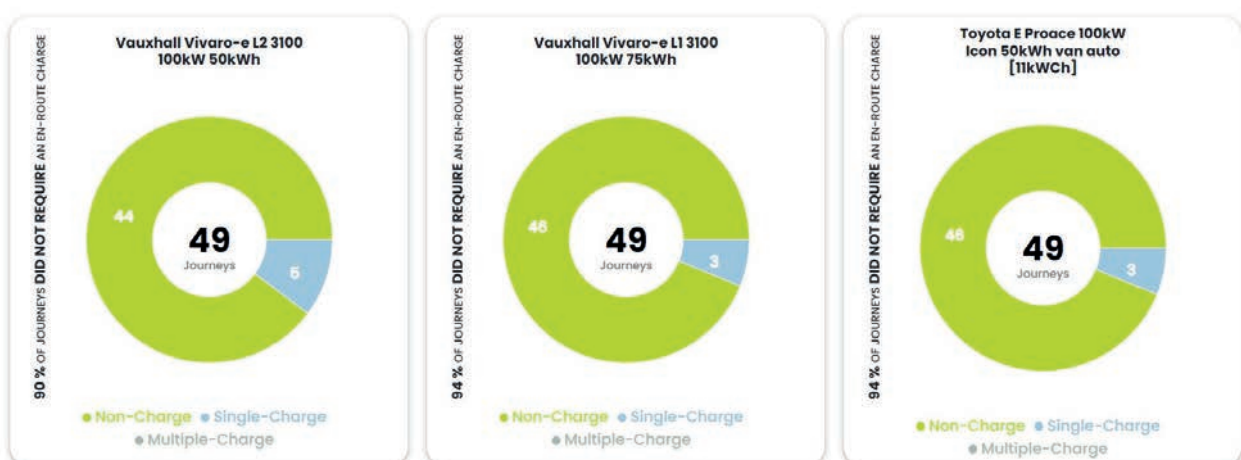
Whether you are running a fleet, consulting for a business, supplying vehicles, installing infrastructure or managing costs, the insight Evata can provide at the click of a button saves time and money – allowing the real benefits of electrification to be accelerated.

“ Commenting on the platform, industry expert Simon King states:

"The biggest challenges for fleets are what infrastructure to install where, which vehicles to prioritise switching and how to optimise total cost to operate. Evata's unique solution enables this analysis to be completed quickly and simply. This looks to be a real game-changer for fleet electrification."

One platform that enables fleets to seamlessly move towards a 100% electric future

Vehicle journey analysis



Eliminate complexity from the process of transitioning your fleet today

Find out more about Evata visit: www.evata.co.uk

Cost and green priorities mean profile of Fleet Manager is rising, reports AFP

An increasing focus on cost control and environmental measures means that the profile of the fleet manager role is rising in many organisations, the Association of Fleet Professionals (AFP) is reporting.



These changing corporate priorities mean that fleet managers are now more often becoming involved in board level decisions and high level strategic thinking, explained Paul Hollick, chair at the industry body.

He said: "We're seeing a number of trends come together here. The most visible is probably the environment. This is becoming an increasing priority for many organisations and fleet electrification is very much a central part of their future plans to become carbon neutral or hit zero emissions targets over the next few years.

"This can be seen most obviously in the many businesses who use their livery to show they are using electric vans. The fleet is a visible signal of an organisation's commitment to green issues and the fleet manager is playing a fundamental role in making that happen."

"The focus on controlling and reducing costs was a direct reaction to current economic turbulence and also highlighted the important role of the fleet department."

"Arguably, you can draw a line here back to the pandemic. Lockdowns really brought home to many people – including senior management – the value of fleets, especially commercial vehicles. Fleet managers became directly involved in helping to keep the country running through a genuine crisis and this helped to increase their corporate presence."

"The heightened profile gained at that time means that the fleet has very much become part of future strategy and, as the economic situation worsens, AFP members are taking a leading role in cost control and reduction. This is not just about reducing fleet operating costs through making obvious cuts but proposing new and innovative solutions to the fundamental task of moving people and goods around the country. With many day-to-day 'heavy lifting' tasks being outsourced, there is a huge demand for in-house, strategic fleet management."

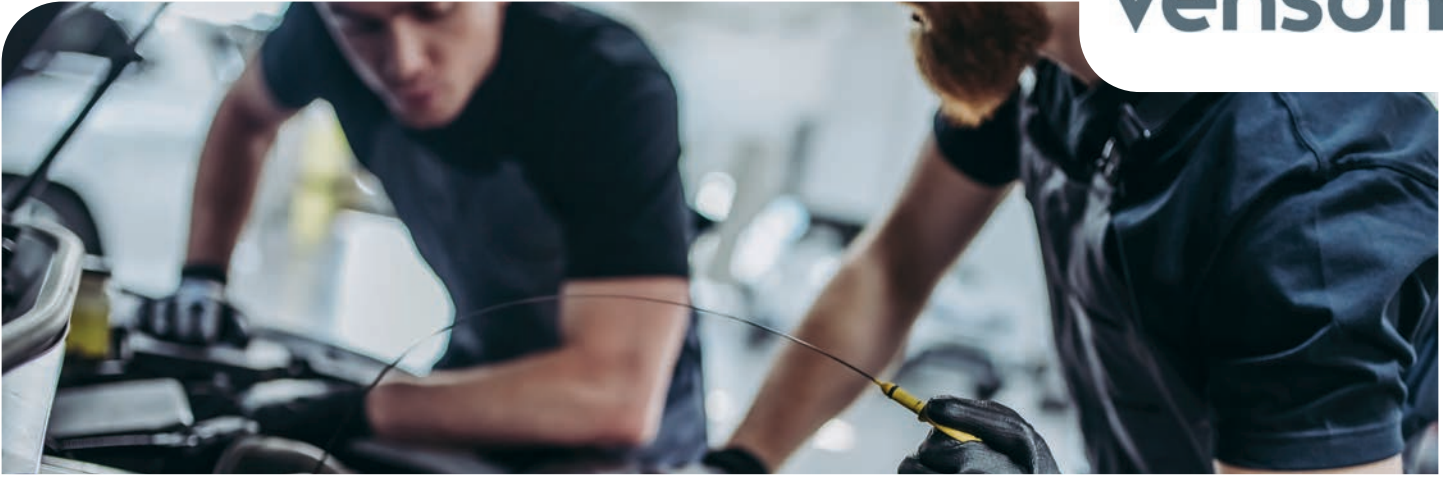
"It feels as though fleet managers are now being listened to in a manner that has rarely happened in the past."

Paul said that the AFP was looking to support fleet managers through this shift with resources and training designed to enhance confidence, generate influence and improve presentation skills.

"Many of our members working in corporate environments are highly skilled at their jobs but aren't used to the spotlight. Today, part of our responsibility as their professional body is to help them adapt to a higher profile as a key element of general fleet upskilling and fleet department succession planning. We plan to offer effective assistance."



For more information visit: www.theafp.co.uk



Is the fleet industry heading into the perfect SMR storm?

Venson Automotive Solutions offers advice on how to keep costs down as new car supply issues ramp up lease lengths

The pandemic, semi-conductor chip shortages and the war in Ukraine continue to batter British new car registrations. Vehicle shortages mean fleet managers are having to extend vehicle lease lengths. Add to this a motor technician skills shortage driving labour costs up and the pressure on MOT slots, the UK fleet industry would be forgiven for anticipating a perfect storm for escalating Service, Maintenance and Repair (SMR) costs.

To help fleet managers cope with the consequences, Venson Automotive Solutions is offering some strategies to keep spiralling costs down.

"Longer leases inevitably mean extra MOTs, servicing and tyres, as well as increased wear and tear, but some judicious fleet management can really help to keep those overheads to a minimum. Every fleet is unique and so lease extensions will affect each differently. The first step in planning SMR cost savings is to examine the overall fleet in a holistic way," says Alison Bell, Operations Director of Venson Automotive Solutions.

Venson suggests not only looking at the obvious legislative costs, but also reviewing the fleet profile and how it is being used to see if there is room for manoeuvre. The company also advises examining the geography of where fleet vehicles are being driven. If for example a fleet is mainly cars doing low mileage, then SMR costs may be able to

be contained. Vans that are work horses, however, might incur higher costs, especially if there are issues with driver incurred incidents – where perhaps driver training could help. Of course, the terrain where vehicles are being used can create additional SMR costs; there may be vehicles on fleet doing low mileage but being used in harsh conditions such as off road. Equally there may be a vehicle doing the majority of its miles on the motorway and therefore SMR costs are likely to be lower.

Once fleet managers have taken time to examine their fleet profile some helpful strategies can be put in place to facilitate reduction of SMR costs:

Seven key strategies to stop spiralling SMR budgets:

- **Vehicle Healthcheck:** Encourage weekly checks by the driver to avoid minor issues becoming a major problem. Implement a process to ensure the checks are being carried out and any faults rectified. A cracked windscreen reported early is likely to be repairable but if left will likely need replacement. Tyre checks will keep a vehicle legal and avoid distress tyre purchases which remove the ability to get the best tyre prices.
- **Mileage inspection:** Check the mileage of all your vehicles and where possible switch low mileage vehicles to those drivers who are covering the most miles.
- **Avoid overloading:** Manage vehicle

loading to ensure vehicles are not being overloaded which can have an impact on steering and tyre wear.

- **Educate drivers:** Help drivers understand the part they play in helping to control costs.
- Balance operational and financial objectives: For example, don't use a panel van for certain roles when an estate car could suffice.
- **Examine SMR incidents by vehicle type and manufacturer:** Is there a trend of a particular SMR event by a manufacturer model? Your fleet supplier should be monitoring and referring to the manufacturer if necessary.
- **Keep watch on vehicle usage:** Are there vehicles that are currently underutilised and others over utilised. If so, swap them around or use those not being driven regularly as pool cars, rather than hiring cars. Telematics data can help with this process.

"As new car supplies continue to be under pressure and manufacturers continue to predict greater than 6 month lead times, integrating techniques to keep SMR costs to a minimum is increasingly important. Ultimately though, it is a balance between overall fleet requirements, operational and financial objectives, minimising downtime and satisfying driver need. It's a tricky tightrope to walk, but one that today's fleet manager is fully equipped to handle," concludes Alison Bell.

For more information visit: www.venson.com



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Halfords creates recruitment stream for newly qualified technicians with Autotech Academy



Pictured (L-R): Wayne Witheridge hands Jabbar Hussain his Autotech Academy certificate having completed his internship and secured a permanent position

A pilot scheme between Halfords and Autotech Academy, which has seen 10 newly qualified Level 3 automotive students placed across the national chain's autocentres, is set to quadruple by the end of the year as the scheme is rolled out across Halford's UK sites.

In a bid to create as many opportunities for young people as possible, Halfords is working with Autotech Academy to source and place newly qualified vehicle technicians in paid internships across its network of 600 UK Autocentres.

The pilot, which began in April, has already led to the permanent appointment of one intern, Jabbar Hussain within Halfords Autocentre Cotteridge, with many more expected to follow suit once the internship periods comes to an end.

Complementing the company's existing recruitment channels, which includes apprenticeships and working with local colleges to offer current automotive students work experience, the internship initiative was, according to Head of Quality at Halfords Autocentres, Andy Turbefeild MSc FIMI,

another route to explore.

"As an industry, we need to bite the bullet and create opportunities for young people, the talent pool we are all fishing in is getting shallower and we need to examine all avenues." Andy comments. "We have worked with Autotech Group in the past, and I was interested to hear about their Academy division when it launched last year. It is certainly taking the pain of recruiting newly qualified vehicle technicians away and enhancing our recruitment streams with a minimal amount of investment."



The initiative is also supporting Halford's bid to create a more diverse workforce with more female interns coming through. "We need to reflect the communities we serve, and a large proportion are women, so it is fantastic to see the percentage of females signing up for automotive courses increase. We just need to ensure that these skills are transferred to the industry and create opportunities for them, which Autotech Academy is doing," comments Andy.

A 'grow your own' concept, interns

are vetted by Autotech Academy, before being put through to Halfords sites for an interview. They are then equipped with a toolbox and uniform by the Academy team before being placed on a 6 month internship. At the end of this, Halfords can decide to employ them on a permanent basis or not, effectively a 'try before you buy' solution.

It's a concept which is working well for the industry. Since its launch last January, Autotech Academy has helped almost 200 newly qualified Level 3

automotive students secure a role within dealer groups, fast fit centres and independent garages.

Significantly, every internship is tailored to suit the employer, from duration to additional training.

In the case of Halfords, the interns enter the company's specific career path as a T1 with a view, once employed as a T2, to working their way through a career pathway that could lead to a T4 Master Technician position, or even into Management. "We enter the intern in as a T1 which is one above an apprentice level as, while they hold the theory, they don't have the experience," comments Andy. "However, within 3 months, we are seeing them at a similar level as a third year apprentice. They become productive far more quickly, and an additional, full-time resource."

While the pilot scheme has predominantly been focused within Halford's South East autocentres, it will now be rolled out across the group's 600 sites.



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National Highways is winter ready

£44m investment programme in state-of-the-art gritter vehicles now complete



An entire set of 252 state-of-the-art gritting vehicles has now been assembled at National Highways and will be operating on motorways and A-roads in England this autumn and winter.

The announcement marks the culmination of a two-year National Highways investment project worth £44m with partners including Romaquip to bring the new Volvo vehicles to the national network. Around 144 were introduced last winter with the final batch of the remaining 108 vehicles joining them at depots up and down the country at the end of October.

Together with the 252 new gritters added over the last two years, National Highways now has an overall pool of more than 530 gritter vehicles ready to deploy across the network in sub-zero temperatures if needed, which includes 443 Volvo Romaquip gritting vehicles, all of which have been introduced since the start of the winter 2018 season.

Meanwhile in Yorkshire, Malton on the A64 and Newport on the A63 become the latest salt depots to open for operations this season, with a total



Inside the cockpit of one of the new National Highways gritters

of 128 depots now being used by our gritting teams across the National Highways network.

Our autumn and winter teams have a total stockpile of around 280,000 tonnes of salt across the network for the coming months, with salt mountains at 128 depots.

National Highways sought the most advanced technological innovations to upgrade its gritter fleet when it issued a Prior Information Notice outlining its vehicle specification – and Romaquip

was one such company to embrace the challenge and secured the contract in the resulting procurement process.

It now means our fleet of gritters (cockpit of one of the gritters pictured above) have the following features:

Enhanced performance: The Romaquip gritters can travel at a maximum speed of 50mph when salt spreading - ten miles an hour faster than earlier vehicles – helping to keep traffic moving on the roads during

periods of salt spreading.

Eco-friendly: They are the cleanest and most efficient diesel heavy goods vehicles available in the UK, meeting Euro 6 requirements - the latest EU emission standards for heavy-duty CI (diesel) engines to reduce harmful exhaust emissions.

Smart technology: On-board functions allow salting routes to be uploaded directly into the vehicle cockpit, assisting drivers with the latest information on where and when to salt.

Precision spreading: Latest tech advances enable drivers to choose the most appropriate treatment in different road conditions.

Andy Butterfield, Customer Service Director for Operations, at National Highways, said: *"We are delighted the rollout of our new state-of-the-art gritting vehicles is complete, with every machine in position and ready for the winter season ahead to help keep our road users safer on the roads, whatever weather conditions we face."*

"The first of these gritters in this £44m two-year investment programme began operating on our roads last year and work has continued over recent months to complete the full set."

"It is testament to the work of our staff and partners to deliver this project ahead of schedule. It was initially going to take three years for the rollout to be completed. It demonstrates excellent collaboration, hard work and a committed and determined focus to deliver every vehicle in time for the 2022 winter period."

"National Highways always strives to explore and embrace innovation to benefit our road users. These vehicles are environmentally friendly, have cutting-edge technological features and can be driven at a higher speed than older models."

"We now have a total of around 530 vehicles ready to be deployed and all of them will play their part in helping our autumn and winter operations team, including our drivers, to carry out their vital work over the next few months to treat the road surfaces whenever and wherever it is needed."

Stephen McKeown, Managing Director at Romaquip said: *"Romaquip are very proud to deliver this project on time, and especially through all the challenges"*

of a global pandemic. The National Fleet Team at National Highways, headed by Martin Edgecox, has been a pleasure to work with and together we have successfully developed numerous innovations in safety, environment, and operations.

"Realising these innovations in such a large fleet will result in significant measurable enhancement in winter service in the UK."

Where the new gritters are based

Regions who received new gritters in 2021/22 (144 in total) were:

- **East region:** Bedfordshire, Hertfordshire and parts of Suffolk and Cambridgeshire – 28 vehicles
- **East Midlands region:** Leicestershire, Northamptonshire, Derbyshire, Nottinghamshire, Lincolnshire, part of Warwickshire, Rutland and part of Oxfordshire – 47 vehicles
- **South East region:** Kent, Surrey, West and East Sussex – 36 vehicles, (South East)
- **South West region:** Cornwall, Devon, Somerset, Bristol, Wiltshire and Gloucestershire – 2 vehicles
- **West Midlands region:** West Midlands, Shropshire, Worcestershire, Herefordshire, Warwickshire, Staffordshire and part of North Gloucestershire – 13 vehicles
- **Yorkshire and Humberside region:** – 18 vehicles

Regions receiving new gritters in 2022/23 (108 in total) are:

- **North West region:** Merseyside, Cheshire, Greater Manchester and the Wirral – five vehicles
- **South West region:** South West - Cornwall, Devon, Somerset, Bristol, Wiltshire and Gloucestershire: 37 vehicles
- **West Midlands region:** Shropshire, Worcestershire, Herefordshire, Warwickshire, Staffordshire and part of North Gloucestershire - 47 vehicles
- **Yorkshire and Humberside region:** Yorkshire and Humberside: 19 vehicles

Ready for autumn and winter seasons

Autumn and winter can bring more adverse and severe weather conditions

which can affect motorists and these include fog, heavy rain, high winds and gales and ice and snow.

Along with more than 250 weather stations, that provide us with real time information about localised road conditions, National Highways works with independent meteorological experts DTN and Metdesk which run from October 1 to April 30 and complement the national Met Office weather forecast, providing a level of granularity and precision about changing road surface temperatures across our road network. This gives us the detailed knowledge determine where and when to salt roads so they remain open and safe for people to use.

All of the information we gather helps us to inform road users about current road conditions whatever the weather. We also share information through channels including our website, third party travel providers including sat nav companies and local radio stations.

Abigail Oakes, Senior Account Manager at the Met Office, said: *"We are delighted to continue our close working relationship with National Highways this autumn and winter season."*

"Our staff, be that meteorologists embedded alongside the National Highways team in Birmingham during the autumn and winter, or Met Office staff working from Exeter to deliver and support throughout the year, are proud to continue this partnership, which allows for the best possible support for road users during periods of severe weather."

We have invested £44m over two years replacing 252 gritters. National Highways now has around 530 gritting vehicles which can be out on our roads in sub-zero temperatures helping us to maintain our network and enhance our service to customers. This equates to one gritter for every eight miles of road. The 530 gritters includes 443 Volvo Romaquip gritting vehicles – all of which have been introduced through the replacement programme that started in 2018.

These vehicles are based at 128 depots nationwide with a stockpile of around 280,000 tonnes of salt for the autumn and winter season. There are two new depots in this total – one at Malton, on the A64 and one at Newport on the A63, both in Yorkshire.

EMAS introduces brand new ambulances into service

The first of 110 new replacement ambulances have been introduced to stations across the East Midlands as part of East Midlands Ambulance Service NHS Trust's (EMAS) regional fleet programme.

Each brand new vehicle rolled out will replace an older ambulance which will be retired from service.

This is part of EMAS ongoing commitment to replace older vehicles with more modern ones when required, with the average age of vehicles now being just three years old.

The newer Fiat Ducato 22 plate ambulances will all have the most up-to-date standardised layout. This will ensure all frontline ambulance staff will find the kit they need in the same area of each new ambulance.

These new vehicles also have a range of new features including:

- Full indicator light coverage along the side of the ambulance so other road users can easily identify where the ambulance intends to turn. This safety feature will come in handy during the darker and misty weather where visibility is reduced.
- The capability to safely and more effectively transport patients weighing up to 50 stone and/or who have a body shape and size which prevents them from being safely transported on a stretcher mounted on the right-hand side of the vehicle.
- Labels to help determine the right size child harness required, based on the age of the child – acting upon staff feedback to ensure frontline colleagues are assured they are using the appropriate harness to secure a child patient safely and securely on to the stretcher.

Steve Farnsworth, Assistant Director for Operational



From left to right: an older 13 plate vehicle (manufactured in 2013) next to one of the brand new 22 plate (manufactured in 2022) Fiat Ducatos.

Support said:

"Having a modern, standardised fleet continues to support staff in locating what they need quickly in the emergency situation. This in turn can only benefit patient experience and care.

"We are always looking to improve the quality of our vehicles for our patients and staff by constantly listening to feedback.

"Safety, comfort and practicality are our main priorities for both staff and patients alike."

The new standardised layout has been carefully thought through and includes specific storage spaces for all equipment required by the ambulance staff member.

The Fleet team, with the support of Paramedic Mark Hill, worked closely with converters Vehicle Conversion Specialists (VCS) throughout the process of kitting out the FIAT vans to transform them into fully functioning emergency ambulances.



Leeds Hospitals fleet goes green with new electric vehicles

Leeds Teaching Hospitals NHS Trust is participating in a year-long trial of electric heavy goods vehicles (HGVs). The national Battery Electric Truck Trial (BETT) is funded by the Department for Transport (DfT) and will see the NHS get twenty new HGVs, with four going to the Trust.

The fully electric 19-tonne DAF LF will be used to deliver patient meals, pharmaceutical items and general supplies across its five hospitals.

The heavy goods vehicles industry is looking at how it will meet

the government's target to end the sale of non-zero emission heavy goods vehicles from 2035. It is hoped that the real-time data collected from the trial will inform future fleet buying decisions and increase the number of electric commercial transport vehicles.

The Trust's Transport Team has also worked closely with Leeds City Council to further expand the number of electric vehicles (EV) across its fleet. Seven small vans and one car have been loaned through the council's EV Trial Scheme, with Estates, Security and Transport using them to reduce emissions and save fuel costs. An additional eight will be added when the EV charging infrastructure is in place later this year.

The Trust has set a target of net zero carbon emissions by 2040, and by increasing the number of electric vehicles, it will reduce high level emissions across its sites and local communities, in addition to saving £2,500 a month in fuel costs.

Chris Ayres, Associate Director of Facilities Operations, said, "We are thrilled to be increasing the number of electric vehicles across our fleet and to be taking part in the HGV trial. Moving away from high level emission vehicles will help us meet our carbon emission targets, reduce costs and improve the air quality around our hospital sites and Leeds, which will benefit our patients, staff and the local community."

Charging ahead – Solihull Council expands EV fleet

In an effort to significantly reduce the Council's own vehicle emissions, 14 new electric vehicles (EVs) are being delivered between now and summer 2023. Switching to EVs will play an important part in the Council's operations becoming net zero by 2030.

The investment comes on the back of the Council recently updating its EV Strategy and approving an ambitious new EV Action Plan. A Toyota Proace City Electric, will be used by the internal post team. Switching to an electric vehicle will eliminate approximately 160 miles worth per week of CO² emissions compared to their previous combustion engine vehicle.

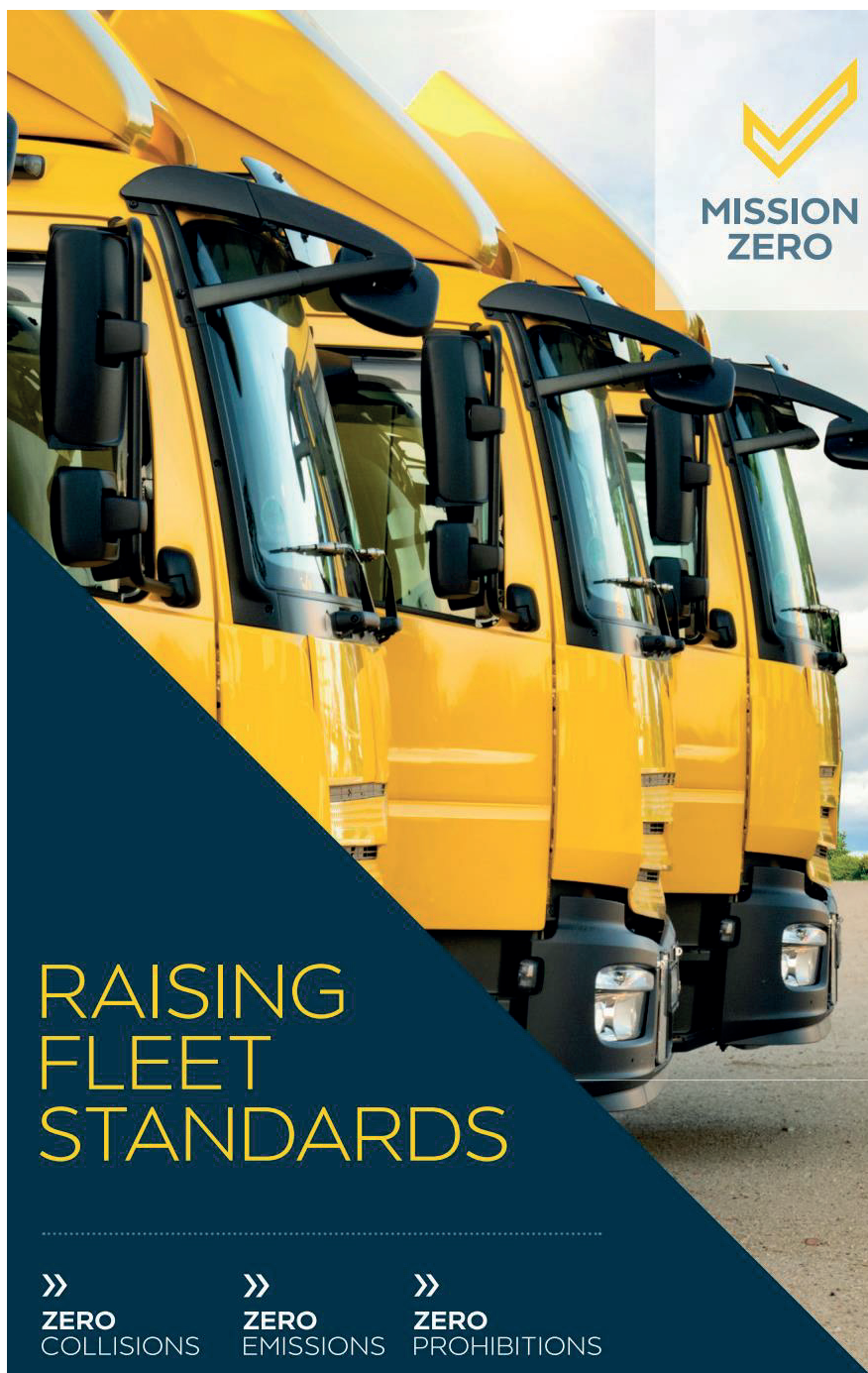
The use of EVs across the Council fleet is becoming increasingly wide ranging, with electric vehicles now being used to maintain and repair rural footpaths, deliver public realm enhancements and provide essential mobility services with wheelchair accessibility.

The savings from switching to EVs are both environmental and financial. The 14 EVs currently being delivered will result in 38.25 tonnes of CO²e (equivalent) savings over a period of five years. With the price of petrol and diesel soaring this year, it'll also cost the Council considerably less to charge the vehicles, despite rising energy costs.

Councillor Andy Mackiewicz, Cabinet Portfolio Holder for Climate Change, Planning & Housing, said:

"When it comes to replacing our vehicles as they come towards the end of their leases, environmental benefits and operational costs are guiding factors in our decisions. I'm delighted to see another batch of Council vehicles becoming electric. With the range of EVs increasing all the time it's no surprise the vehicles we are procuring are perfectly suitable to carry out their intended tasks.

"We're an ambitious council when it comes to zero emission transport and we intend to use our position as one of the largest employers in the borough to show that a rapid transition towards EVs is possible and can bring numerous benefits. Expect to see the '100% electric' branding on the side of various Council EVs going forwards, helping to raise awareness of electric vehicles and tying the initiative into the Council's wider climate change campaign, Your Future Solihull."



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New fleet of Dynamic Response Vehicles are “game changing” for community responding

South Central Ambulance Charity’s “game changing” fleet of Dynamic Response Vehicles (DRVs) has helped volunteer Community First Responders (CFRs) arrive ‘first on scene’ to provide emergency medical assistance at almost 7,000 incidents over the past year.

The Charity funded the purchase of 40 Dacia Dusters in 2020, with the range of 4x2 and 4x4 vehicles clocking up more than 120,000 hours as dedicated DRVs since then.

CFRs are members of the public trained to support South Central Ambulance Service NHS Foundation Trust (SCAS) primarily by responding to medical emergencies and sometimes providing life-saving first aid to patients before paramedics arrive.

The 1,200-strong team also assist with ongoing patient care at the scene and operate across Berkshire, Buckinghamshire, Oxfordshire and Hampshire. They are funded solely by South Central Ambulance Charity, which provides equipment, training and is responsible for the entire CFR vehicle fleet.

Due to the locality of volunteers, they often arrive before an ambulance to

many 999 calls, with the CFR able to administer potentially life-saving pre-hospital treatment.

Over the past year, the Dusters have attended 1,130 ‘Category 1’ calls to treat people with life-threatening illnesses or injuries, such as cardiac arrest, while 5,218 ‘Category 2’ emergency calls were attended where people had breathing difficulties or stroke and heart attack symptoms.

The fully liveried vehicles replaced several ageing cars of different makes and models that required constant attention to deliver the level of reliability that the role of a DRV demands.

The Charity specified 13 of its Dusters with 4x4, designed to help CFRs reach patients in harder to access rural environments and comfortably negotiate more hilly urban areas in wintry conditions.

Vanessa Casey, Chief Executive of South Central Ambulance Charity, said: “The Duster has been an excellent choice for community responding. It has met our expectations in terms of suitability for the role, having all the space we need and being 100 per cent reliable.

“The 4x4 versions have provided reassurance to our volunteers in reaching

patients in more remote areas, such as bridal footpaths and rough tracks, where a normal car may have struggled. Feedback from our Community First Responders has been very complimentary.

“Some were a little sceptical at first, but they have all been won over by the Duster’s capability and specification, agreeing that they’ve been a real game changer in terms of patient care and raising the profile and visibility of the service that we deliver.

“Having the Dacia Duster fleet has really helped demonstrate the professionalism of our service and tells the public straightaway that they’re seeing a first responder. What’s more, we’ve also been able to attend events with the vehicles and their presence has helped us to attract even more volunteers.”

Luke Broad, Dacia Brand Director for the UK, said: “I’m really proud to see how the Dusters have helped South Central Ambulance Charity carry out invaluable work in and around the local community.

“The Duster’s rugged and robust qualities are providing volunteers with the peace-of-mind they need to deliver potentially life-saving care, regardless of the conditions. South Central Ambulance Charity’s experience perfectly illustrates all what the Duster has to offer.”

Volvo Truck fitted with the latest vehicle safety technology



Volvo's new electric truck has been fitted to an exceptional standard with the latest Brigade equipment befitting for such an innovative vehicle.

The FE electric 19-tonne truck with a curtain side body is used as a demonstrator for customer trials and is fully Direct Vision Standard (DVS) compliant.

Jon Warby, Fleet Solutions Manager for New Trucks, Volvo Truck & Bus South & East explained that all of their demonstration vehicles are specified to be DVS compliant and ready to go into London. He said: "Customers require our demonstrators to be DVS compliant."

This truck has the most innovative side detection system currently on the market. Brigade's Sidescan® Predict is an intelligent system designed for collision avoidance between road vehicles, objects, and vulnerable road users.

Utilising ultrasonic technology, this intelligent system predicts if a collision is likely to occur. By analysing data such as speed, direction and acceleration of

both the vehicle and detected object, and differentiating between static and moving objects, the Sidescan® Predict algorithm assesses the risk and calculates the likelihood of an impact.

Sidescan® Predict instantly alerts the driver to potential dangers via a multi-stage in-cab visual and audible warning system, according to the urgency of the situation – therefore minimising the number of audible alerts and reducing false alarms.

Jon said: "We like to be ahead with technology. Modern technology like our FE electric deserves new innovative safety equipment."

Feedback on the Sidescan® Predict system, which is recognised by the Driver and Vehicle Standards Authority (DVSA) has been phenomenal. Jon said: "It is fantastic. There is nothing worse than something beeping too often and causing driver overload. Sidescan® Predict only beeps when it needs to. We have had no complaints so far from it, the customers really like it."

"There was one instance where there was a car on the inside of me on a

roundabout, I was in the right-hand lane, turning right. The Sidescan® Predict system alerted me and emphasised the need to look in the mirror."

Also fitted to the Volvo Truck is Brigade's four camera mobile digital recording system (MDR) to provide all-round visibility of the vehicle and digital footage in the event of an incident. Jon said: "When we are charging off site, some of the forecourts are not really designed for manoeuvring large trucks. The Brigade cameras enable us to see the blind spots and that is ideal for safely reversing."

The systems were fitted by Brigade Service Partner (BSP) Commercial Safety Systems based in Wisbech, Cambridge. Will Gilbert, owner of Commercial Safety Systems, is passionate about equipment that is fitted to a high standard. He said: "We pride ourselves on supplying the best service and the equipment needs to look like it has been factory fitted. We spray all the cameras to match the vehicle livery and can create custom bracketry. We created special brackets for this curtain sider to provide a professional look and enhance the performance."



Public smart charging could save EV drivers over £600 a year, according to government-backed trial

Data recently released from the UK's first-ever trial of smart metered on-street electric vehicle (EV) chargers – Agile Streets – demonstrates that smart charging at public charge points could save drivers £604.65 per year in charging costs compared to traditional non-smart public charging – equivalent to UK-wide collective savings of over £4.1 billion a year by 2030.

The government-backed project, delivered by a consortium of companies including EV infrastructure specialist Connected Kerb, also shows that peak energy demand – the time of day when energy demand is greatest – would be reduced by as much as 240MW, equivalent to boiling over 1.4m kettles.

Achieving the same peak demand reduction by using lithium-ion battery storage would cost around £83m plus an annual operating cost of £1.5m. Smart charging also reduces the demand on local grid connection capacity, enabling more chargers to be installed to support the UK Government's target of installing 300,000 public EV chargers by 2030.

EV ownership is skyrocketing, with UK registrations taking up 40% more compared to this time last year.^[v] However, rising energy bills erode the advantage of lower running costs for EVs compared to internal combustion engine (ICE) cars. Currently, an average EV is just 3.9p per mile cheaper to run than a petrol equivalent if charging at home, compared to



For the EV transition, we know that this will narrow the gap between the cost of refuelling a petrol or diesel vehicle, and the typically much lower cost of charging an EV. That's why now is the time to focus our attention on smart charging technologies that can allow those reliant on public charging infrastructure to benefit from cheaper prices when demand for electricity is at its lowest.

"The deployment of smart charging into public charging – to both reduce consumer costs and minimise the impact of charging on the grid – is ground-breaking. The Agile Streets trial gives us the opportunity to ensure we get smart charging right, enabling us to take all of the learnings from the trial and get ready to roll out this revolutionary infrastructure."

Smart metering works by enabling EVs to schedule charging to times when energy prices are cheapest, such as overnight when demand is low or on sunny and windy days when there is an abundance of cheap solar and wind energy. This reduces emissions, takes pressure off the grid at peak times and keeps costs low for drivers. By using the Agile Streets app and scheduling the time a car needs to be fully charged, drivers will have enough power to drive away when needed.

The Agile Streets project saw 100 Connected Kerb on-street EV chargers deployed at 17 sites across 4 local authorities – Shropshire, Hackney, Glasgow and East Lothian. Over the course of six months, 2,451 charging sessions took place, totalling 51,618 kWh of energy. These charging sessions were completed by 368 trial participants.

Drivers had the option of a smart charging 'ECO' mode at 19p/kWh – which would schedule charging at the lowest-cost times of day – or a 'boost' mode at 33p/kWh which would immediately deliver power like a normal non-smart public charger. Charging an average 62kW Nissan LEAF from 20% to 100% using ECO mode saves drivers £6.95 per session – equivalent to a 42% saving.

The chargers used in the Agile Streets project will be handed to the local authorities in each participating region. Connected Kerb plans to continue working on smart charging, with a view to adopting smart charging technology across as much of its network as possible.

The Agile Streets project is delivered by a consortium comprised of Connected Kerb, Samsung Research, Octopus Energy For Business, SMETS Design Limited, Energy Saving Trust and the Power Networks Distribution Centre. The project was awarded £1.5m by the Department for Business, Energy and Industrial Strategy (BEIS) to deliver the Beyond Off-Street Smart Meter Electric Vehicle Charging programme.

9.2p before the energy price cap increase in October.[vi] Home smart charging energy tariffs can help keep costs down for EV drivers, making EVs 13.5p cheaper per mile compared to ICE cars even after the October price rise, thus helping to maintain the financial benefits of driving an EV.

62% of UK households do not have access to off-street parking or a dedicated parking space with domestic power supply[vii], meaning they must rely on public charging infrastructure to charge their EVs and therefore do not have access to smart energy tariffs. They also pay 20% VAT compared to the 5% paid on home energy. This creates a significant inequality between road users and people who can charge their vehicle at home. It further impacts the overall cost advantages of going electric, as outlined in a report commissioned by the UK Government.

Chris Pateman-Jones, CEO of Connected Kerb, said: "The energy price crisis is a major challenge facing all industries.

Tim Anderson, group head of transport at Energy Saving Trust, who was responsible for monitoring and evaluation in the trial, said: "The provision of convenient and affordable EV charging infrastructure is essential to ensure that electric vehicles are accessible to everyone. This will support the switch low carbon transport, which in turn is a key part of the UK's transition to net zero carbon. Energy Saving Trust is proud to be part of this world-first trial, using smart metering technology to enable drivers without the option of charging at home, to take advantage of off-peak tariffs to charge their cars. We look forward to seeing the trial rolled out further and the benefits that this will bring."



Volkswagen Commercial Vehicles is urging van drivers to prioritise mental health

The UK's van drivers are at risk of burnout with half experiencing mental health issues in the last year, according to a study by Volkswagen Commercial Vehicles.

Research found the last year had seen those suffering with mental health issues rise to half from a third compared with the previous year. Overworking and struggling to maintain a work-life balance were the biggest causes, with side effects including sleep problems, stress headaches and panic attacks.

The stress is coming from van drivers working beyond their regular hours half of the time, compared to the average UK worker who clocks longer hours a third of the time.

The longer hours are causing 1 in 5 van drivers to feel overwhelmed by work on

a daily basis with 94% saying they had felt overwhelmed at least once in the past year. Positively, three-quarters of those who suffered issues had sought professional support to help them cope.

To manage your mental health and restore the balance, Volkswagen Commercial Vehicles is urging the UK workforce to take time out and practise wellbeing – whether in the form of taking up a new hobby, exercising, talking to friends or getting outside.

Last year, the manufacturer launched its #DownTools campaign to raise awareness of the risks of burnout and, as part of a continued partnership with Mental Health UK, Volkswagen Commercial Vehicles is supporting its customers to shut up shop, put down the hammer, and close the laptop at the end of the working day.

Kate Thompson, Head of Marketing at Volkswagen Commercial Vehicles, commented: *“Mental health in the workplace is an incredibly important topic, and one we’re proud to continue exploring, with the aim of normalising discussions and promoting best practice.*

“Our research over the years has really cast a light on the prevalence of mental health issues within the workplace and particularly with men and small business owners, and the difficulties of establishing an effective balance. So we hope that by raising awareness, we will encourage people to prioritise their wellbeing and provide the resources to regain a productive work-life balance.”

For more information and support on how to look after your mental health, visit: <https://mentalhealth-uk.org/volkswagen-commercial-vehicles/>

Nissan Townstar EV model



Nissan has now commenced the production of its all-new and 100% electric Townstar EV model.

Representing a major step towards the realisation of Nissan's Ambition 2030, the all-new Townstar EV marks the latest milestone in the company's quest to electrify its line-up and contribute to its goal of carbon neutrality by 2050. For customers, it provides more e-mobility solutions to help adapt to changing emissions regulations, increased urbanisation, and the growth of e-commerce.

The Townstar EV builds on the success of the e-NV200. Hailing from Nissan's electric Light Commercial Vehicle (e-LCV) expertise, it is engineered for capability, reliability and sustainability.

The fully electric version of the all-new Townstar EV features a powertrain optimised with intelligent energy management and battery thermal cooling. Owing to its aerodynamic design and

the efficiencies it creates, the Townstar EV is able to achieve a superior range autonomy of up to up to 183 miles WLTP combined or up to 269 miles in city cycle.

Delivering 122 PS and 245Nm of torque, the Townstar EV's 45kWh battery can accept AC charging (11 kW or 22 kW) or DC rapid charging (CCS format) - the latter of which enables users to charge the battery from 15% to 80% in as little as 37 minutes.

Inside, the Townstar EV puts customer satisfaction and ergonomics at the forefront. Boasting more than 20 technology features, including an on-board connectivity service and available 10-inch digital instrument panel, the Townstar EV represents the most advanced van in Nissan's current LCV line-up.

The 100% electric Townstar will introduce Nissan's ProPILOT Assist advanced driving assistance system to the LCV line-up. This technology, along with Nissan's unique

Intelligent Around View Monitor (AVM), provides drivers with extra support. In addition, and for improved cabin comfort, Townstar EV features automatic climate control and a heated leather steering wheel.. Meanwhile, a heat pump improves both efficiency and comfort in colder temperatures by distributing heat from the battery into the cabin.

Depending on the specifications, other highlights include a payload of between 600 to 800kg and towing capacity of up to 1,500kg. The Townstar EV's versatile cargo area holds ranges between 3.3 to 4.3 cubic metres, enough to carry two Euro pallets.

An array of Advanced Driver Assistance technologies for those on the move include Blind Spot Warning with Intervention, Automatic Parking Assistance, Active Cruise Control, Intelligent Emergency Braking with cyclist and pedestrian detection, Side Wind Assist and Trailer Sway Assist.

Every Nissan LCV boasts an industry-leading five-year or 100,000-mile warranty, demonstrating Nissan's continued commitment to quality. The Townstar EV expands on this offering with an eight-year warranty on the battery state of health up to 70%.



FIAT Professional Scudo

The all-round commercial vehicle

The New Scudo is part of the Fiat Professional line-up with a series of features to make it the best in its class. The vehicle is based on a mid-van platform and available with a 100% electric powertrain alongside four diesel units.

It has been designed as an all-round commercial vehicle, but one that offers smart solutions while maintaining its compact dimensions.

The new E-Scudo receives a best-in-class range of up to 205 miles (WLTP) and is offered with two battery sizes – 50 and 75kWh, an AC charging capacity of up to 11kW, and up to 100kW in DC, to charge the more capacious battery to 80% in just 45 minutes.

The load capacity of New Scudo does not change across powertrains - up to 6.6m³ loading bay volume, payload up to 1t and a towing capacity of 1t.

An aspect carefully considered in the design phase of New Scudo is comfort. The aim of the New Scudo is to offer a stress-

free experience at work, via various measures such as a car-like driving position and top level soundproofing, to minimise jolts and vibrations.

Compact external dimensions, less than 5m long for the core version and 1.9m high made Scudo suitable for all-purpose use, ensuring the agility necessary in an urban environment

Head-up display delivers key information without driver distraction and reducing stress

The car-like driving position ensures an excellent comfort level, while the elevated seating position ensures optimal road visibility. Easy accessibility is provided by an ergonomic step in the cabin

Road holding, comfort and suspension filtering are ensured in any driving condition thanks to the four independent wheel suspensions (reinforced McPherson front axle with anti-roll bar and oblique wishbone trailing arms for the rear axle) enhancing variable stiffness springs, with load adaptive variable damping



(AMVAC) shock absorbers, a system which varies the damping with the vehicle's ride height.

In terms of safety the New Scudo has an array of ADAS (Advanced Driver Assistance Systems) features including:

- automatic road sign recognition;
- automatic emergency braking;
- lane departure warning;
- blind spot alert.

The vehicle also comes with advanced notification systems for obstacles in the direction of travel, frontal collision warning, and the practical rear camera that offers a 180° panoramic view, to facilitate parking.

To deliver optimal performance and improved traction in all conditions, such as snow, mud or sand, New Scudo can also be equipped with the Grip Control system.

Moreover, the Head-up Display provides the most important information to the driver in order to avoid them looking away from the road. Full support is also provided when parking thanks to the front and rear parking sensors and the rear camera which is able to deliver a top-view 180° image of the rear area for easy and safe parking manoeuvres.

The dimensions themselves are another of the model's strengths: the 1.90m height makes storage units easily accessible. Combined with a length of 5m, and up to 5.3m in the Maxi version, the result is a vehicle that can transport anything and go anywhere.

Load volumes of 5.3 or 6.1m³ depending on the wheelbase and capacity of up to 1.4t ensure the New Scudo's uncompromising capabilities.

It also features a special kind of cabin modularity courtesy of the exclusive

Moduwork system, which transforms the passenger seat into a workstation and an extension of the load compartment, to transport items up to 4m long (Maxi version), and to increase the volume by 0.5m³, to a total capacity of up to 6.6m³. The vehicle is therefore flexible enough for all requirements and all kinds of clients, from hydraulics operators and shipbuilders to the needs of home delivery professionals.

The New Scudo is available in three configurations (Van, Crew Cab and Cab with platform), three trim levels (SX, Tecnico and Business), and four diesel powertrains on top of the electric powertrain. The entire range is available in an electric version, from the van to the cab and crew van. Together with the electric version - equipped with a 100kW (136hp) electric motor - also available are four diesel powertrains:

- 1.5l with either 100hp or 120hp and 6-speed manual transmission;
- 2.0l 145hp unit combined with either an 8-speed manual or automatic;
- 2.0l engine with 180hp paired with the efficient 8-speed automatic transmission.



Renault PRO+ range streamlined for 2023 model year with new trim and price reductions

Renault has revised its award-winning range of light commercial vehicles for the 2023 model year, simplifying the number of versions, introducing new trim lines and reducing the base price on many variants.

For 2023, the range will adopt the same model structure as the recently-launched All New Kangoo, which has seen more than 2,000 orders and pre-orders to date. As a result, the Traffic Van will be offered in new Start, Advance, Extra and Extra Sport models, Master and Conversions will be available in Start and Advance, with Traffic Passenger in Start and Extra trim.

As part of this process, Renault has simplified its commercial range by 38%, reducing the previous offering of 161 separate versions into a core of 100 distinct models. This increases clarity for customers, improves production and constraint management, and helps reduce lead times to ensure the brand's hard-working customers can be out on the road quickly.

Deliveries for the new 2023 Renault PRO+ range will start in Q1 next year.

Updated battery technology improves electric range for Plug-in Hybrid (PHEV) versions of New C5 X and New C5 Aircross



Citroën has revealed updates to the Plug-in Hybrid variants of New C5 X and New C5 Aircross. Playing a key role in Citroën's energy transition strategy, the changes see New C5 X and C5 Aircross provide customers with increased electric-only range.

Drivers now benefit from up to 41 miles of electric range (EAER WLTP Combined) with New C5 Aircross – meaning a move from the current 12% BIK taxation band into a lower 8% band. As an example, this reduces the cost to a 40% taxpayer by almost £47 per month in the 2022-25 period (when driving a C-Series Edition Plug-in Hybrid). The electric range of New C5 X increases to 39 miles (EAER WLTP Combined).

The increase in Equivalent All-Electric Range (EAER) for Citroën's Plug-in

Hybrid models provides drivers with more freedom in urban areas and greater environmental benefits. The updated New C5 Aircross PHEV adopts a new-generation battery pack – which increases power from 13.2kWh to 14.2kWh – emitting only 29g/km of CO₂ (WLTP combined cycle).

With New C5 X PHEV versions, the battery pack is unchanged at 12.4kWh, but the switch-over to the Euro 6.4 standard improves the battery's minimum charge threshold. This increases the vehicle's electric-only range, whilst reducing emissions – down to 27 g/km of CO₂ (WLTP combined cycle).

These developments further enhance the versatility of New C5 Aircross and New C5 X PHEV models by increasing the ease of travel in all-electric mode, delivering

peace of mind and unrivaled comfort. All without compromising on the ability to get away for longer journeys, or simply increasing everyday range by ensuring the best balance of electric and petrol power. Both models can be charged in less than two hours with a 7.4kW charger, and form part of Citroën's plan to offer an electrified variant of all models by 2025.

A unique vehicle in the D-segment, New C5 X is the flagship for Citroën's well-established Advanced Comfort® Programme. The model clearly embodies the Citroën brand values of serenity and well-being. Available in Sense Plus, Shine and Shine Plus trims. New C5 Aircross is available in Sense Plus, Shine or C-Series Edition trims, with Plug-in Hybrid variants available.

New Vauxhall Grandland GSe combines responsible performance with 300PS, e-AWD traction and SUV practicality



Vauxhall has revealed the New Grandland GSe – a performance electrified version of the established family crossover, to sit alongside the recently announced All-New Astra GSe and All-New Astra Sports Tourer GSe as part of Vauxhall's new GSe electrified performance sub-brand.

The New Grandland GSe combines a 1.6-litre turbocharged petrol engine with two electric motors – one on each axle – for a combined power output of up to 300PS (provisional WLTP combined fuel consumption 217.3mpg, CO2 emissions of 31-29 g/km). The plug-in hybrid powertrain makes the Grandland GSe a permanent electric all-wheel-drive vehicle with optimum traction and class-leading acceleration from a standstill. 0-62mph takes just 6.1 seconds, while top speed is 146mph (84mph in electric mode).

Featuring a plug-in hybrid powertrain, the New Grandland GSe offers enhanced

performance combined with ultra-low emissions. All-wheel drive traction, unique suspension and revised steering combine to deliver performance-oriented handling, while maintaining the versatility and style New Grandland is known for. Sitting in the C-SUV class, the New Grandland GSe will be one of the few performance SUVs outside of the premium segment.

Like the All-New Astra GSe and All-New Astra Sports Tourer GSe, the New Grandland GSe features a unique suspension set-up and steering calibration. With MacPherson struts at the front and a multi-link axle at the rear, the New Grandland GSe is fitted with firmer springs and dampers with KONI FSD (Frequency Selective Damping) technology, which enables different damping characteristics for the optimum balance between ride comfort and handling. As a result, the New Grandland GSe offers more precise and consistent

responses while retaining superior stability under braking, in corners and at higher speed.

The bold and pure exterior design of the Grandland with its 'Vizor' front end is further enhanced by signature GSe styling cues: 19-inch alloy wheels inspired by the award-winning Manta GSe concept; a unique rear diffuser; and a GSe emblem on the tailgate. As a further distinguishing feature, the Grandland GSe is optionally available with a black bonnet. Inside, the new Alcantara®-trimmed front sports seats have been certified by AGR*, providing additional comfort and support for sporty driving.

The New Grandland GSe Plug-in Hybrid will go on sale in the UK towards the start of 2023 with customer deliveries scheduled from Spring 2023.





Revealed the All-New Astra Electric and Astra Sports Tourer Electric

Vauxhall has taken the next steps in its electric journey with the reveal of the fully electric All-New Astra Electric and Astra Sports Tourer Electric, arriving in the UK in 2023.

The All-New Astra Electric joins a growing line-up of electric Vauxhall models, with the Astra Sports Tourer the first fully electric estate from the brand and one of just a handful available on the market. Already available with efficient petrol and diesel engines, advanced Plug-in Hybrid powertrains, and soon-arriving sportier GSe electrified variants, the All-New Astra Electric and Astra Sports Tourer Electric extend the powertrain offers for buyers.

Both vehicles feature Vauxhall's distinctive bold and pure design already found on internal combustion and electrified variants of the Astra and Astra Sports Tourer.

The Vizor front end houses Vauxhall's latest driver aids and safety systems, the new Griffin logo, as well as Vauxhall's class-leading IntelliLux LED® Pixel Light technology.

From launch, both electric models come standard with 18-inch diamond-cut alloy wheels, which can be had in a black finish for added styling.

Both the All-New Astra Electric and Astra Sports Tourer Electric feature the same, fully electric powertrain. Powered by a

114kW (156hp) electric motor producing 270Nm of torque, and a 54kWh battery, the All-New Astra Electric achieves a WLTP-certified range of 258 miles from a single charge and reaches a top speed of 105mph.

The 54kWh battery is made up of 102 battery cells housed in 17 modules and has been designed with efficiency in mind. The All-New Astra Electric requires just 12.7kWh of electricity to cover 62 miles (100km), making it ideal for daily use, and drivers can choose between three driving modes; Eco, Normal, and Sport, to suit their needs.

As with the rest of the fully electric Vauxhall range, the All-New Astra Electric supports up to 100kW DC rapid charging, with an 80 per cent charge taking just 30 minutes to complete. From launch, all Astra Electric models will come standard with a three-phase 11kW AC onboard charger, suitable for wallbox use at home. For further convenience, the battery is housed in the vehicle's underbody, resulting in no compromise in passenger room or luggage space. The All-New Astra Sports Tourer Electric comes with 516 litres of luggage space with the rear seats up, increasing to 1,553 litres when folded – this is identical to Plug-in Hybrid variants of the vehicle.

The All-New Astra Electric and Astra

Sports Tourer Electric feature Vauxhall's latest interior technologies, driver aids and safety features. The fully digital Pure Panel interior comes with a 10-inch digital instrument cluster and a 10-inch central display – transporting both driver and passenger into a high-tech environment. The latest generation of intuitive human-machine interface (HMI) displays all important functions such as battery charge status or range, while important settings such as climate control can still be easily adjusted at the touch of a physical button.

The large Intelli-HUD head-up display unit and 'Hey Vauxhall!' natural voice recognition allow drivers to stay focused on the road ahead, while Vauxhall's numerous safety systems provide an added level of safety onboard.

Another standard for Vauxhall is comfortable and supporting seating, with the All-New Astra Electric and Astra Sports Tourer Electric featuring ergonomic Active Sports seat, which can be had in Alcantara® trim. The seats, which have been certified by Aktion Gesunder Rücken e.V. (AGR; Campaign for Healthier Backs), offer excellent lateral stability and a wide range of manual and electric adjustment options.

UK pricing and specification will be announced closer to the launch in 2023.

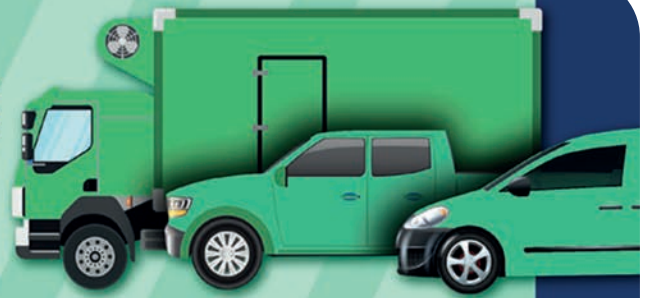
OCTOBER 2022

NEW LCV REGISTRATIONS

TOTAL: 22,386

-18.4%

YEAR-ON-YEAR CHANGE



PICKUPs

2,348

4X4s

381

VANS <=2.0t

550

Vans >2.0-2.5t

1,844

Vans >2.5-3.5t

17,263

Rigids >3.5-6.0t

273

YEAR-ON-YEAR CHANGE



27.8%



18.3%



-80.7%



-50.7%



-7.6%



-27.2%



British van market down a fifth in October as short supply hits deliveries

The UK's new light commercial vehicle (LCV) market fell by -18.4% in October, with 22,386 of the latest vans joining Britain's roads.

Despite robust demand, registrations were at the lowest level for October since 2012, 1 and some -16.5% below the pre-pandemic five-year average,² as supply shortages continue to restrict global production and availability.

Deliveries of the most popular large vans weighing more than 2.5 tonnes declined -7.6%, while registrations of mid-weight vehicles weighing up to 2.5 tonnes fell by -50.7% and those weighing 2.0 tonnes or under by -80.7%. Meanwhile, there was growth in registrations of pick-ups for the first month this year and 4x4s for the second month in a row. During challenging

operating conditions, battery electric van (BEV) deliveries continued to increase, rising 52.5% year-on-year in October to represent 7.6% of the market – up from 4.1% in the same month last year. Manufacturers continue to invest to bring more zero emission van models to market, with a growing number of van buyers opting to reduce their carbon footprint with the benefits of lower taxation, purchase incentives and urban zone charge exemptions. This trend has carried throughout 2022, with BEV volumes up 52.9% and representing 5.5% of all LCV registrations this year.

The overall market has declined in the year to date, however, down -19.9% to 235,962 units – some -24.1% below the pre-pandemic five-year average.³ This has led to a downgraded outlook for full year 2022, to 290,000 units, down

-18.5% on 2021 and -20.8% lower than 2019. While the LCV market is expected to rally in 2023 to 330,000 units, and up to 351,000 units during 2024, these totals would still be below pre-pandemic levels.

BEV registrations are expected to grow as new models come to market, but their anticipated share in 2023 has been revised to 8.7%, down from the 9.2% expected in our last outlook in July. In 2024, BEVs are expected to represent 11.0% of the market. While manufacturers are committed to meeting Britain's ambitious net zero targets, success depends on a strong, flexible market. The sector is calling for fiscal measures that ensure robust BEV demand, as well as attractive incentives and action to drive the rapid roll-out of suitable van chargepoint stations across all regions of the UK.

The UK's van market continues to be shackled by supply shortages amid difficult operating conditions, which will likely continue into 2023, easing over the course of the year. Demand for zero emission vans remains robust despite these challenges, but a successful net zero transition will require measures targeted at long-term operator confidence.

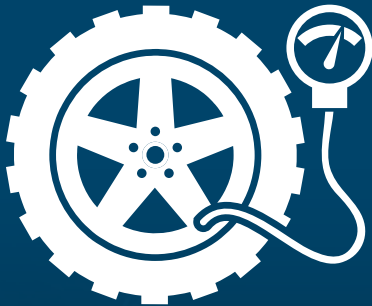
Mike Hawes, SMMT Chief Executive

EASY REFERENCE GUIDE

CAR TYRES

CAR TYRES ARE ESSENTIAL FOR KEEPING YOU AND YOUR PASSENGERS SAFE ON THE ROAD. **THE DRIVER** IS RESPONSIBLE FOR TYRE CONDITION.

CHECK YOUR TYRES AT LEAST ONCE A MONTH



AIR PRESSURE

Check your tyres are at the manufacturer's recommended pressure. This may be in the door shut, fuel filler cap or owner's manual



CONDITION

Remove any stones or objects from the tyre's tread. If you spot lumps, bumps or cuts, get your tyres checked by a professional.



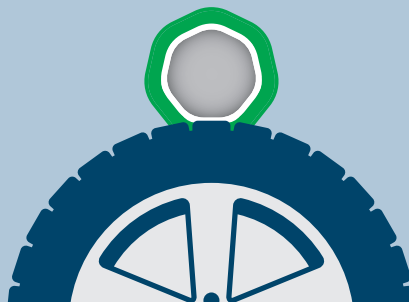
TREAD

The UK legal minimum tread depth is 1.6mm across the central three quarters of the tread. Check you're safe with the 20p test below.



Simply place a **20p coin** into the main tread grooves of your tyres.

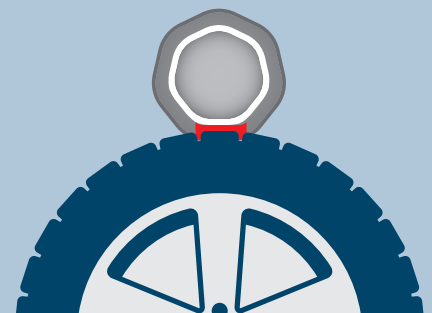
Check at least three locations around each tyre.



If the outer rim of the coin is **obscured**

Your tread depth is above the legal limit.

Stay safe by checking your tyres at least once a month.



If the outer rim of the coin is **VISIBLE**

Your tyres may be illegal and unsafe.

Get them checked immediately by a tyre professional.