LOGISTICS UK

Fleet Engineer

Wednesday 19th June 2024

Fleet Engineer 2024

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Welcome and scene setting

Phil Lloyd

Head of Engineering Policy
Logistics UK

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Join at: www.sli.do **#FE24**

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Got to hurry

Got to Go

Got to listen

Please use your phones!

LOGISTICS UK

Use Sli.do for your questions
Connect to free WiFi network:
Username: britishmotormuseum

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#FE24

Today’s sponsors

LOGISTICS UK

Sponsors:

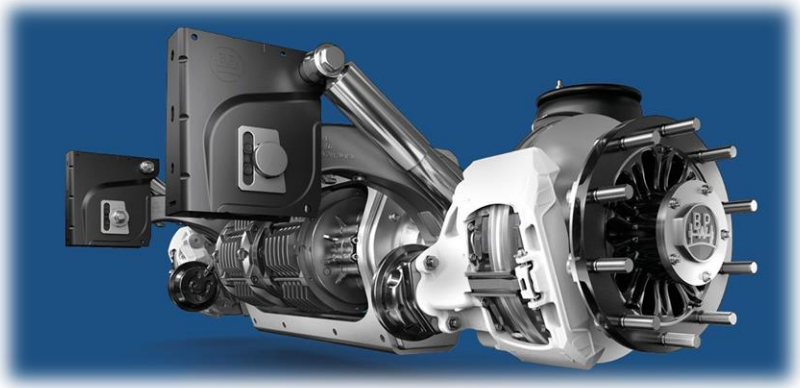
Today's programme

Session starts	Session ends	Session name
9:15	9:25	**Chair's welcome & Logistics UK introduction**
9:25	9:55	**Changing Legislation for our future transport**
9:55	10:25	**What workshops need to do to meet with today's O'Licence expectations and to prepare for the future**
10:25	11:00	**Enhanced technology and what you need to do to maintain it**
11:00	11:25	**Coffee break & networking**
11:25	11:55	**More than just a trailer**
11:55	12:15	**Hydrogen for Logistics**
12:15	12:40	**Training and the next generation**
12:40	13:10	**Making the most of Auditing**
13:10	14:10	**Lunch break & networking**
14:10	14:15	**Chair welcome back**
14:15	14:50	**Managing serious and fatal incidents in workshops**
14:50	15:35	**Enforcement and meet the challenges of autonomy**
15:35	15:40	**Chair's close & open discussion**

Theme for 2024:

LOGISTICS UK

Preparing the maintenance environment for the future.



4 Ps

LOGISTICS UK

People

Places

Power

Parking

LOGISTICS UK

Suitably competent?

"The ability to do something successfully or efficiently."
(Oxford Dictionary)

"The ability to do something well"
(Cambridge Dictionary)

"The combination of training, skills, experience and knowledge that a person has and their ability to apply them to perform a task safely.
Other factors, such as attitude and physical ability, can also affect someone's competence.
(The Health & Safety Executive)

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Suitably competent?

To do what:

Drive?

Inspect?

Repair?

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Suitably competent?

How:

1) Training

2) Assessment/s

3) On going development (CPD)


TECHNICAL SERVICES

SERVICE BULLETIN

INFORMATION AND PROCEDURE FOR AIR BAG INSPECTION

AREAS FOR INSPECTION

Ensure all fixings to the trailer and air lines are in a good condition and are air tight.

Ensure top plate is even using a straight edge.

Fully inflate the bag and with a soapy solution check for leaks between the top plate and the rubber.

Check bag for cracks,

If an audible rattling noise can be heard during operation this indicates the internal bump stop could be loose or worn.

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DSEAR Assessment

(Dangerous Substances and Explosive Atmospheres Regulations)

- **Risk Assessment:** when working with Dangerous Substances.
- **Produce technical and operation solutions:** to eliminate or reduce identified risks.
- **Produce procedures and procure equipment**: to deal with accidents and emergencies.
- **Provide:** training and information.
- **Identify:** explosive atmospheres areas and classify into zones.

Additionally: Tools, equipment and PPE.

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Electricity

Free

OR

Paid

Parking – risks

- What's the risk with parking all Diesel – its BAU!
- What about parking:
  - All electric?
  - All hydrogen (Liquid or Fuel Cell)?
  - Electric and hydrogen next to each other?

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If you're not moving forward, then you're falling behind.

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Capability Brown
(1716-1783)

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Fleet Engineer

19th June 2024

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Changing legislation for our future transport

Lawrence Thurbin

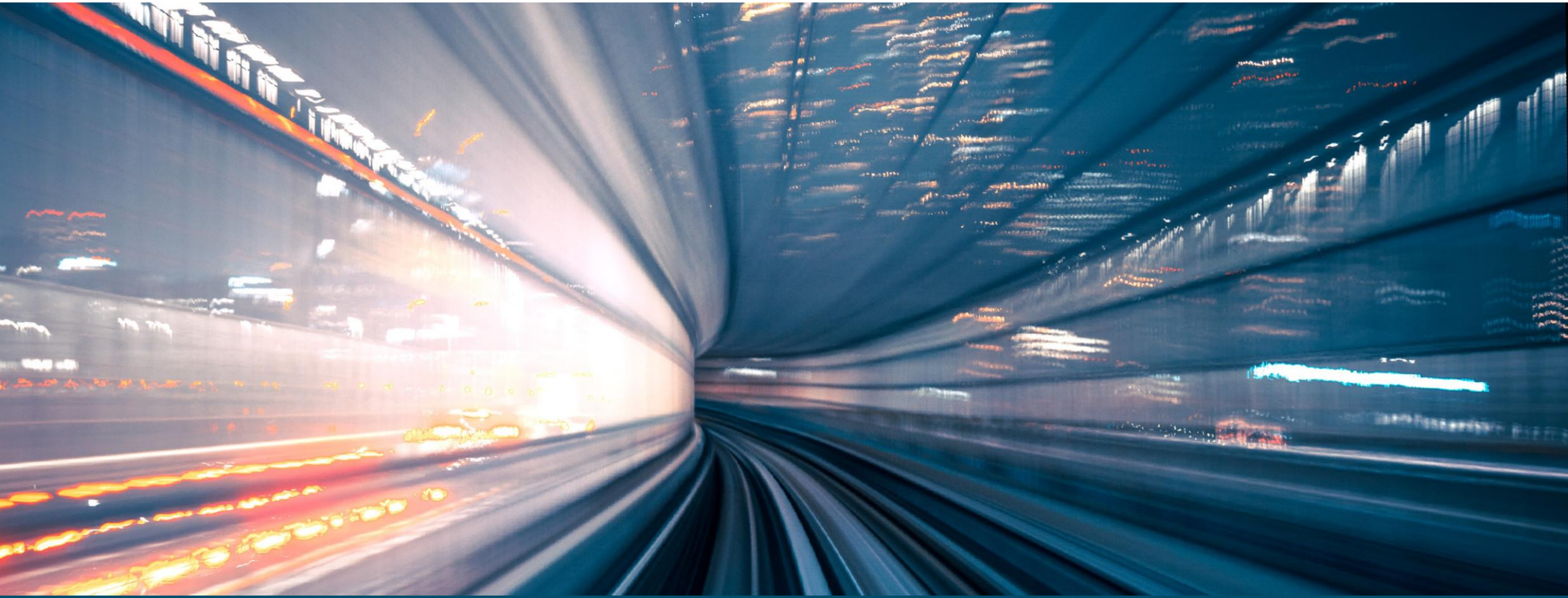
CCAV, Department for Transport

Use Sli.do for your questions
Join at: www.sli.do **#FE24**

Centre for Connected
& Autonomous Vehicles

Automated Vehicles Act 2024

Lawrence Thurbin – Head of Trials and Licensing
Centre for Connected and Autonomous Vehicles



19 June 24

Overview

- Background to the Automated Vehicles Act
- Key legislative changes
- What these changes mean

slido

To what extent do you think self-driving vehicles will be part of your fleet within the next 10-years?

ⓘ Start presenting to display the poll results on this slide.

The road to Royal Assent

- Law Commissions' joint report published 2022, recommending new legislation
- Brought together four years of legal review, three consultations, and hundreds of responses from the public and organisations
- 75 recommendations setting out shape of new legal framework for safe deployment of self-driving vehicles
- Government's CAM2025 report accepted and committed to future legislation
- Legislation called for by industry, stakeholder groups, and Transport Select Committee
- Automated Vehicles Bill introduced in November 2023, securing Royal Assent as Automated Vehicles Act in May.

The AV Act created legislation to account for roles and responsibilities in automated vehicles

Safety

Liability

Licencing of services

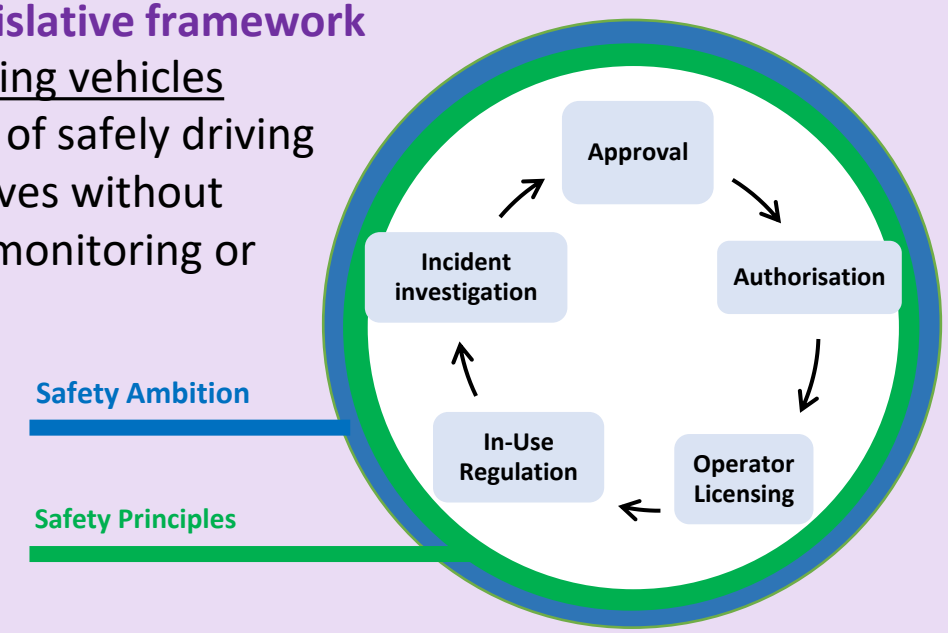
A framework has been developed to assure the safety of automated vehicles throughout their lifecycle

- Use of remote operations may be assessed at multiple stages:
  - **Approval** - *is the vehicle technically safe?*
  - **Authorisation** - *should the vehicle be permitted to drive itself?*
  - **Operator licensing** - *where the vehicle has no driver at all, is there a responsible operator behind it?*
  - **In-use regulation** - *is the vehicle safe when operating on Britain's roads?*
  - **Incident investigation** - *how can we use real-world evidence to improve our assessment requirements?*

New legislative framework

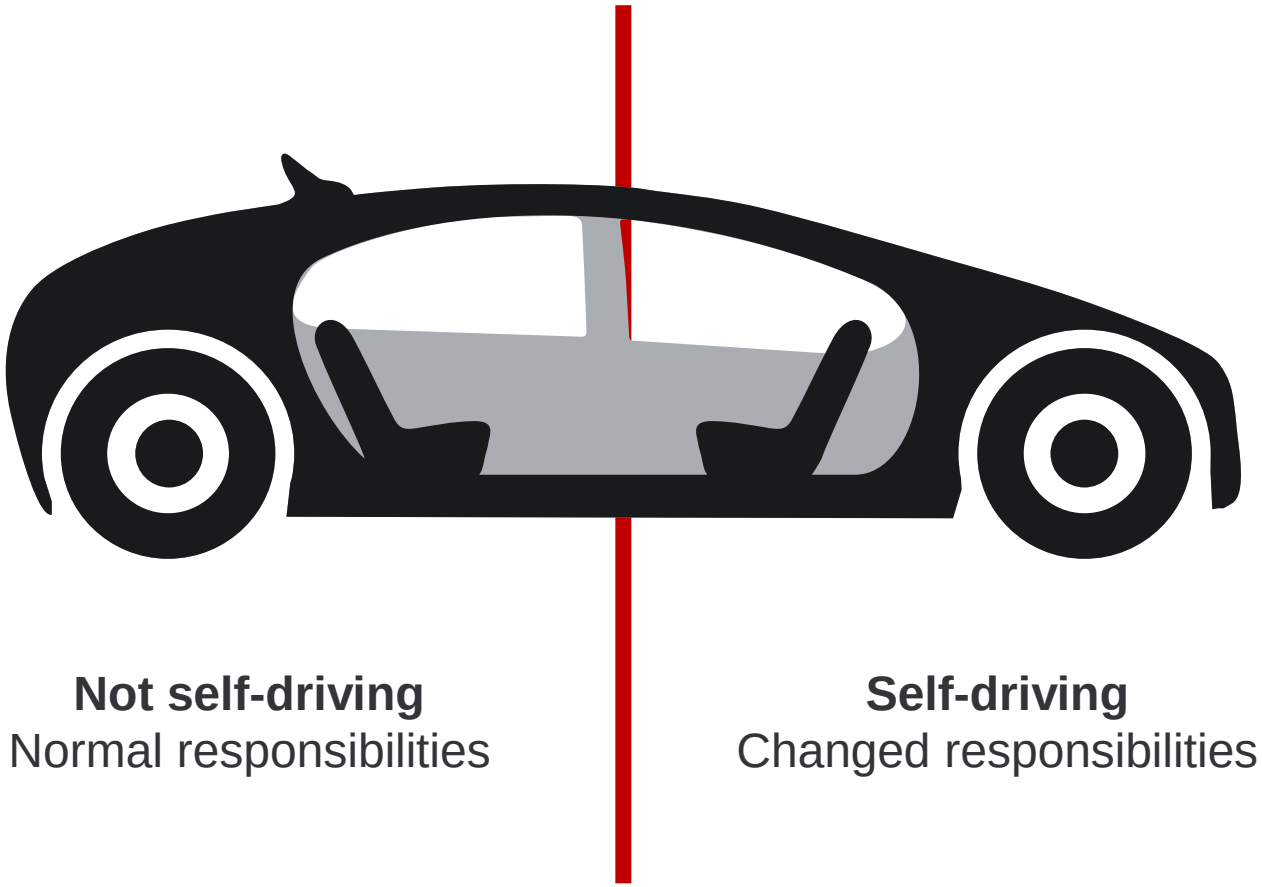
Self-driving vehicles

Capable of safely driving themselves without human monitoring or control

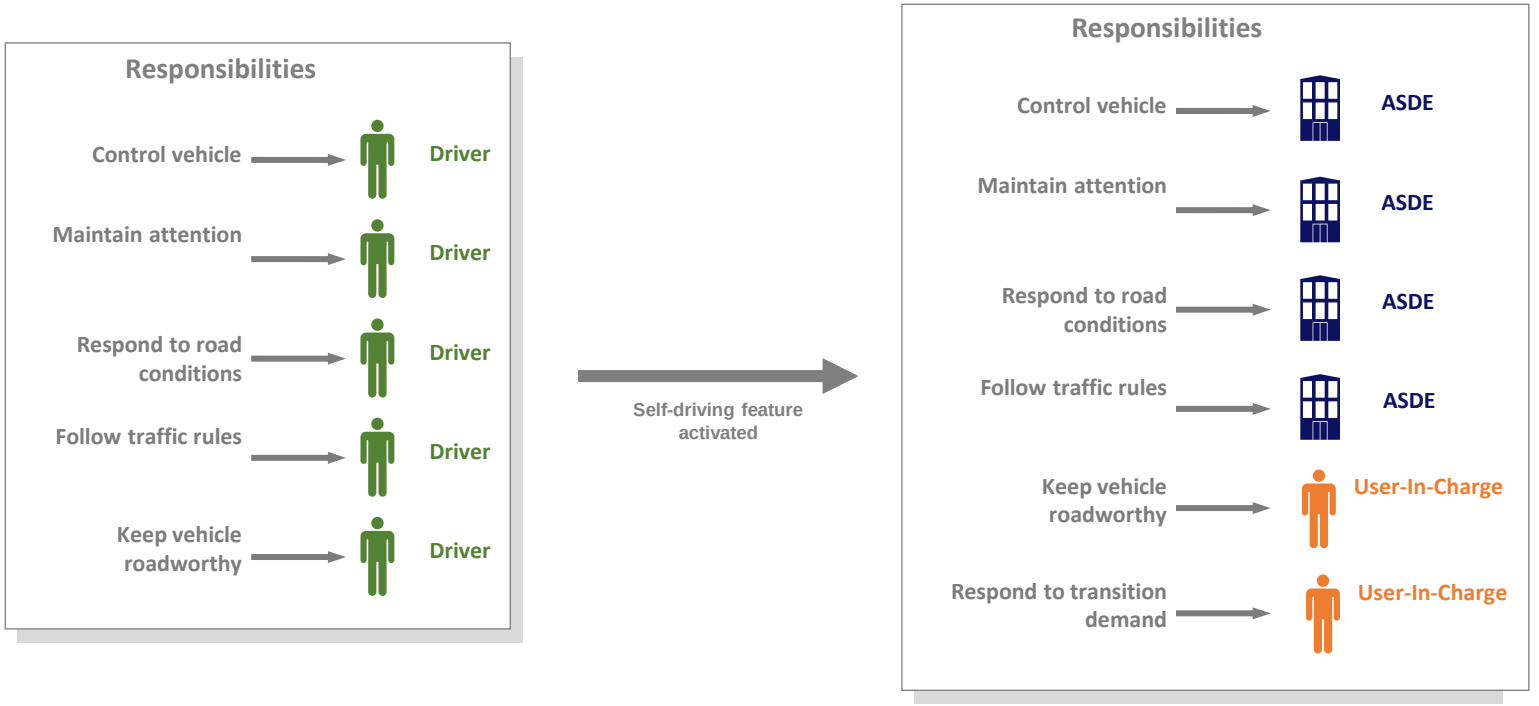


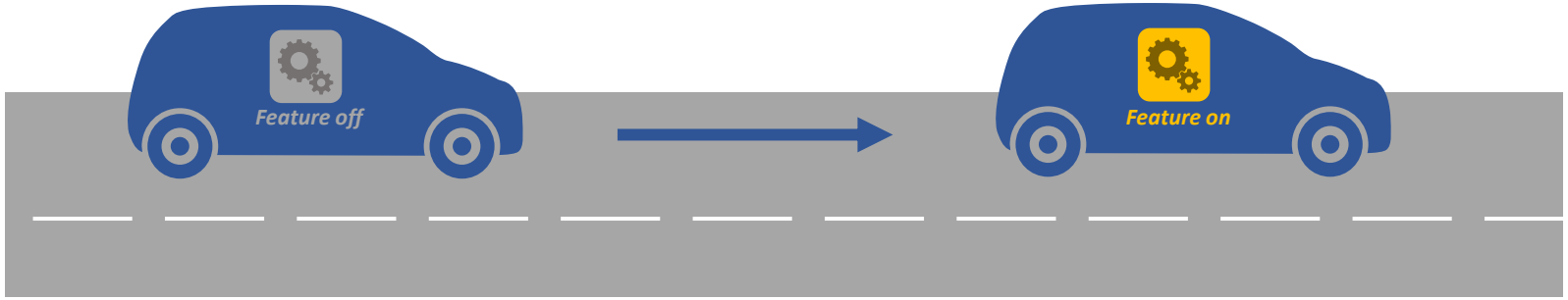
New legal entities have been created to ensure clear liability for operators and users

- To be authorised a vehicle must pass the “self-driving test”.
- The test is whether the vehicle can legally and safely travel autonomously without:
  - An individual controlling its motion.
  - It, or its surroundings, being monitored by an individual with a view to “immediate” intervention its driving.

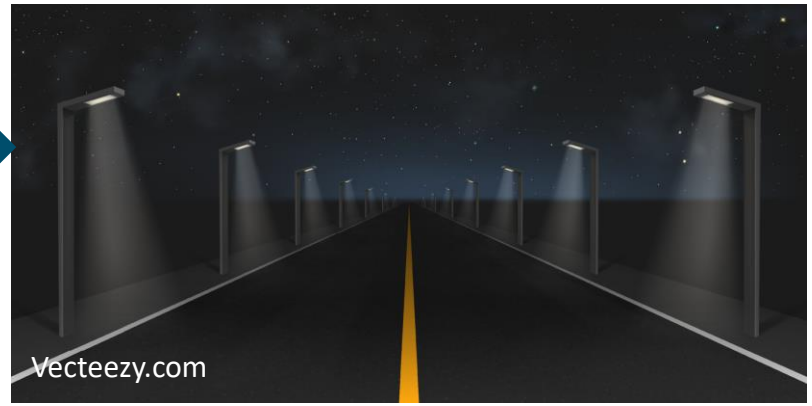


Responsibilities change with the introduction of the AV act…





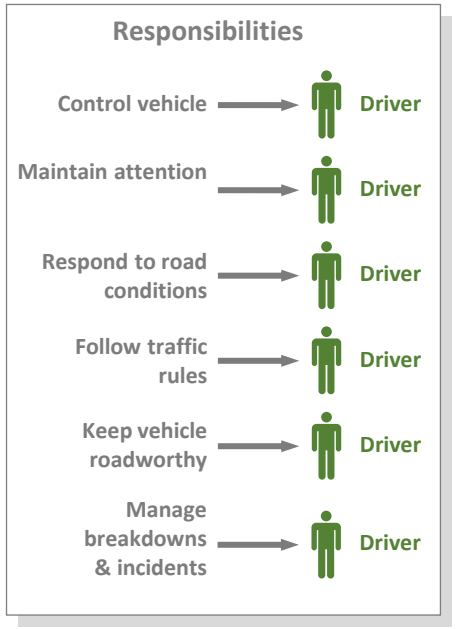
How a User-in-Charge vehicle could work



…and vary depending on automated feature availability

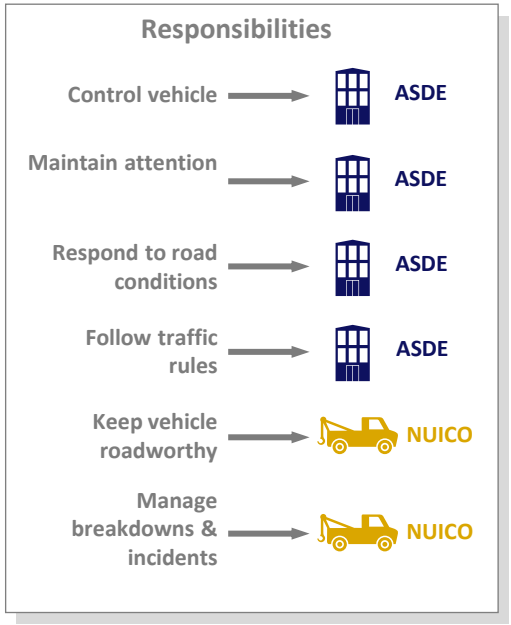
No self-driving features activated

Driver is responsible for all elements as normal



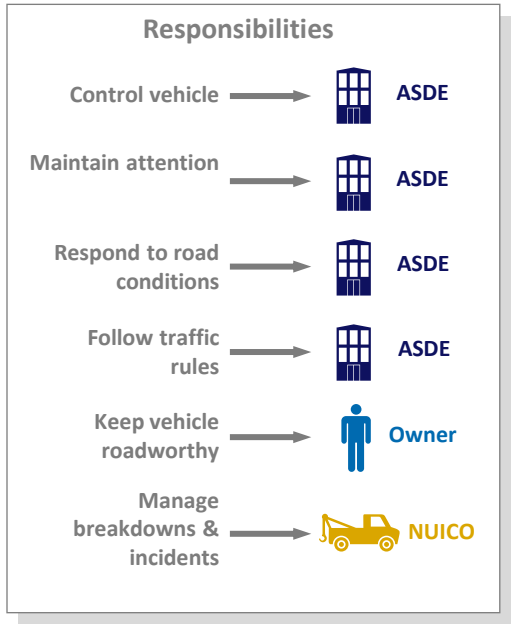
NUIC feature activated - vehicle owned and operated as part of a fleet

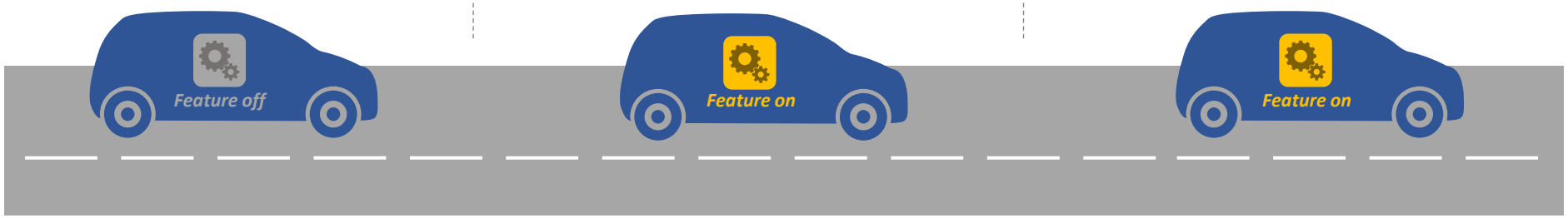
NUICO responsible for upkeep and responding to incidents



NUIC feature activated - vehicle privately owned

Owner may retain some responsibilities eg upkeep





A new licensing process has been introduced to account for responsibilities for automated services

- There is a requirement for no user in charge vehicles to be overseen by a licensed NUIC operator.
- Good repute, financial standing and competence will need to be demonstrated to secure NUICO licence, overlapping with O licence.
- NUICOs will have responsibility for the detection of and response to problems that may arise during a journey.
- Implementation detail to be developed through secondary legislation.
- User in charge vehicles will follow pre-existing legislative requirements.

slido

How ready do you think you would be to operate self-driving vehicles as part of your fleet if available within the next 5-years?

ⓘ Start presenting to display the poll results on this slide.

slido

How long do you think it would take you to get ready to operate these vehicles?

ⓘ Start presenting to display the poll results on this slide.

Centre for Connected
& Autonomous Vehicles

Questions?

lawrence.thurbin@ccav.gov.uk

gov.uk/ccav

Q&A

To ask your question please use the link:

https://www.sli.do/ **#FE24**

Fleet Engineer 2024

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What workshops need to do to meet with today's O Licence expectations and to prepare for the future

Kevin Rooney

Traffic Commissioner for the west of England

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Join at: www.sli.do **#FE24**

This morning

LOGISTICS UK

- Rating your maintenance (provider)
- Making the TM CPC exam more relevant
- Brake testing 2025
- From the Public Inquiry room

Traffic Commissioners for Great Britain

Maintenance Rating Scheme

SMMT

IRTE

NFDA
NATIONAL FRANCHISED DEALERS ASSOCIATION

RHA

cpt
Driving the UK forward

Driver & Vehicle Standards Agency

BVRLA

Traffic Commissioners for Great Britain

Department for Transport

Add safety inspector

24 Safety inspectors

Name	External?	Workshop address	
Adams Morey Bournemouth	Yes	Yeomans ind Park, Bournemouth	Remove
Adams Morey Portsmouth	Yes	ADAMS MOREY LTD, PORTSMOUTH	Remove
Adams Morey Saltash	Yes	HMG House, Saltash	Remove
Adams Morey Southampton	Yes	Redbridge Causeway, Southampton	Remove
Chard Trucks	Yes	KINGFISHER HOUSE, CHARD	Remove
Cormac Solutions Bodmin	Yes	CORMAC SOLOUTIONS LTD, BODMIN	Remove
Harwoods Southampton	Yes	HARWOODS TRUCK CENTRE, SOUTHAMPTON	Remove

12,153 unique workshop postcodes on 65,535 licences

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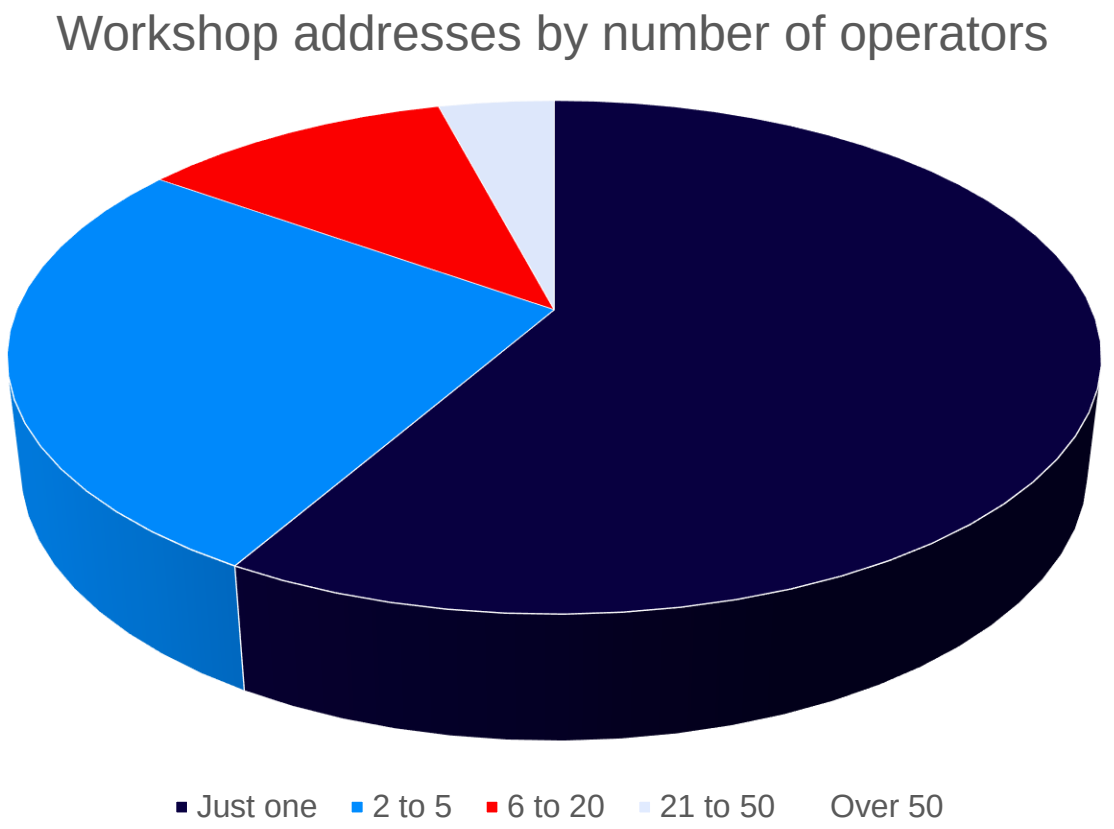

Maintenance provider rating scheme

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- Jointly owned by the industry, supported by the regulators
- Multiple levels
- Aim to be open to as many as possible – starting level is “qualified”
- Trials starting soon
- If successful – launch next April
- Find out more at IRTE workshop rating scheme page

Transport Manager CPC

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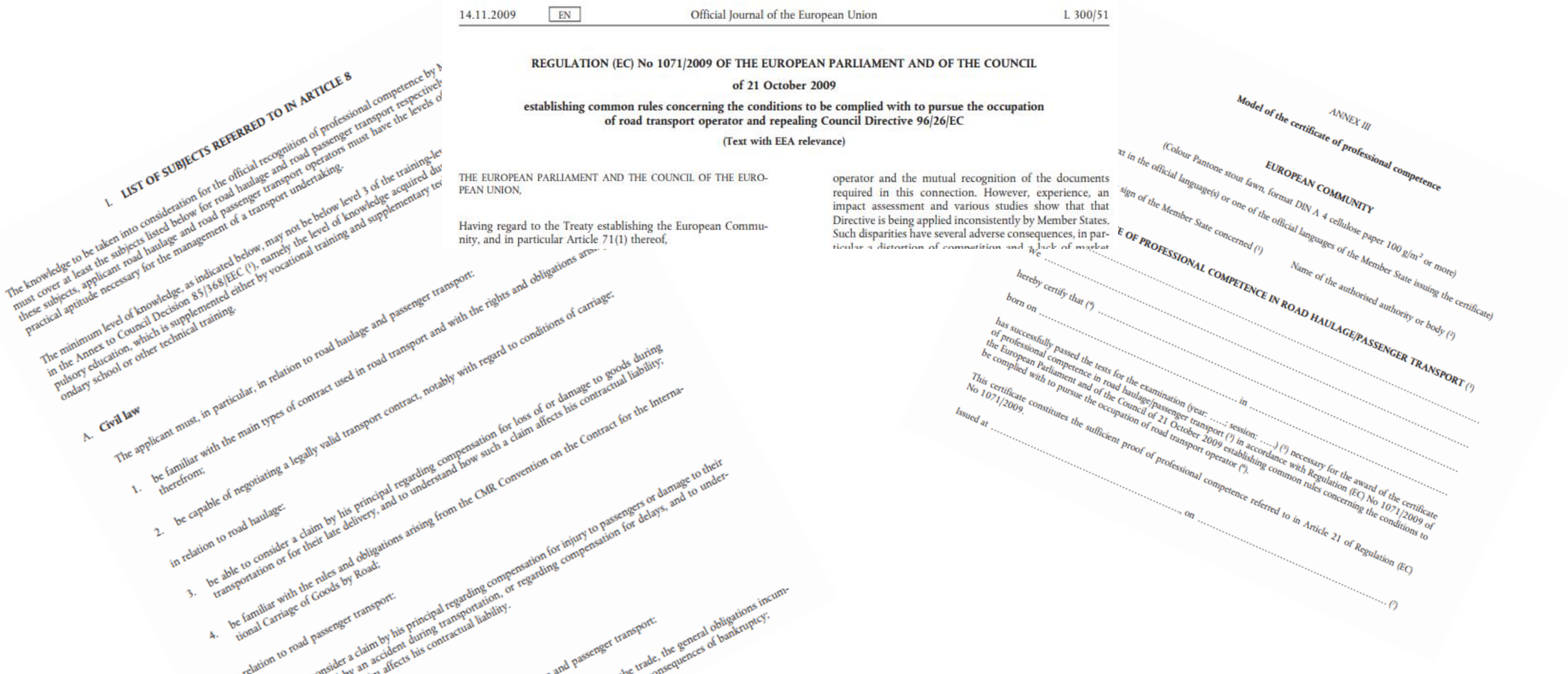

I. LIST OF SUBJECTS REFERRED TO IN ARTICLE 8

The knowledge to be taken into consideration for the official recognition of professional competence by M must cover at least the subjects listed below for road haulage and road passenger transport respectively. these subjects, applicant road haulage and road passenger transport operators must have the levels of practical aptitude necessary for the management of a transport undertaking.

The minimum level of knowledge, as indicated below, may not be below level 3 of the training-le in the Annex to Council Decision 85/368/EEC (1), namely the level of knowledge acquired dur pulsory education, which is supplemented either by vocational training and supplementary tr ondary school or other technical training.

A. Civil law

The applicant must, in particular, in relation to road haulage and passenger transport:

1. be familiar with the main types of contract used in road transport and with the rights and obligations aris therefrom;
2. be capable of negotiating a legally valid transport contract, notably with regard to conditions of carriage; in relation to road haulage;
3. be able to consider a claim by his principal regarding compensation for loss of or damage to goods during transportation or for their late delivery, and to understand how such a claim affects his contractual liability;
4. be familiar with the rules and obligations arising from the CMR Convention on the Contract for the International Carriage of Goods by Road;

relation to road passenger transport:

nsider a claim by his principal regarding compensation for injury to passengers or damage to their by an accident during transportation, or regarding compensation for delays, and to under- affects his contractual liability.

and passenger transport:

he trade, the general obligations incum- nsequences of bankruptcy;

14.11.2009 EN Official Journal of the European Union L 300/51

REGULATION (EC) No 1071/2009 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

of 21 October 2009

establishing common rules concerning the conditions to be complied with to pursue the occupation of road transport operator and repealing Council Directive 96/26/EC

(Text with EEA relevance)

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty establishing the European Community, and in particular Article 71(1) thereof,

operator and the mutual recognition of the documents required in this connection. However, experience, an impact assessment and various studies show that that Directive is being applied inconsistently by Member States. Such disparities have several adverse consequences, in particular a distortion of competition and a lack of market

ANNEX III

Model of the certificate of professional competence

EUROPEAN COMMUNITY

(Colour Pantone stout fawn, format DIN A 4 cellulose paper 100 g/m² or more)

xt in the official language(s) or one of the official languages of the Member State issuing the certificate)

sign of the Member State concerned (1)

Name of the authorised authority or body (2)

E OF PROFESSIONAL COMPETENCE IN ROAD HAULAGE/PASSENGER TRANSPORT (3)

We .....

hereby certify that (4) .....

born on ..... in .....

has successfully passed the tests for the examination (year: ....; session: ....) (5) necessary for the award of the certificate of professional competence in road haulage/passenger transport (3) in accordance with Regulation (EC) No 1071/2009 of the European Parliament and of the Council of 21 October 2009 establishing common rules concerning the conditions to be complied with to pursue the occupation of road transport operator (6).

This certificate constitutes the sufficient proof of professional competence referred to in Article 21 of Regulation (EC) No 1071/2009.

Issued at ..... on .....

..... (7)

Brake testing

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“From April 2025 there will be an expectation that a laden roller brake test or EBPMS will be the only accepted methods to assess brake performance”

- A brave commitment – what now?

From the PI Room

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Consistency is everything

LOGISTICS UK

24/06

DETAILED BRAKE TEST RESULTS - FULL TEST 019/8593

Licence plate: C280
Dtp Number : 313877 TYPE APPROVED
Vehicle Make :
Vehicle Type : 3 Axle Semi-Trailer

GVTS: M&M Trailers
Avonmouth, BS11 0YB

Date: 24/06/22 Time: 09:38
GVW : 39000 kg TAW : 24000kg

AXLE 1 - 3159kg

		BIND	IMBALANCE	MAX. FORCE
Service	N/S	PASS	914kgf	914kgf (L)
	O/S	PASS	842kgf (8%)	842kgf (L)
Parking	N/S		1055kgf	1055kgf (L)
	O/S		911kgf (14%)	911kgf (L)

AXLE 2 - 3234kg

		BIND	IMBALANCE	MAX. FORCE
Service	N/S	PASS	920kgf	920kgf (L)
	O/S	PASS	862kgf (7%)	862kgf (L)
Parking	N/S		1057kgf	1057kgf (L)
	O/S		928kgf (13%)	928kgf (L)

AXLE 3 - 3324kg

		BIND	IMBALANCE	MAX. FORCE
Service	N/S	PASS	1026kgf	1026kgf (L)
	O/S	PASS	816kgf (21%)	816kgf (L)
Parking	N/S		1104kgf	1104kgf (L)
	O/S		1059kgf (5%)	1059kgf (L)

Consistency is everything

LOGISTICS UK

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	O/S		1059kgf (5%)	1059kgf (L)

TEST SUMMARY *INSUFFICIENT LOAD ON AXLE 1, 2, 3*

Measured Vehicle Weight = 9717kg

It’s all about control

LOGISTICS UK

Operator licence removed for ‘Ltd driver’ pay arrangement

By Chris Tindall | 1 February 2024

A Wiltshire haulage firm has had its licence revoked after an investigation found the vast majority of its drivers were employed through a limited company.

The decision to remove the operator licence held by Quick Road Transport by the traffic commissioner Kevin Rooney followed a warning by the senior TC that employment arrangements by hauliers would continue to be scrutinised.

According to Rooney, a DVSA investigation into the firm, which ran 15 HGVs out of two operating centres in Cricklade and Swindon, found that all bar one of its drivers had set up a limited company

Legit?

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CERTIFIED TRUE COPY

PUBLIC SERVICE VEHICLE OPERATOR'S LICENCE
(Issued in accordance with the Public Passenger Vehicles Act 1981)

Issued to:

RICHARD ANTHONY SAUNDERS
T/A 1ST TRAVEL
13 HEMPLANDS
CHEDWORTH
CHELTENHAM
GL54 4NH

Issued by:

Office of the Traffic Commissioner
West of England
Jubilee House
Croydon Street
Bristol
BS5 0GB
0300 123 9000

Public Service Vehicle Restricted

Licence number: PH1105614
Not transferable

Date of issue: 11/01/2012

Next checklist date: 31/12/2025

The Traffic Commissioner hereby authorises the holder of this licence to use on a road public service vehicles, which have their operating centres in this Traffic Area, for carrying passengers for hire or reward, subject to the condition that the total number of vehicles used under this licence at any time does not exceed the maximum number of discs issued & any other conditions which are set out overleaf.

The maximum number of Public Service Vehicles authorised in accordance with the Public Passenger Vehicles Act 1981 (as amended) is:

Public service vehicles authorised	4
Number of discs issued	4

Or not?

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Public Service Vehicle Restricted	Licence number: PH1105814 **Not transferable**

Date of issue: 11/01/2012

Next checklist date: 31/12/2025

The Traffic Commissioner hereby authorises the holder of this licence to use on a road public service vehicles, which have their operating centres in this Traffic Area, for carrying passengers for hire or reward, subject to the condition that the total number of vehicles used under this licence at any time does not exceed the maximum number of discs issued & any other conditions which are set out overleaf.

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And finally, we're moving…

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Q&A

To ask your question please use the link:

https://www.sli.do/ **#FE24**

Fleet Engineer 2024

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Enhanced technology and what you need to do to maintain it

Roger Clarke
Head of Electromobility & Customer Advanced Solutions, Renault Trucks

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Join at: www.sli.do **#FE24**

Workshops of the future

Roger Clarke – Head of Electric Mobility & Customer Advanced Solutions, Renault Trucks UK & Ireland

FLEET ENGINEER CONFERENCE, LOGISTICS UK
June 19th, 2024

RENAULT TRUCKS

The Decarbonisation Revolution

“Our Industry is likely to change more in the next 10 years than it has in the last 100 years”

We need to increase…

1. **Awareness**
2. **Understanding**
3. **Engagement**

RENAULT TRUCKS

Decarbonisation Legislation (Global/ EU)

Climate Change, Air Quality & the Paris Agreement

- Limit Global Warming to 1.5 degrees (190 countries in agreement)
- 7% of European CO2 is generated by Road Haulage IEA (International Energy Agency)

EU Legislation

- EU framework: VECTO – Vehicle Energy Consumption Calculation Tool
- Limit HGV CO2 vs 2019 (by 15% for 2025 and by 30% for 2030)
- Fuel efficiency – tyres and aero-dynamics and move from fossil fuel

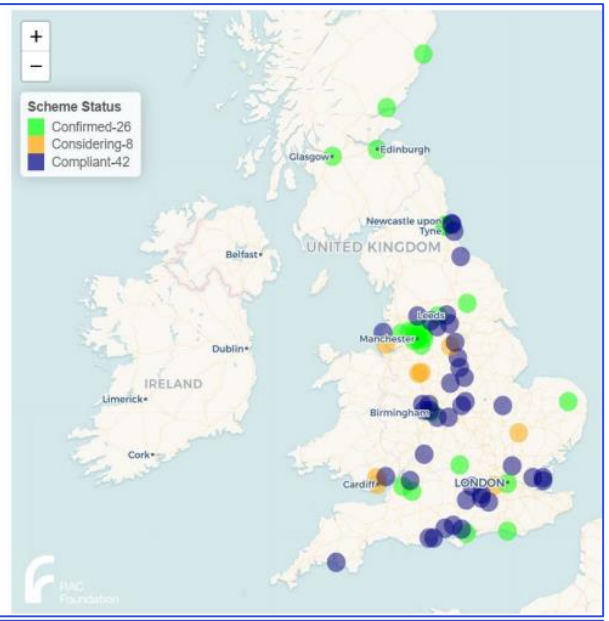
Customer & Project Demands

- New business tenders
- Green credentials – increasing focus

Decarbonisation Legislation (UK)

Legislation

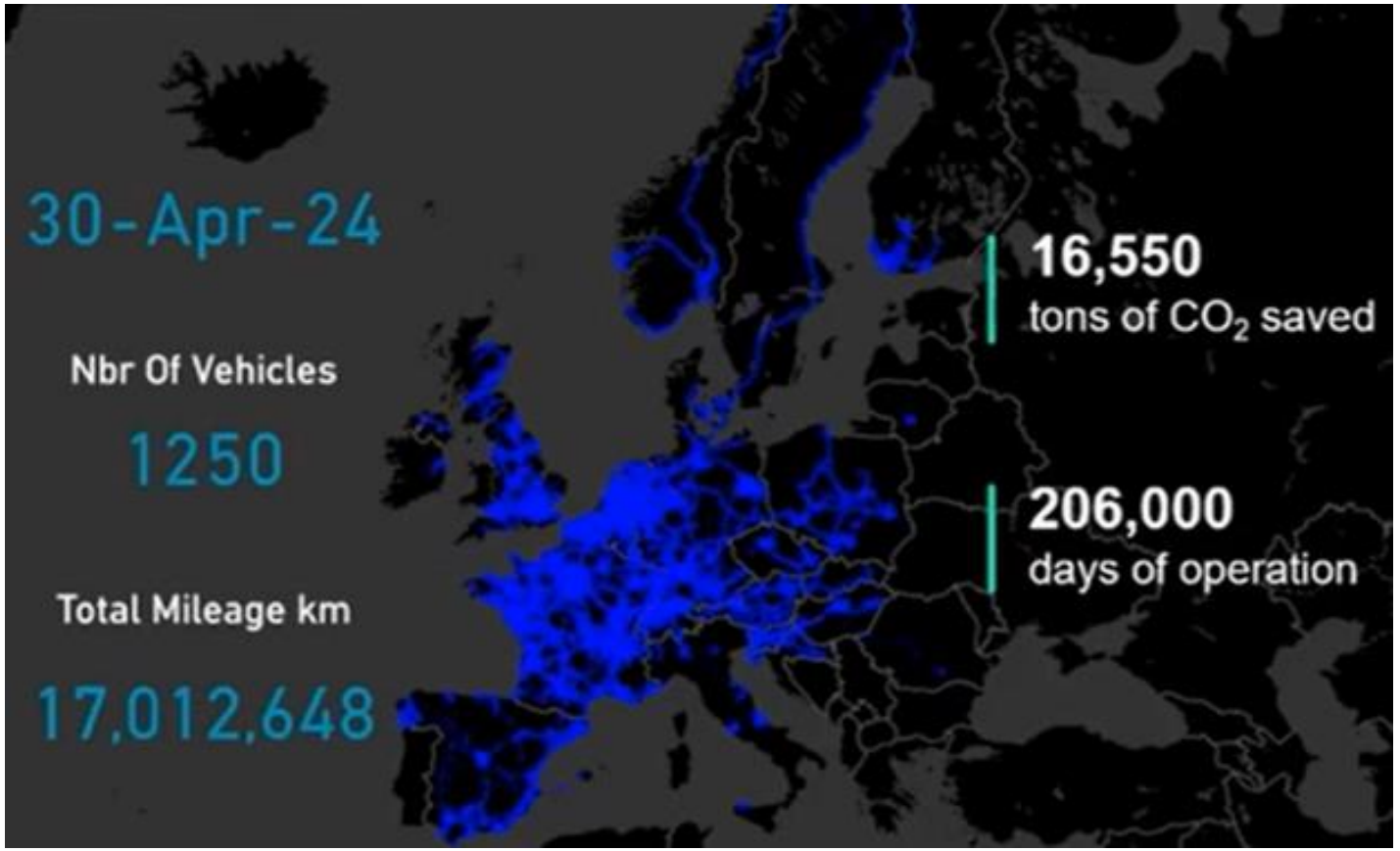
- National commitment to reaching net zero by 2050 – 2045 in Scotland.
- Local environmental policies including:
  - ULEZ
  - Clean Air Zones
  - Congestion zones
  - Low Traffic Neighbourhoods
  - Zero emissions streets.



- National commitment to Net Zero
  - 2050 England, Wales & Northern Ireland
  - 2045 Scotland
- Introduction of LEZ, ULEZ and ZEZ
- Ban on sales of new, non-zero emission HGVs
  - From 2035 - <26T
  - From 2040 - All new HGVs

- Build awareness & experience
- Set decarbonisation strategies & objectives
- 11 years is not far away

Renault Trucks Today



Targets:

- 2030 - 50% of trucks sold to be EV
- 2040 – 100% non-fossil fuel new trucks
- 2040 – Carbon Neutrality

UK Dealer Readiness:

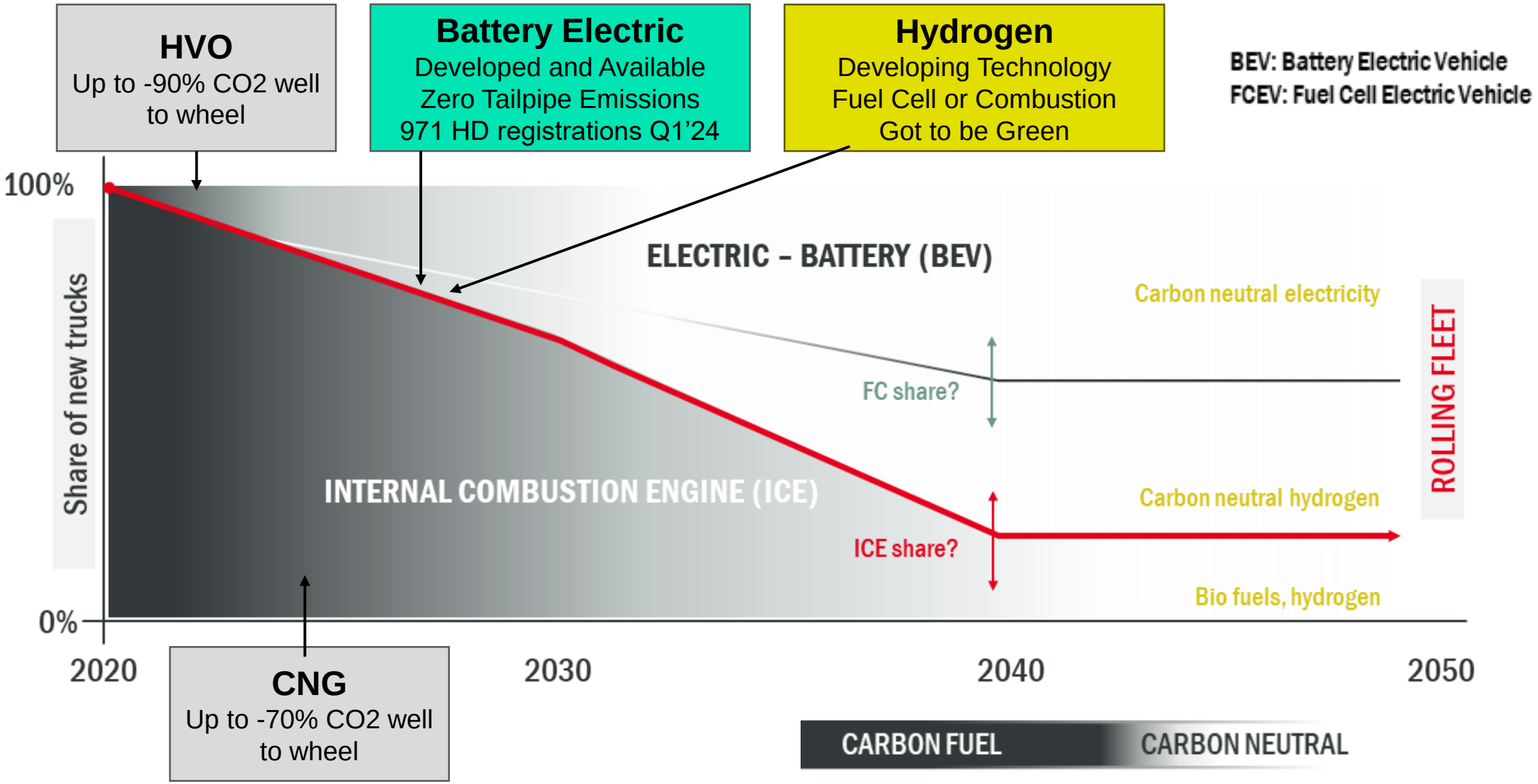
Many UK dealers already equipped, trained and resourced to maintain electric HGVs and have been since 2020

- Compressors & Air Guns ✗
- Solar Panels ✓

UK Network Sustainability Project:

>42% reduction in Scope 1 & Scope 2 emissions from 2019 to 2023

100% Fossil Free Transport Solutions by 2040



A wide electric vehicle range from 650kg to 44 tons

Renault Trucks today!

- **E-Tech D & D Wide 16-26t - Serial production since March 2020**
- **E-Tech T & C – Serial production since November 2023**
- **E-Tech Vans – Trafic & Master and Kleuster E-Cargo Bikes**
- **And a complete range of HVO compatible ICE vehicles from 2.7-44t**

RENAULT TRUCKS


MITCHELLS


Greener greens.
TESCO


100% BREAD
0% EMISSIONS
Warburtons


Carlsberg
This delivery is electric.
ZERO EMISSIONS
100% ELECTRIC


POWERED BY ELECTRICITY
Vertellus


IKEA


ZERO EMISSIONS
PLEASE
Take Extra Care
Near This Vehicle


WELCH'S

What does the revolution mean for workshops?

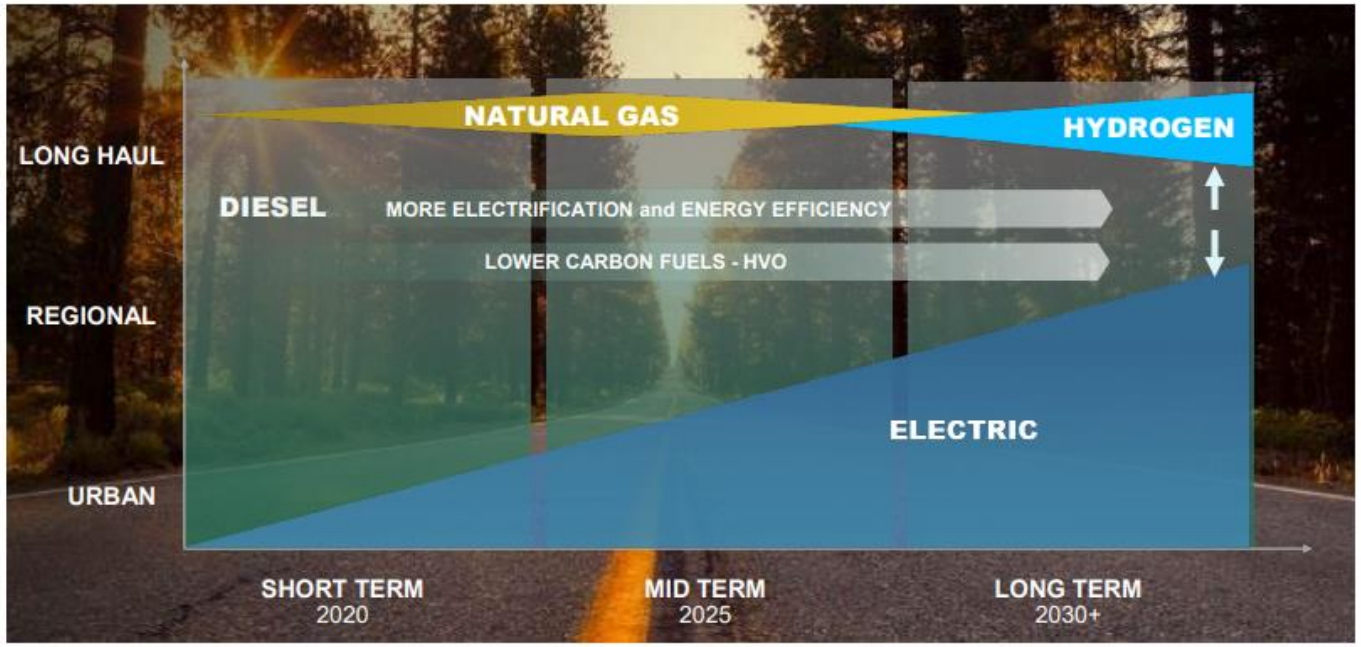
We will start to see a growing number of “mixed fleets”

Today's Fleet Mix:

- Mainly diesel
- Some HVO/CNG vehicles
- Minimal EV's

In the next 20 years:

- Gradual diesel phase out
- Penetration of new technologies
  = increased complexity



Why increased complexity?

- Various fuel types
- Different skills required
- Different ways of working

- BUT much remains the same
- More to an inspection/ service than just the engine

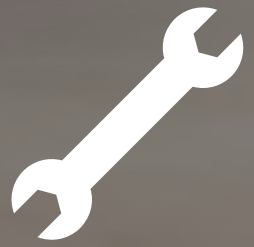
What does the revolution mean for workshops?

Key Steps

- Understanding
- Strategy
- Funding
- Site/Workshop Preparation
- Fee Structure
- Implementation

Key Areas

Training



Tools

Process

Charging

Site Adaption

Other (Parts, Paint, Washing, etc.)

RENAULT TRUCKS

Training #1

Technicians - Nationally Accredited Courses:

- IMI Level 1 EV Awareness
- IMI Level 2 Hazard at Recovery, Routine Maintenance
- IMI Level 3 System Repair & Replacement
- IMI Level 4 HV Fault Diagnosis

Supported by e-learning courses

Manufacturer Specific Product Training

- Renault Trucks: LCV, D, C & T Ranges

Apprenticeship Programmes:

- **Opportunity** to attract younger, more diverse workforce
- EV, Data & Connectivity vs Oil & Filter Changes

Not just Technicians – Develop a Plan for the Whole Team

- Sales, Reception, Valeters…
- Processes, Ways of Working & different risks

RENAULT TRUCKS

Training #2

Health & Safety

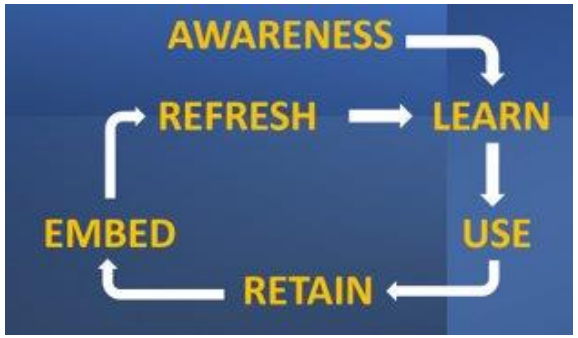
- Risk assessments, safe systems
  - Working with HV = risks of electric shocks
  - Components retaining high voltages even when off
  - Safety buddies, manual handling of batteries
  - Quieter movement of vehicles
  - Effects on personal medical equipment (eg pacemakers)

Consider First Aiders & Second Responders

- Potential increased risk of previously less likely events
  - Shocks & burns
  - Calcium Gluconate gel for Hydrofluoric Acid contact

Use & Refresh

- Consider phasing/ timing of training
- Use it or Lose it Principle
- E-Learning Refreshers



RENAULT TRUCKS

Tooling

Lock Out Systems

Work Bay Demarcation

PPE

- Insulated electrical gloves
- Over gloves
- Glove tester
- EV face shield visor
- Anti-static non-metallic boots

- **First Aid Insulated Rescue Hook**
- **Multi-Meters**
- **Thermal Thermometer**
- **RPE for vehicle recovery/incident attendance**

Processes

Booking In

- Pre booking a time slot – or a technician slot?
- How are holidays & sickness covered?

In Workshop

- Bay demarcation/ barriers
- Vehicle lock out/ key security
- De-commission & in-cab signage
- Sign-off processes (especially across shift changes)
- Managing software updates – OEM central systems
- Don’t print work instructions – potential for regular changes

Vehicle & Battery Storage

- Regular EV checks for longer term storage
- SoC monitoring – Battery run down, inc. when in build
- Managing defective batteries

RENAULT TRUCKS

Charging

Customer Uptime is essential

- Do you charge the vehicle?
  or inspect and return for your customer to charge?

Ability to Charge

- Site infrastructure (Supply, Capacity, Usage, Headroom)

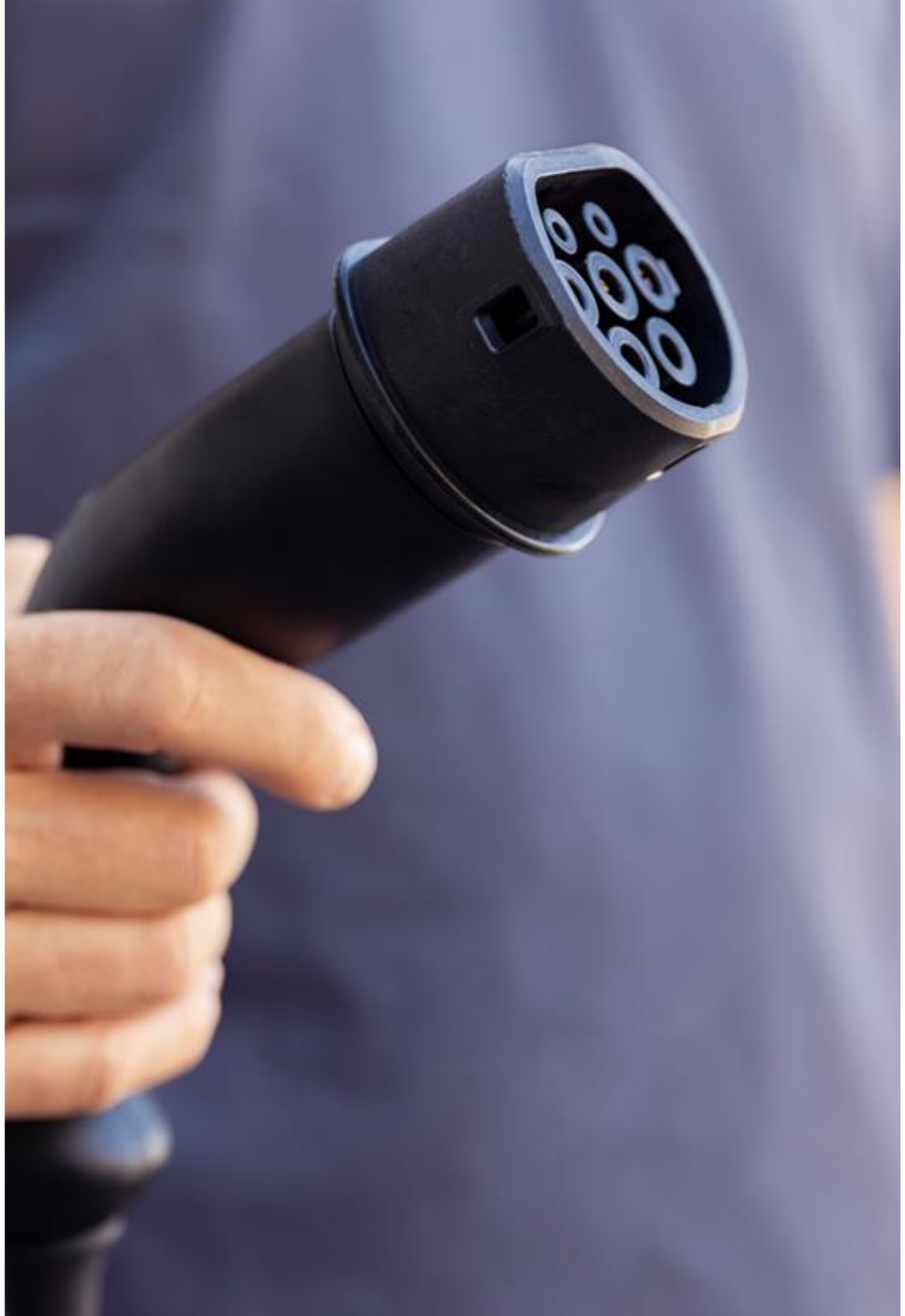
- Planning for today, future and the long term

- Defining correct charging capacity;
  - **1 vehicle @ 400kWh + 22kW charger = 18 hours**
  - **1 vehicle @ 400kWh + 40kW charger = 10 hours**
  - Multiple vehicles as transition develops

Installation Process

- DNO engagement & timescales

- Investment / Capital Requirements
  - Build in to forecast and investment plans
  - Charging as a Service developing
  - Consider grant availability



RENAULT TRUCKS

Site Management / Adaption #1

Placement of a charger

- Ability to charge multiple vehicles at the same time
- New revenue stream?
  - Make available to the public?
  - BUT H&S implications of having 3rd parties on site

Workshop Format

- Vehicle design developments
  - Chassis design and battery pack layout may change
    - Effect on weight distribution
    - Lift design

Segregated EV areas?

- Space management
- Maximising throughput with growing mixed fleet penetration

Site Management/ Adaption #2

Storing Accident Damaged Vehicle (possibly with battery damage)

- Initial risk assessment - eg fire / chemical
- Demarcation/ signage
- Regular monitoring - eg thermal runaway
- Evacuation plan
- Impact on site space & parking
  - 15m exclusion zone for 48 hours (Government advice)
  - Then 2m gap recommended

EV Fire risk vs ICE?

Swedish Civil Contingencies Agency

May 23 Swedish Report

- ICE vehicles 20x more likely to catch fire than EV
- **In Sweden**
  - 611,000 ECVs (23 fires) 0.004%
  - 4.4m ICE (3,400 fires) 0.08%

Other considerations… and developments!

Body Builder Relationships

- Bodybuilder Agreement
- Training to safely work on vehicles
  - Knowledge of vehicle architecture
  - Ability to safely de & re-commission
- OEM specific training
- Storage checks process

Parts

- Understand key fast moving parts
- Balance of Component costs vs stocking levels
  - Balance of cash flow vs uptime

Painting

- High temperatures in paint oven curing cycle can damage battery cells
- Longer, lower temperature cure may reduce throughput levels

Washing

- Avoiding HV areas with jet wash

RT Virtual Reality Goggles

- Now more mature product range
- 2% may need goggle assistance

Data & Connectivity

- Over the Air (OOA) software updates
- OEM Central System access to non-OOA updates
  - Book slot with OEM to complete
- Maximising Uptime by OEM
  - PREDICT
  - Geo-Fencing

In Summary

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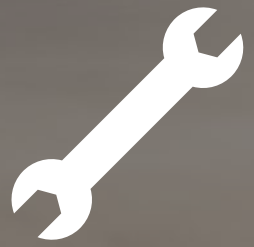

Tools

Process

Charging

Site Adaption

Other (Parts, Paint, Washing, etc.)

In Summary

“The decarbonisation revolution is here!”

We need to increase…

1. **Awareness**
2. **Understanding**
3. **Engagement**

11 years is not far away…

RENAULT TRUCKS

Thank you!

RENAULT TRUCKS

Q&A

To ask your question please use the link:

https://www.sli.do/ **#FE24**

Fleet Engineer 2024

LOGISTICS UK

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Coffee break

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Fleet Engineer

19th June 2024

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More than just a trailer

Owen Jenkins

Engineering Manager, BPW

Use Sli.do for your questions
Join at: www.sli.do **#FE24**

More Than Just A Trailer

BPW Limited | Owen Jenkins | Engineering Manager
June 2024

LOGISTICS UK

Overview

1 Suspensions, Brakes and Axles

- What do they do?
- How do they do it (brake calculations)?
- What else can they do (EBS, EBPMS)?
- Drum vs disc

2 Maintenance and Technical Training

- Maintenance schedule
- Scheduled/preventative maintenance
- Correct maintenance
- Technical training

3 Electric Power

- Decarbonisation
- eAxle / ePower / eTrailer

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Suspensions, Brakes and Axles

What do they do?

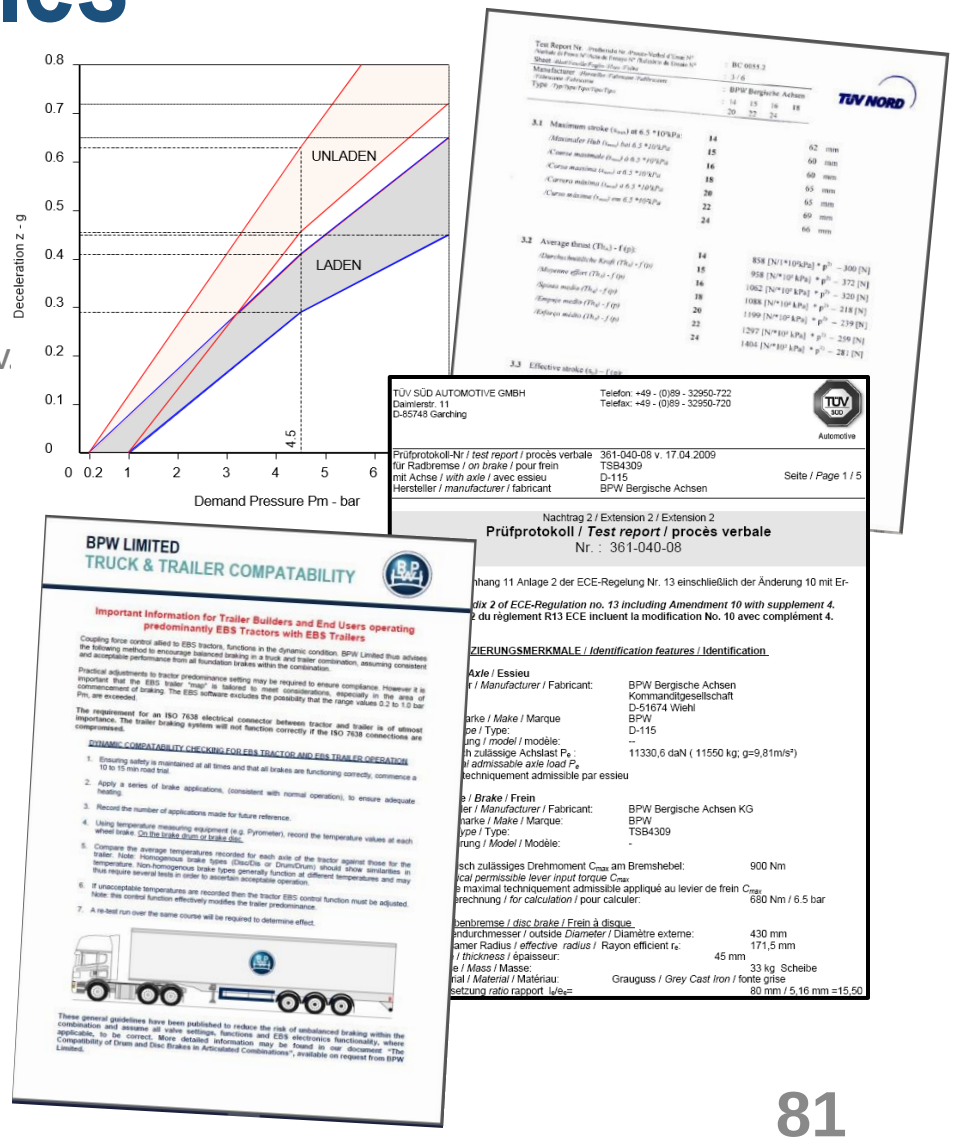
- Support the trailer and weight of the load
- Stop the trailer in a controlled manner
- Balanced braking
- Harmonised with tractor unit
- Controlled by ABS

Suspensions, Brakes and Axles

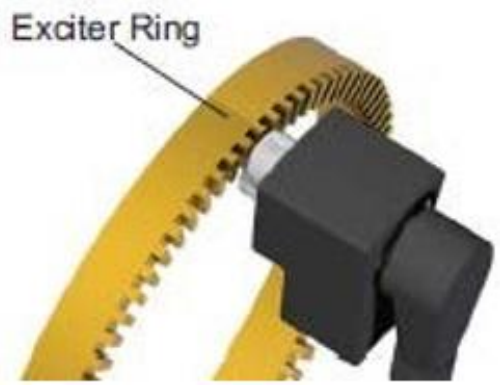
How do they do it? – Brake calculations

UN ECE document “Consolidated Resolution on the Construction of Vehicles (R.E.3) (Revision 6)” – ECE/TRANS/WP.29/78/Rev.

UN-ECE R13 – Brake Performance Tests (Annex 4,11,19) Type O semi-trailer

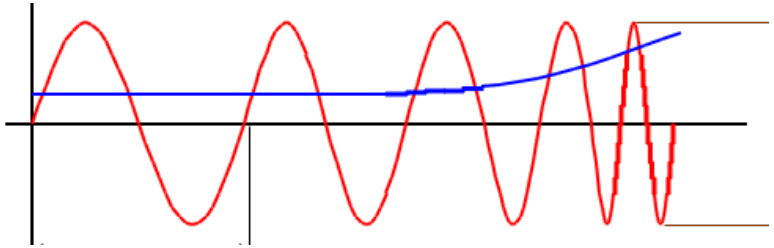


Suspensions, Brakes and Axles



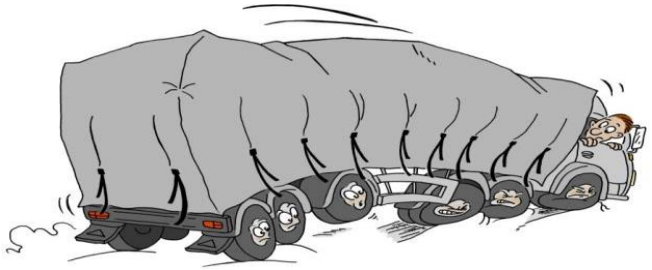
How do they do it? – Brake calculations

- Controlled by ABS (roll stability, check braking event)
- Harmonised with tractor unit

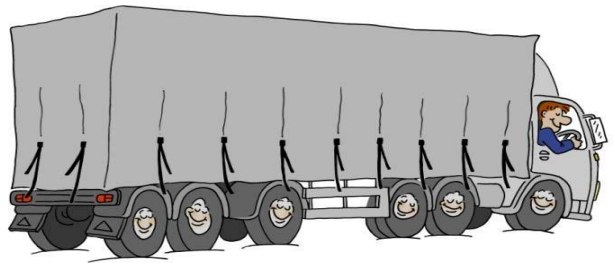


Trailer over-braking

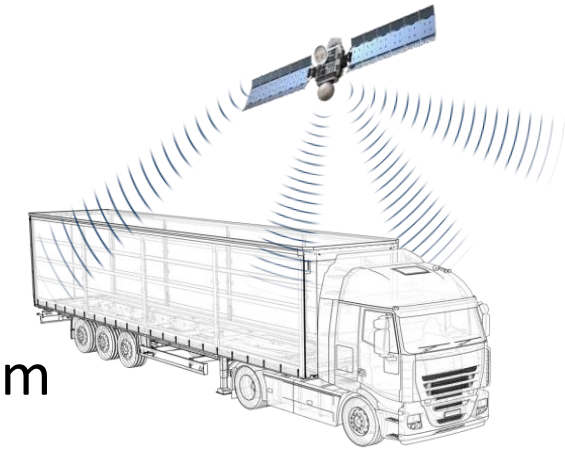
Truck over-braking



Harmonised braking



Suspensions, Brakes and Axles



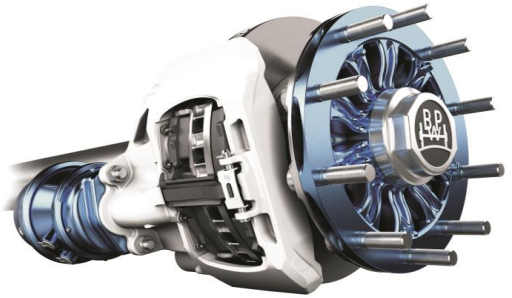
What else can they do? – EBS, EBPMS

- Electronic Braking System – modern ECU-controlled braking system
- Electronic Brake Performance Monitoring System – uses data from EBS and telematics to continually monitor the brake performance
  - Compares actual braking to expected performance
  - Warns of underperforming brakes
  - Sharing EBPMS data demonstrates compliance with the current DVSA requirements
  - Can be used as an alternative to Roller Brake Testing

Suspensions, Brakes and Axles

Drum vs disc – the right product and application

BPW ECO hub - the F1 principle



- Brake shoes can be changed without removing the wheel
- Low-cost spares and lower whole life cost
- Greasing of camshaft and slack adjuster required
- Excellent brake efficiency and longevity of friction material
- Enclosed brake with components protected giving greater environmental resilience

- Able to remove disc without removing caliper
- Higher costs to replace modular parts
- No additional greasing required
- Less susceptible to brake fade at high temperatures
- Open brake with exposed components

Overview

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3 Electric Power
- Decarbonisation
- eAxle / ePower / eTrailer

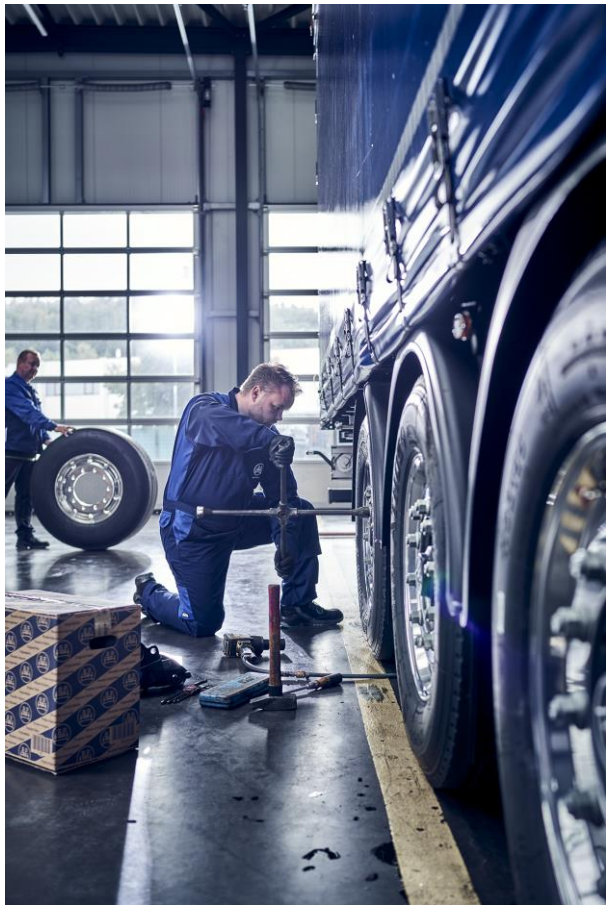
Maintenance and Technical Training

Maintenance Schedule

- Every manufacturer will have a defined schedule for part inspection and part replacement

Scheduled / Preventative Maintenance

- Maintenance guidelines are based on keeping moving parts in the best condition
- Parts in a well-maintained condition will perform better, last longer, and give the best TCO



Maintenance and Technical Training

Correct maintenance

- Carrying out maintenance in line with the manufacturers guidelines is the most important aspect of keeping a trailer on the road and productive for the operator
- Trained technicians and the correct workshop tools

  Right people
  Right tools
  Right parts
- Vehicle compliance and warranty cover

Maintenance and Technical Training

Technical training

- OEM-developed training course
- Delivered at our fully equipped training centre in Leicester
- Supported by a week-long mobile training suite – ‘Infomobil’
- Led by BPW technicians with extensive experience at BPW and in the real world

training@bpw.co.uk

Overview

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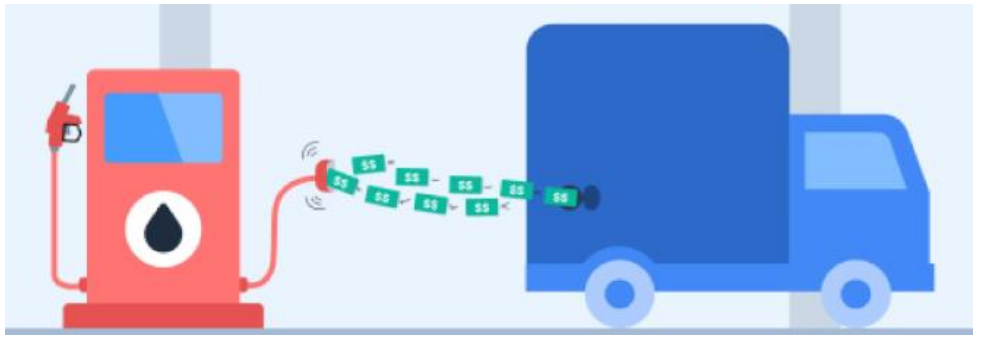
Electric Power

Decarbonisation

- Carbon Pricing
  - Fuel costs
  - Emissions charges



- Carbon Reduction through Legislation
  - CO_2 emissions reduction: 15% for trucks in 2025 compared to 2019
    7.5% for trailers
    10% for semi-trailers in 2030

- VECTO
  - **V**ehicle **E**nergy **C**onsumption calculation **To**ol

  - software simulation of CO_2 emissions and fuel consumption

Electric Power

eAxle – a light commercial electric drive axle

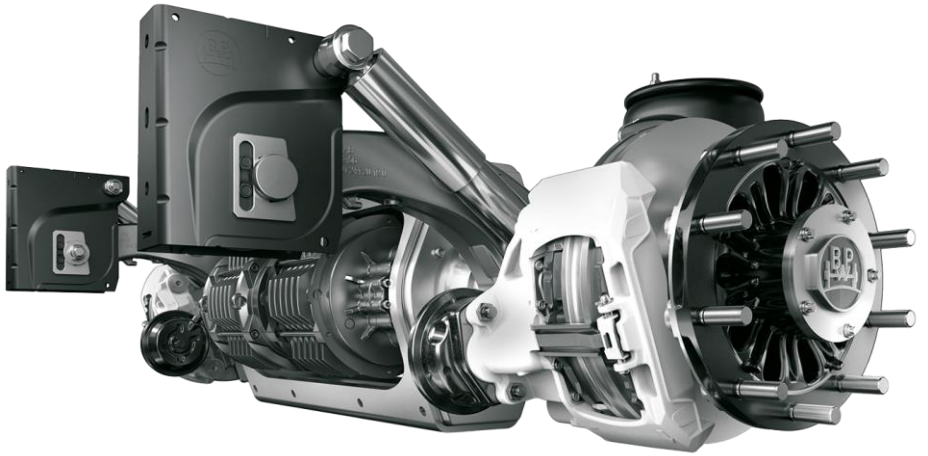
- Phase 1 – conversion of existing vehicles (since 2020)
  - 40 units in daily use with customers since 2021 (goods transport, municipal vehicles, couriers)
  - Test mileage of more than 1,000,000 km
  - Individual vehicle mileage of more than 60,000 km

- Phase 2 – electrification of 7.5t chassis to build experience with integration of driver assistance systems and current safety standards
  - EU type approved
  - Gen 2 axle and power control and distribution unit
  - eDrive and vehicle control software package

Electric Power

ePower – a generator axle

- A project with THERMO KING
- Generators recover energy
- Charge a trailer-based battery
- Replace trailer-based powerplants

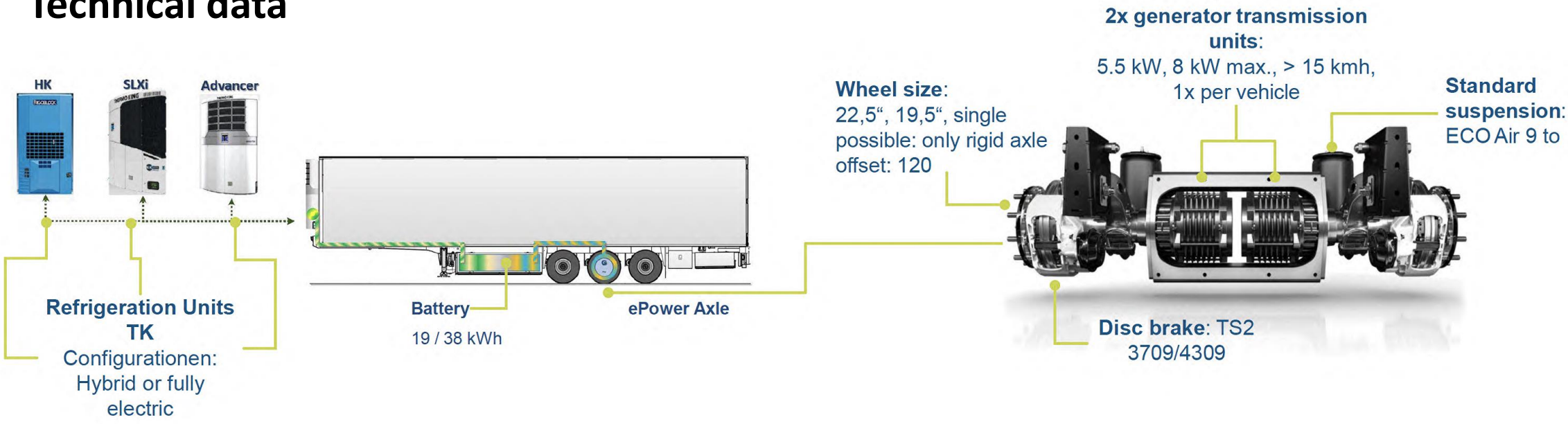


Electric Power

ePower – a generator axle

- Refrigeration units become emission-free saving the operator on both fuel and maintenance costs

Technical data



Electric Power

ePower – a generator axle

- Product differentiators and USPs
  - Double generator power
  - Optimal system engineering in terms of current laws
  - Compliant with automotive safety standards (ISO 26262) – protection against failure modes of axle and inverter according to ASIL Level A*

Advantages

- Recuperation starts at 15 km/h
- Slope detection for recuperation when driving downhill
- Due to the features above, there is only a slight increase in fuel consumption
- No stationary charging is needed

THE FOUR-MODE ADVANTAGE

ACTIVE: The generator produces electrical energy depending on the power demand and driving situation.

ACTIVE FAST CHARGE: Continuously produces electrical energy with full power until the battery is charged.

RECUPERATION ONLY: The axle produces electrical energy by recuperation only (i.e., while braking); this avoids additional fuel consumption of the vehicle.

PASSIVE: The axle generator will not produce electrical energy and remains on standby.

Electric Power

eTrailer – a driven axle trailer, controlled by the tractor unit

- *'… trailer means any non-self-propelled vehicle on wheels designed and constructed to be towed by a motor vehicle."* VO2018/858

Contacts

BPW Limited

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- Technical Services – 0116 281 6100 Opt. 4
- Email – info@bpw.co.uk

Service and Maintenance training

- Website – www.bpw.co.uk/training
- Email – training@bpw.co.uk

Find us on social media

- LinkedIn – @BPWLimited
- Facebook – @BPWLimited
- YouTube – BPWUK
- Instagram – @wearebpwuk

Thank you for your attention.

Are there any questions?

LOGISTICS UK

Q&A

To ask your question please use the link:

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Fleet Engineer 2024

LOGISTICS UK

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Hydrogen for Logistics

Celia Greaves

CEO, Hydrogen Energy Association

Use Sli.do for your questions
Join at: www.sli.do **#FE24**

The role for Hydrogen in transport logistics

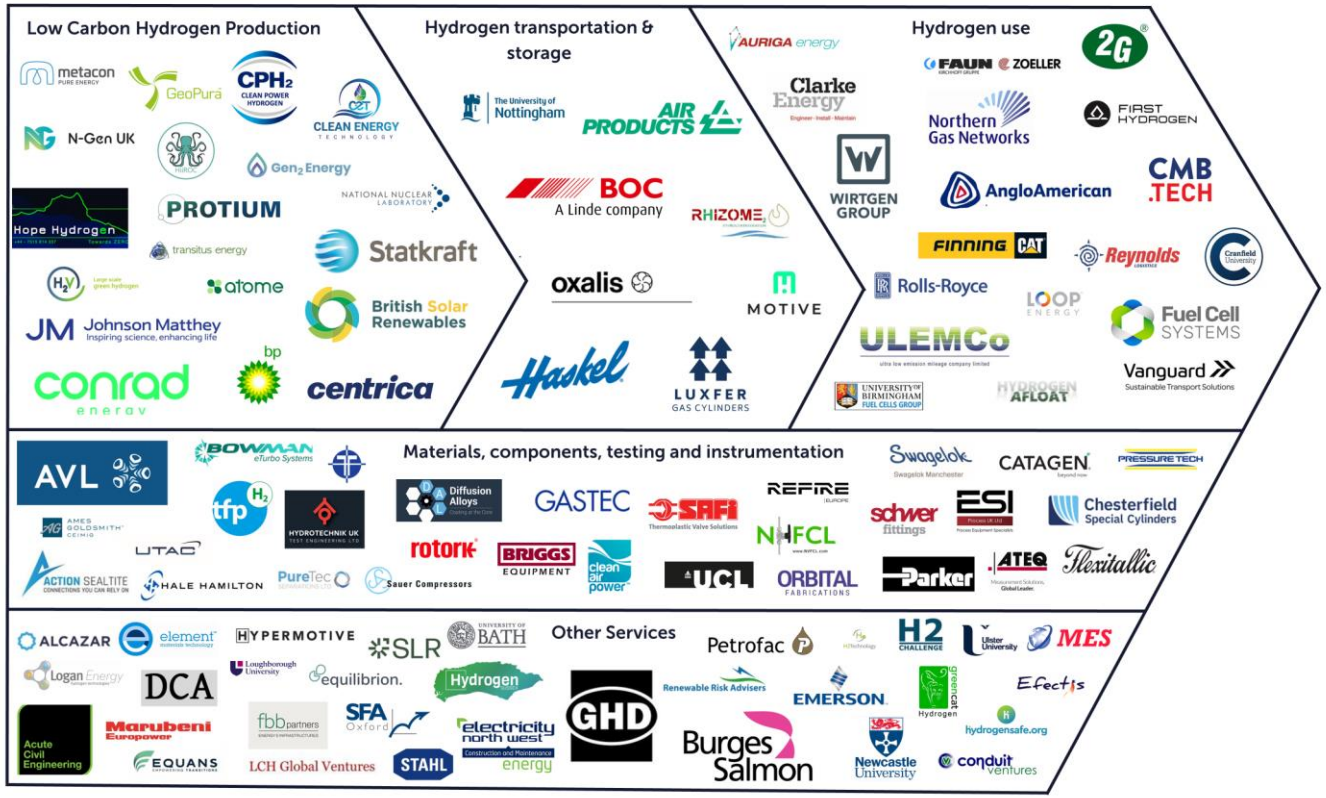
Celia Greaves, Hydrogen Energy Association
Wednesday 19th June

Hydrogen Energy Association

Formerly the UK Hydrogen and Fuel Cell Association

About us

Hydrogen Energy Association



- The leading UK Hydrogen trade group
- Over 110 member organisations, encompassing all aspects of hydrogen and its applications
- A key focal point for national and international engagement on hydrogen and its activities for UK plc and UK businesses.
- Convening the Hydrogen Coordination Forum.

Hydrogen is widely recognised as an essential component of a future low carbon economy in the UK

Hydrogen Energy Association

Hydrogen demand and proportion of final energy consumption in 2050

Source: Hydrogen Strategy, BEIS, August 2021

£13-£24bn

Saving to the electricity system that could be delivered through long term storage between 2030 and 2050

50TWh

Level of demand in industry that could be met by low carbon fuels, primarily hydrogen, in 2035

410,000

Jobs that could be created UK hydrogen technology supply chains by 2050

(Source: https://hydrogeninnovation.co.uk/reports/uk-hydrogen-innovation-opportunity/

£46bn

Value that could be generated for the UK economy by the hydrogen industry

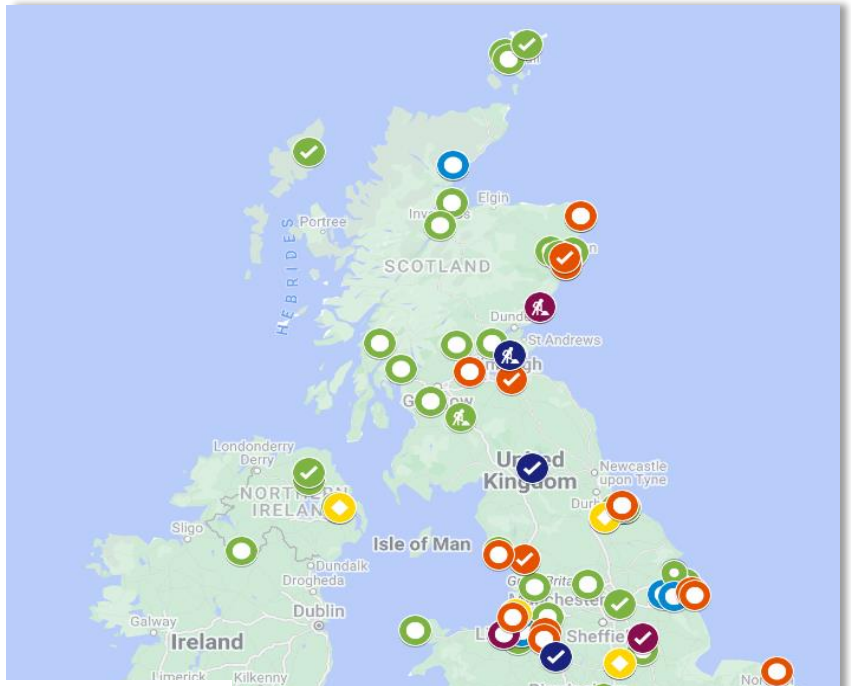
(Source: https://hydrogeninnovation.co.uk/reports/uk-hydrogen-innovation-opportunity/

Scaling Up Supply

- Hydrogen production target of 10GW by 2030, with 6GW from electrolytic hydrogen
- £240 million Net Zero Hydrogen Fund to provide capital support

- Hydrogen Business Model providing price and volume support to de-risk operation
- Low Carbon Hydrogen Standard provides basis of certification scheme

UK Hydrogen projects map



What projects are mapped:

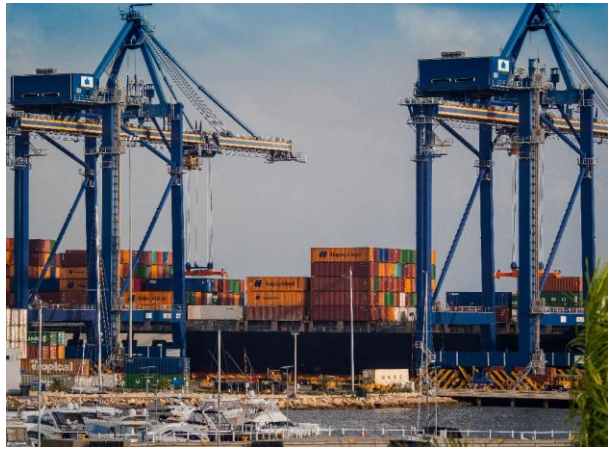
- Electrolytic Hydrogen
- CCUS-enabled Hydrogen
- Nuclear-enabled Hydrogen
- H2 Infrastructure Projects
- Hydrogen-Powered Transport Use
- Commercial & Industrial Use Projects
- Hydrogen for Domestic Heating Projects

- Over 70+ low-carbon hydrogen production projects, post FEED, mapped
- Aberdeen H2 Hub (400MW), Cromarty Hydrogen Hub (300MW), Lowestoft hydrogen production facility (200MW) and Hybont (250MW) are some of these pioneering projects will be the first at scale electrolytic projects online
- Many industrial use projects advancing rapidly with HEA members and their partners across the country - e.g. JC pears, Kimberly-Clark, Budweiser Brewery
- Key hydrogen mobility examples such as Fleetwide Conversion for Aberdeen City Council, and Teesside Transport Hub with various HEA members involved, including ULEMCo

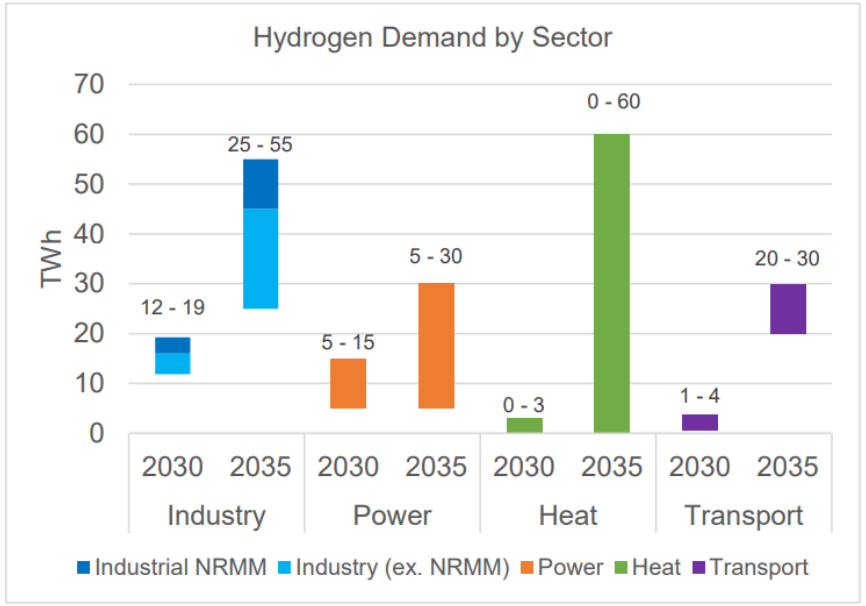
https://ukhea.co.uk/uk-hydrogen-project-map/

Hydrogen Energy Association

Main hydrogen uses



Illustrative hydrogen demand in 2030 / 2035



Source: Hydrogen Production Delivery Roadmap, DESNZ, December 2023

Hydrogen for Transport: the opportunity (1)

- The transport sector accounted for over a third of final energy consumption in 2019
- Up to 45TWh of demand in transport could be met by hydrogen in 2035
- Applications include road transport, rail, shipping and planes
- Both fuel cells and combustion are options

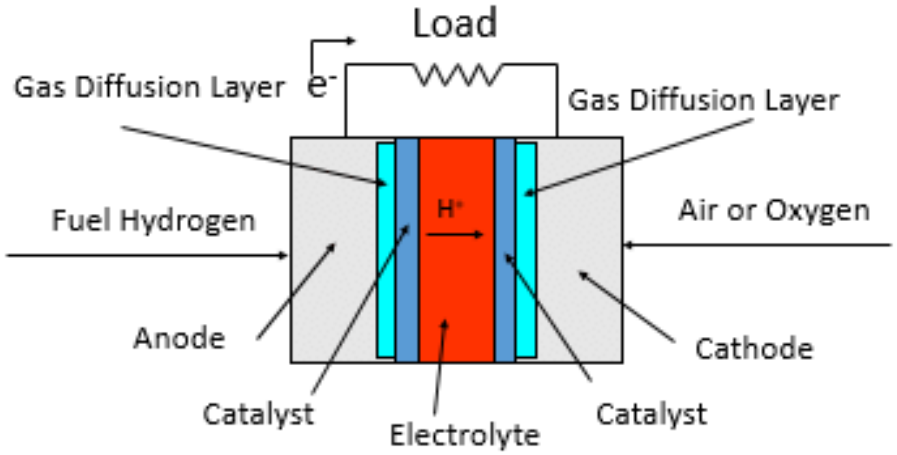


Image sources: https://www.flaticon.com/free-icons/truck

Hydrogen Energy Association

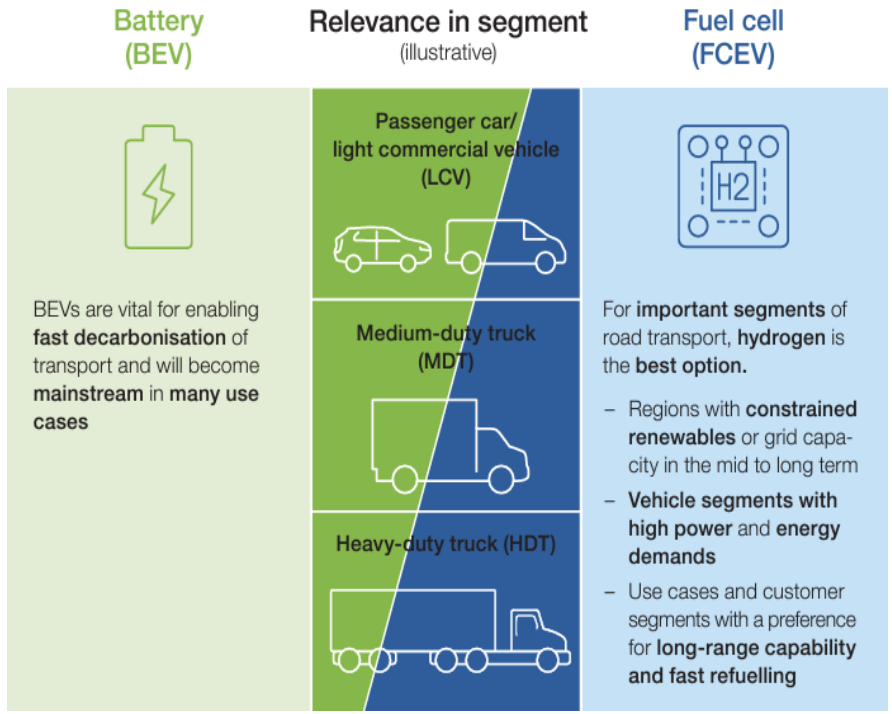
Hydrogen for transport: the opportunity (2)

The Need to Decarbonize

- The Zero Emission Vehicle (ZEV) Mandate
  - **80%** new cars and **70%** of vans sold in UK must be zero emission by **2030**, increasing to **100%** by **2035.**
- HGVs Decarbonization Roadmap
  - New HGVs **<26 tonnes** must be ZE by **2035** – heavier HGVs by **2040.**

The Challenge

- The Government already accepts **44 ton** HGVs travelling >**100km** is a problem - an articulated HGV travels **400km/day** at high speed with high power demands (Catapult, 2021).
- **3.5 ton** LGVs to be **ZEVs** by **2035** - many journeys with large payloads cannot rely solely on batteries.



Hydrogen Energy Association

Hydrogen vs electric for HGVs

Pros	Cons
Quick refuelling	Infrastructure developments
High energy density	Up front costs
Seamless transition experience	

Hydrogen Energy Association

Hydrogen for transport: status

Sources (Clockwise from top left: ITM Power and Shell, ULEMCo, Fuel Cell Systems

- £23 million investment to establish the UK's first multi-modal hydrogen transport hub, with others to follow.
- £200m zero carbon freight trials recently announced.
- £30 million project to demonstrate a viable solution with hydrogen deployment along the M4 corridor. Minimum of 4 HRS and 30 / 300 HGVs to be deployed / established by 2026 / 2030.

Hydrogen Energy Association

HEA survey of fleet operators' decarbonisation plans

Hydrogen Energy Association

Respondents' Fleets

- Long haul lorries of towing capacity 26-44 tones, loader cranes, buses, vans of varying sizes, and cars.
- The average daily range of all types of fleet vehicles = **250 miles**.

Hydrogen's Role in Decarbonization

- Expected solutions ranged from Biodiesel to CNG. hydrogen solutions most popular (**50%** of respondents) with battery electric and Biodiesel each noted by **28%** of respondents.
- **85%** planning to increase the use of alternative fuel solutions by **2035**, of which **15%** said contingent on **price**, **technology** availability, and **performance.**
- Hydrogen fundamental role in achieving zero emission transport by **2035** and **2040** phase out dates.

Challenges of Decarbonization

- **1/3** respondents: finding zero emission solution is as hard as it can be. **2/3** respondents ranked the difficulty in **top 3 levels out of 10**.
- **Notable barriers:** Vehicle range, costs, large payloads, refueling infrastructure, availability and choice, funding, roadmap uncertainty, lack of hydrogen ecosytem, safety norms.

Case Study – Wales and West Utilities

- 2,370 strong commercial fleet, including 1.400 light commercial vehicles which account for 85% of fuel use (all vehicles owned not leased)
- Challenge: full decarbonization by 2035
- Way forward for light duty vehicles:
  < 50% of journeys could be completed by a BEV (assuming overnight recharging)
  > **95%** of journeys could be completed by a hydrogen FCEV (assuming daily refuelling)
- *'We need H to act as an 'and' technology. It offers a more acceptable option for decarbonisation.'*

Hydrogen Energy Association

Accelerating progress

Strategic vision

Targets

Cost down

Standardisation

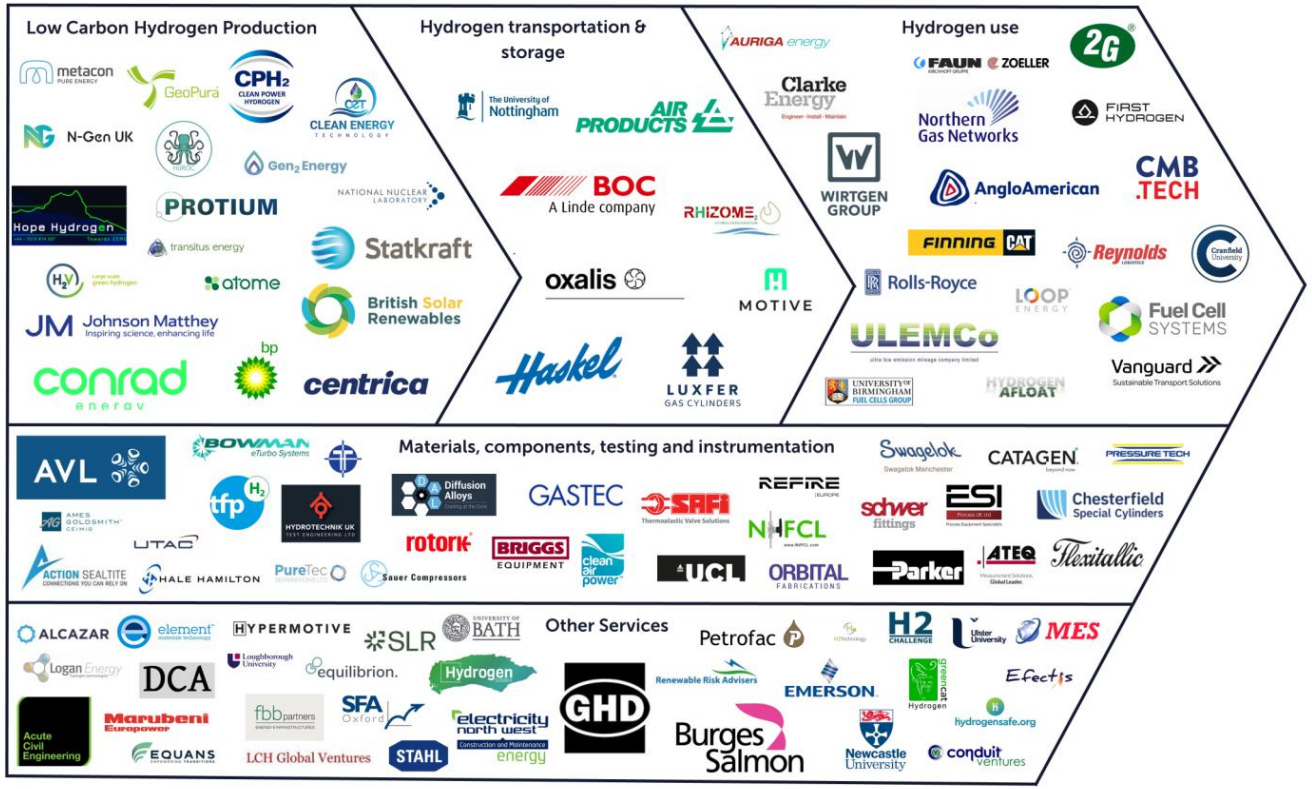
‘Infrastructure

Hydrogen Energy Association

sssssss

Hydrogen is at the heart of the UK's energy transition

Hydrogen Energy Association



- Hydrogen has a key role to play in decarbonisation, including across transport logistics
- It offers a number of benefits over alternative low / zero carbon options including range, energy density, payload and refuelling times
- Progress with costs and refuelling infrastructure will be vital to accelerating progress

The HEA is the voice of the UK hydrogen sector, driving its growth

Thank you

ukhea.co.uk

Hydrogen Energy Association

Formerly the UK Hydrogen and Fuel Cell Association

Q&A

To ask your question please use the link:

https://www.sli.do/ **#FE24**

LOGISTICS UK

Training and the next generation

Use Sli.do for your questions
Join at: www.sli.do **#FE24**

Fleet Engineer 2024

LOGISTICS UK

LOGISTICS UK

Colin Gleghorn

Managing Director, Kaizen 247

Phil Roe

President, Logistics UK

Use Sli.do for your questions

Join at: www.sli.do **#FE24**

Opening slide

1. Purpose and Objective Engineers – The future 5 years.
2. Content for today:-
    i) Industry position
    ii) Opportunity for change
    iii) Help that is available
3. CPD – Our progression.
4. Call to Action – What action is needed, now.
5. Training – Courses offered by LUK, incl Gas.

Industry Dilemma

Workforce no longer fit for purpose

Ageing Engineers not being replaced

Drop off rate faster than infill

Lack of apprentices to fill the funnel

Largest increase in vehicle, fuel and propulsion technology since industry inception

Curriculum no longer fit for purpose

- Electric
- Hydrogen
- Gas
- Alternative fuels

Technology not mature enough for firm industry decisions

Quotations

"Industry struggles to find suitably qualified engineers and mechanics"
Logistics UK Skills review 2023

"IMI predicts 160,000 shortfall across UK automotive sector by 2031"
The IMI March 2023

"Industry facing biggest skills challenge of the last two decades"
Steve Nash IMI April 2024

"only 16% of 16-18yr old consider career in automotive"
The IMI Automotive Sector report Aug 2022

"Euro NCAP Vision Zero road safety, highlights the skills gap"
Euro NCAP April 2023

"The shortage of fully trained engineers is affecting the whole UK transport industry"
Total People Nov 2023

"Coach and Bus sector facing engineering skill shortage"
CBW April 2024

Industry Statement

The UK automotive sector faces a critical labour and skills shortage.

With an expected shortfall of 642,000 technicians by 2024, the impact is multifaceted Car prices have risen, affecting sales for manufacturers, dealers, and workshops. However, strategic investment in training and technology can be a game-changer. By upskilling the workforce, fostering innovation, and embracing digitalisation, the industry can enhance competitiveness, drive efficiency, and create a safer, more sustainable future for automotive manufacturing and services

Engineer training in next 5 years

TODAY'S ISSUE

Compounding problem; changing product with ADAS, Alternative fuels, Remote Diagnostics

Ageing workforce/retirement favoured

Migration of workforce

Occupancy mobility

Lack of investment

Slow on uptake of technology at workshop level

Tooling is expensive / hard to justify

Rapid changing product

Diverse employee needed for the future

Legislative demands

WORK TOGETHER

Employers

Educational providers – Primary and Further

Government – Local and National

Industry recruitment and training organisations

TRAINING NEEDS

Different skill set

Dynamic approach to work

Technology based

Highly focussed on diagnostics

CPD

Engineer Qualification

Set number of hours every year to maintain qualification

Upskill with continuous improvement

Best practice shared with peers

Investment in your people

Fantastic retention technique

People Development Quote

"Train them and they may leave.

Don't train them and they will definitely leave."

Action points now

Priorities for now

What new products are you committed to and how does the training for your staff become realised?

Start the process of looking at next 5-year training needs

Identify what your staffing levels look like between now and 2029

Communicate with local colleges and begin process of right people on right training

Do not wait for arrival of new tech, before you decide to train your people

Do it now

Action points back at work

Priorities when back at work

Perform a skill gap analysis of existing workforce

Identify key future tasks for engineers

Change skills gap regularly

Invest in tooling and equipment for the future

Train existing staff in new technology

Firm up the commitment to work with FE’s / Colleges

Reach out to specialist recruitment agencies

Communicate with manufacture/importer/suppliers on new technology

Call to action

Priorities

Skill gap analysis

ENGINEER	SKILLS									
	Skill 1	Skill 2	Skill 3	Skill 4	Skill 5	Skill 6	Skill 7	Skill 8	Skill 9	Skill 10
Name 1										
Name 2										
Name 3										
Name 4										
Name 5										
Name 6										
Name 7										
Name 8										
Name 9										
Name 10										

Call to action

Priorities

Skill gap analysis

Score / Level	Definition
0 = Unaware	o Does not consider the task in its entirety to be part of their role. o Is new to role, never seen the task performed. o No knowledge
1 = Aware	o Has an appreciation for the subject but has yet to put it into practice. o Knows what needs to be done but requires continual guidance. o Can't do it yet
2 = Knowledge	o Has an increased level of knowledge in the subject and performs the task under supervision. o Is usually capable of doing the task but has supervision. o Can do it, with help
3 = Understanding	o Knows how the subject is to be performed and has experience in the practice of its operation under limited supervision. o Able to perform the task with little to no supervision. o Can do it
4 = Competent	o Is fully conversant with the subject matter and confirms their ability through application. o Fully capable of carrying out the task. o Can supervise and coach others

Logistics UK Engineer training offer

TRAINING COURSE DEVELOPMENT

TRAINING COURSES

		Complete	In development	In discussion
EV/Hybrid Awareness	Level 1	✓		
EV/Hybrid Service & Maintenance	Level 2/3	✓		
Hydrogen Awareness	Level 1		✓	
Hydrogen Service & Maintenance	Level 2/3			✓
Gas Vehicles Safety Awareness	Level 1			✓
Gas Vehicles Service & Maintenance	Level 2/3			✓
ADAS - Diagnosis and Recalibration	Level 2			✓
CPD for Engineers - Maintain IMI accreditation				✓

Level 1 - All employees
Level 2/3 - Engineers

INSPIRING THE NEXT GENERATION

Phil Roe, President Logistics UK

WHY NOW?

- 1.7 million jobs in the logistics sector, rising to 2.8 million
- Fifth largest sector - but a well-kept secret
- Skills shortage gaps - fitters, mechanics and technicians
- Ageing workforce - 47.2% of managers and directors in warehousing are set to retire by 2027
- Competing with our own sector AND others that need the same skills, e.g. tech sector

Logistics UK Skills Report (2023) and LMI for All (2024)

WHAT IS THE CAMPAIGN?

- Launched – 10.08.22
- Created Generation Logistics Hub
- Integrated social media and PR campaign
- Year 1 figures (to 30.09.23):
- 822m opportunities to see
- 789,000 site sessions
- 3.7m engagements on social media
- Ambassador network launched in December 2022 – now over 330 people nationwide

Awareness increased by 11% and sentiment by 170%

140% increase in those giving a positive score for the appeal of a logistics career

GENERATION LOGISTICS: SPONSORS

GOLD

ASDA

Department for Transport

DHL

MAERSK

SEGRO

Wincanton

ceva LOGISTICS

Kinaxia Logistics

GXO

MARSHALL FLEET SOLUTIONS

Stobart

MARITIME

PROLOGIS

TESCO

ST.MODWEN LOGISTICS

SILVER

amazon

europa worldwide group

HOYER

HUGHES DRIVER TRAINING

MALCOLM LOGISTICS

NetworkRail

SKILLS FOR LOGISTICS

UKWA The Voice of The UK Logistics Industry

bis henderson group

WELCH'S TRANSPORT

Cubo

Great British Railways TRANSITION TEAM

MB MARTIN BROWER

national highways

TJX

Libra EUROPE

UNIPART GROUP

KUEHNE+NAGEL

DFDS

Hatmill

iNNOVATE FREIGHT From Tech to Talent. We have you covered www.innovatefreight.com

METRO SUPPLY CHAIN GROUP

Premier

TRS Training Ltd

SWAIN GROUP

TRADE ASSOCIATIONS

BIFA BRITISH INTERNATIONAL FREIGHT ASSOCIATION

BRITISH PORTS ASSOCIATION

The Chartered Institute of Logistics and Transport

Chemical Business Association

COLD CHAIN FEDERATION

IEMA Transforming the world to sustainability

LOGISTICS UK

RHA

RFG Rail Freight Group

Road to Logistics

TIACA

transaid transport for life

APN The Association of Pallet Networks

YEAR 2 – SUCCESS

- Created Education Hub
- Launched 2024 careers booklet
- Year 2 figures (to 31.05.24):
  - 470,000 website visits (93% of target)
  - Over 2.2 million engagements on social (76%)
  - Over 1000 downloads on the Education Hub (40% of target, with Generation Logistics Week to come)

JOB FAMILIES

APPRENTICESHIPS

GRADUATES

DIRECT ENTRY

FINANCE

SUSTAINABILITY

SOLUTION DESIGN

HUMAN RESOURCES

CUSTOMS AND INTERNATIONAL TRADE

PROPERTY AND INFRASTRUCTURE

OPERATIONAL EXCELLENCE

TRANSPORTATION

GENERATION LOGISTICS

PUSH YOUR BOUNDARIES

WAREHOUSING

SALES AND MARKETING

CUSTOMER CARE

ENGINEERING

CONSULTANCY

DIGITAL TECH

GENERATION LOGISTICS
PUSH YOUR BOUNDARIES

"On my first day the Managing Director gave me a full tour, walked me round the workshop and warehouses and talked me through everything. I love the people I work with and the whole working environment."

Samuel Morris-Nicholls
Kinaxia
Apprentice Mechanic

GENERATION LOGISTICS
PUSH YOUR BOUNDARIES

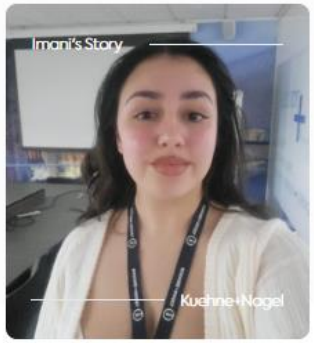
“It’s great to earn while you learn, and I would urge anyone to consider becoming a mechanic. My advice would be that if it’s something you have an interest in, find out what’s needed and apply. It’s a great industry with so many amazing people that you’ll get to know.”

Olivia Kavanagh
Swain Group
Apprentice HGV Mechanic

WHAT'S NEXT

- Become the knowledge gateway into logistics
- Expand the visibility of all routes into logistics
- Leverage relationships across Government
- Extend logistics knowledge in education including primary education
- Address sector shortage areas

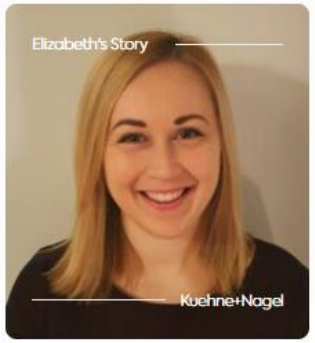
NOW GET INVOLVED



Role: Road Sales Apprentice

Imani – Kuehne+Nagel

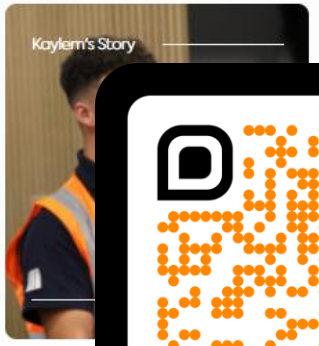
Learn more



Role: Customs Implementation Manager

Elizabeth Weldon – Kuehne+Nagel

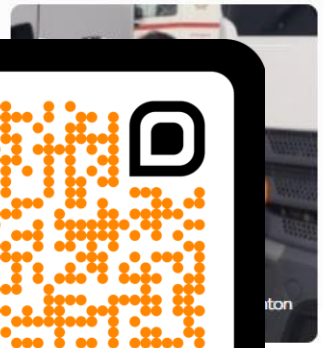
Learn more



Role: Apprentice

Kaylem
Fleet Sol

Learn mo



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Role: Senior Capital Deployment Analyst

Emily Bliss – Prologis

Learn more

Role: Graduate Surveyor

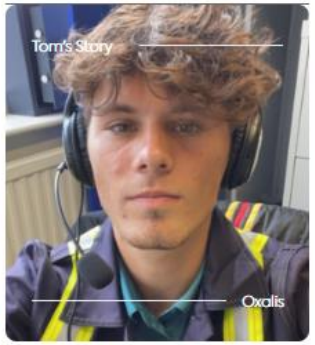
Oliver George – SEGRO

Learn more

Role: Contract Logistics Graduate

Ellie Carnegie – Kuehne+Nagel

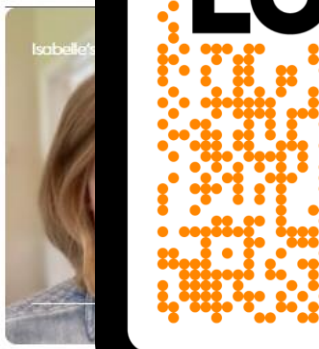
Learn more



Role: Graduate Management Scheme

Tom Garland – Oxalis

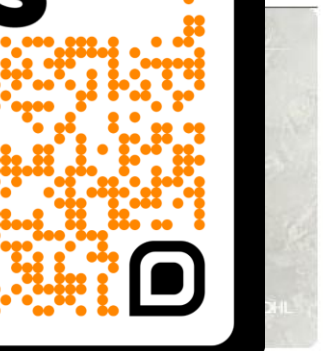
Learn more



Role: Property Ma

Isabelle McLaren – St Modwen

Learn more



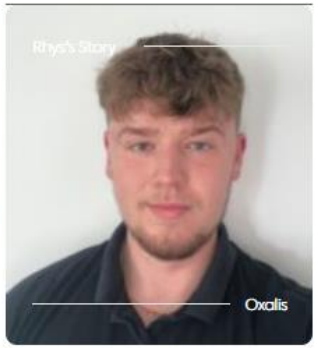
Rob Churcher – TESCO

Learn more

OHL

Gurkiran Rai – DHL Express

Learn more



Role: Fuel Tanker Driver

Rhys Foxcroft – Oxalis

Learn more

Role: Driver

Steven Eden – ASDA

Learn more

GENERATION LOGISTICS™

LOGISTICS UK

Q&A

To ask your question please use the link:

https://www.sli.do/ **#FE24**

Fleet Engineer 2024

LOGISTICS UK

LOGISTICS UK

Making the most of Auditing

Neil Walton MBE

Managing Director

A1 Fleet Compliance Safety Ltd

Use Sli.do for your questions

Join at: www.sli.do **#FE24**

Making the most of Auditing

Logistics UK Fleet Engineer Conf

Neil Walton MBE- MiRTE MSOE MCMI MARRM

together HOUSING GROUP

Benefits of auditing

As a result of an audit, stakeholders may evaluate and improve the effectiveness of risk management, control, and governance over the subject matter.

The benefits of Auditing

- An effective and well-planned set of audit questions can be used to guide the SMT/SLT/CEO/COO to do what is required, not what they think is required.
- Don’t forget the audit is only a snapshot of what was witnessed/evidenced/measured/assessed at that moment in time……
- SNAP, unannounced are the best “real time” audits to measure effectiveness.
- Good communications across the workforce being audited is key for buy in.

- Measure effectiveness
- Measure efficiency
- Are based on a best practice model for maintenance which supports ISO 55001

Example of a question

- Does the operator hold an operative Licence Y/N

- What does that measure?... What if it said what type of operator licence is held… a much more useful measurement and not a tick box response.
- Some audits are designed not to invade and ask too many questions this is so wrong and a dangerous game to play as a CEO with Corporate Manslaughter and Homicide Act obligations to abide by and to answer to IF…it or when, all goes Pete tong.

Government direction Daily Safety Defect Checks

AN UN-ROADWORTHY VEHICLE - IS AN UN-INSURED VEHICLE

Check your vehicle is safe to drive

You're responsible for making sure your vehicle is always safe to drive ('roadworthy'). It can be unsafe even if you have a current MOT certificate.

You can be fined up to £2,500, be banned from driving and get 3 penalty points for driving a vehicle in a dangerous condition.

> There are different rules for commercial vehicles.

Checks you should carry out

Every time you drive you should check:

- the windscreen, windows and mirrors are clean
- all lights work
- the brakes work

Your vehicle's handbook will tell you how often to check the:

- engine oil
- water level in the radiator or expansion tank
- brake fluid level
- battery
- windscreen and rear window washer bottles - top up with windscreen washer fluid if necessary
- tyres - they must have the correct tread depth and be free of cuts and defects

The handbook will also tell you when your vehicle needs to be serviced.

Tyre tread

Tread must be a certain depth depending on the type of vehicle:

- cars, light vans and light trailers - 1.6 millimetres (mm)
- motorcycles, large vehicles and passenger-carrying vehicles - 1mm

Mopeds only need to have visible tread.

There must be tread across the middle three-quarters and around the entire tyre.

You can be fined up to £2,500, be banned from driving and get 3 penalty points for driving a vehicle in a dangerous condition.

> There are different rules for commercial vehicles.

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- motorcycles, large vehicles and passenger-carrying vehicles - 1mm

There must be tread across the middle three-quarters and around the entire tyre.

Companies have a legal and moral responsibility to take effective action to manage work-related road safety, in a structured and coherent fashion.

A1Fleetcompliancesafety@gmail.com

Auditing External Maintenance Providers (MPs)

- A: I am personally involved in conducting external audits on our MPs
- B: My company sub-contracts MP audits to an external company
- C: We don’t currently audit our MPs at the level discussed
- D: Unsure how this works within our company
- E: Would like more info/support to create/conduct MP audits

External Maintenance Provider Audits

- A: I think this is a critical and worthwhile spend of our funds
- B: I do not think we need this as we only have a small fleet of HGVs
- C: We are considering taking this initiative forward imminently
- D: This is not a requirement so no need to be concerned
- E: Once we have an incident, we will look at progressing to MP audits

Good VS the Bad ways to Audit

- Just answer all questions = Tick box exercise
- Take their word = No real evaluation or measurement
- Don’t view assets or vehicles = No integrity of those items
- Don’t ask to see calibration/destruction registers = As above
- Always turn up when expected = Miss out non-compliant/hidden assets
- Allow yourself to be distracted/cakes/brews/chats = Miss vital clues
- Take gifts = Open yourself to bribery accusations
- Authoritarian, dictator, power trip, know all – Build rapport, empathy, understanding, be a listener not a talker, use the audit to assist the struggling often ignored workforce to make improvements by bringing management onside.

Benefits of internal self-Audits VS External

- Assess in house practical performance – Unbiased feedback gained
- Assess in house Processes in place – ID gaps for improvement
- Assess in house Policies – ID out of date legislation/regulatory information
- Assess vehicle and assets status –
- Assess external supply chain/service providers –
- SNAP Audits VS planned Audits – Far outweigh due to real time unrehearsed performance and measurement of systems/vehicles/policies/calibrated items/SLAs in place
- External Accreditations DVSA ER/ Mission ZERO/FORS/MiRTE/ROSPA/ISO

Audits can highlight benefits & areas for improvement or failure of service provisions

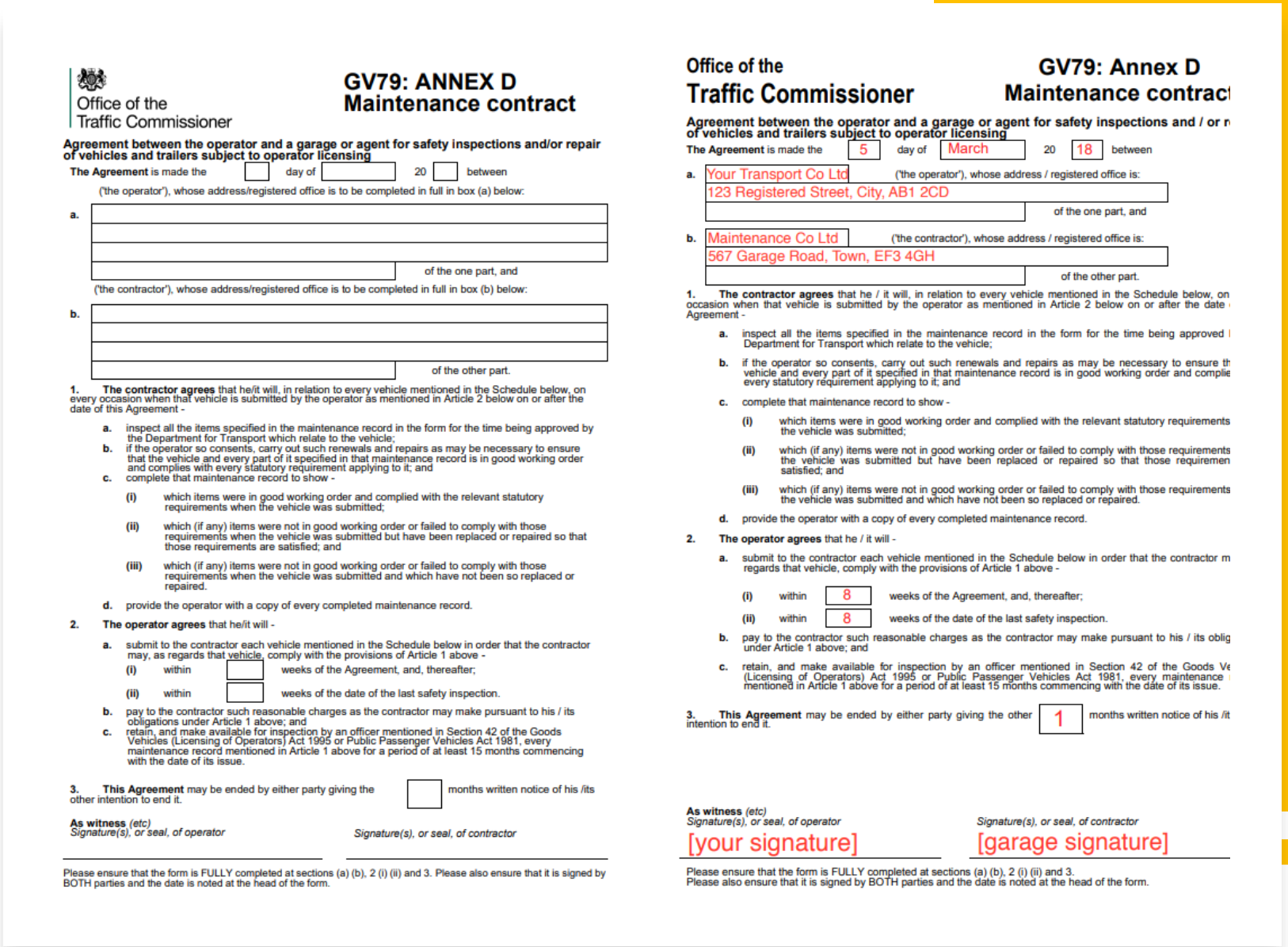
Internal auditing is an independent, objective assurance and consulting activity designed to add value and improve an organization's operations. It helps an organization accomplish its objectives by bringing a systematic, disciplined approach to evaluate and improve the effectiveness of risk

Measured against SLAs which are often not in place

- Clearly defined SLA standards need to be in writing, explained in detail and agreed by both parties:

  - E.G Wheel nut checking during PMIs are you assured they are being checked? Have you asked for them to be checked?
  - If those tasks are not requested, they will only be checked and torqued when wheels are removed.
  - Audits can establish actual works undertaken from perceived work conducted
  - Important to know what the torque policy of the maintainers is and whether it suits your needs as the Fleet Engineer.
  - When was it last physically tested or checked?

Maint Agreement



Office of the Traffic Commissioner

GV79: ANNEX D Maintenance contract

Agreement between the operator and a garage or agent for safety inspections and/or repair of vehicles and trailers subject to operator licensing

The Agreement is made the ____ day of ____ 20 ____ between

('the operator'), whose address/registered office is to be completed in full in box (a) below:

a. ____ of the one part, and

('the contractor'), whose address/registered office is to be completed in full in box (b) below:

b. ____ of the other part.

1. **The contractor agrees** that he/it will, in relation to every vehicle mentioned in the Schedule below, on every occasion when that vehicle is submitted by the operator as mentioned in Article 2 below on or after the date of this Agreement -

   a. inspect all the items specified in the maintenance record in the form for the time being approved by the Department for Transport which relate to the vehicle;
   b. if the operator so consents, carry out such renewals and repairs as may be necessary to ensure that the vehicle and every part of it specified in that maintenance record is in good working order and complies with every statutory requirement applying to it; and
   c. complete that maintenance record to show -
      (i) which items were in good working order and complied with the relevant statutory requirements when the vehicle was submitted;
      (ii) which (if any) items were not in good working order or failed to comply with those requirements when the vehicle was submitted but have been replaced or repaired so that those requirements are satisfied; and
      (iii) which (if any) items were not in good working order or failed to comply with those requirements when the vehicle was submitted and which have not been so replaced or repaired.
   d. provide the operator with a copy of every completed maintenance record.

2. **The operator agrees** that he/it will -

   a. submit to the contractor each vehicle mentioned in the Schedule below in order that the contractor may, as regards that vehicle, comply with the provisions of Article 1 above -
      (i) within ____ weeks of the Agreement, and, thereafter;
      (ii) within ____ weeks of the date of the last safety inspection.
   b. pay to the contractor such reasonable charges as the contractor may make pursuant to his / its obligations under Article 1 above; and
   c. retain, and make available for inspection by an officer mentioned in Section 42 of the Goods Vehicles (Licensing of Operators) Act 1995 or Public Passenger Vehicles Act 1981, every maintenance record mentioned in Article 1 above for a period of at least 15 months commencing with the date of its issue.

3. **This Agreement** may be ended by either party giving the other ____ months written notice of his /its intention to end it.

As witness *(etc)*
Signature(s), or seal, of operator *Signature(s), or seal, of contractor*

Please ensure that the form is FULLY completed at sections (a) (b), 2 (i) (ii) and 3. Please also ensure that it is signed by BOTH parties and the date is noted at the head of the form.

Office of the Traffic Commissioner

GV79: Annex D Maintenance contract

Agreement between the operator and a garage or agent for safety inspections and / or r of vehicles and trailers subject to operator licensing

The Agreement is made the 5 day of March 20 18 between

a. Your Transport Co Ltd ('the operator'), whose address / registered office is:
123 Registered Street, City, AB1 2CD
of the one part, and

b. Maintenance Co Ltd ('the contractor'), whose address / registered office is:
567 Garage Road, Town, EF3 4GH
of the other part.

1. **The contractor agrees** that he / it will, in relation to every vehicle mentioned in the Schedule below, on occasion when that vehicle is submitted by the operator as mentioned in Article 2 below on or after the date Agreement -

   a. inspect all the items specified in the maintenance record in the form for the time being approved Department for Transport which relate to the vehicle;
   b. if the operator so consents, carry out such renewals and repairs as may be necessary to ensure th vehicle and every part of it specified in that maintenance record is in good working order and complie every statutory requirement applying to it; and
   c. complete that maintenance record to show -
      (i) which items were in good working order and complied with the relevant statutory requirements the vehicle was submitted;
      (ii) which (if any) items were not in good working order or failed to comply with those requirements the vehicle was submitted but have been replaced or repaired so that those requiremen satisfied; and
      (iii) which (if any) items were not in good working order or failed to comply with those requirements the vehicle was submitted and which have not been so replaced or repaired.
   d. provide the operator with a copy of every completed maintenance record.

2. **The operator agrees** that he / it will -

   a. submit to the contractor each vehicle mentioned in the Schedule below in order that the contractor m regards that vehicle, comply with the provisions of Article 1 above -
      (i) within 8 weeks of the Agreement, and, thereafter;
      (ii) within 8 weeks of the date of the last safety inspection.
   b. pay to the contractor such reasonable charges as the contractor may make pursuant to his / its oblig under Article 1 above; and
   c. retain, and make available for inspection by an officer mentioned in Section 42 of the Goods Ve (Licensing of Operators) Act 1995 or Public Passenger Vehicles Act 1981, every maintenance mentioned in Article 1 above for a period of at least 15 months commencing with the date of its issue.

3. **This Agreement** may be ended by either party giving the other 1 months written notice of his /it intention to end it.

As witness *(etc)*
Signature(s), or seal, of operator [your signature]
Signature(s), or seal, of contractor [garage signature]

Please ensure that the form is FULLY completed at sections (a) (b), 2 (i) (ii) and 3.
Please also ensure that it is signed by BOTH parties and the date is noted at the head of the form.

Q&A

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Managing serious and fatal incidents in workshops

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Chris Powell

Partner, Weightmans

Elliott Kenton

Partner, Weightmans

Use Sli.do for your questions

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Weightmans

Weightmans

Managing serious incidents in workshops

19 June 2024

Elliott Kenton (Partner) & Chris Powell (Partner)
Health and Safety and Transport Regulatory Group – Weightmans LLP

elliott.Kenton@weightmans.com / chris.powell@weightmans.com

Why it matters

- There were **15** fatal injuries to workers and **16** fatal injuries to members of the public in 2022/23 in the T&L sector.
- Fatal injury rate in transport is **2.2** times that of the all industry rate.
- **29,000** workers sustained non-fatal injuries between 2020 – 2023.
- The total cost to the sector is estimated to be **£1 billion** (lost output, healthcare costs, monetary valuation of human injury).

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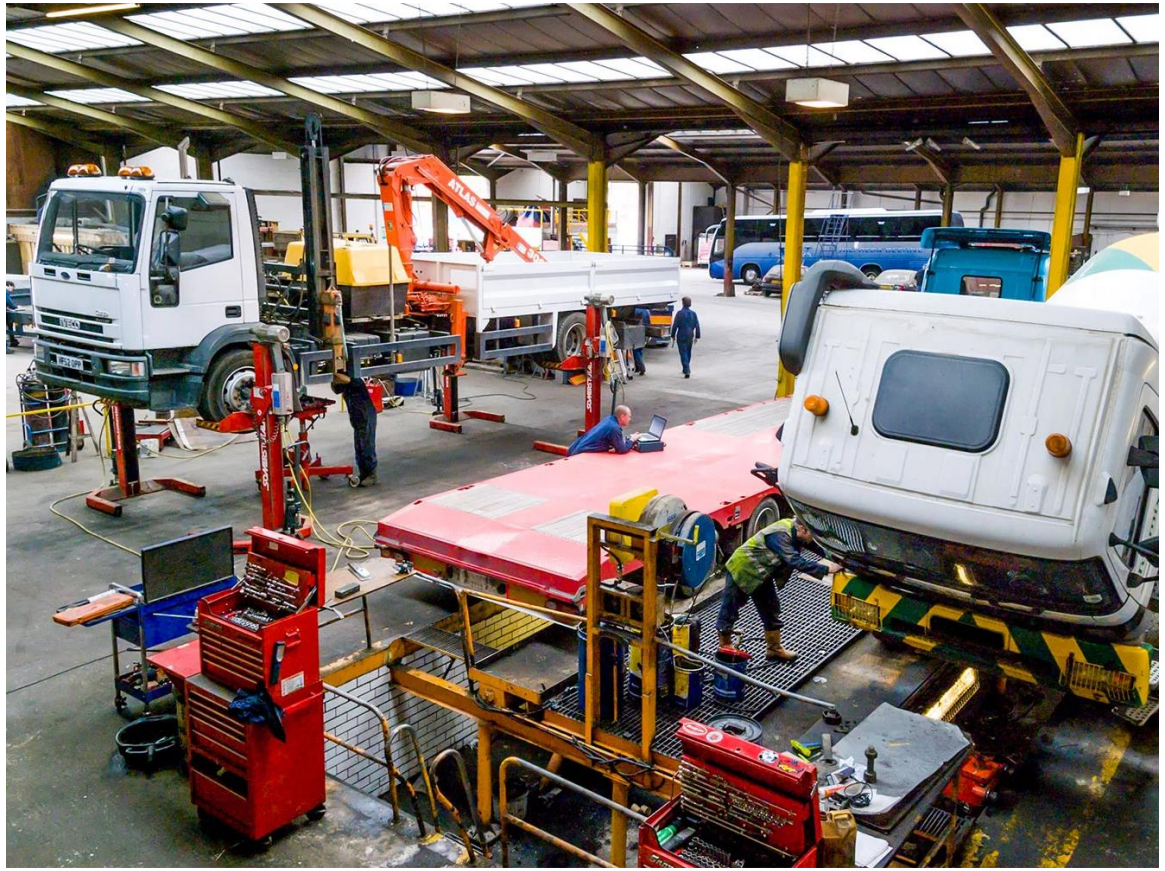
The hazards of vehicle workshops (Non-Exhaustive)

- Vehicle workshops have a variety of hazards:
  - Crushing incidents from under-vehicle access;
  - Impact from moving vehicles;
  - Fire and explosion from mishandling of flammable substances, including petrol or compressed gas.
  - Trips/falls/manual handling
  - Falls from height
  - Occupational disease from exposure to chemicals (paints, glues, sealants).



What are the hazards in your workshop?

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Cutting Corners Limited – a Case Study

Cutting Corners Limited (CCL) – a case example

- An explosion occurs at a workshop of Cutting Corners Limited following the discharge of a vehicle battery whilst a workshop technician is inspecting a vehicle, alongside an area where hot works were being conducted.

- The worker loses consciousness and suffers severe burns to his face and neck.

- The police and an ambulance are called. The worker is kept in intensive care in hospital with life changing injuries.

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CCL– the response

- In the immediate aftermath, CCL's representatives are notified by the workshop manager, and attend site
- CCL's representatives take the view that to demonstrate compliance, they permit the following:
  - Key individuals on the scene being interviewed by the police.
  - The police seize and take away evidence.
- CCL then decide that they should contact their local lawyers who have previously assisted them on a real estate matter for advice.

Is there anything wrong with this approach?

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CCL– the investigation

- The HSE take primacy of the investigation from the police.
- They find the following features:
  - Inadequate risk assessments in place in relation to workshop hazards.
  - Limited training undertaken in relation to workshop activities.
  - Failure to implement simple control measures – segregation of areas for hot work and areas where there is flammable liquid/gas.
  - Inadequate supervision and Board oversight.

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The outcome….

- Prosecution
  - Company prosecution under s.2 / s.3 of the Health and Safety at Work Act 1974 and associated Health and Safety Regulations.
  - Director prosecution under s.37 of the HSWA 1974.
- (Very) likely outcome:
  - Conviction – either after trial or following guilty plea.
  - Sentence – An unlimited fine for CCL and the director and up to 2 years imprisonment for director.

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Let's start from scratch

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How to respond to incidents

- The best advice that a health and safety lawyer can give you is to prepare for the worst.
- Operators can:
  - Be complacent that a serious health and safety incident may occur.
  - Consider that they have ‘golden’ standard health and safety systems, policies and procedures when they have the bare minimum.
  - (Occasionally) consider that it is too expensive, and requires too much time / management cost to implement health and safety policies and procedures.

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Response begins with preparation

- How can I prepare?
  - Health and safety policy
  - Health and safety risk assessments/ safe systems of work.
  - Training
  - Board level oversight
  - Health and safety incident response protocol
  - Mock incident response incidents.
  - Use of technology/ external support for the above.

Weightmans

When an incident occurs – the first 60 minutes

- We would recommend the following:
  - Taking prompt emergency action to the injured person.
  - Ensuring the area is made safe.
  - Preserve the scene, note the names of people, equipment involved and witnesses.
  - Report the incident to the operator's health and safety team / legal team / external (specialist) lawyers.
  - NEVER obstruct a police officer/health and safety inspector but ensure lawyers are on scene when police/HSE are.

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The internal investigation

- Regardless of any external investigation, we would recommend the operator conduct an internal investigation.
- The benefits are numerous:
  - If an investigation is properly set up, the investigation and findings are likely to be privileged.
  - An operator can benefit from ‘lessons learnt’
  - An internal investigation cements an operator’s good faith response, and will usually lead to positive change to health and safety culture.

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When a (health and safety) inspector calls?

- In a case like CCL, you will likely have a HSE investigation following the incident.
- The HSE's role is to review how the operator protects the safety of its workers and anyone else who may be impacted by its work activities.
- This may involve a site inspection, where they wish to speak to relevant people, observe workplace activities, inspect machinery or request and inspect documentation (voluntarily or under compulsion)
- They also have the power to conduct interviews under caution under PACE.

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Interviews under Caution

- The HSE conduct interviews under caution differently to the police. They have no power of arrest, so instead they will be invited to attend an interview, with the operator asked to nominate a representative.
- The operator may decline, but if convicted, such a refusal may be brought to the court's attention at sentencing.
- We would strongly recommend that a specialist health and safety lawyer is instructed, to ensure that any interview is conducted properly and the operator's rights are protected.

Enforcement Action

- HSE investigations can be protracted. They have a range of enforcement options, which can be utilised during and / or at the conclusion of the investigation:
  - Providing information and advice
  - Issuing simple cautions
  - Issuing an improvement notice
  - Issuing a prohibition notice
  - Criminal Prosecution.
- **To prosecute, the HSE must be satisfied that there is sufficient evidence and it is in the public interest.**

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Commencement of prosecution

- Health and safety prosecutions are commenced by an inspector laying an information at the local Magistrates' Court. The *information* sets out the charges brought and some basic details in relation to the alleged criminal offending.
- This is accompanied by a summons, to secure the defendant to court for the first appearance hearing, which will also take place in the Magistrates' Court.
- A defendant can either enter a plea of guilty or elect a trial. In reality, the majority of health and safety prosecutions result in a guilty plea, because of the quasi-strict liability of the primary offences.

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Sentencing Health and Safety Cases

- Unlimited fines for companies.
- Sentencing is formulaic and prescribed by Health and Safety Sentencing Guidelines and is based on turnover up to 'Large' organisation.
- Orders to pay Prosecution Costs
- Defence legal costs
- Up to 2 years imprisonment for individuals (up to life for gross-negligence manslaughter)
- Criminal record
- Significant reputational damage

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Sentencing Guidelines for Health and Safety – an example

Large
Turnover or equivalent: £50 million and over

	Starting point	Category range
Very high culpability		
Harm category 1	£4,000,000	£2,600,000 – £10,000,000
Harm category 2	£2,000,000	£1,000,000 – £5,250,000
Harm category 3	£1,000,000	£500,000 – £2,700,000
Harm category 4	£500,000	£240,000 – £1,300,000
High culpability		
Harm category 1	£2,400,000	£1,500,000 – £6,000,000
Harm category 2	£1,100,000	£550,000 – £2,900,000
Harm category 3	£540,000	£250,000 – £1,450,000
Harm category 4	£240,000	£120,000 – £700,000
Medium culpability		
Harm category 1	£1,300,000	£800,000 – £3,250,000
Harm category 2	£600,000	£300,000 – £1,500,000
Harm category 3	£300,000	£130,000 – £750,000
Harm category 4	£130,000	£50,000 – £350,000
Low culpability		
Harm category 1	£300,000	£180,000 – £700,000
Harm category 2	£100,000	£35,000 – £250,000
Harm category 3	£35,000	£10,000 – £140,000
Harm category 4	£10,000	£3,000 – £60,000

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Some recent case studies in the T&L sector

- A national logistics company received a fine of **£6.5 million** in 2021 for two health and safety offences.
- This followed a fatality of a child who had gained access to the Daventry International Rail Freight Terminal and received a fatal electric shock from an overhead line.
- Transport for London (TfL) were fined £**10 million** in 2023 after pleading guilty to health and safety offences for the Croydon tram crash.

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Top Tips

- Managing health and safety risk is about being proactive, not reactive.
- Ensure you have the appropriate policies, procedures and systems to control risk. Ensure it is embedded in the culture of your operation and comes from the ‘top down’.
- Be prepared for the worst – have an incident response protocol in place for dealing with the immediate aftermath of the incident before your lawyers are by your side.
- Take early specialised legal advice on your health and safety operations. Complacency can lead you to court.

Weightmans

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Q&A

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LOGISTICS UK

Enforcement and meet the challenges of autonomy

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Fleet Engineer 2024

LOGISTICS UK

LOGISTICS UK

Neil Barlow

Head of Vehicle Policy & Engineering, DVSA

Dave Wood

CAMS Project Lead, DVSA

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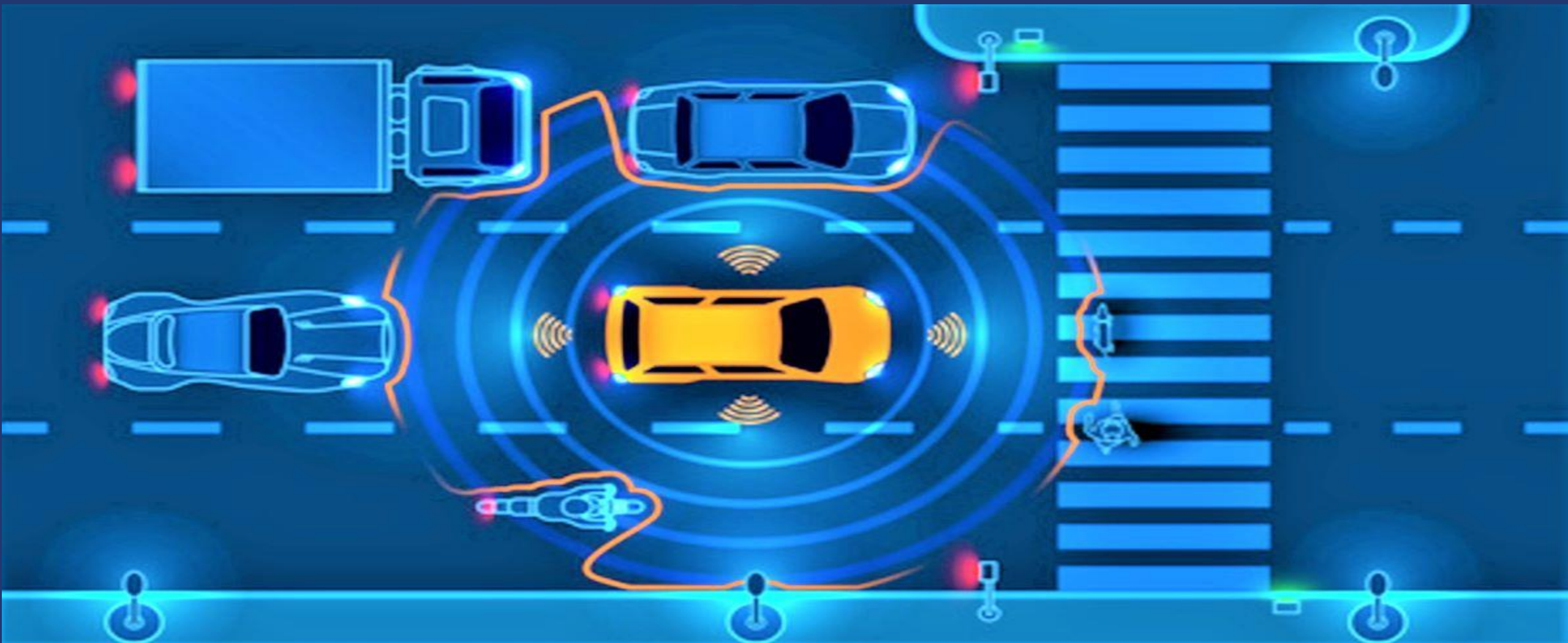
Driver & Vehicle Standards Agency

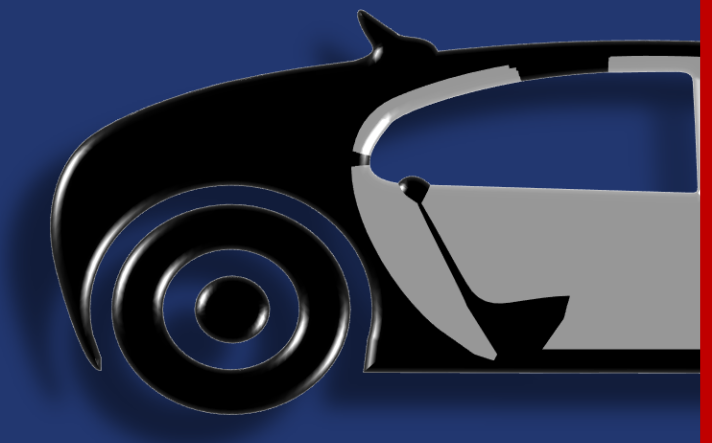
Connected and Automated Mobility Services

Dave Wood – CAMS Lead



Self-driving vehicles – What's all the fuss about?

Ensuring safety and security: the Self-Driving Threshold



Authorised self-driving entity (ASDE) will be responsible for the self-driving task

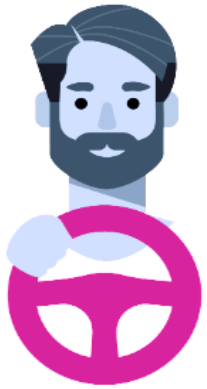
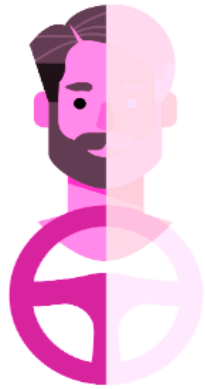
Driver assistance
Normal responsibilities

Self-driving
Changed responsibilities

User-in-Charge (UiC)

No User-in-Charge (NUiC)

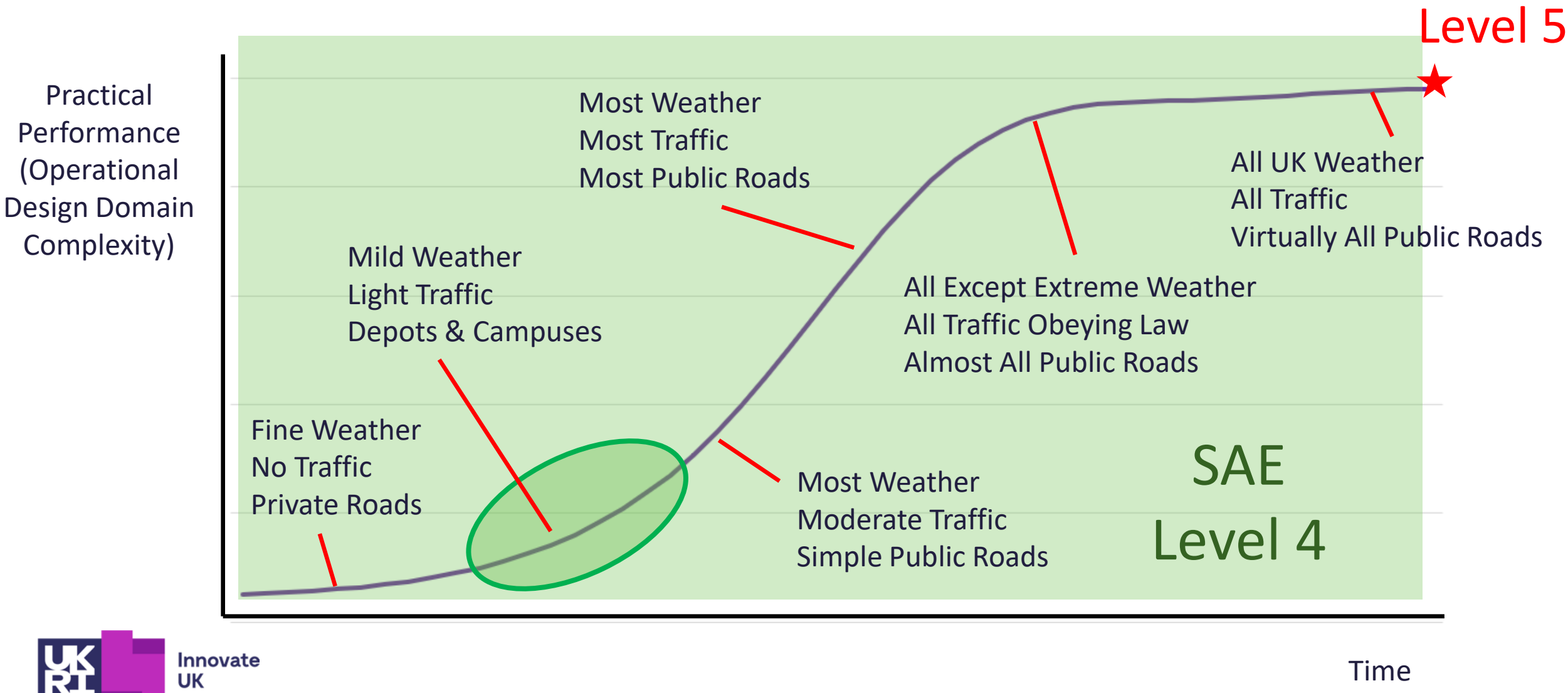
Self-driving vehicle

Level 0	Level 1	Level 2	Level 3	Level 4	Level 5
					
No automation	Driver assistance (DA)	Partial automation (PA)	Situational automation (SA)	Conditional automation (CA)	Full automation (FA)
Driver behaviour	 Speed or steering support	 Speed and steering support	 Eyes off in some situations	 Self-driving in limited conditions	 Self-driving anywhere

User-in-Charge (UiC) Example

No-User-in-Charge (NUiC) Example

Where are we now? System Performance (ODD)



Innovate UK

Drivers are one of your most valuable assets

but

present some of your greatest risks

Driver Assets v Risks

Assets

- Care for the vehicle - walkaround checks
- In-use vehicle performance monitoring
- Drives legally, carefully and competently
- Ensures load security and weight
- Enables load delivery
- Reacts safely to unpredicted circumstance
- Care and considerate to other pe
- Professional approach
organisation

Fix defects

Risks

- Don't care about the vehicle
- Ignore system warning
- Drive inappro
the law
- Don
oad
- be distracted
- under the influence
- Could be unreliable
- Sickness
- Make mistakes
- Drive aggressively
- Don't give a monkeys about anyone else
- Unprofessional approach brings disrepute

88% of road collisions involve human error

Now let's look at these for a NUiC automated vehicle

Assets

- Care for the vehicle - walkaround checks
- In-use vehicle performance monitoring
- Drives legally, carefully and competently
- Ensures load security and weight
- Enables load delivery
- Reacts safely to unpredicted circumstance
- Care and considerate to other p
- Professional approach
  organisation

Fix defects

Risks

- Don't care about the vehicle
- Ignore system warnings and def
- Drive inappropriately
- Don't care
- tracted
- the influence
- Could be unreliable
- Sickness
- Make mistakes
- Drive aggressively
- Don't give a monkeys about anyone else
- Unprofessional approach brings disrepute

AV incidents will attract high public interest

Maintenance considerations for AVs

- Level 3 – User-in-charge (UiC) – we can think more conventionally
- Level 4/5 – No-user-in-charge (NUiC) – needs a different approach
- Relationship of Authorised Self-Driving Entity (ASDE) & NUiC operator
- Automated driving system (ADS)
  - performance monitoring data
  - defect reporting
  - software updates
  - ADS maintenance, calibration & on-going validation
- Vehicle roadworthiness monitoring (NUiC)
  - walkaround checks
  - in-use defect monitoring & reporting (not ADS sensed)
  - in-use maintenance – moving from preventative to predictive

Considerations for AVs

- Safety inspections – ADS additional check items
- Competency of Transport Manager
- Competency of Fleet Engineer
- Nominated Individual – Responsible for AV safety case and information
- Engineering technicians' skills and training
- Future maintenance facilities and suitable arrangements
- Operating centre management – operational design domain (ODD)
- Load security monitoring and arrangements
- Incidents and complaints management
- Remote operations

Remote Operators

- Monitoring - supervision but no intervention
- Assistance - support but no direct control
- Driving – direct remote control of the vehicle

Final key message

Stakeholder collaboration will be the key to success

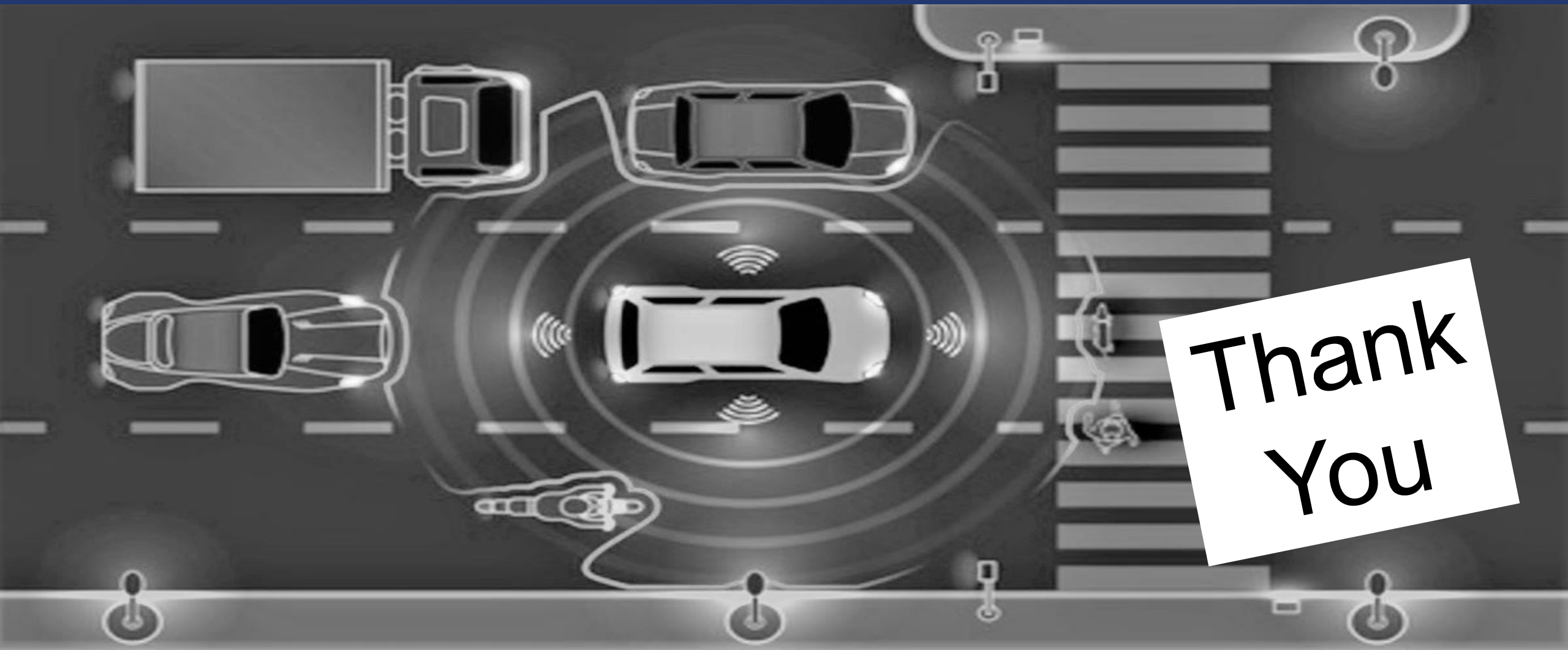
slido

To what extent do you think self-driving vehicles will be part of your fleet within the next 10-years?

ⓘ Start presenting to display the poll results on this slide.

Driver & Vehicle Standards Agency

Connected and Automated Mobility Services



Driver & Vehicle Standards Agency

Neil Barlow

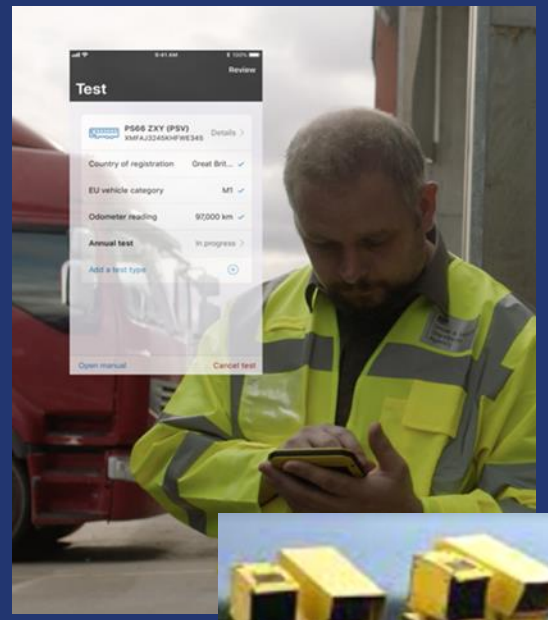
Head of Vehicle Policy & Engineering

Keeping **Britain** moving, **safely** and **sustainably**

Driver & Vehicle Standards Agency

What will be covered

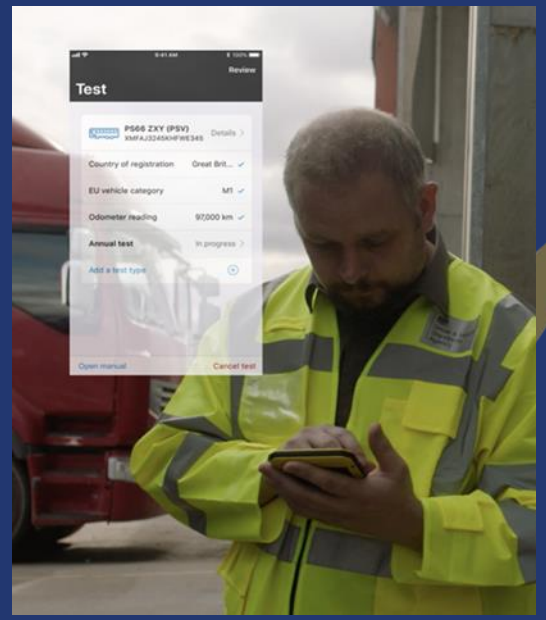
- Service modernisation, including our digital journey.
- Technical Change
- Some areas to think about



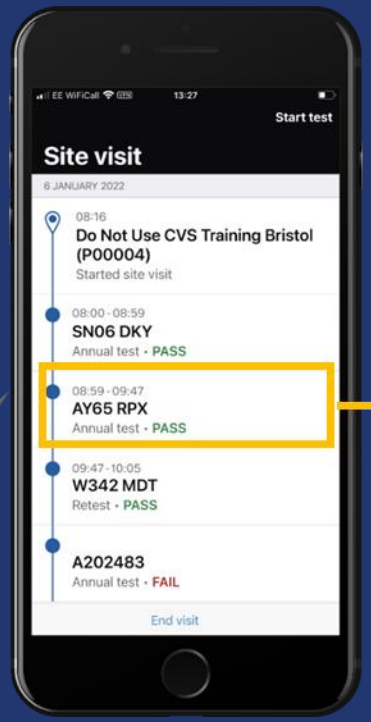
Keeping **Britain** moving, **safely** and **sustainably**

Service modernisation – a digital approach

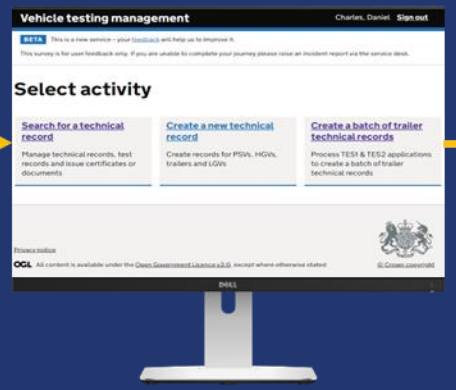
Commercial Vehicle Digital Service (CVS)



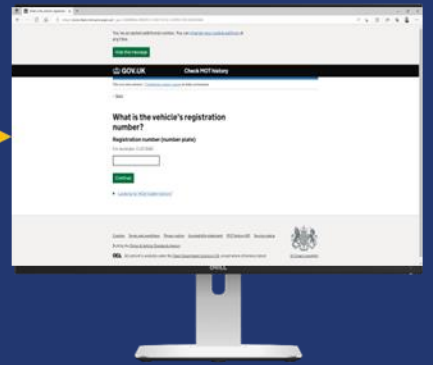
Vehicle Testing Application



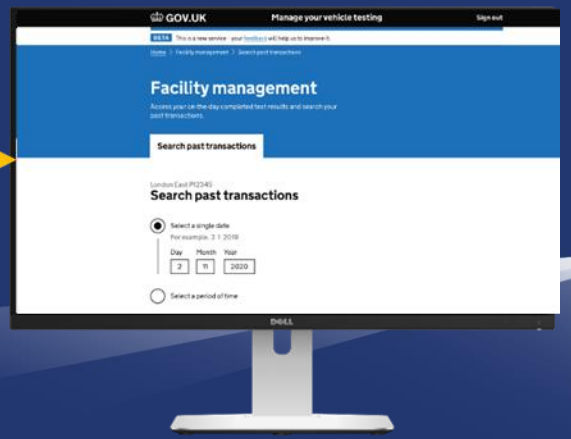
Vehicle Testing Management



MOT History Service



Manage Your Vehicle Testing



Taking a paperless approach

- Digital by default, for clear Pass (April 24).
- Certificate only printed by exception.
- For now, paper for Fails and other documentation.

MOT test certificate (HGV)

Driver & Vehicle Standards Agency

(1) Vehicle identification number
XLRAEL1500L474959

(2a) Registration number **DK18HJY**
(2b) Country of registration **GB**

Make and model
DAF, LF 180 FA

(5) Vehicle category **N2**
(4) Odometer **305,601 kilometres**

Odometer history
214,561 kilometres **23.05.2022**
134,871 kilometres **30.06.2021**

(7) **Pass**

(3b) Date of the test **22.05.2023**
(8) Expiry date **30.06.2024**

To preserve the anniversary of the expiry date, the earliest you can present your vehicle for test is 01.05.2024.

(3a) Location of the test
P50311, Keltruck - West Bromwich

(9) Testing organisation and inspector
DRIVER AND VEHICLE STANDARDS AGENCY
Mark Dennis

Test number
W95V47397

Check that this document is genuine by visiting **www.gov.uk/check-mot-history**

If any of the details are not correct, please contact DVSA by email at **test.errors@dvsa.gov.uk** or by telephone on 0300 1239000.

Receive a free annual MOT reminder by subscribing at **www.gov.uk/mot-reminder** or by telephone on 0300 1239000.

Potential future….

VTG 6/7 (Ministry Plates)

- Access to details via MOTH.
- Aim to make available by end Autumn 24.
- Progressing options for non-display of “Ministry Plate”, including Legislation.
- Consultation just ended.

Different ways of getting data…..

Title	Brief data description	How to access
MOT History	All vehicle and trailer MOTs	Online service, available at: https://www.gov.uk/check-mot-history
MOT History API	All vehicle and trailer MOTs	Key can be requested at: https://dvsa.github.io/mot-history-api-documentation/
MOT reminders	All Vehicles	https://www.gov.uk/mot-reminder
OCRS reports	Vehicle testing, encounter, fleet assessment and prosecution data	View your vehicle operator safety and risk reports - GOV.UK (www.gov.uk)
Vehicle test History	Vehicle Testing results	View your vehicle operator safety and risk reports - GOV.UK (www.gov.uk)
Encounter History	Encounter data	View your vehicle operator safety and risk reports - GOV.UK (www.gov.uk)
Effective- ness Report	Vehicle testing, encounter, fleet assessment, MOT and prosecution data	https://www.gov.uk/government/collections/vehicle-testing-enforcement-approval-and-safety-defect-data
Parc reports	Vehicle Testing	Request via MIDS@dvsa.gov.uk
Stanmore Power BI report (HVTR)	Vehicle testing, encounter, fleet compliance check	Request via Stanmore to MIDS@dvsa.gov.uk https://app.powerbi.com/groups/72152f1d-55e8-44f6-b367-5f6e4df1e16d/reports/698cabb2-ac9f-49ff-af07-a38659e7366c/ReportSectiona4bd07178056ce96aa91?experience=power-bi
Operator Stats	Encounter and offence data	Vehicle operators who committed road safety offences in 2022 - GOV.UK (www.gov.uk) Operators who have committed drivers' hours offences in Great Britain - GOV.UK (www.gov.uk)
Recalls	Recall by vehicle type	What make is the vehicle? - Check vehicle recalls - GOV.UK (check-vehicle-recalls.service.gov.uk)
ATF Capacity	Find my nearest ATF and indicator of capacity	Find an MOT test centre for a heavy goods vehicle (HGV), bus or trailer - GOV.UK (www.gov.uk)
Brake DTP Numbers	Brake DTP Numbers database (used in vehicle testing)	https://assets.dft.gov.uk/dvsa/datasets/DTP-number-database.csv

Testing & Enforcement - Content

Short-term

- Emissions testing (PN).
- ADAS, alternative fuels and using vehicle data.
- Test needs to be repeatable and practicable.
- Recalls data

Longer -term

- Automated vehicles
- Engaged in a series of changes and trials, from pilot vehicles to how we do collision investigations.

But – we can't lose focus on today and getting the basics right.

Regional Targeting packs

Working with Criminal Analyst Unit using ANPR data to accurately predict windows of opportunity to intercept target Operators or vehicles.

We direct teams to the targets with windows of interception as accurate as 15 mins waiting time. Supporting frontline examiners to deliver improved productivity.

Interception opportunities – NP18

Regularly spotted on the M4, and less frequently on the A449 at Coldra

Hour	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Grand Total
02	1							1
03	7	3	1	2	1			14
04		3	5	2				10
05	6	6	1	2	2			17
06		4	4	5				13
07		4	5	3	5	1		18
08		3	4	3	7			17
09	3		2	3	4			12
10		4	3	1	2			10
11		7	2	4	8			21
12	5	6	8	8	8			35
13	9	5	6	14	7			41
14	5	12	8	9	4			38
15	6	6	6	5	3			26
16	3	6	7	3	1			20
17	1	1	3				2	7
18		1	1					2
19		1						1
Grand Total	46	72	66	64	52	1	2	303

Driver & Vehicle Standards Agency

Keeping **Britain** moving, **safely** and **sustainably**

Remote Targeted Enforcement

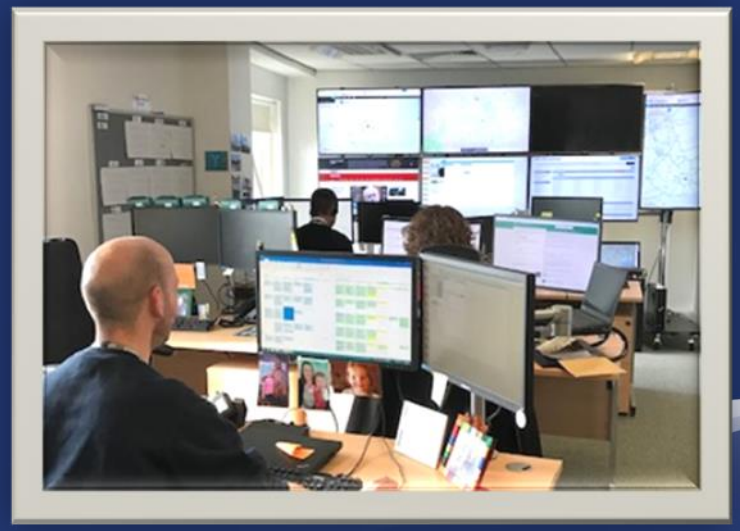
HGV No MOT pilot confirmed remote interventions improve road safety compliance in an efficient way.

Automatic Number Plate Recognition (ANPR) allows further remote enforcement activity to be undertaken such as :

Speeding commercial vehicles – potential limiter manipulation and fraud cases to follow in enhanced SLT scheme.

Remote driving time identification of potential offences for follow up action.

New processes to link to remote activities which can generate civil penalty fines to cover the cost of enforcing this work.



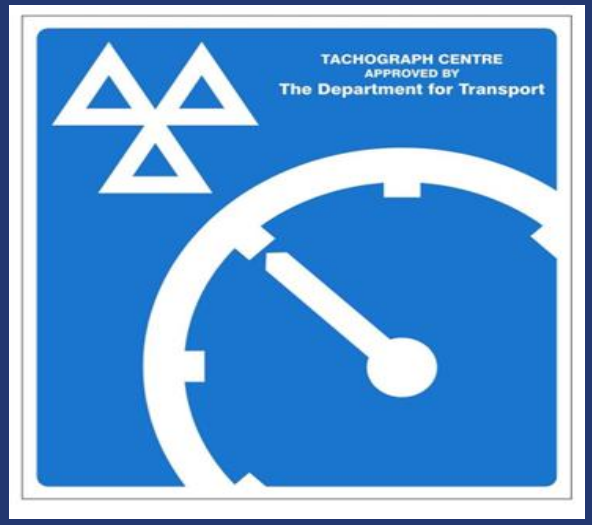
Remote Speed limiter analysis

Using ANPR data to remotely check average sustained speeds between fixed points can identify occasions of speed limiter manipulation.

=F3/(G3*24)

Date	Time	Date/Time	Latitude	Longitude	Miles	Time	mph	Above 60mph	VRM	Location	Camera Name
09/10/2023	07:21:38	09/10/2023 07:21	52.235901	0.800872					V20CLT	A14 Elmswell E/B	A14 EB Elmswell Ln 1
09/10/2023	11:13:26	09/10/2023 11:13	52.284801	-0.043212	43	03:51:48	11.13	FALSE	V20CLT	A14 Huntingdon WB	A14 WB Huntingdon Ln 1
09/10/2023	13:40:19	09/10/2023 13:40	53.855099	-1.3466	135	02:26:53	55.15	FALSE	V20CLT	A1 Boston Spa N/B	A1 NB Boston Spa Ln 1
09/10/2023	16:36:55	09/10/2023 16:36	54.895802	-2.88715	113	02:56:36	38.39	FALSE	V20CLT	M6 Todhills N/B	M6 NB Todhills Ln 1

Remote Speed limiter analysis



Remote speed limiter analysis work and bulk mapping will potentially help us identify tacho centres of interest – We will be able to introduce mystery shopper checks at these locations – Directing front line teams to visits

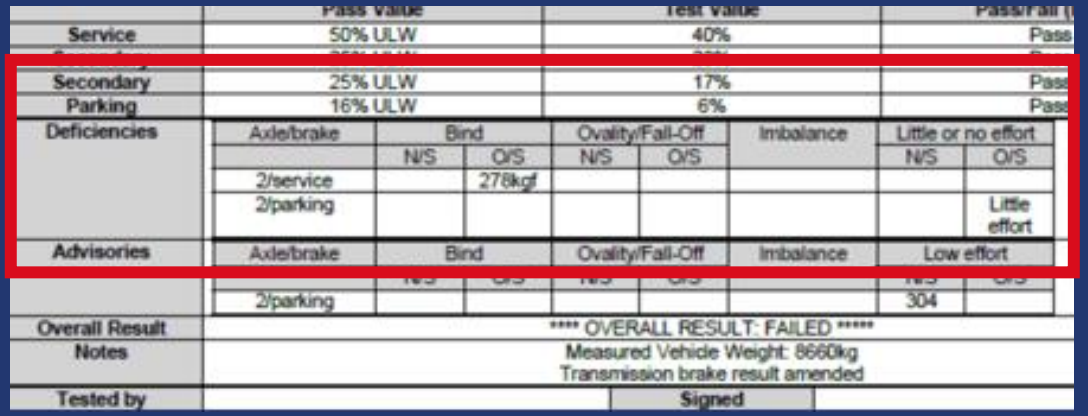
Roller Brake Tester specification update – Dec 25

Drivers

- **Legislation**
  - Post 2012 efficiency changes for Drawbar trailers.
  - Secondary Imbalance for vehicles.
- **Industry**
  - More information on the printout/data – advisories & deficiencies added.
  - Tyre protection added.
- **Useability**
  - Ability to amend park brake locations (where incorrect) before starting the test.
  - Secondary alternative calculated by the RBT.
  - Automatic overrule when only one lock detected for transmission brake.
  - Real-time warnings where Bind and Ovality thresholds are breached.
  - RBT out of calibration warnings on printout/data.
  - Rear axle fall-off test added for PSVs with hydraulic brakes.

Outcomes

- Fewer errors at test.
- Better in-use brakes (sometimes maintenance providers just looked at the result).
- Fewer brake failures at test.
- Speed up the test when DTP numbers are incorrect.
- Increase in operator's confidence of the brake test.



	Pass Value	Test Value	Pass/Fail
Service	50% ULW	40%	Pass
Secondary	25% ULW	17%	Pass
Parking	16% ULW	6%	Pass

Deficiencies	Axle/brake	Bind		Ovality/Fall-Off		Imbalance	Little or no effort	
		N/S	O/S	N/S	O/S		N/S	O/S
	2/service		278kgf					
	2/parking							Little effort

Advisories	Axle/brake	Bind		Ovality/Fall-Off		Imbalance	Low effort	
		N/S	O/S	N/S	O/S		N/S	O/S
	2/parking						304	

Overall Result	**** OVERALL RESULT: FAILED *****
Notes	Measured Vehicle Weight: 8660kg Transmission brake result amended
Tested by	Signed

Q&A

To ask your question please use the link:

https://www.sli.do/ **#FE24**

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Thank you!

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