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CVDriver **MAGAZINE**



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Government promises better safety on the UK's all lanes running motorways

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NEW VOLVO FMX RIGIDS TICK ALL THE BOXES FOR SUTTONS TANKERS

Logistics specialist Suttons Tankers has taken delivery of 14 new Volvo FMXs, the first rigid trucks to join its fleet, after being impressed by the performance of a demonstrator supplied by local dealer Thomas Hardie Commercials.

The order comprises a mix of seven 6x4 rigid trucks and seven 8x4 tridem trucks for use exclusively on the company's contract transporting sludge for Yorkshire Water.

Mark Scott, fleet engineer at Suttons Tankers, said: "We've run Volvos for many years, but this is

the first time we've opted for FMX rigid trucks. Our contract work is very particular, so the team road-tested the truck over two days through the rolling Yorkshire Dales to see if they could handle the job.

"We were able to assess a variety of factors that impact on each job, including access, turning circles, manoeuvrability and traction – and to say we were impressed would be an understatement.

"The demonstrator performed exceptionally and ticked all the boxes. The fact Volvo allowed us to field-test the truck in our more

challenging locations sealed the deal. It was an easy decision in the end."

The 6x4s are powered by Volvo's D11K engine generating 380 hp and up to 1,800 Nm of torque, while the 8x4 tridems benefit from Volvo's larger D13K engine producing 420 hp and 2,100 Nm of torque. Both use Volvo's automated I-Shift 12-speed gearbox, making driving easier,

The larger 8x4s have been specified with a 9-tonne front axle, tridem bogie rear suspension and a lifting tag axle.

Scania all set to introduce Euro 6 update

To give customers a better foundation for their decision making, Scania is announcing the introduction of a substantially-updated Euro 6 truck range, scheduled for November 2021.

"Given the situation with record demand, semiconductor shortages and the coming introduction of a new product range, we decided to put our cards on the table," said Alexander Vlaskamp, executive vice-president and head of

sales and marketing at Scania. Scania has experienced record sales of the current truck range in the first quarter of 2021. "But we are wrestling with the semiconductor shortage, just like the rest of our industry. This has resulted in long lead times and, in some cases, delayed deliveries. On top of this, we are preparing for our biggest introduction since 2016. In this situation, we decided it is fair to give potential customers a better

basis for making decisions when considering their next Scania truck and its timing," said Vlaskamp.

Scania is not disclosing the exact timing or the total content of the introduction but promises, among other things, "substantial" improvements of fuel consumption compared to the current range, as well as chassis updates. Scania's trucks were named "Green Truck of the Year" for five years in a row.

Fresh order for 40 new generation DAFs

Freshlinc in Spalding, Lincs, with one of the UK's largest temperature-controlled truck fleets, is announced as one of the first UK operators to place a major fleet order for DAF Trucks' just-launched New Generation DAF XF tractor unit.

Deliveries of 40 New Generation DAF XF 480 6x2 tractors, with DAF's 'FTG' mid-lift axle configuration, are scheduled to start at the end of the year.

The order comes quickly after DAF Trucks unveiled its New Generation DAF XF, XG and XG+ truck range at a widely-acclaimed, pan-European online launch event. Orders are now being taken for New Generation DAF vehicles, although supply of the UK market-leader's existing model range will continue in parallel.

New Generation DAF trucks will be built in Britain at Leyland



Trucks in Lancashire and the Freshlinc vehicles will be supported with DAF MultiSupport Repair & Maintenance contracts handled by Freshlinc's local DAF dealer, Ford & Slater. Acquisition will be funded by PACCAR Financial – DAF Truck's own in-house finance division.

Freshlinc has said 'good performance and reliability' from

its existing fleet of 80 DAF trucks (in its 400 vehicle fleet), and industry-leading support from Ford & Slater, have been instrumental in selecting a new product that it is confident will deliver even greater efficiencies. The company points to a potential 10% fuel saving, increased safety for the driver and vulnerable road users and

improved driver retention boosted by a highly desirable all-new XF cab. Some 30 of the new trucks will be equipped with the DAF Digital Vision system, kerb-view mirror and cinema seat to achieve a three-star cab rating for operation in London in compliance with the Direct Vision Standard.

The fresh, chilled, horticultural, ambient and specialist transport provider also places great value on image and believes the New Generation DAF XF will reflect the company's own high levels of service.

The completely re-designed New Generation DAF range takes advantage of the latest European 'masses and dimensions' legislation, resulting in three new cabs which offer unrivalled space and benchmark comfort, plus improved visibility provided by a larger, curved windscreen.

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First Renaults for Flanagan

Following a market review, Flanagan Flooring, the largest independent wholesale flooring distributor in the UK, has added the first Renault trucks to its 30-strong fleet.

Ten new vehicles in total, including eight Renault Trucks D18 High 4X2 R250s and two Range T380 26T 6X2 rigids, have been supplied by Diamond Trucks, with additional capacity, fuel efficiency, comfort and the ability to provide a more reliable service prompting the significant conquest deal.

The decision to purchase new vehicles was driven by two key aspects – firstly the upturn in Flanagan Flooring’s business volumes and secondly the reduced capacity and condition of the existing fleet.

Gareth McCollum, head of



operations, said: “The new Renault trucks were purchased as a combination of both replacements and additions to the existing fleet to provide a suitable footprint for increased capacity and to allow future business growth. We conducted a comparison with several of the other main manufacturers and, together with some industry

recommendations, Renault Trucks came out on top.” The 11-litre T380 rigids come with Optidriver AT 2412F gearbox providing a maximum torque of 2,400 Nm and 12 forward and three reverse gears and gearshifting strategy optimised for Fuel Eco. The vehicles have also been specified with optional

extras including hydraulic power steering, 4-point cab air suspension with ridge height control system, cruise control with Optiroll and FMS Gateway fleet management interface 3.0. The D18 Highs are fitted with the Global cab and Optitronic 6AS 1000 automated gearbox with automated clutch and 6 forward and one reverse gear.

7,000 fines imposed in three months for flouting DVS rules

In the first three months after Transport for London (TfL) launched the direct vision standard for lorries across London, new figures show how fleets are adhering to the rules.

TfL’s direct vision standard scheme requires operators of HGVs weighing more than 12 tonnes to apply for a free permit that assigns vehicles a star rating based on how much the driver can see directly through the cab windows in order to be able to drive in London.

It is now operating 24 hours a day, seven days a week and is enforced on all roads in London.

Lucky winners

Winners from the summer issue: Slabs winner, Neil Morewood (Vale of Glamorgan) and Liam Chambers (South Yorkshire). LedLenser winners Dave Noble (Wirral) and Rob Matthews (Lincoln)

Permits are electronic and enforced by Automatic Number Plate Recognition (ANPR) cameras. Those without a permit face a penalty charge notice (PCN) of up to £550 and since March TfL says that around 7,000 PCNs have been issued.

TfL officers also carry out roadside inspections to check that HGVs are safe and safety measures are in place, resulting in some permits being revoked.

Overall, 136,000 safety permits have been issued to date and almost 70,000 HGVs have been fitted with safety measures.

Christina Calderato, head of transport strategy and planning for TfL, said in a few months the direct vision standard had helped to dramatically improve the safety of lorries and save lives.

“We want to thank all of the freight operators who have led the way.”



Kuda now a Kärcher dealer

As part of its ever-growing brand portfolio, Kuda has announced that it is now an authorised Kärcher dealer.

Tim Vincent, commercial director at Kuda, said: “Kärcher is a worldwide leader when it comes to cleaning systems and solutions and partnering with them as a dealer enables us to bring another great brand to our customer base.

“We have worked closely with Kärcher to identify specific items from their range which we

feel will bring the best coverage and application usage to our loyal customers.

“Be it a home and garden machine for cleaning your vehicle or patio or a professional grade Xpert machine for cleaning trucks, right up to the Truckwash system which can be installed at your site – our relationship with Kärcher and the trucking industry places us uniquely to bring the best product delivery when it comes to cleaning.”

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QUARTIX ENHANCES INTEGRATION WITH NEW CAMERAS

Quartix has announced the launch of an enhanced version of its vehicle camera and tracking map integration, in partnership with Fleet Focus's new API-based system.

Quartix, a global leader in vehicle tracking, and Fleet Focus, the UK leading vehicle camera provider, launched their partnership in January 2020 with the first tracking software integration and a new AI camera. This latest launch marks the next step in the progression of this technology.

The MyFleetLive camera range is now available as part of the Quartix tracking platform, providing immediate HD1080p event footage as well as the ability to recall any historic footage remotely from the device, either via a map or the built-in timeline function. Using AI technology, customers will be notified via video about critical events which are reviewed and categorised within the Quartix platform.

Graham Plummer, sales director, Fleet Focus, said: "We are delighted to launch the MyFleetLive API integration with our long-term partner Quartix. The MyFleetLive system demonstrates a significant upgrade on our previous integration and other counterpart systems available to the commercial fleet sector."

"Our latest hardware offers significantly greater historic driving footage. This ensures our customers can have faith that all critical events will be readily and easily accessible within the Quartix platform."

The MyFleetLive range of cameras offers our customers a dashcam integration that will enable further fleet management insights to help improve safety and protect drivers.

Tenens takes on 16 Mercedes-Benz Actros

Outstanding aftersales support was every bit as important as the safety and fuel-efficiency of the trucks themselves in convincing Howard Tenens Logistics to purchase its first new-generation Mercedes-Benz Actros.

The 16 tractor units were supplied by Marshall Truck & Van and work from the family-owned operator's Andover branch. The subject of a Mercedes-Benz Complete Service Contract, they are now being inspected and maintained at the dealer's workshop in the Hampshire town – Marshall's team also looked after the leased units from the last Actros model range that have been replaced.

The new trucks have flat-floored BigSpace cabs and, as 2545 variants, are powered by 12.8-litre, 'straight-six' engines in



330 kW (450 hp) trim.

They are easily distinguished from their predecessors due to the absence of conventional mirrors – instead, they are equipped with roof-mounted MirrorCam cameras.

By providing much-enhanced rear visibility and eliminating forward-facing blind spots, MirrorCam represents a major leap forward in terms of safety.

So, too, does the latest Active Braking Assist 5 emergency braking technology, which now employs a camera as well as radar and is even more responsive – at speeds of up to 50 kph, the system can apply full braking automatically when encountering a pedestrian crossing its path.

Both are standard-fit Mercedes-Benz features.

Logistics UK welcomes Kent council ban on clamping trucks

The decision by ministers to withdraw powers from Kent County Council (KCC) to clamp HGVs parked in laybys across Kent beyond June 2021 has been applauded by business group Logistics UK.

As Heidi Skinner, the organisation's policy manager for the South East, commented: "The decision by the Department for Transport (DfT) to withdraw Kent County Council's (KCC) clamping ban on lorry parking in laybys across several areas of Kent is great news for all those hardworking drivers who keep the country stocked with everything we need. Lorry drivers, who were deemed essential during the pandemic, must be able to take their legally required rests during the day without fear of prohibitions. While the existing shortage of between 1,000 and 1,200 HGV parking spaces in Kent continues, laybys are often

the only option for those seeking somewhere to stop."

Logistics UK wrote to Parliamentary Undersecretary of State Rachel Maclean MP earlier to express its strong objections to KCC's powers to clamp lorries parked for more than 45 minutes at a time in laybys across several areas of Kent. As Heidi continues, the creation of new HGV parking areas must now be a priority: "While this announcement is welcome, it is now vitally

important that DfT works closely with KCC to create sufficient safe parking spaces.

"The welfare of these key workers must be a priority, to provide them with access to safe and secure parking spaces to rest – for both their welfare and to meet legally mandated rest periods from driving. The shortage of appropriate spaces is a problem which has been highlighted to government for several years."

Supporting driver mental health

A study conducted by mental health charity MIND found that 30% of illnesses in workers of the transport industry are mental health related. Overroad is developing a mobile app that will allow drivers to communicate to one another out on the road, providing a safe place for drivers to discuss, support each other and create new friendships together.

Overroad founder Nicholas Seville said: "We want to provide a space for drivers to be able to talk openly and honestly in a safe environment, not only to speak about potential issues, but to build communities and friendships with like minded individuals".

Pioneer

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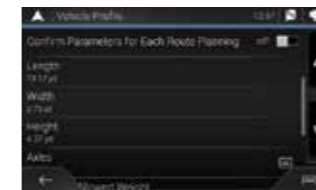


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Iveco S-Way impresses for family outfit

S&L Services (SLS) in Stoke has added a quartet of Iveco S-Ways to its fleet. The new vehicles debut an updated, vivid metallic blue livery against bright white paintwork with flowing lines to accentuate the features of the design.

The family-owned firm is currently operating 53 trucks, four of which hail from the Italian brand. However, with the new Iveco S-Way having already made a significant impression on both driving and management teams, the intent is to grow this share moving forward.

"We've always run a few Ivecos in the fleet and we were that impressed with the last ones that we jumped at



the chance to try an S-WAY demonstrator. What a lovely truck," said SLS managing director, Lee Durose. "We originally planned to order two but ended up taking four. It's a fantastic design, packed with driver appeal. I'm impressed that they've listened

to truck operators and drivers – the ergonomics inside are very good and the drivers love them." SLS historically takes well-specified vehicles. These 6x2 mid-lift AS440S51TX/Ps are no different, capitalising on new comfort, technology and

connectivity features. Always running at the maximum 44-tonnes gross, the trucks are powered by the 12.9-litre CURSOR 13. In this case, it produces 510hp and 2,300Nm via the 12-speed Hi-Tronix gearbox with Iveco Hi-Cruise GPS predictive drive control.

Natural gas gets forgotten in the big rush for electric trucks

Much of the news in the transport press at present revolves around the launch of new electric trucks in the search for greener transport alternatives.

Now Philip Fjeld, chief executive officer of CNG Fuels, which specialises in the long-haul HGV sector and whose customers include major brands such as Asda, DHL and Hermes, says expectations around electric and hydrogen HGV adoption are not realistic.

He wants the voice of the CNG industry to be heard and to ensure there is a balanced discussion.

Philip said: "Solutions that are available here and now need to be heard and should be part of the discussion."

The Government has launched a consultation into ending the sale of diesel HGVs in the UK as part of its transport decarbonisation plan.

Ministers are proposing new vehicles weighing from 3.5 to 26 tonnes must be zero emission from 2035 and from 2040 for vehicles weighing more than 26 tonnes.

But Philip is sceptical about how quickly the market for electric or hydrogen HGVs can develop.

He said: "Until something has been running on the road for between five to 10 years it is not deemed to be mass adoptable so I feel that the consultation on HGVs is far too premature."

"Hydrogen trucks are not available at scale – there are some prototypes around. The infrastructure has not been set up, the supply chain of the refuelling infrastructure has not been set up."

"If the consultation was in 2025 we would know a lot more."

Philip believes the cost of electric HGVs, which can be much higher than compressed natural gas (CNG), will prohibit uptake. In one instance an operator faced paying £400,000 for an electric HGV versus £100,000 for a CNG one.

"If the vehicles aren't there at a cost that makes sense, the industry is not going to adopt them," he said.

He also believes electric vehicle charging is a major stumbling block in the long-haul HGV sector as the vehicles need to operate 24/7 and cannot be charged overnight – and there is no guarantee that when a driver needs to take a rest break they will be near a charging point.

Having sufficient power at depots and the challenge of putting cables on the motorway network to allow HGVs to recharge and the associated disruption are other major issues, in his view.

In contrast, the infrastructure needed for CNG is "just a fuel station".

"If the vehicles aren't there at a cost that makes sense, the industry is not going to adopt them"

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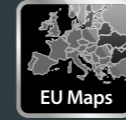
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First order for DAF electric tractor units...

DAF Trucks has received an order for two new DAF CF Electric tractor units from Cardiff-based international freight forwarder, Freight Systems Express Wales (FSEW).

It is the UK's first order for battery electric heavy tractor units, as well as a first order for DAF Trucks and its new zero-emissions product offering.

The order was rubber-stamped at the ITT Hub exhibition and conference in Farnborough, where right-hand-drive, UK-ready DAF CF Electric and LF Electric trucks both made their public debuts. Both models are now available to order in the UK, with models including a CF Electric 37.0-tonne GCW tractor-unit and a 27-tonne GVW 6x2 rigid, alongside an LF Electric at 19.0-tonnes GVW.

FSEW's new DAF CF Electric



FSEW managing director, Geoff Tomlinson

represents the company's first major step towards its objective of switching to a fleet-wide zero-emissions transport operation.

In collaboration with decarbonisation specialist Egnida and DAF Trucks' own electric vehicle experts, the partnership embarked upon a month-long, end-

to-end appraisal of all aspects of FSEW's business, encompassing detailed journey analysis and comparison of potential vehicle and charging options, including ongoing support capability.

The results were used by Egnida to create a profitable low-carbon business model for FSEW to extract maximum

benefits from the DAF CF Electric and provide a zero-emissions service demanded by FSEW's own customers.

Driven by their appetite for decarbonisation, the two trucks now on order form part of a plan for FSEW to replace more than 40 diesel vehicles with low-carbon alternatives. Once the two CF Electrics are bedded in, FSEW's says it will introduce a further 10 vehicles to reduce its carbon emissions by more than 50% in the next nine months. The company says its longer-term aim will be to hit 'net-zero' in two-and-a-half years.

"It's a change of mindset," said FSEW managing director, Geoff Tomlinson. "It's a journey which began two-and-a-half years ago and one in which the whole business is engaged. If these trucks perform as they should then we'll be in for another 10 DAF CFs."

... while Royal Mail goes with Iveco gas trucks



Royal Mail is expanding its use of low emission vehicles with the addition of 29 gas-powered trucks, fuelled by Bio-Compressed Natural Gas (Bio-CNG), to its fleet. This is an example of the company's ongoing commitment to reduce emissions associated with its operations.

The trucks will be introduced to the company's fleet in the North West of England, in addition to the two already in operation.

At 40 tonnes, the trucks are

a similar size to a typical Royal Mail HGV. They are designed to carry mail and equipment of all shapes and sizes and can be used on most roads and highways.

The vehicles can travel up to 400 miles at a time and are designed to help Royal Mail transport letters and parcels securely, while reducing any associated carbon emissions. Additionally, in the UK, Bio-CNG fuel can be significantly cheaper than diesel.

The new trucks will operate from Warrington, Chorley and Preston, where refuelling facilities are located nearby. Bio-CNG refuelling facilities are due to be expanded in locations across the UK in coming years.

Gas-powered vehicles were originally tested by Royal Mail in 2017. Following a successful trial, two trucks were introduced to its fleet on a permanent basis in 2019-20.

It is estimated that these two trucks alone have saved the

company 107 tonnes of CO2 annually. With the UK's largest "Feet on the Street" network of over 85,000 postmen and women, Royal Mail already has the lowest reported CO2 emissions per parcel among major UK delivery companies.

The trial and potential introduction of alternative fuel vehicles, such as gas-powered trucks, help the company with its long-term environmental strategy and to meet its goals of delivering a cleaner future.

New plans unveiled to tackle UK's truck driver shortages

The shortage of truck drivers in the UK has reached crisis levels, with Government ministers now unveiling a proposed package of measures to tackle the problem.

They include launching a consultation on allowing drivers to take one test to drive both an articulated and rigid truck. This would streamline the process for new drivers to gain their HGV licence and would increase lorry test appointment availability.

The driver shortage is hitting crisis level in the UK, with demand increasing across supply chains as the country recovers from Covid-19.

The pandemic has resulted in the loss of about 12 months of driver training and testing.

Ministers have pledged to work with industry leaders to attract new drivers, simplify training and encourage people to stay in the industry in an open letter to the road haulage sector.

Extra tests

The Driver and Vehicle Standards Agency (DVSA) has already worked to ensure almost 1,500 HGV drivers pass their



The shortage of truck drivers in the UK has reached crisis levels

driving test every week, says the Government.

The consultation to allow drivers to take one test to drive both an articulated and rigid lorry will also look at allowing trainers to examine drivers in the off-road manoeuvres part of the HGV driving test and look at whether specific car and trailer tests should be required.

This, it says, will allow a significant increase in the number of HGV driving tests to be conducted while maintaining road

safety standards.

Elizabeth de Jong, policy director at Logistics UK, said: "It is good to see the urgent focus placed by Government on increased HGV driver testing with DVSA, as this is currently the biggest blocker to new entrants entering the workforce. But without targets and a workable timeline, this is simply a statement of intent.

"We need to know how soon the backlog of 25,000 test passes can be cleared more swiftly by the DVSA, as we estimate at current rates this will take 27 weeks."

Reform welcomed

She also welcomed proposals for reform of the driving test process to increase test capacity, but believes it will take time to make the necessary changes to legislation, and for it to be implemented on the ground, before the full benefit can be felt.

She added: "Logistics UK will continue to work with all areas of Government to identify the steps that need to be taken on the route to implementation of this plan, to deliver the support our industry needs as it helps the country to get back on its feet."

Report reveals workplace safety concerns

A report published by medical and safety technology company Dräger Safety UK, which assesses the impact of Covid-19, Brexit and workplace culture on health and safety in UK workplaces, warns of a rising use of drugs and alcohol which is causing concern about impairment in the workplace. This concern is most prevalent among those managers working in the transport and logistics sector.

Six in ten managers (61%) who work in transport and logistics say their organisation are extremely concerned about workplace impairment and resulting injuries and accidents due to alcohol and drug use, and that their companies include the issue in their safety procedures and policies.

A further third (32%) are quite concerned but have not yet factored the problem within their safety policy. These figures fall to 53% and 21% across all industries which took part in the research.

While concern for the impact of prescribed drugs was once again highest in the transport and logistics industry, this dropped to less than a half (45%) which were extremely concerned and had policies in place. This means that 55% of the industry are not taking any active steps to curb the growing use of prescription medicines.

Graham Hurst, spokesperson for Impairment at Dräger Safety UK said: "The pandemic and the resulting anxiety it has created, has shone more of a spotlight on mental health and its consequences, including increased alcohol consumption and drug use. Our research has indicated that this is a trend which is keenly felt in the transport and logistics industry."



RENAULT TAKES THE HIGH ROAD

Inverness-based MacRitchie Highland Distribution's eye-catching new Renault Range T High ticks a lot of boxes. CV Driver heads for the Highlands and talks to business

Words: Ron McDougall Images: Steve McCann

The unique pink, purple and white livery of MacRitchie Highland Distribution owes its origins to the coloured labelled TV programme listings section of a newspaper's weekend magazine. "I saw the contrasting colours and wanted our livery to be different and instantly recognisable," says Donald MacRitchie, adding: "We've always strived hard on vehicle presentation. Our livery has even attracted new business, simply by standing out from the rest."

Approaching its 20th anniversary next year, MacRitchie Highland Distribution has thrived by combining traditional Scottish values and blue sky thinking to deliver individually-tailored road transport services for each customer.

There's no such thing as an average day here, but the variety keeps owners, Donald and Catriona, on their toes. The couple's six children all work either full-time or part-time

here, making it a real family affair.

The MacRitchie fleet has always been a mixed marque concern, with at least three different truck manufacturers' products present at any time during the last two decades. The firm's first Renault truck arrived in spring 2008 and was a 450hp Premium 6x2 pusher axle tractor unit. "We based the Premium at our Bothwell premises, near to Renault's Bellshill dealership. Our depot manager there, Davie Quinn, drove the truck and it performed well," Donald said.

Big attraction

Renault's powertrain was also a big attraction, as in the past MacRitchie Highland Distribution had built up good experience with Volvo products. "Dealership location has always been a factor when we buy trucks, but the back-up and service levels must be good too," Catriona notes, adding: "Elgin

Truck & Van Centre Ltd's Renault's service point is next door. We've built up an excellent working partnership with them via 26 tonners from another marque we operate, so we'd no hesitation in choosing Renault trucks."

MacRitchie opted for a high spec on its 3.9m wheelbase Range T High 6x2 pusher axle tractor unit, which was supplied in a three-year contract hire deal with R&M included. Behind the 520hp DTI 13 engine is Renault's Optidriver 12 speed gearbox with 1:1 direct top gear.

The in-house bodyshop at Elgin Truck & Van Centre applied the additional paintwork, that includes colour-coded cab panels giving a mild, but subtle Dutch style effect. The paintwork features MacRitchie's signature purple colour, with airbrushed pink edging on the chassis skirts and mud wings.

A similar theme continues to the front grille and bumper areas. Air horns, Alcoa Dura-

Bright alloy wheels and aftermarket Kuda Automotive side skirts, the latter sourced through Colin Scott at Elgin Truck & Van Centre, complement the big Renault's overall visual effect. Donald MacRitchie likes a full set of lights on all his trucks, so he opted for Spot-On Truck Bars for the roof, low bar and perimeter lighting, in addition to stainless steel mirror covers from Kuda Automotive.

MacRitchie driver Lee Christie has the top spec Ultimate Alu Finish that incorporates a long list of extras including a 40 litre fridge, additional storage modules and an electrically operated roof hatch.

Lee's had experience with Renault trucks with a previous employer and he's delighted with the new Range T High. "Prior to the new truck's arrival, I had a Range T High demonstrator for around 10 days and liked it a lot." Lee suffers with arthritic joint pain and immediately noticed two separate comfort



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improvements when compared to the Volvo FH500 he came off. Lee said: "I'm a Volvo man at heart, but the air suspended cab is making a big difference over road bumps and the Renault driver's seat seems better. I usually do two or three nights out every week and rate the Renault highly. The bunk is comfortable and the quality of fixtures and fitting is superb with no rattles or squeaks."

The Range T High gives Lee and extra 20hp on tap when compared to his previous truck. "The 520hp DTI 13 has good pulling power and plenty of low-down torque. The first time I noticed was coming out of Glasgow and heading up the A9 to Perth. The Cairnie Braes are a good test of any truck and the Renault was quicker over the summit.

"Also, the Optidriver gearbox software seems to let the engine lug better. It does not change down as quickly as my old Volvo did."

Autobox is intuitive

In day-to-day driving, Lee is happy to leave the automated manual gearbox to its own devices, as it seems intuitively programmed to what the truck is doing.

"It's probably too early to talk about fuel consumption figures, as the engine has still to bed in. That said, I've been getting 8mpg working in the far north of Scotland, mixing stop-start drops in towns with some big trunk road hill climbs out in the countryside. All things considered that's an impressive figure so far," Lee confirms.

There's no such thing as a job titles at MacRitchie. Donald said: "We're all part



of one team and we'll help out whenever or wherever required. Everybody is hands-on and the business benefits from that

flexibility. I sweep the floors if that needs doing."

With an established depot network that includes bases in Bothwell, Inverness and on the Isle of Lewis, the MacRitchie family also has strong working partnerships with several north of Scotland haulage contractors.

Good working relationship

"We work well with these operators and help each other out on a daily basis. Each business sticks to its own sphere of speciality and the respective customer bases benefit from the collaboration," Donald confirms.

With three vehicles to replace next year and some hire trucks required in the short term, Renault trucks look to be in a strong position with this Highland haulier.

"Our fleet stands at 15 just now. It's a smaller number than in previous years, but more profitable. We like to keep the operation at a manageable size as you never know what will happen in transport," Catriona concludes.



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Scania participates in pioneering UK HGV electrification feasibility study

Scania is to participate in a major feasibility study into the operation of long-haul electrified trucks, using dynamic charging provided by overhead wires on electric roads.

This will be the first study of its type to take place in the UK, the aim being to demonstrate to readiness of the technology for a national roll-out. Scania's involvement in the study is as part of a consortium whose other members include Siemens Mobility, Costain, The Centre for Sustainable Road Freight (Cambridge University and Heriot-Watt University), ARUP, Milne Research, SPL Powerlines, CI Planning, BOX ENERGI and Possible.

The study is part of the £20m put aside for zero emission road freight trials under the recently-announced Transport Decarbonisation Plan (TDP). The Department for Transport has awarded funding to the

consortium through Innovate UK, which is part of UK Research and Innovation, a non-departmental public body funded by a grant-in-aid from the UK government.

The consortium has proposed an electric road system using the Siemens Mobility 'eHighway' technology, as the fastest, lowest carbon and most cost-effective route to decarbonising our road freight industry and delivering cleaner air.

First of many

The nine-month study is hoped to be the forerunner of a scheme that aims to see the UK's major roads served by overhead lines by the 2030s. These eHighways allow specially-adapted trucks to attach to the overhead wires and run using the electricity, similar to rail and trolley-bus systems. The trucks come equipped with a battery that charges while they are in motion so they can detach to both overtake vehicles and reach their final destination with zero emissions.



James Armstrong, managing director for Scania (Great Britain) Limited, said: "Electrifying road freight is key in the UK's journey to zero net emissions. We have been working with our partners to develop and mature electric road technologies and have demonstrated that they are not only viable but attractive, cost-effective alternatives to fossil fuel-based vehicles for our customers. This partnership is dedicated to marrying technical excellence with visionary ambition, which is how we will achieve a practical and affordable electric roads system for the freight and logistics industry."

"Electrifying road freight is key in the UK's journey to zero net emissions"

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FERRYMAN'S AWESOME MERC FLAGSHIP



Ferryman's Mercedes-Benz Actros Edition 1 flagship is guaranteed the exposure it deserves – as 'Trucker Jenko' its driver Martyn Jenkins is a YouTube vlogger with more than 1.8 million video views – and he can't stop talking about his exclusive new tractor unit.

The top-of-the-range model was supplied to the South Wales haulier, together with two other highly-specced Actros, by local dealer

Euro Commercials. They are Ferryman's first Mercedes-Benz trucks and all three wear eye-catching liveries that highlight its 30th anniversary.

Martyn, who also posts regularly on other social media channels, said: "I'm 52 and this is my first top-of-the-range truck. There's so much to be excited about that I feel like a kid at Christmas, really lucky.

"The Edition 1 is unbelievable. I love the

way it looks, even at night when the grille-mounted three-pointed star is illuminated. It's also great to drive, with an amazingly spacious and comfortable cab – the top bunk is huge! – in which to spend nights away. Whichever way you look at it, this truck is lush."

Family-owned and run, Ferryman is based in Pontllanfaith, Blackwood, Gwent, and offers a comprehensive range of warehousing,

distribution and transport services covering anything from a single pallet to a full load.

The company is a proud member of TPN – The Pallet Network – and of the Road Haulage Association.

It operates a modern fleet of 26 trucks, all but five of them tractor units, in which another manufacturer has previously held sway.

PopIn Vehicle Graphics, of Cardiff, applied

the striking vinyl wraps in which the Actros are now turning heads wherever they go. It was also responsible for the design on the back doors of the Edition 1's curtainsided trailer, which highlights Ferryman's long-standing fund-raising support for the Welsh charity Tenovus Cancer Care.

The operator ordered its Mercedes-Benz trucks after two-week trials of a pair of demonstration units last year.

Just 400 Actros Edition 1s have been built and of these only 35 were made available to UK customers.

A stunning showcase for the fifth-generation Actros range, it is based on the imposing GigaSpace cab and instantly recognisable thanks to its gloss black grille, darkened headlamp covers and rims, and branded sun visor incorporating four extra LED main-beam headlamps.

Better safety measures promised on smart motorways after horror tales emerge

But Highways England still maintains they are safer than other roads. **Trevor Gehlcken** reports

Following the shocking revelations recently about the dangers of so-called smart motorways, the Government has announced that more safety measures will be put in place before any new ones are allowed.

It says safety improvements will be fast tracked and no new 'all-lane running' roads will be allowed to open without radar technology to detect stopped cars.

The radar technology has been trialled on the M25 to detect stationary vehicles and it has been introduced to stretches of the M3 and M20 over the past 12 months. This technology is currently being installed on the M1.

Nick Harris, acting chief executive at Highways England, says that going forward, it will ensure "every new section of smart motorway has this technology in place when it opens".

Highways England had already committed to ensuring the system was fitted on all-lane running (ALR) smart motorways by March 2023. It has now committed to complete that work six months early, by the end of September 2022.

It has also pledged to upgrade special cameras 10 months earlier than planned, so that they can be used to spot and prosecute motorists ignoring red X signs and illegally driving down closed lanes.

Furthermore, it says it will install around 1,000 additional approach signs six months earlier than planned, alerting drivers to their nearest place to stop in an emergency.

More guidance

Work to update the Highway Code to provide more guidance about driving on smart motorways will also be brought forward and is due to be published this year.

Highways England, which manages the country's strategic road network, has published a first-year progress report on smart motorways, setting out the headway it has made against an action plan published last year to boost safety.

The report claims all lane running motorways – which have no hard shoulder



Drivers on a conventional motorway are 33% more likely to be involved in a fatal accident than drivers on a smart motorway

and feature emergency refuge areas – are still safer than other major roads.

Drivers on a conventional motorway are 33% more likely to be involved in a fatal accident than drivers on a smart motorway, it says. In the report's forward, Harris argued: "All road journeys involve risk, but the chance of death on smart motorways is less than on any other major road."

"It is less than on conventional motorways, and it is far less than on any strategic road network A-road."

Smart motorways, which use technology to maintain the flow of traffic and give information on overhead gantries, have existed in England since 2002.

The all lane running version – which involves opening the hard shoulder permanently to drivers – began in 2014.

The number of people killed on motorways without hard shoulders increased each year from 2015 to 2019 and totalled 39 deaths. In England, there were 1,489 fatal casualties in 2019 with 1,279 (86%) of them taking place outside of the strategic road network.

Out of the 210 (14%) fatalities on the strategic road network, 125 (8%) took place

on A-roads and 85 (6%) on motorways.

Out of the total fatalities in England in 2019, 15 (1%) took place on motorways without a permanent hard shoulder in comparison to 70 (5%) on motorways with a permanent, conventional hard shoulder.

The increase in fatalities in 2019 was accounted for by so-called dynamic hard shoulder motorways, where the hard shoulder operates only part-time. All these motorways are being withdrawn and replaced with all lane running motorways, say the Department for Transport (DfT).

Encouraging news

Edmund King, AA president, said it was encouraging that progress has been made to make smart motorways safer.

"The objective should be to create the safest roads we can," said King. "The number one improvement advocated by the AA and our members is to increase the number of emergency refuge areas and retrofit them to older schemes to ensure they are placed at approximately 0.75 miles apart."

"More ERAs, together with improving the accuracy of stopped vehicle detection radar, should be the urgent priorities."

Despite the reassurance that smart motorways are 'safer' than traditional motorways, a recent IAM members poll showed that more than 80% feel less safe on a smart motorway.

"The number of people being killed on motorways without hard shoulders increased each year from 2015 to 2019 and totalled 39 deaths"



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VOLVO TRUCKS READY TO ELECTRIFY A LARGE PART OF GOODS TRANSPORT

With sales starting this year of three new heavy-duty all-electric models, Volvo Trucks believes the time is right for a rapid upswing in electrification of heavy road transport.

This positive outlook is based on Volvo's electric trucks' ability to meet a broad variety of transport needs. In the EU for example, almost half of all truck transport can be electrified already.

Large national and international operators are showing strong interest in electric vehicles. This is being driven by their own ambitious climate goals, as well as consumers' demand for decarbonisation and cleaner transport solutions.

"More and more transport companies are realising they need to start their electrification journey right now, both with the environment in mind and for competitive reasons to satisfy customer requirements for sustainable shipping. With Volvo Trucks' wide and deep offering, it is totally feasible for far more transport companies to go electric," says Roger Alm, president of Volvo Trucks.

With sales starting of the new electric Volvo FH and FM models, electrified transport is now possible not only for urban areas but also for regional traffic between cities. In

addition, the new electric Volvo FMX model is creating new ways to make construction transport operations both quieter and cleaner.

Production of the new electric models for Europe will start next year. They join the Volvo FL Electric and Volvo FE Electric for urban transport that have been in serial production since 2019 for the same market.

In North America, the sale of VNR Electric started in December last year. With the new models, Volvo Trucks currently has a line-up of six medium and heavy-duty electric trucks, which makes it the most complete commercial electric truck range in the industry.

Covering nearly half of EU transport needs

With the addition of the new products with higher load capacities, more powerful drivelines and range of up to 300 km, Volvo Trucks' electric portfolio can cover around 45% of all goods transported in Europe today.

This makes it possible to offer an important contribution to lower the climate impact from road freight, which according to official statistics account for about 6% of total CO2 emissions in the EU.

"There is huge potential to electrify truck transports in Europe and also in other

parts of the world, in the very near future," says Roger. "To prove this, we have set the ambitious goal to have electric trucks account for at least half of our sales in Europe by 2030. And these three new heavy-duty trucks we are now launching mark a giant step towards reaching this target."

In addition to the electric vehicles, Volvo Trucks' electrification programme includes a complete eco-system with numerous service, maintenance and financing solutions, as well as other options that can help facilitate an easier and faster transition to electrified traffic. The holistic set-up helps customers stay productive and in control of their new electric transport fleet.

"These complete electrified transport solutions that we, along with our global network of dealers and service workshops can provide, will play a vital role in ensuring our customers' success," adds Roger.

Looking further ahead, even long-distance heavy transport will be able to be completed with electric vehicles. To meet these challenging demands for both high load capacity and a much longer range, Volvo Trucks plans to use hydrogen fuel-cells to generate the electricity.

"This technology is developing rapidly and our ambition is also to make the long driving distances electrified, using both batteries and fuel cells," Roger states.

"Our aim is to start selling fuel-cell electric trucks in the second part of this decade and we are confident we can make this happen."

"More and more transport companies are realising they need to start their electrification journey right now, both with the environment in mind and for competitive reasons"



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Derbyshire-based promotional model trucks specialist, Search Impex, has announced the forthcoming release of "Grange Indominable" – a Scania R500 Normal (6x2) tractor unit with 3 axle, curtainside trailer, customised in the distinctive and well-known livery of Scottish operator, John Mitchell Haulage & Warehousing.

The models will be produced exclusively

for Search Impex by WSI Collectibles as a certificated Limited Edition.

Based in Grangemouth on the banks of the Firth of Forth, John Mitchell Haulage & Warehousing was established by the late John Mitchell back in 1956.

With interest in transport already awakened at an early age (John saw his Uncle sell off his transport business to British Road Services in 1954, following denationalisation), John very much liked the idea of setting up his own transport company and so purchased a second hand Albion. This was to prove a shrewd move because it successfully sowed

the seeds of what has become today's very substantial business – and one of the largest family owned road haulage companies in Scotland.

The present day operation is currently headed up by John's son, Iain – and the third generation of the family (Iain's son and daughter) is also now on the cusp of entering the business.

For details of availability of this and other models, collectors can visit the Search Impex website at www.search-impex.co.uk or call on 01332 873555

How to win:

Search Impex has supplied a Scania R500 Normal (6x2) tractor unit. Simply circle the four differences in the above image. Once completed, either cut out or photocopy and post to: CV Driver Magazine, 4th Floor, 19 Capesthorne Drive, Eaves Green, Chorley, Lancashire PR7 3QQ, or take a photo of the two images with the differences ringed on your smartphone and email it, along with your details, to: sales@cvdriver.com.

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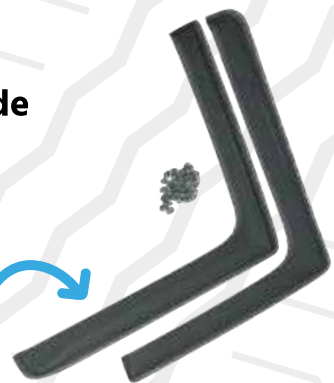


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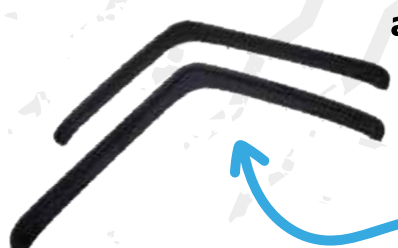


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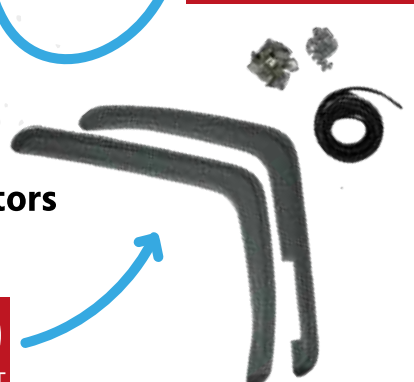


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