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A LOGISTICS MAGAZINE SUPPLEMENT

VAN OPERATIONAL BRIEFINGS & FUTURE VANS



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VAN EVENTS 2020

VAN OPERATIONAL BRIEFINGS & FUTURE VANS

magazine
Logistics

A Logistics Magazine supplement | Winter 2020



David Wells

Chief Executive, Logistics UK

Welcome

Vans power UK plc. That's an undeniably bold statement and never has it been truer than today. The COVID-19 pandemic has pushed the demand for goods and services to be delivered by vans to record levels.

Whether used for home grocery deliveries or for carrying essential tools and equipment for tradespeople, vans are growing both in number and usage. According to Department for Transport statistics, there were 4.1 million licensed vans in 2019. That is a staggering increase of 93% over the last 25 years. The number of van miles has shot

up even more dramatically over the same period, increasing by 106% to an astounding 55.5 billion vehicle miles driven by vans in 2019.

The rapid growth in the volume and use of vans means that the high standards of compliance and safety demanded of all commercial vehicles must not be compromised.

To help operators achieve these exacting standards, Logistics UK ran its popular Van Operational Briefing this autumn, which we report on in this supplement, to update delegates on the latest developments in compliance and safety. Our aim is to help change the culture at driver, manager and board level for this extremely important segment of the logistics sector.

We also look forward with a report on our recent Future Van conference. As the drive to decarbonise increases, the pressure continues to mount to find new ways to fuel and organise the UK's van fleet. Once again, we were fortunate to secure the services of expert futurologist Fergus McVey, who spoke on the impact the COVID-19 pandemic has had on emerging trends in the sector.

However, we would not be able to run the Van Excellence scheme to this scale and level of quality without the generous support of our many sponsors. In addition to their financial support, they bring energy, enthusiasm and valuable commercial insight to our industry-leading events.

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The Van Gold Partners support Logistics UK to help promote the development of safe and efficient best practice in recognising excellence in the operation of vans and light commercial vehicles. They are also committed to publicising these aspirations across their media and PR contacts.

The van events were sponsored by the Van Gold Partner including the Van Operational Briefing and Future Van conferences where they had virtual stands that included videos, case studies, and white papers.

We would like to thank them for their ongoing support.



Gavin Franks
Business Services Director,
The AA



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Bott Ltd



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Emily Hardy
Marketing Manager,
Brigade Electronics



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Sales Director,
Hertz UK Ltd

Hertz

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Andy Hill, Eng Tech, MSOE, MIRTE
Commercial Vehicle
Manager,
Lex Autolease



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Sean Maher
Head Of Sales,
Quartix

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Laura Moran
Managing Director,
TVL

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Van Operational Briefings



6 November 2020 | Online event

SPEAKERS

Russell Adams

Commercial Vehicle Manager, Lex Autolease

Denise Beedell

Policy Manager for Vans and Urban, Logistics UK

Dan Crutchington

Senior Transport Advisor, Logistics UK

Nina Day

Transport and Public Services Unit, HSE

Kevin Green

Marketing and Communications Director, Logistics UK

Dean Hedger

New Business Development Manager, The AA

Mark Horton

Enforcement Policy Manager, DVSA

Sean Maher

Head Of Sales, Quartix

DCI Brett Mallon

Head of Unit, NaVCIS

Chris Mangan

Head of New Business, Hertz

David Millard

Sales Executive, Brigade Electronics

Laura Moran

Managing Director, TVL

Neil Robson

Business Development Manager, Bott LTD

David Wood

Enforcement Policy Manager, DVSA



Enforcement and trailer safety



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David Wood and Mark Horton, Enforcement Policy Managers at the Driver and Vehicle Standards Agency (DVSA), provided an overview of the vehicle defects and driver offences their team identifies most regularly on their roadside checks on vans and trailers, in addition to sharing some tips drivers can implement to improve compliance.

Many van drivers are unaware that the Driver and Vehicle Standards Agency (DVSA) has powers to prohibit the use of a van and any trailer it tows if they are deemed to be unsafe, as David Wood explained in his introduction to the session on enforcement and trailer safety. And, if the vehicle is viewed to be dangerous, DVSA can even ban its use immediately. Should DVSA issue a roadworthiness prohibition, businesses may face several hurdles to have it removed, including paying any fines and rectifying any defects. The most common causes of roadworthiness prohibitions encountered by DVSA are issues with the tyres, brake lights, direction indicators, braking system components, and road wheels and hubs. These are all issues that a driver would most likely be aware of when operating the vehicle, he explained.

With 52% of all van drivers receiving a prohibition following a roadside check, it is clear, Wood argued, that drivers must take further action to ensure their vehicle is in roadworthy condition. Fortunately, most of these defects can be identified easily through pre-use vehicle checks, which can be completed by the drivers themselves.

Delegates then received an update on DVSA's ongoing small trailer and caravan condition survey, which seeks to identify whether small trailers should be subject to a testing regime. Common issues the team are identifying with trailers include problems with the brakes, tyres, lights and breakaway cables; trailer defects have even led to fatalities, so this survey is a key priority for Wood and his team.

In the second half of the session, Mark Horton provided an overview of the legislation governing the use of Light Good Vehicles (LGVs), which included a reminder that those operating these vehicles are subject to drivers' hours rules. This year, LGV use has increased significantly due to a rise in demand for home deliveries owing to the pandemic, and this is presenting new challenges for the DVSA team. With most vehicle defects identifiable, the best way to support the DVSA – and ensure the safety of yourself and other road users – is to be vigilant in undertaking continuous roadworthiness checks. ■



Compliance Myth Buster

Q: A driver's photocard licence has expired. Can he still drive or is there a fine?

A: Normally, there would be a potential fine of up to £1,000 from an expired photocard, however, due to the current COVID-19 impact there has been an 11-month extension to all expiry dates until 31 December 2020.



2020

 Van Operational Briefings
 LOGISTICS UK
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Delivering safely: running a safe and compliant van fleet

Road transport can be the riskiest part of a company's activities, with the potential for financial, legal, and personal consequences if something goes wrong. In her session, Nina Day, Transport and Public Services Unit, HSE, shared valuable insights into risk management in transport and the lessons that can be learned from workplace and road accidents.

Nina Day began her session by explaining that rather than being a bureaucratic burden upon businesses, managing health and safety is in fact a "business enabler". Effective risk management helps to protect the workforce and mitigate any potential legal, financial, personal and reputational damage that may result from an accident. There are three main pillars to effective fleet management: risk, responsibility, and review. Employers must first identify the potential risks, take responsibility to ensure both the workforce and the equipment are safe, and then, review safety policies consistently to check they are still relevant, up to date, and are as robust as they can be.

Day explained that in her experience, there are common identifiers across all sectors which signal an accident may

be forthcoming: flaws or weaknesses in health and safety policies. Too often, she explained, areas of risk are ignored or unappreciated and while there may be no accident relating to this activity for several years, one is almost inevitable unless precautionary action is taken. Her advice to employers is to ensure they are following the three pillars to effective fleet management to avoid preventable and foreseeable accidents, or even fatalities, among the workforce.

To prepare a robust risk assessment, the speaker advised that employers review their operations thoroughly to identify where potential dangers might lie. For example, are you separating pedestrians from work vehicles? It is vital to view site and offsite operations holistically to gain a complete picture of risk. The best way to deal with risk is to remove it completely; Day gave the example of an employer who has employees working at height – is this really necessary or can the task be completed effectively from the ground?

When it comes to van safety specifically, overloading presents a serious danger to the driver and other road users as it can impact the handling of the vehicle; this must be considered as part of any health and safety policy.

Employers have a duty to look after their employees; a robust approach to risk management will protect your company and workforce from accidents. ■

MAC! Compliance Myth Buster

Q: *There was an extension for MOTs for vehicles up to 3.5 tonnes; has this been extended further or has this ended?*

A: *The extension for MOTs for light vehicles was between 30 March and 31 July. Any vehicles in this period were extended by six months. Either side of this period must be tested before the expiry date.*



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Industry expert panel

Six industry experts formed a panel to discuss three key topics: the environment, safety and total cost of ownership (TCO). Phil Lloyd, Head of Engineering Policy at Logistics UK, chaired the panel session asking questions of each panellist in turn.

Phil Lloyd: What is the AA's view on the government's Clean Air Zones and how is it making the views of fleet managers and drivers known at national level?

Dean Hedger: The AA is regularly meeting with government bodies, such as the Department for Transport, to gain insights and policy input from driver polls, passenger surveys, and B2B fleet reports that we complete. The research shows that people wanted to maintain clean air post lockdown, but the reality is that we've seen people switch from public transport back into private passenger cars. And traffic has returned pretty much to normal. We'll have to see how that pans out. There is concern around the introduction of Ultra Low Emission Zones and Clean Air Zones and we can see that electric vehicle (EV) breakdown is higher in places with a planned Clean Air Zone, suggesting there's already a higher density of EVs in those areas, and we would expect further growth once the zones are introduced.

INDUSTRY EXPERTS

Dean Hedger

Business Development Manager, The AA

Neil Robson

Business Development Manager, Bott

David Millard

Sales Executive, Brigade Electronics

Chris Mangan

Head of Corporate Sales, Hertz UK Ltd

Sean Maher

Head of Sales, Quartix

Russell Adams

Commercial Vehicle Manager, Lex Autolease

Phil Lloyd: Electric vehicles are great for reducing noise pollution in the environment, but what does this mean for vulnerable road users (VRUs)?

David Millard: The problem environmentally is that it's much more dangerous for VRUs if the vehicles aren't producing a noise, and under 20mph EVs are virtually silent. They only become audible when building up speed when tyre noise and wind generates the sound. Studies have found that electric and hybrid vehicles pose a much larger danger to VRUs and increase the risk of incidents to pedestrians by up to 80%. Sound is a massively important contributor to road safety for pedestrians, not only for the blind, elderly and impaired. The solution, however, is fitting a quiet vehicle sounder, which will alert any VRUs in the immediate danger zone that the vehicle is approaching.

Phil Lloyd: How do you see the landscape changing during the migration away from the combustion engine to alternative fuels? And what part will Hertz and the wider rental sector play during that transition?

Chris Mangan: It's a really interesting one, because at Hertz, like any other global fleet operator, we've recognised we play an active part in the migration away from the combustion engine to a sustainable fuel source, given how significant historically our carbon footprint has been. When we look at it specifically from a commercial vehicle perspective, we've learnt from some of the partners that



we deal with who have tried over recent years to find a robust solution that works for commercial vehicle operators. But historically some of the challenges have been that payloads have been reduced as a result of carrying extra weight, and mile ranges have been fairly short when you factor in a part-laden vehicle.

Phil Lloyd: There's a strong focus on EVs now to reduce emissions. Where it's not possible for an organisation to change its entire fleet to electric due to budgets and other factors, how can they reduce their emissions?

Sean Maher: In order to help customers who are looking to move across to the EV market (who are currently operating a diesel fleet) understand how effectively that fleet is being used, data is king. So from our perspective what we're able to produce for the customer is full detail on the mileage that vehicle is doing, the routes that it's taking, the style in which that vehicle is being driven. If someone is driving that vehicle erratically, then there's going to be far higher fuel usage. We're able to help the customer build up a clear picture as to how that vehicle is operating, where it's operating and how the vehicle is being driven. If we focus on heavy acceleration, braking and speed, then in theory we should start to see a reduction in fuel.

Phil Lloyd: Where is it appropriate for operators to place electric fleets in the infrastructure?

Russell Adams: Vehicle selection is a critical first step for maximising vehicle uptime. A vehicle that cannot support the intended job role will be placed under increased strain, leading to unreliability and vehicle downtime. Commercial

“Sound is a massively important contributor to road safety for pedestrians”

**David Millard,
Sales Executive,
Brigade Electronics**

vehicle specification for me is all about ensuring the Lex Autolease engineering team supply the right van for the right job with the right equipment and accessories. To achieve this, we take a six-stage consultative approach, with our new and existing customers. The first stage is to understand the job roles that the LCVs need to support, identifying the opportunity for electric vans or alternatively-fuelled vehicles. We then determine the working environment that the vehicles are going to work in. We identify the most suitable LCVs and conversions, including electric vehicles. Finally we will hand over and deliver a fit-for-purpose, safe, legally compliant vehicle that's ready to go to work.

Phil Lloyd: Safety is another main concern. How does a conversion impact on road safety?

Neil Robson: It's a combination of the driver and the conversion. Overloading can result in a substantial fine for the driver. Our customers find that we're able to carry out a proper analysis to position and secure the weight correctly for their specific van and it reduces the consequences of these finds. Bott systems provide variable restraint options with maximum adjustment. It's imperative that the storage system and its restraints can withstand the directional forces and accumulated effects of undulating road surfaces, aggressive acceleration, severe cornering, excessive braking and collisions. Bott is acutely aware that it needs to understand your business goals, the equipment you rely on and the tasks your engineers do, before designing a solution. As a bespoke designer and manufacturer, in partnership with key suppliers, we ensure all the ancillary equipment that we supply is compliant and tailored to your requirements. ■



Van security



LOGISTICS UK

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There were 11,729 recorded incidents of theft of contents from vans/light commercial vehicles in the first six months of 2020, according to Logistics UK's Van Security Report. Denise Beedell, Logistics UK's Policy Manager for Vans and Urban, provided advice on how operators can minimise the risk of van theft.

Following media reports that van theft has risen 45% in four years, members of Logistics UK's Van Working Group asked the business group to undertake its own research to understand the nature and scale of van crime. In response, Logistics UK collated data from police forces across the UK and sought real-life examples and insights from van users through a Van Security survey.

Sharing detailed insights into the findings, Denise Beedell revealed that the cost of contents stolen from vans is alarming. In 2019, police data from 27 forces shows that more than 8,000 vans were stolen and almost 29,000 content thefts were reported to the police. Survey respondents reported on average that items were stolen

from vans four times a year, costing them an average of £4,250 in total. The impact on business operations is clear, with nearly 70% of respondents incurring financial costs from an offence and 58% reporting productivity loss. This type of crime is not victimless and its impacts are felt keenly by businesses and their employees.

Beedell proceeded to explain the steps Logistics UK will take to help reduce the frequency of theft. She explained that at present it is up to individual police forces to decide how to record commercial van crime, which results in an incomplete picture of the extent of this type of offence. To better highlight the impact of these crimes on van operating businesses, to policy makers at all levels of government, Logistics UK is calling for a UK-wide standard reporting mechanism among all police force areas. The business group will also be looking to work with manufacturers of vehicle and security equipment to explore what features can be developed for commercial vans to minimise van-related crimes.

As Beedell summarised, vans are essential to UK businesses and operators must be aware of the theft risks and are up to date on guidance for minimising them. To view the full report, please visit <https://logistics.org.uk/campaigns/forms/van-security-report-download-form>. ■

MAC! Compliance Myth Buster

Q: *We are looking to update the fleet with electric vehicles that weigh four tonnes. Would the drivers need to update their licence as they can only drive 3.5t GVW?*

A: Under the Category B licence, a driver may operate an alternatively-fuelled vehicle up to 4.25 tonnes, providing:

- They have undertaken five hours' training
- It is used for the purpose of transporting goods
- It does not tow a trailer
- It is operated within Great Britain.



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Urban restrictions

Van operators are required to navigate through myriad government-directed air quality schemes, and, more recently, have seen the reallocation of road space and access to the kerbside add to the challenges of operating in urban areas. Delegates were updated with the latest information on proposals which will impact their van operations.

There are three common challenges that every town and city in the UK faces: safety, air quality, and congestion – according to Denise Beedell, Policy Manager for Vans and Urban at Logistics UK who ran a session on urban restrictions. And each one of these challenges has a direct impact on van operators.

Safety: The number of vulnerable road users is increasing as the government encourages the public to engage in more active travel, such as walking and cycling. In recognition of this, changes to the Highway Code are being proposed, with an overarching new rule for a hierarchy of road users, in addition to increased implementation of temporary TROs (Traffic Regulation Orders). Logistics UK supports the intention behind the active travel plan but is calling for more opportunities to retime deliveries, greater consistency with rules

and regulations, and safe kerbside access to ensure logistics businesses can continue their work effectively.

Air quality: Air quality is now one of the UK's biggest public health issues; a concern that has brought rise to the introduction of air quality schemes across the UK, including Clean Air Zones. Alongside the need to improve air quality, is the government's broader ambition to achieve net zero emissions by 2050. For van operators, this will mean transitioning to electric vehicles. However, as the speaker explained, an industry-wide adoption of these vehicles will only be possible if the government takes urgent action to support the reinforcement of power supply infrastructure required to run electric fleets, as well as introducing a fairer and more equitable way of funding grid reinforcements and energy upgrades. We also need to see increased availability of model types and improved access to public charging infrastructure points.

Congestion: Many of our towns and cities are congested with traffic, which costs business/economy an estimated £2.6 million, and this is expected to rise significantly over the next ten years. This, as Beedell explained, is wasted resource. This money could be put towards more environmentally or operationally beneficial projects, such as funding upgrades to cleaner vehicles. With both logistics businesses and policy makers united in wanting to see congestion reduced, Logistics UK is calling for government to ensure that the needs of logistics are considered in its decision making so it can continue to serve communities effectively. ■

MAC!

Compliance Myth Buster

Q: *Our new 3.5t van has been supplied with a tow ball for towing a trailer. What considerations do we need to take into account?*

A: *There are numerous considerations to bear in mind if you are planning to use it:*

- *What is the mass of the trailer?*
- *Driver licence – do they have B+E?*
- *Tachograph – would be required when towing*
- *Operator's licence – own account?*

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Future Van

27 November 2020 | Online event



SPEAKERS

Alan Braithwaite

Senior Advisor, Bearing Point

Marianne Costigan

Account Director, Pivot Power

Mark Cracknell

Head of Technology, Zenic

Andy Edwards

Regional Field Sales Manager,
Quartix

Dr Russell Fowler

Senior Project Manager, National Grid

Rob Gwyn

Public Affairs Manager, Hermes

David Hamson

Deputy Head, CCAV

Norman Harding

Corporate Fleet Manager, London
Borough of Hackney

Dean Hedger

New Business Development
Manager, The AA

Andy Hill

Commercial Vehicle Manager

Lex Autolease

Fergus McVey

CEO, 7th Sense Research UK

David Millard

Sales Executive, Brigade Electronics

Laura Moran

Managing Director, TVL

Anna Pearson

Fleet Innovation & Environment
Manager, Royal Mail

Neil Robson

Business Development Manager
Bott Ltd

Mike Searle

National Sales Manager Hertz UK Ltd

Peter Stephens

Manager, Nissan Motor (GB) Ltd



The world now

Renowned futurologist Fergus McVey, Chief Executive of 7th Sense Research UK, sets the scene around the impact of the COVID-19 pandemic, and how this has impacted on future plans, trends and developments in the logistics sector.

There has been a big change in transport since the beginning of the COVID-19 pandemic. Not only has there been a big drop in car use during lockdown, we should expect to see a big drop in commuting post lockdown too, mainly due to fewer people in work and more people working from home.

McVey believes that working from home is going to have a dramatic effect on what people are doing and where they are doing it. Even though people are working from home a lot more, his research has found that roads will still be busy, but rail will be much less so.

“We think there’s going to be a radically changed transport landscape,” he said.

Sixty per cent of commuters to large cities will rethink their transport, and 70% are more cautious about public transport. More than half (56%) of all commercial vehicle

owner-drivers will be rethinking their transportation. Only half of all respondents use their car in the same way that they did before this happened. One in four city dwellers will use their car more but less than one in ten will do so in rural areas. The net result of this is that one in four respondents will be using their car less.

Home working has implications for road building too. McVey argues that if 46% of people work from home more frequently, this will halt the increasing demand for road capacity. “What’s the point of building more roads if there’s no-one there to use them?” he asks.

Car use post lockdown will be down 25% and motorcycle use will be up by 0.8%. Commercial vehicle use, meanwhile, is predicted to remain about the same.

Commercial vehicle use will very much depend upon their size. Small vans are being used less (-36%), medium vans quite a bit less (-18%), but large vans and trucks are being used about the same amount.

“What we’re seeing is different attitudes in terms of the types of vehicles that [respondents] own or operate,” McVey said.

McVey believes that the future of public mobility is likely to be more owned, individual, human and road based. ■



Dean Hedger, New Business Development Manager from the AA, told delegates how his company is delivering innovation to its roadside services and beyond.



Neil Robson from Bott talked about how his customers relied on his business to be innovative, create new products, processes and technology to help them improve their efficiency and effectiveness.



Electrifying your van fleet – what's involved



Following the recent government announcement that the sale of new petrol and diesel cars and vans will end in 2030, instead of 2040 as originally planned, should operators be looking more closely at electric vehicles?

This session considered the opportunities and limitations of fleet electrification and reviewed the available options.

Norman Harding

Corporate Fleet Manager, London Borough of Hackney

The London Borough of Hackney is keen to develop its electric fleet and is now on its fourth generation of electric vehicles. It now has 63 electric vehicles in its fleet, representing more than a fifth of its light commercial vehicle fleet. As far as the electric vehicles are concerned, Corporate Fleet Manager Norman Harding believes the manufacturers are now delivering good engineered products, but his experience of the charging infrastructure has not been so positive.

On vehicle cost comparisons, Harding said electric vehicles are more expensive, but the service, maintenance and repair costs are less. Fuel costs for electric vehicles are about a third of the equivalent of diesel.

Rob Gwyn

Public Affairs Manager, Hermes UK

Hermes is the UK's biggest dedicated parcel delivery company and has a fleet of more than 2,000 vehicles.

In Central London, the business operates a small fleet of 32 electric vans, which carry out final mile deliveries. Hermes leases these vehicles, which travel on average 30-50 miles a day. They are charged overnight at the depot, leave in the morning and return mid-afternoon with typically a third of their battery power remaining.

The company explored connecting a vehicle to the grid, so that it could offset its power usage and potentially costs. But the problem it found is that the power coming into the site was not sufficient to support the number of vehicle-to-grid charges to allow each vehicle to have its own dedicated charger.

Anna Pearson

Fleet Innovation and Environment Manager, Royal Mail

Royal Mail operates the UK's largest commercial vehicle fleet of approximately 43,000 vehicles. It prioritises the vehicle replacements in the Clean Air Zones and purchases the cleanest possible technology wherever it can.

In 2017 it bought 100 fully electric Peugeot vans, rolling them out to its day-to-day delivery and collection operation. Telematics and maintenance data enables Royal Mail to improve the performance of its vehicles and maximise their benefits. Since then Royal Mail has purchased an additional 193 fully electric vans and it now has a total of 295 fully electric vehicles on its fleet. ■

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BRIGADE

David Millard, Business Development Manager at Brigade Electronics, illustrated how fitting additional safety systems to vehicles can save lives and money.

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Hertz

Mike Searle, National Sales Manager, Hertz UK Ltd, spoke about the evolution of electric LCVs and considerations around them.



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Ultra light logistics

Micromobility – the use of e-cargo bikes, e-scooters and other ultra-light vehicles – is increasingly being used for urban last-mile deliveries. Are these a potential disruptor to vans? This session looked at the future logistics model and how it will work in practice.

As well as being a Senior Adviser at Bearing Point, Professor Alan Braithwaite is a Chair of the CILT's Freight & Logistics Policy Group, and a non-executive director of E-cargobikes.com Ltd.

Vans, he said, are the elephant in the room. They run a disproportionate amount of mileage – 12,800 miles a year, compared to 8,000 for an average car – and account for 70% of the growth in road miles over the course of 20 years, compared to 12.5% for cars and 5.5% for HGVs.

Braithwaite believes that vans could have a massive environmental impact as it is estimated that they will account for 25% of all London traffic by 2040. "If we're going to solve the air quality issues," he said, "then we have to find solutions for freight, and the position at CILT is that

it is a different problem from getting car owners to change their practices because of course most van journeys are absolutely essential as part of commerce."

While many believe that e-commerce accounts for much if not most of van growth, Braithwaite dismisses this theory. A report he undertook for the RAC Foundation in 2016, found that in overall traffic terms vans used to service internet shopping orders account for only 1.5% of traffic in London.

Ultralight vehicles, he said, have a role to play. As a comparison on emissions, while the well to wheel energy used by a diesel van per tonne of payload is 3,500 MJ, an E-bike uses just 13 MJ. Cargo bikes also have productivity benefits, and Braithwaite argued that within a three-mile radius a bike can do the same workload as a 3.5 tonne van.

He believes that the maximum penetration achievable by e-bikes is 10-15%, however. "It has huge potential, but is not the whole solution," he said.

There are estimated to be around 500,000 vans operating in London, so e-bikes could potentially remove 75,000 vans from London's streets. "If that was extended to the UK," he said, "that could gross up to around 600,000 vans replaced." Ultralight vehicles, therefore, could represent a significant part of the solution. ■

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LEX AUTOLEASE

Andy Hill, Commercial Vehicle Manager, Lex Autolease, delivered a thought-provoking session on how fleets can start on their journey towards electrification, as well as how to overcome some of the challenges and misconceptions.

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EV power solutions

Making the decision to 'go electric' is the easy part. Ensuring you have access to sufficient power supply to keep the fleet charged can be more of a challenge. This session hears from key players in the energy supply sector and discusses a range of solutions available for van operators of all sizes.

Marianne Costigan
Pivot Power

Marianne Costigan spoke about how Pivot Power hopes to accelerate the electrification of transport in the logistics sector. Pivot Power does grid-scale battery storage, connecting to the transmission network at around 40 sites across the UK. As the network relies more on renewable energy, it needs storage to ensure that the system stays in balance. This allows a greater dependence on renewable energy. Because Pivot Power has access to the transmission networks, it plans to run electric vehicle charging networks within the local area to support fleet charging in depots. "What we will bring is multi-megawatt, 24x7 scalable capacity," Costigan explained, "Talk to us if you think we may be able to help you."

Dr Russell Fowler
Senior Project Manager of Transport Decarbonisation, National Grid

Dr Fowler spoke on the energy needs and grid infrastructure needed to support the electric van fleets of the future. While passenger cars are by far the largest emitter, more last-mile deliveries, more working from home and parcel deliveries have placed the focus on decarbonising vans. Charging infrastructure is going to be key to enabling mass uptake. Among those who do not own an electric vehicle, 79% are concerned with a lack of rapid charging points on motorways. Fowler concluded, "Transport and energy industries need to work together to work out what the optimal solutions are, particularly if we engage early and we engage together."

Peter Stephens
Head of External and Government Affairs, Nissan

Stephens spoke about a vehicle-to-grid project the manufacturer is involved in. The project addresses the question: can batteries in electric vehicles be used to store energy while they are not being used, and can that stored energy be used at peak time? This is the concept of vehicle to grid, which allows for bi-directional energy flows, ie the capability to charge the vehicle and discharge back to the grid. As part of its involvement in a government innovation programme, Nissan has installed some vehicle-to-grid chargers at its technical centre in Cranfield. "We think vehicle-to-grid is really exciting," Stephens said, "we think it fits within an overall decarbonisation of transport and energy programme." ■

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Andy Edwards, Regional Sales Manager, Quartix, explained how his company is developing its telematics solutions to support and deliver maximum value and benefits to customers who are purchasing electric vehicles.

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Laura Moran, TVL, spoke about the importance of additional security devices to prevent theft of and from vans, and offered delegates a free vehicle security health check.

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Autonomous vehicles

Your future driving team

The UK is one of the world leaders in the development of connected and automated vehicle technology. The Centre for Connected & Autonomous Vehicles (CCAV) and Zenic gave delegates a view of the potential of automated logistics, its opportunities and potential consequences.

David Hamson
Deputy Head of CCAV

Hamson spoke about connected automated logistics. He argued that the work undertaken by CCAV and its partners within industry, such as Logistics UK, and academia has already ensured that the UK has a proven track record in leading connected and self-driving vehicle innovation.

Current developments in automation in logistics fall broadly into four areas.

The first is a light vehicle that runs about 25 mph without the space for a person, so is just there to transport logistics goods. They have trials operating in Arizona, Texas and California, delivering medical supplies, groceries and takeaway food.

The second takes the form of a small robot that runs on pavements at about 4 mph, from a company operating in Milton Keynes. It now has 80 robots that deliver groceries and takeaway food

The third is trialling heavy goods vehicles, without any

space for a driver. These trials were limited to very predictable routes.

Lastly, two companies in the UK are experimenting with more van-sized logistics options.

Hamson concluded that CAM can add value to customers, operators and government by offering convenience, efficiency, price, environmental benefits and the potential to reduce congestion.

Mark Cracknell
Head of Technology, Zenic

Cracknell delivered a presentation on the future of hands-free freight.

Zenic works with many different stakeholders in connected and automated mobility.

It works with CAM Testbed UK, in driving collaboration, leading and shaping a world-class Testbed UK, in partnership with a number of organisations, from smaller SMEs to larger players, each of whom bring a unique perspective to testing successful technologies in CAM.

Zenic curates the UK Connected and Automated Mobility Roadmap to 2030, which is a tool for decision makers, investors and policy makers to help them understand and shape a mobile future. This is designed to ensure that in the UK organisations are not working towards their own individual goals, but a collective vision of the future.

“We recognise that the UK is uniquely placed to deliver a very particular high-value use case,” he concluded, “and freight and logistics is a core part of that.” ■



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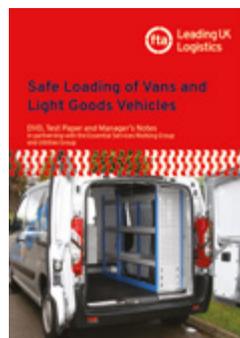
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