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COMMENT

It may have slipped from the headlines, but the shortage of drivers continues to challenge the haulage sector, with latest figures suggesting there are around 45,000 HGV driver positions still to fill across Ireland and the UK, so efforts to attract more young people into the industry need to be stepped up.

The Road Haulage Association is doing its bit, with plans already well advanced for September's 'National Lorry Week' initiative which this year is focusing on encouraging new blood into road transport; it will also raise awareness of the critical role that road haulage plays in people's daily lives.

Technology, of course, is increasingly as much a part of the future as is bringing in new people, as was well illustrated at the recent Commercial Vehicle Show at the NEC in Birmingham where there were some significant innovations across all areas of the industry on display, including the very latest developments in telematics, compliance management and driver assistance systems.

With the majority of our big truck manufacturers conspicuous by their absence at this year's show, it was down to the van sector to make its presence felt, and that was certainly the case, with no less than 13 new vans and pick-ups being unveiled at the event; we take a look at some of them in our expanded Van Ireland section in this issue, as well as put the latest generation Renault Master to the test.

We also ask the question, Are autonomous trucks a pipedream or set to become cutting-edge technology in the drive for transport efficiency? Our feature, 'Truck Platooning: Pipedream or the Future?' makes for interesting and intriguing reading on that very subject.

For this issue, too, we have been talking to refrigeration specialists Thermo King to find out about their latest innovations, and we hear from Stena Line's Deputy CEO about new investment in modernising the ferry operator's fleet, making it more efficient and flexible to meet the demands of the future.

Well, that's it for now, but remember you can keep up to date with what's happening across our industry 24/7 by logging on to www.exportandfreight.com

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EXPORT & FREIGHT

Mercedes Benz Truck & Van Road Show



Mercedes-Benz (NI) Ltd. staff and customers who attended the Truck & Van Roadshow in Co. Tyrone recently

Mercedes Benz Truck & Van (NI) recent roadshow in County Tyrone attracted plenty of interest from operators in the area and beyond.

They had the opportunity to test drive a number of models from the Mercedes Benz truck and van range put at their disposal. The aim of the roadshows during April was to highlight the many attractions of the product range – from road handling and performance to fuel consumption and total cost of ownership.



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Server-hosted Mandata TMS Enables Growth at Derry Refrigerated Transport

Increased visibility and control over transport operations has enabled business to grow at Derry Refrigerated Transport.

The haulage firm, which specialises in providing daily chilled and frozen distribution services across Ireland, has invested in a number of new trucks and trailers, increased its staff headcount, and has expanded its cold storage warehousing facility from 6000 sq ft to 45,000 sq ft to help support the growth in job volumes.

Director at Derry Refrigerated Transport, Patrick Derry said that the increased workload would have been "unmanageable" if it weren't for the company's Mandata transport management system.

"Before we adopted the Mandata TMS, we were doing maybe 10 to 20 movements per day and we were working primarily on Excel spreadsheets, just using a basic IT system to manually input job details and charge for them," Patrick said.

"With the Mandata TMS in place, we can now comfortably manage between 400 and 500 jobs per day. The flexibility of the system has allowed us to grow to the size that we are now. Without a doubt, if we hadn't had Mandata onboard we couldn't have gotten to where we are today."

Derry first adopted its Mandata TMS as a cloud-hosted solution back in 2011, however, due to technical issues with the company's internet connection at its headquarters in Portadown, County Armagh, Derry have recently moved across to a server based TMS.

"For some reason, the internet does go down in Northern Ireland. It's not as bad as it used to be, but it does happen at times, which is no good when you're trying to work online. Because of that, we decided to bring all of our IT in-house, so we can have our Mandata TMS available to us at all times. I do miss the remote access which came with the Cloud TMS, but it's a sacrifice I was willing to make to ensure that we always stay online."

Derry have found the Mandata system to be very useful in providing visibility across their operations, and full job traceability for their customers.

"We're currently working with over 400 customers, there's probably not many food manufacturers in Ireland that we don't do work for," Patrick said. "Because we have full visibility across the system, we can deliver the high levels of service our customers



expect, and they trust us to do a good job because they know that we have the systems in place to reinforce what we're doing.

"Our Web Services customer portal enables customers to track their job statuses and access POD's, and at the same time saves everything back to our TMS, so all of the job information is kept together. The Mandata TMS is very much a part of the business, we basically couldn't do what we do without it."

One part of the system that Derry is particularly impressed with is the Traffic Pad within the Mandata TMS. "The Traffic Pad is great, it's so interchangeable with what you want to do. The system makes it easy to build and split loads and allocate the jobs to the drivers, it's really flexible and works really well for us," Patrick said.



“We’ve been running Scania’s for 30 years. Until recently, we still had a couple of Euro 3s, and they were still keeping up with the 5s. But the Euro 6s are so much better. We’re routinely getting 1.2-1.5mpg more from them – sometimes as much as 2. All round, it’s just a much better truck. We’ve got 2 more on order.”

Richard Wixey
Managing Director, Wixey Transport



Seminar Highlights Important Irish Customs Changes

Important regulatory changes that will affect Irish exporters and importers this year was one of the main topics at the recent Irish Exporters Association Supply Chain Ireland seminar in Waterford.

Over 80 logistics and supply chain professionals were briefed on the incoming Customs regulations and SOLAS VI Container Weight Verification rules.

Major changes in EU customs, coming into effect on 1st

May and SOLAS VI Container Weight Verification rules coming into effect on 1st July this year will both have significant implications for all parties along the supply chain.

Simon McKeever, Chief Executive, Irish Exporters Association

commented: "The Irish Exporters Association is working with Revenue to inform our members of these changes and how they will impact companies. Irish exporters will need to begin making preparations immediately for both regulatory changes.

Failing to prepare for EU customs changes arising from the new Union Customs Code could result in serious delays clearing goods through customs.

"And from 1st July a container carrying cargo will not be loaded on a ship without the gross mass of the container being verified. If members are concerned about either of these changes they should contact us immediately. We are committed to supporting our members through these changes that could potentially have major implications to their overseas trade."



Dennison Commercials Appoint Used Trucks Sales Executive

Nigel Moorehead has recently joined Dennison Commercials, Northern Ireland's Volvo Truck & Bus Dealer, as Used Truck Sales Executive.

Many in the industry will already be familiar with Nigel due to his employment history in previous roles. In fact, Nigel worked in various positions within Dennisons from 1987 to 2002, including administration, second hand truck sales and rentals. He also spent seven years in local transport refrigeration business, Technical Transport Products.

Although primarily responsible for Used Truck sales, Nigel will work very closely with the Company's vehicle leasing division, Dennison Rentals.

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Unique Volvo FH: a First for Bradford Transport

Friday 25th March was a momentous occasion for Moira, Co. Armagh-based haulier, Bradford Transport, as it was the day that they purchased their first ever brand new truck in over 30 years of operation.

The stunning Volvo FH540 XL Globetrotter was supplied by Volvo Truck and Bus Dealer for Northern Ireland, Dennison Commercials Ltd, and all paintwork was carried out by Dennison Bodyshop.

The truck was purchased as a birthday present for a long-serving employee of the firm, Tommy McCrory, and was a complete surprise to him on the day of delivery.

The eye-catching FH is one of a kind featuring a variety of bespoke livery, all of which was meticulously designed by the Bradford family.

The diverse livery includes a number of sentimental tributes, including a breast cancer ribbon and a small nod to the Dennison Commercials hospitality. As well as this, graphics incorporated references to some

personal interests, such as lyrics from a Country song and the inspirational quote "dream as big as you dare", an association with the UFC star, Conor McGregor. A playful spin on the Volvo I-Shift logo, to highlight that the vehicle is unusually fitted with a manual gearbox, was also added, and the truck was finished off with a personalised registration plate, S40 CBT, the letters "CBT" for Chris Bradford Transport and "S40" referencing the 540 horsepower of the vehicle.

Adds Chris: "The livery of the new truck is something that is very personal to myself and Tommy, and it's something that I am very proud of. The months of planning were well worth it just to see the look of surprise on Tommy's face on the morning of delivery."



Pictured here are three generations of Bradfords (L-R); Tommy McCrory (driver), Chris Bradford, Sam Bradford, Martin Bradford, Amy Bradford, Susan Bradford & Gracey Bradford.

Krone Trailers provide 'flexibility and speed' for Tarrant International

Tarrant International Transport has added four new Krone Profi Liners to its fleet and says that the curtainsiders break new ground in terms of loading flexibility.

From its Glanmire headquarters in County Cork, Tarrant International operates a refrigerated and dry freight service throughout continental Europe, Northern Africa and Eastern Europe with main routes to France, Italy, Spain, Portugal, Germany, Greece, Austria, Switzerland & the Benelux regions.

"These are the first Krone trailers we have operated," says Donagh Tarrant

who, with his brother Fergal, runs the traffic operation. "The Profi Liners are pretty unique in that they have multiple lashing points along each side rave – about 130 per side – and this means we can securely strap virtually any load at any point along the trailer. Also, the sliding roof makes for easy crane loading of larger items such as precast concrete or automotive parts."



“ We’ve been running our five new Euro 6 Scania for just two months. In 60 years these are the first Scania we’ve had. Already, they’re averaging 13.5% better than the rest of our fleet. Those are very good numbers, and they’ll have a serious impact when we consider future purchases. ”

David Brown
Managing Director, Brown's Distribution



SCANIA

Dennison Bodyshop Makes Significant Investment in Facilities

Dennison Bodyshop has recently made a significant £500,000 investment in its premises and facilities at Dennison Industrial Estate, Ballyclare.

This includes a large scale renovation, including doubling of its workspace, from 18,000 to 36,000 square feet.

By taking over the Industrial Unit next door to the pre-existing premises, the operation now has much needed additional work space.

The new, combined unit also offers a more professional customer entrance and better staff facilities. The plan from the outset was to focus on staff welfare and working conditions, and the new premises include dedicated offices, a new kitchen area, showers and changing rooms, a biomass heating system and LED lighting. A number of additional and sophisticated security measures have been included to



give customers enhanced peace of mind when leaving their valuable assets in Dennison's care.

Consideration was also given to energy efficiency, sustainability and environmental impact when selecting new facilities. For example, most of the Bodyshop's heating requirements now come from renewable sources, and with the LED lighting solution now in place, lighting costs will

be reduced by almost 80%.

Due to increased demand, Dennison Bodyshop has also heavily recruited in recent months and now has a total of 19 staff, the most that this business has ever employed. Five of these staff are Apprentices involved in 'on-the-job' training as part of a Vehicle Body & Paint Operation Body Repair course with Riverpark Training and Development Centre in Mallusk.

Riverpark is the only training provider in Northern Ireland that trains solely for the accident repair side of the Motor Industry, and Dennison Bodyshop is the only Company in Northern Ireland offering this Apprenticeship exclusively for Commercial Vehicles.

New Categories & Sponsors for 15th Annual Transport & Logistics Awards

Our 15th annual Export & Freight Transport & Logistics Awards now has a much broader appeal, with the addition of two new categories.



The 'Innovation Excellence Award' is open to all companies operating within the transport & logistics sector who have created or invested within their business activities innovative solutions that make their operation more efficient, more profitable and more successful.

We have also expanded the National/International Logistics Specialist category. It now becomes 'Logistics & Warehousing Specialist of the Year' to cover all aspects of the supply chain – from haulage and warehousing to distribution. It is open to companies with extensive logistics operations that include distribution centres and hubs throughout Ireland, the UK and/or mainland Europe.

New sponsors include the Freight Transport Association and A1 Tyres, based in Dromore in County Down.

The awards are held each year to celebrate all the hard work, determination, and ongoing

investment that make the industry what it is today, and with 16 categories, there is bound to be one or more that is applicable to your area of expertise and activity, whether it is road transport, shipping, workshop or fleet management, training, driving or health and safety.

Virtually every aspect of the transport and logistics sectors is catered for; this is your opportunity to show that you can be among the best in your particular field, so let's hear from you!

This year's awards ceremony will take place at the Ramada Hotel in south Belfast on the night of Thursday, September 8th. As tables for the gala dinner and awards presentation - and overnight accommodation at the hotel - are traditionally booked up very quickly, we would advise you get in early so as not to miss the transport event of the year!

Apart from receiving a beautiful and much sought after cut glass trophy, you will also benefit from the industry-wide recognition and prestige that comes with such success. It is also a night to network, to meet old acquaintances and make new friends and business contacts.

Entering any category or categories is simple and fast and you can do it online. You don't have to be nominated for any awards, just enter yourself or your company directly. Of course, if you also want to separately nominate any companies or individuals other than your own, you can do so.

You'll find all you need to know elsewhere in this issue of Export and Freight and online at www.exportandfreight.com

Grant Thornton Runway Run Open for Entries

After the phenomenal success of 2015's inaugural Grant Thornton Runway Run in Northern Ireland, the business advisory firm has announced the return of the event for 2016.

500 runners from businesses across Northern Ireland are invited to take to the runway of George Best Belfast City Airport for a 5k team race at 11pm on Thursday 23rd June.

Richard Gillan, Managing Partner at Grant Thornton (NI) LLP said: "The Runway Run was developed to encourage friendly competition whilst promoting team building amongst the local business community.

"This year's event will be even better with some small tweaks, and maybe even some surprises along the way. If you missed out last year I would recommend pulling a team of colleagues together and signing up!"

The race, which is organised by Athletics NI, is open to all businesses and organisations in Northern Ireland who are invited to enter a team of four in one or more of three categories – male, female and mixed.

Prizes will be awarded in each category with team members' finishing times combined to determine the winner.

Grant Thornton has selected The Mary Peters Trust as its charity partner for the 2016 Runway Run.

Dame Mary Peters is currently on a mission to raise £1 million to secure the safeguard of the charity. The Grant Thornton Runway Run will contribute to 'Mary's Race to a Million'.

To register for the 2016 Grant Thornton Runway Run and to view full terms and conditions visit www.athleticsni.org/Events

Those interested are advised to register early to avoid disappointment as the number of participants is limited.

“How can I afford a car like this? Simple. I drive a truck like this.”



When Jamie Buckle set up his first haulage business 15 years ago his dream was to be successful enough to buy a Ferrari.

Today he's living that dream. Jamie attributes his success to two things: hard work and choosing the right truck.

As he explains: “This industry is all about the bottom line, if you can squeeze an extra mile or two out of every gallon of fuel you're quids in. To my mind, the MAN TGX is one of the most economical trucks on the road. I've heard loads of drivers raving about the fuel efficiency of the Euro 6 tractor. If the



business more profitable there are lots of ways MAN can help. ProfiDrive[®] training makes drivers safer and more efficient. And, our industry-leading Telematics[®] system allows you to monitor and continually improve both driver and vehicle performance. Together these

performance of my truck's anything to go by I'm not surprised.” Whether you're an owner operator or fleet manager, delivering loads across the UK, or hauling freight around the globe. If you want to make your

two innovations can make a real difference to fuel consumption, reducing operating costs by as much as 10%. That's a big saving. What you spend it on is entirely up to you.

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“ We run 65 trucks and they’re all Scania. We’ve always had Scania. It’s not one thing in particular, it’s everything. Payload and reliability are the main things we need, but when you’re buying over two million litres of fuel a year, economy is important too. And the residual values are second to none. There’s not one thing that tips the balance. It’s all of it. ”

DAVID HAMILTON
Managing Director, Wm Hamilton & Sons Ltd



Northridge Finance expands Direct Channels team

Northridge Finance, the asset finance business of Bank of Ireland UK, has appointed two new senior management members to their Direct Channels team. Ian Beattie has joined as a Business Development Manager and Robert Brechin is now Head of Direct Channels Sales.

Ian has 27 years' experience within the industry, of which 25 was with Clydesdale & Yorkshire Bank where he held senior positions within their asset finance business. His main priorities will be in business development and sales delivery. Robert has vast experience within the banking industry, including corporate, commercial and asset finance. He joined the business last May from Santander's corporate banking team, where he led the development of the business and brand in the

North of Scotland working with SMEs. He will be responsible for driving a customer focussed Direct Channels team at Northridge with a focus on the Transport, Construction and Manufacturing sectors.

Managing Director of Northridge, James McGee said: "We are delighted to have Robert and Ian as senior members of the Direct Channels team. Both individuals have already made a huge impact within the business through their wealth of experience; we have no doubt this will continue."



Ian Beattie



Robert Brechin

FORS Launches Annual Report

The Fleet Operator

Recognition Scheme (FORS) has released its Annual Report for 2015. The document reports on the first year of the scheme under the management of the FORS Community Partnership and details the activities, development and growth of the award-winning scheme.

The report highlights the significant successes in the development of the scheme in 2015. FORS experienced an overwhelming growth across the UK in 2015, with a 32% increase in accredited operators.

Comments John Hix, Director, FORS Community Partnership: 'The depth of support for FORS across the UK has been overwhelming and I would like to thank the entire community of FORS operators, suppliers and supporters for their ongoing support.'

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Irvinestown truck festival is rolling back into town

The 16th annual Irvinestown Truck Festival, part of the Lady of the Lake Festival, is being staged in July; it's in aid local Marie Curie Nurses and to date has raised in excess of £625,000.

This year's event, again sponsored by Stena Freight and DFDS Logistics – Export & Freight is the media partner - starts on Friday July 22nd with a late night Festival of Lights.

On Saturday 23rd July, drivers can register from 12 noon, and start to park up at the lorry park in Irvinestown, and then spend the afternoon enjoying the craic in the lorry park with Big T from Downtown. Activities include a hole digging competition and clay pigeon shooting.

As night falls, it is time to hit the Delaney suite at Mahon's Hotel to dance the night away to the country sounds of Hugo Duncan and Guests, until the wee small hours.

On Sunday 24th July, following the presentations of prizes, a final clean and polish, all the engines reeve up for take-off at 2.00pm, for the new shorter route.

Organiser George Gordon said: "I look forward

to this event each year, and meeting up with lorry enthusiasts who join us annually, along with those who come along for the first time. This event has something for everyone who loves trucks. Come and see for yourself and help us raise much needed funds for our local Marie Curie Nurses in Northern Ireland.

"As a local haulier I know the challenges we all face in day to day business. However when someone is terminally ill and being cared for in their final days, by a Marie Curie Nurse in their own home, they do not have the luxury of time. They need immediate care."

Sheena Havlin, Marie Curie Fundraiser, added:

"This event continues to grow thanks to the year round hard work of all involved. This event to date has raised money to pay for 31,250 hours of care locally. We are delighted to welcome back our key sponsors DFDS logistics and Stena Line Freight.

"We extend our thanks to George Deane for the on-going use of the site, and media partner Export and Freight, who are instrumental in promoting the event every year.

"If you have ever thought about coming to this event and never got around to doing it, this is the year to sign up and come along. You do not have to be a lorry driver to enjoy



all that is on offer. Come and join in the fun and help us raise much needed funds to continue to provide this vital service.

"The funds raised from the event will ensure Marie Curie can provide care and support through terminal illness. Marie Curie Nurses work throughout Northern Ireland, providing care 365 days of the year."

MORE INFO: You can contact Marie Curie directly for a registration form and sponsor pack on **028 8224 9888** or email **sheena.havlin@mariecurie.org.uk**. Registration is £40 including automatic entry to the truck competition.

If your company is interested in having a trade stall at the event, or placing an advert in the programme, please contact George Gordon on **07836 695833**. To view some of the highlights of previous events, please visit the website, **www.irvinestowntruckfestival.co.uk** or follow face book **www.facebook.com/irvinestowntruckfestival**



Volvo Trucks. Driving Progress



SDC Trailers Raise Over £100k For Cancer Fund For Children

SDC Trailers based in Toomebridge has raised over £100,000 to help the Cancer Fund for Children.



Staff at SDC Trailers Toomebridge with HR Manager Jane Millar.

The company has had CFC as its charity partner since 2014, with each member of staff contributing through payroll giving, as well as raising money through a series of fundraising events such as the 2014 and 2015 Belfast marathon, a charity cycle event, and a donation from SDC. This payroll giving drive has included all of the staff at SDC and sister company MDF Engineering in Antrim.

Managing Director Mark Cuskeran, praised the staff and

the charity itself for their success.

"We chose CFC for the truly fantastic work the charity is doing in the local community. I am delighted that our staff here at SDC Trailers and MDF Engineering have been so generous in donating to the CFC charity. A number of management and staff have visited CFC's Daisy Lodge centre and been overwhelmed by the services that they provide to affected children and families. With this in mind, the board of directors

decided to add a further £20,000 on top of staff contributions for such a worthy cause."

Cancer Fund for Children provide a range of wrap-around services including one to one and group support from therapeutic specialists, short breaks at Daisy Lodge, residential weekends at Narnia and financial grants. The charity also provides support through the 'Young Shoulders Programme' to young people who are living with a parent who has cancer.

Eight new Volvo FHs for McCulla (Ireland) Ltd

The first three of eight new Volvo FH500s delivered to McCulla (Ireland) Ltd from Volvo Truck & Bus Dealer for Northern Ireland, Dennison Commercial.

These are the first new model Volvo FHs added to the McCulla fleet and will be supported with a five year repair and maintenance contract.



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Smartdrive Appoints Engineering Project Manager

SmartDrive Systems, a leader in commercial vehicle driving performance solutions that reduce collisions and improve fuel efficiency, continues to expand and strengthen its UK team, with the appointment of Gary Brian, as engineering project manager.

A proven technology leader, Gary assumes responsibility for managing SmartDrive's installation logistics for pilot programmes and new customer rollouts, as well as leading technical issue analysis and resolution in the field.

Gary has over 30 years of engineering and management experience, primarily within the automotive, telecoms and IT industries. "In my previous role, I had some interaction with SmartDrive through an approved installation partner. Seeing the SmartDrive system working first hand in the field impressed me and when the opportunity arose to join

the team I was delighted to be successful in securing the role."



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* The TÜV Rheinland, an independent certification body has certified a 10.9% reduction in the fuel consumption of a Renault Trucks T Optifuel vehicle compared with a standard vehicle. The two vehicles compared were 2 Renault Trucks T 4x2 tractors, Renault Trucks T Optifuel and Renault Trucks T standard, both fitted with a 430 hp Euro 6 DTI 11 engine with the same drive axle ratio (2.64). The 2 vehicles each had a 32 t load. The test was carried out over a 200 km route, typical of long-distance inter-regional operations. Both drivers benefited from Optifuel Training in economic driving.



Modern Tyres Appointed Premium Dealer For Alcoa Alloy Wheels

With a track record of 15 years selling the Alcoa alloy wheel product range, Modern Tyres have now been appointed premium dealers.



Alcoa Brand Specialist Jim Murphy

Over those 15 years Modern Tyres have built up an extensive knowledge about the product range and have a customer base that spreads the length and breadth of Ireland.

Comments Alcoa Brand Manager Jim Murphy: "The Alcoa name has a reputation for being the best and we enjoy a great relationship with them. We are delighted to have been appointed Premium dealers, its recognition for the support our customers give us and the hard work that goes on behind the scenes to keep growing the business."

The Alcoa range is available throughout the Modern Tyres network of 40 branches nationwide. The company, which celebrated its 50th anniversary last year, is now Ireland largest tyre retailer, offering customers one of the widest ranges of car, van and 4X4 tyres as well as truck, tractor and earthmover.

Alcoa invented the forged aluminium wheel nearly 70 years ago, and since then, Alcoa have been tireless in its efforts to improve and innovate. Their wheels are tough, reliable and lower the cost of ownership for fleets – all while allowing them to deliver more payload. This in turn results in significant cost savings for the fleet operator.

Alcoa have just added a new product to its existing portfolio the LVL ONE which signifies the company's ability to deliver the performance and value customers have come to expect.

Alcoa are a global leader in lightweight metals technology, engineering and manufacturing. Alcoa innovates multi-material solutions that advance our world.

Their technologies enhance transportation, from automotive and commercial transport to air and space travel, and improve industrial and consumer electronics products.

They enable smart buildings, sustainable food and beverage packaging, high-performance defense vehicles across air, land and sea, deeper oil and gas drilling and more efficient power generation. Alcoa pioneered the aluminium industry over 125 years ago, and today, approximately 60,000 people in 30 countries deliver value-add products made of titanium, nickel and aluminium, and produce best-in-class bauxite, alumina and primary aluminium products.





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Dennison Group Implements First Ever Health Awareness Week

The Dennison Group, which incorporates Volvo Truck and Bus Dealer, Dennison Commercials, and Dennison Bodyshop, has held its first ever 'Health Awareness Week' as part of the organisation's Corporate Social Responsibility strategy for 2016.



The recent week-long event was used to encourage a happier, healthier workforce, by educating on healthy lifestyle choices and preventative care, and offering relevant support where necessary.

Staff at all depot locations in Ballyclare, Coleraine, Dungannon and Newry were encouraged to take part in a number of activities

and events throughout the week.

There were health-related talks and health checks with staff, covering areas such as diet, nutrition and exercise, cancer and stroke prevention, and early detection of common cancers. Action Cancer's 'Big Bus' was also on hand to offer support and advice.

As well as this, Gillian McAttackney from the Workplace Smoking Cessation Service for the Mid & East Antrim area, visited Dennisons in Ballyclare to carry out a presentation on smoking. As a result, a number of staff have signed up to begin a weekly clinic facilitated by Mrs McAttackney to support them through a smoking cessation programme.

Dennisons also recently implemented a Health Cash Plan offering staff a number of unique benefits. Those enrolled are also able to claim money back on everyday health care treatments such as dental, optical, chiropractor, physiotherapy, and health and wellbeing.

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(Pictured left) Donagh Tarrant, Fergal Tarrant, Tarrant International

"The Krone Profi Liner is quite unique in that it has multiple lashing points along each side rave – about 130 per side – and this means we can securely strap virtually any load at any point along the trailer. Also, the sliding roof makes for easy crane loading of larger items such as precast concrete or automotive parts. These curtainsiders are built for fast, flexible and secure loading and no question, they are already proving to be a valuable addition to the fleet." Donagh Tarrant.

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We Deliver the Future

First Bus Order Strengthens Long Term Relationship

Wrightbus has announced a significant new order from leading operator First Bus for its StreetDeck and StreetLite Max vehicles, highlighting the strong relationship between the two companies which spans more than 25 years.

The latest order for a total of 91 buses will bring the number of Wrightbus vehicles within the First Bus fleet operating nationally to more than 3,500, including over 700 integral buses which have been delivered during the last five years.

Ian Downie, Managing Director – Sales & Customcare for Wrightbus, said: "When delivered, there will in total be more than 670 StreetLites and 136 StreetDecks - which were launched in 2015 - in operation with First Bus."

EXPORT & FREIGHT

www.exportandfreight.com

BRS Offers An Attractive Alternative for Fleet Operators

Contract hire is an off-balance sheet method of funding vehicles; this allows customers to use existing credit lines to invest in other areas of the business. All contract hire payments are tax deductible. The vehicles are returned to BRS at the end of the hire so there is no disposal risk to the customer in terms of book value vs market value.

With a full contract hire package trucks and support services can be tailored to suit your activity at contract lengths to suit your requirements. It's flexible, too - you can choose what you want in your contract, from road tax and tyre management to driver training, mileage management, collection and delivery and a whole lot more.

BRS also operates 24/7 to provide you with support where and when you need it, such as a Dedicated Operations Manager to help you control your activity and costs. BRS will ensure your fleet is compliant with the latest legal and environmental issues, as well as ensure your R&M is managed efficiently, to a high standard that meets all vehicle safety requirements

"BRS customers can also benefit from Renault Trucks' Optifleet telematics which includes fuel reporting, driver performance and training, vehicle tracking and even remote tacho downloading," adds Kieran.

While breakdowns can occur, they don't have to disrupt the day to day running of a business, because BRS provides a comprehensive 24/7 UK-wide breakdown recovery and repair service, through a single point of contact direct into its operations centre, thus taking the stress away, leaving the customer free to concentrate on their core business.

There's no doubt, contract hire from BRS offers an attractive alternative to the stress of owning and maintaining your own vehicles. You can specify vehicles to your exact requirements and even tailor the corporate livery without the need for heavy up-front capital expenditure and the associated risk exposure. It's like owning your own fleet - without the hassle and the risk; there are no nasty surprises.

Renault Trucks' contract hire and rental sister company BRS Ltd continues to successfully grow its business in Northern Ireland since it entered the local market just over two years ago.

With an increasing number of contract wins from leading transport operators here, BRS has expanded its fleet in Northern Ireland, and in the past year has also established a new location with the appointment of Toal Truck Services in Middletown in County Armagh.

Together with Renault dealers Diamond Trucks in Newtownabbey, it has rapidly become a major player in the contract hire market in Northern Ireland, with plans for further expansion in the future as more and more operators come to appreciate the many benefits offered by the BRS network.

Now an official Renault Truck dealership, Toal Truck Services is ideally situated to serve an ever growing customer base along the border region, while Diamond Trucks has quickly established a highly successful presence across the Greater Belfast area and beyond.

BRS, of course, already operates one of the UK's largest commercial fleets, with service locations dotted throughout the country, adopting a flexible approach that attracts a diverse range of customers.

Area Sales Manager Kieran Sheen says that having established a solid customer base in Northern Ireland, BRS is now targeting even larger fleet operators here.

"Over the past three years we have virtually doubled our hire fleet. Now we have over 2,500 vehicles at our disposal throughout the UK, ranging from 3.5 tonne vans to 44 tonne tractor units, as well as boxes, curtainsiders and drop sides, so we are able to meet every customer requirement," says Kieran.

"And, of course, we have the very significant and substantial backing and support from Renault Trucks which means we are able to take advantage of a direct manufacturer relationship, backed up by a high level of customer care.

"We take the time to listen to our customers and to understand their business requirements. Our partnership approach means we work with them to find the best possible solution and then tailor the contract accordingly."

Whether a customer wants a short-term rental to cover downtime on their own fleet or supplement availability during seasonal peaks, or prefers to minimise their risk by opting for a longer fixed-term agreement, BRS can offer a suitable package - ultimately, though, the most cost effective and productive BRS solution is a full contract hire agreement.



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Cool Innovation and New Advances from Thermo King

One year on from acquiring Frigoblock, Thermo King is embarking on another period of expansion, with the planned introduction of a new product range to be launched this Autumn.

The company isn't giving away too much about the new trailer range, but the very fact that another new product line is on the way from Thermo King is indicative of the manufacturer's forward thinking approach to providing innovation transport temperature control solutions for the industry. The acquisition last year of Frigoblock, too, has opened up new possibilities and potential to further expand Thermo King's product offering. Export & Freight's David Stokes recently caught up with UK Sales Manager Steve Williams to find out more about that and about recent new additions to the Thermo King portfolio. Based in Germany, Frigoblock manufactures and designs transport refrigeration units for trucks and trailers across Europe, so it has been a perfect fit for Thermo King. "Since the acquisition we have seen an increase in sales and it has also enabled us to dramatically increase our service footprint across the UK and Ireland," says Steve. "In addition, we now have the widest portfolio of products covering every sector – from large and complex double decks down to small home delivery vans and trucks."

There are other benefits, too. "Thermo King, for example, have always been strong in the small truck home delivery market, which wasn't the core focus of Frigoblock, but the technology employed in their electric powered units fits nicely into our product range and we are working to exploit that potential."

SUCCESSFUL SHOW

Now under the same umbrella, the two product ranges got their first UK joint outing at the recent CV Show, with the stand attracting lots of interest.

"The show has been good for us as we continue to grow our market share," says Steve. "We have been on a drive to increase our share in the UK for the last couple of years and I am very pleased with our progress, but there is always room for more growth. Not only do you have to bring quality, innovation, and diversity of product to the market, you have to do so at a competitive price, and I believe we score very well on all of that."



Thermo King V-200s

"In Northern Ireland, where we have a long history, our market share is very strong – for two reasons: we have an excellent product and an extremely good service network. Main dealers TTP in Ballymena do us proud. They are outstanding; there are no better dedicated people in our service network. They have attained 'Platinum' status – the highest available within the global Thermo King network."

And he adds: "Our Galway manufacturing plant also operates a very efficient, versatile and diverse production line. Since the acquisition of Frigoblock our engineers have also been working very closely with their colleagues in Germany."

ENVIRONMENTAL

Success, too, can be attributed in no small measure to the constant flow of new



**Thermo King
SLXe R-452a**

product innovations to help operators who are increasingly confronted by environmental concerns and challenges. Thermo King's R-452A, the refrigerant co-developed by Thermo King and DuPont/Chemours, is a case in point.

"Thermo King was the first to offer this lower Global Warming Potential (GWP) refrigerant in its units and we are also the first to make

this standard across our entire range. Now others are beginning to follow our lead, and we are happy about that," says Steve.

R-452A does not compromise the safety, capacity or efficiency of the refrigeration unit, while the unit performance remains unchanged, providing the same cooling capacity, pull-down and fuel efficiency – and it has approximately half the global warming potential of the incumbent R-404A.

Noise, too, has also been an environmental challenge against the backdrop of increasing night-time deliveries, especially in built up areas and trading estates that are located close to residential areas, and here again Thermo King have been leading the way.

Customers can now choose quiet all electric Frigoblock units, or Thermo King's low noise SLXe Whisper Pro units which provide the operator with compliance and flexibility; easy to install and maintain,

the Whisper unit requires no additional piping and leaves space under the trailer for additional accessories like pallet boxes.

Another recent addition to the manufacturer's growing portfolio is their ThermoLite Solar Panels which have proved to be a widely acclaimed success since their introduction in the US last year.

For many reasons, batteries can reach a

point where they have been fully discharged so often that they become un-rechargeable and lead to expensive service call-outs and eventually battery replacement.

SOLAR PANELS

ThermoLite solar panels help prevent battery deterioration caused by natural or deep discharge through auxiliary loads like telematics systems or other devices, lights and sensors. They continuously charge the battery thus offsetting these loads.

Designed to fit directly to the insulated bodies' rooftops, the new Thermo King ThermoLite solar panels underwent extensive tests including resistance to vibrations, pressure washing and exposure to high- and low-ambient environments to ensure the robustness and reliability needed for transport applications, no matter what climate a driver is in.

Also new is Thermo King's V-200s series of refrigeration units; this non-diesel, vehicle-powered range which offers the high performance and efficiency of the proven V-200 MAX series in a more compact design that better suits vehicles up to 10m³ for frozen and up to 19m³ for fresh products deliveries.

"You cannot stand still in this business. We always have something new in the pipeline. In September, we will have a new product in our trailer range; it's a ramp up to a wider delivery to the market of our next trailer platform.

"We will also be unveiling a new development in the multi-temp truck sector, plus we are working on the cross pollination of our Thermo King and Frigoblock technologies, so there is lots to look forward to. The next few years will be a very exciting time for Thermo King and our customers with plenty of new innovations coming through."

“Thermo King was the first to offer this lower Global Warming Potential (GWP) refrigerant in its units and we are also the first to make this standard across our entire range. Now others are beginning to follow our lead, and we are happy about that,”

Steve Williams
Thermo King,
UK Sales Manager

Efficient Economic Falken Tyres from Philip White Tyres



Japanese tyre manufacturer Falken has been recently showing off its truck tyres for regional traffic applications in a variety of arenas.

The CV Show at the NEC in Birmingham saw both the RI151 and BI151 tyres on display. The RI 151 for the steering axle and the BI 851 for the driving axle both offer high traction, exceptional directional stability, stable braking in all conditions and exceptional mileage performance with even wear.

Like its latest, passenger car tyres, Falken's new commercial vehicle tyres were developed utilising 4D Nano simulation technology. Through the use of these simulation tools Falken's engineers were able to create the optimal fuel-saving rubber compound through the analysis of the effects of compound and construction on tyre performance.

Using this technology, Falken engineers were able to identify how and where heat would be generated in order to effectively minimise it. By decreasing this, rolling resistance is reduced, which improves fuel economy.

Falken has worked hard to deliver low operating costs and excellent operating economy by ensuring the quality carcass can be retreaded. The Falken tyres are currently available in a range of sizes, 17.5", 19.5" and 22.5".

Alongside the show, Falken drafted in 10 time British truck racing champion Stuart Oliver and his Volvo RG13 at a drift day at Rockingham in May.

Fitted with Falken's RI128 315/70/22.5 tyres on Alcoa rims, the 1250bhp 13 litre truck, Oliver entertained Falken's guests with long, controlled powerslides in the Rockingham arena.

"It's not what our tyres were intended for but they certainly offer truck drivers control on the limit," adds Matt Smith, Falken director for UK and Ireland.



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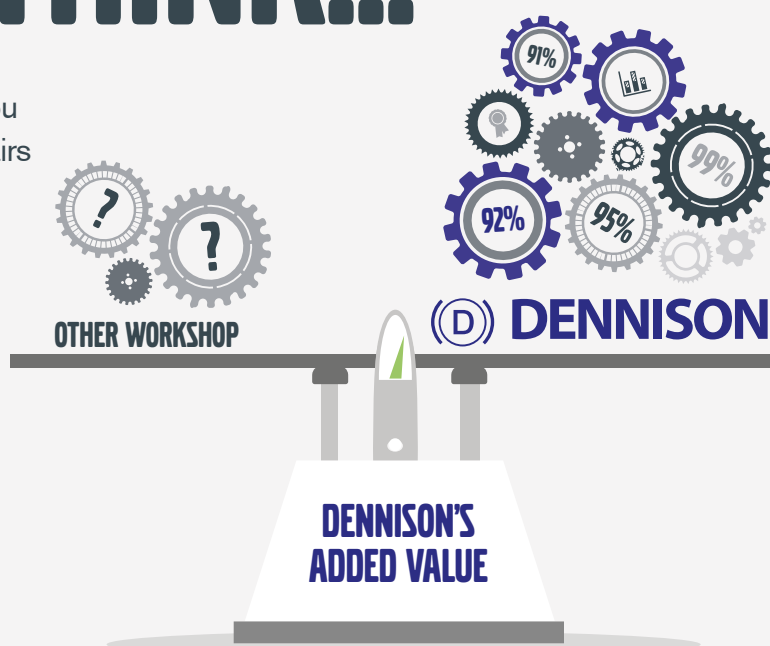


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DAF Demonstrate Profit Creating Product Innovations

Sitges in Spain was the setting for a recent demonstration by DAF to illustrate the manufacturer's product innovations that have been designed to further improve an operator's profitability.

As Export & Freight's Phil Eaglestone reports from the 'ride and drive' event, vehicles on hand included the LF 2016 Edition, the three-axle versions of the CF with PACCAR PX-7 engine and the CF and XF Low Deck with a fifth wheel height of only 91 centimetres, all of which fit perfectly within the philosophy of DAF Transport Efficiency.

DAF is introducing a number of enhancements to the popular LF series for distribution transport. Innovations to the 4.5-litre PACCAR PX-5 engine provides 5% extra fuel efficiency, while the 6.7 litre PACCAR PX-7 engine is now also available with an automated 12 speed AS Tronic transmission.

Innovations to the DAF LF also include new air deflectors and cab collars, for an improvement in fuel economy of up to 4%. Wheelbases are now up to 6.90 metres for loading lengths up to 9.00 metres, thus maximising load

volumes. The new long wheelbases make it possible to order fuel tank volumes up to 1,240 litres, which is unique in this class. This gives the vehicle a very large operating range and results in financial benefit by refuelling where diesel prices are at their lowest.

DAF Silent

Other fine examples of DAF Transport Efficiency are the Silent models, which have been specially developed for urban distribution during the evening and at night-time.

The 'Silent' button allows the driver to activate the 'Silent mode', whereby the engine software switches to a program that limits the torque and speed and gears are changed at lower engine speeds then. The DAF Silent models will thus have a noise level of no more than 72 dB(A), meeting conditions for certification as a Quiet Truck.

The 7.5-tonne DAF LF Silent is equipped with a 4.5-litre PACCAR PX-5 engine, with a capacity of 112 kW/152 hp and 135 kW/184 hp. Operators who need even more payload or space can opt for the DAF CF Silent, with a 10.8-litre PACCAR MX-11 engine with outputs of 210 kW/286 hp up to 320 kW/435 hp. The XF Silent is only available with 320 kW/435 hp version of the efficient MX-11 engine.

Three axle DAF CF

DAF now also supplies the Euro 6 CF with the PACCAR PX-7 engine in a number of models with three axles. These combine a higher payload with the efficiency of the 6.7 litre six-cylinder engine with outputs of 208 kW/283 hp or 231 kW/314 hp.

The CF range with the PACCAR PX-7 engine has been expanded to include a new model featuring a 7.5-tonne trailing axle with single assembly mounted behind the 13-tonne rear axle. This increases the net loading capacity to almost 19 tonnes, and allows combination weights of up to 32 tonnes. Several variants equipped with a dual mounted trailing axle are also available for more heavy-duty use. The new versions with trailing rear axle are ideal for more demanding applications in urban and regional distribution, including the transportation of food products, building materials, chilled goods and livestock.

Specially designed for applications requiring a higher payload coupled with maximum manoeuvrability, DAF also supplies the CF with PACCAR PX-7 engine with a steered trailing rear axle (7.5 tonnes).

New Low Deck

As part of DAF Transport Efficiency, the manufacturer has expanded its model programme with new Low Deck tractor units with a fifth wheel height of only 91 centimetres. This offers opportunities to further improve





earnings per kilometre by enabling loading volumes of over 100 m³ within maximum authorised dimensions.

DAF partly achieved the height of 91 cm by installing a 140 mm high fifth wheel: a reduction of 22 mm, compared to the 162 mm for the existing Low Deck versions. The height was also further reduced by fitment of low-profile tyres. For instance, size 315/45R22.5 tyres are used on the rear axles. The front features existing size 355/50R22.5 or the new 375/45R22.5. The latter has been jointly developed by DAF and Goodyear and will be exclusively available from DAF in the coming year.

Naturally, the geometry of the rear axle also plays an important role in realising a lower fifth wheel height of only 91 centimetres, where the torque rods, brackets and yokes have been completely redesigned. Besides the even lower fifth wheel height, this has resulted in an optimal longitudinal trailing. That is why the steering and handling properties of DAF Low Deck tractor units are at an unprecedented high level.

More information

Meanwhile, DAF's Driver Performance Assistant on LF, CF and XF models provides the driver with detailed feedback on fuel economy, the braking behaviour and how well traffic is anticipated.

As from the new LF 2016 Edition, tachograph information is now also shown on the central information display. This allows drivers to monitor vehicle speed as well as their driving hours more effectively to avoid infringements. The screen also displays when the truck's next service inspection is due, ensuring timely maintenance. Based on the driver card, the

display switches automatically to the required language, which is useful for the driver.

Information about the superstructure can also be shown on the central display; for example, if the loading crane is not fully folded in or the stabiliser legs are not secured. This is possible thanks to the enhanced communication between the chassis and superstructure; this also ensures, for example, that the superstructure 'knows' whether the transmission is in neutral. In addition, the PTO and engine speed, amongst other things, can now be controlled via the central vehicle CAN, both from the bodywork and from the cab, for maximum efficiency and convenience.



Commercial benefits of FORS Membership

“Word is spreading.” says John Hix, Concession Director at FORS – the Fleet Operator Recognition Scheme, “Operators in Northern Ireland, much like an increasing number of operators across the UK, are realising the commercial benefits of FORS Membership.

“Today,” he says, “more than 3,800 FORS Members have either started their journey toward, or have already achieved, exemplary levels of FORS best practice. Those operators, and they represent over 205,000 commercial vehicles, are not only leading the industry on fleet safety, efficiency and environmental compatibility, they are also prominent in the shop window when specifiers and contractors look to buy-in their transport partners.”

Initially a Transport for London initiative, FORS has since gained traction right across the transport spectrum where today operators of all stripes are realising the great many benefits of FORS best practice. Consequently, two-thirds of members are based outside the M25, stretching the length and breadth of the UK – there even exists 25 overseas FORS Members.

FORS is a voluntary accreditation scheme which can, and indeed does, tailor its membership criteria to suit not only truck operators, but also van, and bus and coach operations, too.

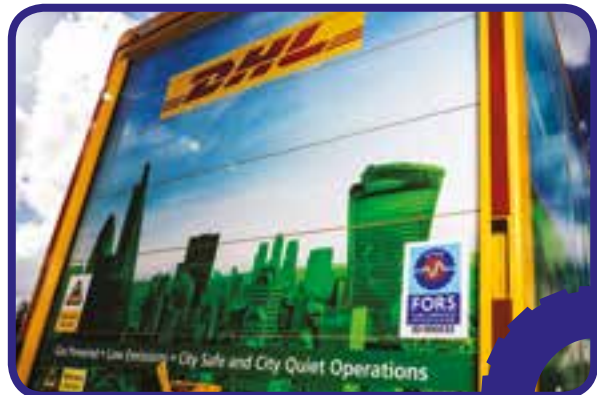
After a successful initial FORS audit, operators are officially recognised as FORS Members and accredited with Bronze status. Unsuccessful initial audits are addressed through an action plan. Members are then actively encouraged to progress through Silver and Gold accreditation. Audits, progression, training, advice; everything that FORS stands for is governed by the FORS Standard.

The FORS Standard is at the very heart of the scheme. It’s constantly reviewed and updated to keep it abreast, and in certain respects ahead, of government legislation, and is always reactive to the latest market trends. The FORS Standard is delivered through the FORS Governance & Standards Advisory Group (GSAG) which convenes on a regular basis, and is made up of 21 ‘big-hitters’ from all corners of the industry, including the FTA, North East Combined Authority, HS2, Tarmac, Veolia, DHL UK, John Lewis – all on-board to lend considerable weight to the Scheme.

Evidence exists of a growing demand for adoption of FORS as an industry-wide standard. A survey of leading operators late in 2015 showed that 85% of decision makers favour a single, all-inclusive accreditation scheme with national recognition.

“Here we are 16-months on,” says Hix, and FORS is now firmly established in the transport sector. We have a nationwide mandate to promote and encourage best-practice, and operators are responding. Fleets are becoming more efficient, the environment is benefitting, and most importantly,” he adds, “our roads are getting safer – and that’s good news for everyone.

“We’re thrilled to be sponsoring Export & Freight’s Innovation Excellence Award,” adds Hix, “recognising, as it does, Northern Ireland operators’ commitment to efficiency, profitability and, above all, safe fleet management.”



Do you recognise this woman?

Perhaps not.

Her name is Jacqueline O'Donovan, Managing Director of O'Donovan Waste Disposal, and she recognises the importance of an efficient, compliant and, above all, a safe fleet of trucks.

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Agency drivers - checks and pitfalls



Seamus Leheny

Policy & Membership Relations Manager - Northern Ireland. Freight Transport Association



Skills shortages across the logistics industry have been creating challenges for transport managers for several years but while small improvements have been seen in some areas, the problem of recruiting drivers continues to frustrate.

This time last year there was an estimated shortfall of around 60,000 HGV drivers in the UK. This has fallen to 45,000 but the need to fill vacancies means there is often a reliance on agency drivers, especially at peak times such as Christmas when additional staff are needed for short periods to cope with increased capacity. Using an agency driver who is unknown to the operator or operation creates a significant risk. It is therefore vital to engage a trusted agency that ensures its temporary staff are legal, compliant and experienced in the necessary requirements of the job. When looking for an agency, there are a number of factors to consider:

- The capacity and geographical cover of the agency
- The payment terms and your liabilities should you decide to permanently employ the driver
- How the agency checks employment status and history, as well as driving entitlement and competency
- How the agency will comply with agency working and working time regulations

- How the agency will match your requirements to available drivers
- What happens if you have a complaint
- The health and safety policies and insurances in place
- The quality systems they have in place

The contract itself is the most important factor in choosing an agency - this is usually embodied within the agency's terms and conditions of business. It is vital to ensure this is carefully checked before signing so request a copy in a large font size that can be easily read and take time to scrutinise each section. Don't sign unless you are completely happy.

It is also important to ensure the agency is adequately insured - both employer's and public liability - and that you receive a copy of the health and safety policy.

Expectations

When an agency driver starts, it is always advisable to independently check their skills and abilities and offer an induction covering your operation, customer service and business ethos. The driver should be made aware of all expectations, even if only working for you for a short period. For example, driver walk around checks and defect reporting, paperwork requirements, accident/damage reporting, safe working practices and health and safety policy.

The driver should be assessed on skills when operating the vehicle including use of controls (brake, clutch and accelerator), gear selection, use of mirrors, hazard perception, lane discipline, general attitude and when appropriate coupling and uncoupling.

Any business that finds itself frequently relying on agency drivers should consider liaising with a trusted agency to establish a pool of staff that have undergone induction and driver assessment. This removes the need for checks every time an agency driver is used, saving time and money, and also establishes a group of temporary staff who are familiar with the operation and its requirements.

On the day an agency driver starts, there are several checks that should be carried forward out before the driver can be put to work. These are essential and must be undertaken by someone who is competent to understand what needs to be checked.

The driver's licence must be carefully scrutinised to check his entitlement to drive. Both the card and paper counterpart must be seen and copies taken of both, which the driver should sign and date. Personal details should tally with another form of ID and checks should be made on whether any medicals/renewals are due, age restrictions, disqualifications/endorsements and that the licence has not expired.

The following checks may also be necessary:

- Does the driver hold a valued Driver Qualification Card covering the correct vehicles?
- ADR for carriage of dangerous goods
- Lorry loader of tail lift certificates
- Other required qualifications

Like all employers, agencies are legally required to ensure their drivers adhere to the working times rules. However, the hirer is also legally obliged to monitor compliance with EU drivers' hours rules - daily, weekly & fortnightly driving limit, daily & weekly rest and breaks from driving. Before driving for the first time, an agency driver should be asked to sign a declaration form relating to driving hours and working time liabilities. He should also be observed carrying out his first walk around check to ensure he properly records any damage/defects.

A debrief at the end of the day or particular assignment provides vital feedback on whether the driver was suitably briefed. It's a good time to check if anything was missing or misleading that prevented him from effectively doing the job to ensure mistakes are not repeated in future. This can improve processes and procedures and reduce the risk of incidents or problems.

Copies should be taken of tachograph charts, or the driver's digital tachograph card should be downloaded. As the driver

has signed a declaration, he has already acknowledged the need to return tachograph charts to the operator within 42 days - in the event of a non-return, the signed form and charts will mitigate any possible repercussions.

More Options

Other options rather than employing agency drivers can also be considered when struggling to fill a vacancy. Upskilling existing staff who already have knowledge of the operation is one option. This could be van drivers currently with a category B entitlement (car) who could be trained up to vocational licence entitlement, or other members of staff looking to move within the company. Some organisations run driver training schemes for their staff to take suitable employees through standard category B licence acquisition to full vocational category C + E licence. Locked-in agreements can be put in place where the employee agrees to pay part all or part of the training cost if they leave the company within a set period. Another option is the use of 'temp to perm' from agencies - temporary drivers that have been used for a period of time can be offered permanent positions within the company. Often agencies have a clause within their contracts which may involve paying a fee to recruit the driver, but the advantage is that the driver already knows the business whereas a new driver would need to go through induction and a period of learning. The agency driver has already proved his worth and you have had time to check his skills and ability. Advertising for new drivers is the third option but, as previously mentioned, the current skills shortage in the logistics industry makes it a challenging task to attract good candidates. Advertisements need to be eye-catching to stand out from the crowd and should provide as much information as possible about pay and benefits so prospective candidates know exactly what they are getting - an ambiguous advert will get lost amongst the competition.

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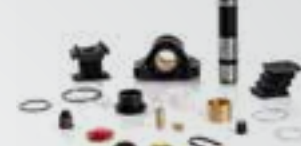
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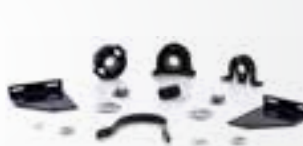
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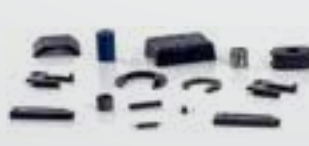
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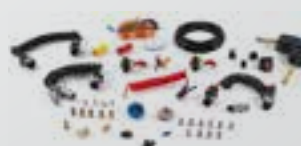
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Farmer and haulier sentenced for transporting unfit animal

A farmer and a haulier were sentenced to community service on charges connected to transporting an animal when it was unfit for the journey.

The 26 year old farmer from Clogher, Co Tyrone, was sentenced at Dungannon Magistrates' Court on one charge of causing unnecessary suffering to an animal and one charge of transporting a bovine animal that was not fit for the journey. He had previously pleaded guilty and received 150 hours community service.

An animal belonging to him was presented at an abattoir and, in the opinion of the DARD Veterinary Officer, the animal should have been euthanased on farm and not transported with other cattle which caused further suffering.

A 67 year-old haulier from Augher, Co Tyrone, was also convicted of one charge of transporting a bovine animal that was not fit for the journey. He had transported an unfit animal to an abattoir on behalf of the farmer. He had previously pleaded guilty and received 100 hours community service.

Tachograph Offences

A County Down goods vehicle operator was convicted at Lisburn Magistrates' Court and fined a total of £300 plus £15 court costs.

It was for failing to take the required statutory 45 minute break on eighteen occasions after accumulating 4 ½ hours driving.

Haulier convicted of transporting unfit animal

A Co Antrim haulier was fined after he was convicted on charges connected with transporting an unfit animal.

The Toomebridge man was convicted at Antrim Magistrates' Court of one charge of transporting an animal that was not fit for the journey and one charge of providing false information on a movement document.

He pleaded guilty and was fined £250 plus a £15 offenders levy.

This case arose when an Official Veterinary Surgeon at an abattoir examined the animal presented by Mr Herbison. The animal was showing signs of being under severe stress and was euthanased immediately.

Goods vehicle operators fined a total of £750

Two County Antrim commercial goods vehicle operators have been fined at Ballymena Magistrates' Court.

The charges related to an investigation by the Driver & Vehicle Agency (DVA) into the suspected fraudulent use of goods vehicle operator licensing identity discs.

One operator was fined £500 on one charge of fraudulently lending an identity disc, while the second was fined £250 on a related charge of fraudulently displaying the identity disc on one of its vehicles.

No Operator's Licence

A County Londonderry operator was convicted at Enniskillen Magistrates' Court and fined a total of £500 plus £15 court Costs.

The conviction arose when DVA Vehicle Examiners stopped a 2 axle Iveco Ford goods vehicle in Enniskillen.

An examination of the vehicle identified that the operator did not hold a valid operator's licence.

Crumlin haulier given suspended sentence

A Crumlin haulier was fined £4,500 and given a three month suspended jail sentence for waste offences at Antrim Crown Court.

He pleaded guilty to a failure to comply with a Notice to provide information to the Northern Ireland Environment Agency (NIEA) and failure to complete Duty of Care waste documentation. This was in respect of the illegal disposal of recyclable plastic waste at a farm at Nutts Corner.

When officers from the NIEA visited the site in November 2013, they found approximately 280 tonnes of commercially processed, and potentially recyclable, plastic waste, partially buried in a trench on farmland. Further investigation found the accused had taken this segregated and processed plastic waste from an authorised waste management company and brought it to the site for disposal.

He facilitated payment to the farmer for disposal of waste at the site. The farmer has been previously convicted in relation to the illegal disposal of waste on this land. He was instructed to pay court costs of £1,150.20.

Dangerous Vehicle

A County Tyrone driver was convicted at Omagh Magistrates' Court and fined a total of £500 with £30 court costs and 6 penalty points imposed on his driving licence.

The conviction arose when DVA Vehicle Examiners directed a 2 axle Mercedes van to the Departments weighbridge site at Cookstown Test Centre, where the vehicle was weighed. Subsequently it was found to be overloaded by 29.1% on its 1st axle and on its 2nd axle by 32.6% and by 43.9% on its gross vehicle weight.

The vehicle was overloaded to such an extent that it was deemed to be in a dangerous condition and the driver was prohibited from driving until the load was adjusted.



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Attracting the Next Generation

Martin Reid

RHA Director for Scotland and Northern Ireland



Last month at the Commercial Vehicle Show in Birmingham the RHA's National Chairman, Jim French, was proud to announce that the 2016 National Lorry Week will take place from 19th to 24th September. RHA members from across the UK and Northern Ireland will be opening their yards to the general public to show them how the haulage industry works and also to try to attract the next generation into the industry.

Last year, with a very short lead time, we managed to compliment the member events by holding promotional events in football stadium's municipal car parks, rugby grounds and even at the M6 Toll, all of which were

designed to promote our industry and to attract new entrants. We expect this year's week to be even bigger as more and more members are aware of what we are doing and also the importance in creating a pipeline of new

entrants to fill the skills gaps faced in Northern Ireland and the UK in general.

Imperative

With the elections over and the new MLA's about to find out their new roles, it is imperative that whoever gets the transport brief is prepared to help the industry and recognise its importance to the NI economy and beyond. We will be sure to press that point when the new roles are announced.

The RHA has been incredibly proactive in raising the profile of the industry through initiatives such as NLW, "Love the Lorry" and also "She's RHA", the latter being about attracting women into the industry and helping to develop and nurture those already working within the logistics sector. Following on from the launch event of She's RHA in February the feedback has been incredible, with support from MP's, MSP's, MLA's and the media alike and we will be rolling out national and regional events as we move throughout the year. I doubt that when Lesley O'Brian of Freightliner UK suggested we do something for women in the industry that even she envisaged the take up for what has become She's RHA. It's amazing how one discussion point in an RHA regional council can spark a chain of events and capture the nation's imagination.

Lorry Week

But back to National Lorry Week. Many of our Northern

Irish members already do great deeds in their communities but we are asking them to open their yards, make arrangements to take their trucks to local schools and colleges in order to show the next generation that our industry is a modern, IT driven place which can offer a long and rewarding career path. We still lose more people than we bring in and so attracting new blood is vital.

How you promote National Lorry Week is largely up to you. Last year our members surprised us with the range and variety of what they came up with. We had a bouncy castle in a pub car park, we had a lorry being named after a competition winner and we even had a Scottish Championship football team warming up for their match in "Love the Lorry" tee shirts and hats. Although the message is serious the events can be as fun as they can be.

We will be hosting an event at Westminster to get Government support for what we are doing across the UK and will give you help in publicising and promoting your event as well as providing some merchandising material for you to give out. If you are interested in holding your own event in National Lorry Week then let us know by sending an expression of interest to nlw@rha.uk.net.

Revving Up



for the Season Ahead

New DAF XF460 for Tyco BMW

The 2016 Superbike Season has got off to a flying start for NI based team, TAS Racing, chalking up 5 podium finishes at opening weekend in Silverstone. Under the guidance of Owner Hector Neill and Team Manager son Philip, TAS's champion crew have won many prestigious circuits since the team launched in 2000. With the NW200 just a few weeks away, we at TBF Thompson wish them a safe and successful season.

XF
EURO 6



A Dashing Delivery

New DAF LF210 for 3 Interior Contracts Ltd

Expert outfitters, 3 Interior Contracts, showcase style both on site and on the roads with their dapper DAF LF truck. Furnishing restaurants, bars, homes and commercial properties, 3 Interior's team of professionals are adept at crafting unique spatial experiences. With a passion for perfection second only to their client dedication, dream spaces can become a reality with 3 Interiors.

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Eddie Stobart order 600 new SDC curtainsiders in £12.6m investment

Eddie Stobart Limited has placed a major trailer order worth £12.6million with manufacturer SDC for 600 curtainsiders, as part of the company's general fleet expansion.

Dedicated to providing competitive distribution operations, the logistics company already operates the UK and Ireland's largest shared user fleet.

The new trailers with familiar green and red Eddie Stobart livery will be manufactured over a 12 month period at SDC's production facilities in Antrim and Mansfield in England.

Executive Chairman of Eddie Stobart Limited, William Stobart, said: "We are expanding our fleet with 600 new curtainsiders to fulfil the growing demand from our customers in the UK, Ireland and Europe. We are continuously looking for ways to improve our operational efficiency, while reducing environmental impacts and SDC have worked with us to achieve this.

"They offer the best in terms of trailer utilisation, through flexibility

in design and a very high quality of finished product. Our current fleet of trailers from SDC play a central role to the ongoing success of our operations, with minimal downtime and maintenance requirements."

Managing Director at SDC Trailers, Mark Cuskeran, revealed how they have built a long-established relationship with the logistics operator.

"SDC have worked closely with Eddie Stobart over the years to design and build trailers that meet their specific transport requirements. As the market leader we strive to continuously improve our solutions and maximize customer return on investment over the trailer life."

Mark continued: "Our number one goal has always been to provide high quality, durable products. Coupled with our unrivalled customer service,

these elements have allowed SDC to become the preferred supplier for leading transport and logistics operators like Eddie Stobart. I am delighted to secure the significant order for 600 new curtainsiders with Eddie Stobart and support them during a considerable fleet investment."

SDC have built over 6,500 trailers for Eddie Stobart over the last twelve years. The ongoing partnership has led the manufacturer to develop a number of innovative trailer solutions, including the UK's first longer length curtainsider under the DFT trial and a Kinetic Energy Recovery Curtainsider; both designed to improve operator efficiency by reducing fuel consumption and emissions.

The 600 new curtainsider trailers are now being rolled out across Eddie Stobart's extensive UK and Ireland fleet.



Longer Life Trailers



“When looking for a new trailer I will consider cost, longevity and what features are most important to our customers. In my experience the SDC chassis and trailer frame is **long lasting**, and the **workmanship** is to a **very high standard** which allows us to deliver on our promise of high quality customer service.

SDC Trailers not only look the part, but they also deliver on quality and reliability. SDC build a strong and **highly robust trailer** that is ideal for the unpredictable climate and infrastructure we have across the UK and Ireland.”

Brian McManus, Director, Surefreight

“We choose SDC Trailers because they offer the best product on the market, their trailers are very **sturdy** and **durable**, allowing us to provide our customers with a **first class service**.

SDC take the time to develop a solution that matches our transport requirements, they don't cut corners and this is evident in the **quality** of the finished trailer. The quality of the product means that our trailers can be operated up to and beyond 15 years if required.”

Mark Woodside, Managing Director, Woodside Haulage



“We purchase trailers from SDC for their **consistent quality** and **customer service**. We rely on quality products that will last and withstand constant use.

When purchasing from SDC, we can be confident that their trailers will be fit for purpose for at least 15 years, providing an **excellent return on our investment**. SDC offer a complete trailer refurbishment service as well in order to further extend the trailer life.”

Norman McBurney OBE, McBurney Transport



RSA NI Claims Team Meet and Greet!



Left to right: Richard Simpson (RSA NI Claims), Celine Gillen (RSA NI Head of Claims, ACII), Kathy McGillie (Tughans Solicitors), Shane Matthews (AJG)

RSA NI Insurance Ltd further promoted their local “one stop shop” by holding an event in Titanic Belfast recently with the focus on their Claims Team and how they can make their clients’ lives easier.



Billy Reid (Murphy & O’Rawe Solicitors)

Staff and guests enjoyed an evening of networking on the Bridge overlooking the slip way and Belfast Harbour where the Tall Ships Festival was held in 2015 insured by RSA.

Celine Gillen, Head of Claims and Chartered Insurer, led her team that evening, reaching out to brokers and solicitors alike, forging stronger existing relationships and building new ones, with new staff and clients.

She commented: “It’s important that brokers and solicitors alike realise the importance of our on-site Claims Team, who are here to ensure that our clients experience world class service when making a claim in their hour of need.

“Our claims team is at the heart of our business and where our service stands or falls. Our focus is to be pro-active in our approach to handling claims and by having our partners on board with us it makes life easier for all involved. We have 90 staff in Belfast and 25% of them are dealing with claims. The local knowledge and expertise is second to none in the Northern Ireland market.

“The broad range of businesses insured across the UK and Ireland strengthens the knowledge of our staff and enables a full understanding of the needs of our policyholders: partnership is key to our way of working and thinking. By working closely with our Brokers, solicitors, loss adjustors and especially our clients, we can continue to improve and deliver the high standards of service expected by all our partners and also our staff.”

A good night was had by all!



Ryan Mills (RSA NI Claims), Derek Patton and Brian Douglas of Marsh Ltd



Brendan Guinness (O’Hares Solicitors) and Chris Walls (FJI Solicitors)



Left to right: Gavin Mitchell (RSA NI, MD), Gareth Morgan (Risk Alliance, Director), Iain McKeown (RSA NI Claims), Harry Weir (Willis Towers Watson), Celine Gillen (RSA NI Head of Claims, ACII) and Simon Rotherham (RSA NI Head of Motor Underwriting)

ARE YOU THE BEST? PROVE IT!

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CLOSING DATE for Entries 30th JUNE

EXPORT & FREIGHT

TRANSPORT & LOGISTICS AWARDS

2016

GALA DINNER
THURSDAY 8TH SEPT
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Entries and nominations are invited from individuals or companies connected with the Irish road transport & logistics industry, to enter in any or all of the categories listed

EXPORT & FREIGHT

TRANSPORT & LOGISTICS AWARDS

2016

Safety Award



This award will be presented to a company involved within the transport & logistics industry who has demonstrated and implemented detailed safety measures within their organisation in compliance with health & safety regulations and accident prevention.

Driver of the Year



This Award will be presented to the commercial vehicle driver who offers a high standard of driving skills; excellent driving record and dedication to the trade. Please send a CV of the candidate. A practical driving test will determine the winner.

Technician of the Year



This Award will be presented to the best technician operating for a franchised dealer; own account operator; independent workshop; haulage fleet; or any other road transport related maintenance and repair facility, who offers unparalleled servicing skills, interpersonal relations, and recommendations. Please send a CV of the candidate. Telephone interviews will be carried out.

Greener Safer Fleet Award



This Award will be presented to the company seen to be leading the way in the Irish market in promoting both green and safe driving within their fleets. This will be demonstrated by showing excellence in best practice and a sustainable framework in place for continuous monitoring and improvement.

Innovation Excellence Award



The Innovation Excellence Award is open to all companies operating within the transport and logistics sector who have invested in innovative solutions to make their operations more efficient, profitable and successful. This can be any type of innovation from the latest equipment and facilities to cutting edge technology or environmental solutions. Any type of transport operation is invited to enter from shipping lines to hauliers, van fleet operators to own account fleets. The contender is invited to illustrate in the entry their innovative solutions for their business.

Transport Manager of the Year



This Award will be presented to the Irish Transport Manager who demonstrates the highest levels of operational ability; professionalism; fleet knowledge; fleet management and personnel skills. Please send a CV of the candidate. Telephone interviews will be carried out.

Excellence in Customer Service Award



This will be open to all companies who pride themselves in the level of their customer service including Dealers; Service Agents; Equipment Suppliers; Maintenance organisations etc.

Top Fleet of the Year



This will be presented to an outstanding fleet of vehicles based on appearance, quality, maintenance programmes, driver efficiency, skill and professionalism etc

SO HOW DO YOU ENTER?

IT'S NOT AS COMPLICATED AS YOU MIGHT THINK. IN FACT, OUR ADVICE AS ALWAYS IS: KEEP IT SIMPLE.

Here are some points to consider:

Firstly, the following awards require only company or individual named entries with a brief overview or CV of the company or individual:

- Innovation Excellence Award
- Technician of the Year
- Transport Manager of the Year
- Driver of the Year
- Top Training Operator of the Year

The rest of the Award categories require short entries stating why you believe your company should win.

Your entry will not be judged on presentation, but make sure it is easy for the judges to readily locate the necessary information.

Any factual information, such as operational, service, financial or personal details, to back up any claims expressed in your entry should be clearly and concisely laid out.

You don't have to be a big concern to enter. You could be an individual, a company with less than 10 employees or a large national/international outfit. You will be judged on merit, not size.

The judges are looking for excellence, outstanding qualities or contributions, unrivalled service and innovation, individuals and organisations who have gone the extra mile – so demonstrate all of that in your entry; make it stand out from the rest!

If you have faced any difficulties or obstacles in achieving your goals, make sure you note it on your entry.

If you need to provide any additional information to support your entry, keep it as brief and to the point as possible. Feel free to send customer testimonies to support your entries.

Enter Below or Enter Online at www.exportandfreight.com

THE CATEGORIES ARE AS FOLLOWS: *Tick the categories you wish to enter*

Top Training Operator of the Year


☐ tick

This award will be presented to the company who operates the highest standards of in-house training programmes developed in line with both Government directives and leading edge training providers. Site visits will determine the winner.

Chilled Operator of the Year


☐ tick

This award will be presented to the best Chilled Operator who presents an up-to-date modern fleet with a high quality distribution service.

Haulier of the Year


☐ tick

This will be presented to an operation running a high quality, well maintained fleet of up to 20 vehicles. The company must have a good reputation for efficient, respected service and offer good business practice in all aspects of their operation.

European Haulier of the Year


☐ tick

This will be presented to a medium to large haulier operating a high quality fleet of well-maintained vehicles and providing an excellent independent distribution service throughout the island of Ireland and/or UK and Europe. They must have a proven high-level infrastructure to the national and/or international marketplace.

Own Account Operator of the Year


☐ tick

This award will be presented to the Own Account Operator who demonstrates a high quality distribution service throughout his customer catchment area.

Transport Personality of the Year


☐ tick

This award will be presented to the individual whose personal achievement deserves industry recognition.

Logistics & Warehousing Specialist of the Year


☐ tick

This will be presented to a national organisation with bases in Ireland/UK and/or Europe offering a high level of international logistics service covering all aspects of the supply chain including haulage, warehousing, distribution etc. The winner will prove an ongoing commitment to providing an excellent range of logistics services and exceptional levels of customer care.

Irish Fleet Truck of the Year


☐ tick

This award invites all truck manufacturers to nominate one vehicle from their model range which they see as the ultimate fleet truck for the UK and Ireland, the only conditions being that the nominated vehicle must be reasonably new and a proven workhorse for a wide range of locally, nationally or internationally running fleets. One will be picked as Fleet Truck of the Year by an independent panel of judges.

ENTRY FORM

HOW TO ENTER:

- PLEASE TICK ANY AWARD CATEGORY OR CATEGORIES YOU WISH TO ENTER ON THESE 2 PAGES AND**
- SEND YOUR DETAILS ALONG WITH THIS FORM TO EXPORT & FREIGHT, 12 MAIN STREET, HILLSBOROUGH, CO DOWN, BT26 6AE OR**
- VISIT OUR WEBSITE www.exportandfreight.com AND FILL IN YOUR DETAILS & SEND ENTRY ONLINE**

ENTER ONLINE AT www.exportandfreight.com

You can also submit supporting corporate material – brochures etc, including photographs of projects, services or products. You can enter any number of categories but bear in mind, it is left to the judges opinion to reallocate any entry which may be more suitable to another category or an additional category. The judges' decision is final and no correspondence will be entered into. All entries are private & confidential. The winner will remain confidential until the event.

All entries/nominations should be received by 30th June 2016 via online submission at www.exportandfreight.com or email to helen@4squaremedia.net or post to 4 SM (NI) Ltd, 12 Main Street, Hillsborough, Co Down, BT26 6AE.

Pre-Dinner Reception courtesy of SEATRUCK FERRIES



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Wine courtesy of MOTIS



Top Table Award courtesy of RHA



EXPORT & 2016 FREIGHT

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You can't win if you're not in. The Irish Transport & Logistics Awards 2016, hosted by Export & Freight, Ireland's Transport Magazine, is set to be the biggest event in the Irish transport calendar

Book your table immediately to avoid disappointment

Held in Belfast's luxury Ramada Hotel on September 8th 2016 the awards ceremony starts with a superb Gala Dinner.

Start preparing your entries. You simply cannot afford to miss it!

All inclusive tickets cost just £100 each – a table of 10 works out at £1,000. Anticipated demand is likely to be brisk, so act now to ensure your presence at the event of the year!

For further information, telephone Export & Freight on 028 9268 8888

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Please Reserve ☐ seats @£100+VAT or ☐ tables(s) of ten places @£1,000+VAT
at the Export & Freight Irish Transport & Logistics Awards 2016 in the Ramada Hotel, Belfast
on Thursday 8th September 2016 at 7pm for 7:30pm sharp.

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Invoice Address: _____

Post Code: _____

Contact Name: _____ Tel: _____

Dress Code: Gentlemen - Lounge Suit. Ladies - Cocktail Dress

The above prices are plus VAT and will be shown as such on the official receipt.

THIS PRIORITY BOOKING FORM TO BE POSTED TO:

Export & Freight, 12 Main Street, Hillsborough, Co. Down BT26 6AE,
or email table or seating requirements to helen@4squaremedia.net

Corkman appointed to national board of Irish Exporters Association

Corkman Bill O'Connell, Vice President of Global Logistics at EMC's Ovens Centre of Excellence, has been appointed to the national board of the Irish Exporters Association (IEA).

He has worked at EMC since 1989, occupying various roles in supply chain, distribution and logistics. In 2013, he was promoted to a global vice presidency, overseeing a large and diverse team across various regions including Cork, Europe, Egypt and China, as well as multiple locations in the United States and Canada.

"I am looking forward to representing the interests of Irish exporters, in Cork and across Ireland. In a time of political and economic change for Ireland and many other countries across the world, Irish exporters need their voices heard and their concerns acknowledged.

"As a newly elected member to

the board of the Irish Exporters Association, I look forward to playing a key role in promoting Irish exports and trade within Ireland and abroad, and representing the interests of Irish exporters to Government and international trade associations."



Wrights Group CEO Receives IOD Recognition

Mark Nodder, Chairman and CEO of the Wrights Group, has been named 'Large Company Director of the Year' in the Northern Ireland IOD Director of the Year Awards, sponsored by First Trust Bank.

He was among nine leading business figures in the region to receive awards at a ceremony held at the Merchant Hotel in Belfast. The awards are an annual event that acknowledges leaders across the private, third and public sectors who have set exceptional standards of leadership and demonstrated good corporate governance.

The judges said: "Mark has displayed consistent and strong leadership, resulting in impressive business results, employment growth and business development in UK and export markets. He has fostered a strong culture of technological innovation together with a commitment to deliver value and quality."

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A Fuso First as Canter E-Cell Begins Year Long Test

Fuso's zero emission, battery operated Canter E-Cell has gone on a year long fleet trial in the German Municipality of Stuttgart with logistics company Hermes.

Export & Freight's Phil Eaglestone recently travelled to Stuttgart to find out more.

The Municipality of Stuttgart is testing four six tonne Fuso Canter E-Cell trucks over a period of twelve months in a tough everyday working environment.

Two vehicles with hydraulic tipper bodies are being used in road construction and landscaping, while the other two, fitted with box bodies, are scheduled for municipal furniture transport and waste bin delivery tasks.

The logistics company Hermes is also participating in this one-year zeroemissions fleet test. The firm will use the Canter E-Cell for urban parcel deliveries. An important test partner of Mercedes-Benz since as far back as the 1980s in the area of alternative drives, Hermes has more recently provided assistance in connection with, for example, the testing of the Vito E-Cell on parcel delivery routes in Berlin and Hamburg. Hermes aims by 2020 to significantly further reduce the CO2 emissions of its fleet.

Hermes has already switched to all-electric deliveries in the centre of London and is also taking part in

notable pilot projects in Germany.

In the presence of Stuttgart's Lord Mayor, Fritz Kuhn, the five batteryoperated Fuso Canters were officially handed over for the test by Dr. Wolfgang Bernhard, Member of the Board of Management of Daimler AG and Head of Daimler Trucks & Buses, as well as Marc Llistosella, President and CEO of the Mitsubishi Fuso Truck and Bus Corporation (MFTBC) and Head of Daimler Trucks Asia.

Commented Dr. Bernhard: "Today's internal combustion engine is highly efficient, eco-friendly and, above all, clean – and will long remain without alternative in long-distance transport. However, the situation is different when it comes to urban short-radius distribution, where a switch to electric trucks will be a technical and economic possibility within a few years' time. In this way, we are making a small yet important contribution to urban mobility in Stuttgart."

For Stuttgart's Lord Mayor, Fritz Kuhn, the use of the four Canter E-Cell is an important test of emission-free light-duty trucks in urban transport: "Sustainable mobility is a key issue

for cities and electric mobility is an important element. This is where the Municipality of Stuttgart is showing the way. We've decided to make a change to our fleet: all new cars purchased by the Municipality will be electric. I think this sends out a very strong signal. So we're also very happy to test the four Canter E-Cell in day-to-day city traffic."

And added Dirk Rahn, Managing Director Operations at Hermes Logistics Group Germany: "We are similarly proud to be using the new electric 7.5-tonne truck for our parcel deliveries. The project is part of our long-term climate protection programme, under which we intend to systematically halve the CO2 emissions of our fleet by 2020. We are very pleased to have found, in Mercedes, a reliable partner for this project."

Fuso gathered initial experience with fully electric Canters in Portugal in 2015. The Canter E-Cell proved a great success in this fleet test involving eight vehicles. It was used not only by courier and freight-forwarding companies, but also by local authorities and urban horticultural businesses. The batteries



took around seven hours to charge at a 230 volt / 32 ampere power point, while the time dropped to just one hour when using a fast-charging system (390 V/100 A).

The results of this one-year practical trial show that the vehicles stood the test of daily use in short-distance delivery and urban transport. With a range of over 100 kilometres, the Canter E-Cell vehicles exceeded the average distance that many trucks used in light-duty short-radius distribution cover each day. Based on the current cost of diesel and electricity in Portugal, the trial also produced savings in operating costs of up to 64 percent compared with a conventional diesel truck.

On the outside, the only difference between the Fuso Canter E-Cell and its diesel-engined or diesel-electric powered counterparts is the battery packs, which are mounted on either side of the frame and together weigh 600 kilograms. An electric powertrain takes the place of the three-litre diesel engine behind the unchanged Canter cab. The permanent-magnet motor delivers 110 kW (150 hp) of power to the

rear axle via a singlespeed transmission.

The chassis frame is approved for a total weight of six tonnes. The 3400-millimetre wheelbase offers space for bodies up to five metres in length, the weight of which must be subtracted from the three-tonne chassis load-bearing capacity. The then remaining payload of just over two tonnes is more than adequate for most urban short-radius distribution tasks.

ACCELERATION

Available from the very first second of operation, a torque of 650 Newtonmetres gives the six-tonne truck almost the same acceleration as a passenger car. As with all vehicles in this weight class, the top speed of the Canter E-Cell is limited to 90 km/h.

The Canter E-Cell is started by turning the "ignition key". As with an automatic transmission with torque converter, the driver can choose between the gear selector positions D, N, R and P. The practical crawler function in gear selector positions D and R is also comparable to an automatic transmission.

When the driver comes off the accelerator,

the electronics switch to energy recovery mode, the degree of which can be set to two different levels on the right-hand steering column stalk. The electric motor then becomes a generator, feeding the braking energy generated during the rolling phase back to the lithium-ion batteries on the frame. Drivers who regularly use energy recovery in the Canter E-Cell can achieve a range of more than 100 kilometres on one "tank fill".

To prevent the Canter E-Cell's silent operation from creating a hazard, the truck is fitted with the acoustic VSP warning system (vehicle sound for pedestrians), which can be activated at the press of a button. It produces a clearly audible, yet not too loud buzzing sound. This makes the E-Cell ideally suited for use in noise restriction zones at night or in the very early hours of the morning.

Meanwhile, Fuso is already working on the next generation of the Canter E-Cell – with the firm goal of making it even more suitable for everyday use and more economical.

Henderson Food Service & Wholesale Divisions Partner Bridgestone

Henderson's Food Service and Wholesale divisions in Mallusk have recently partnered with Bridgestone to fit their tyres exclusively.

Bridgestone will be fitting the R-Steer and M729 Drive tyre; trailer tyres will be the R168+ and the retreaded Bandag R168c from Northern Ireland's sole retreader 'ADCO' in Craigavon.

Henderson group have also made the decision to fit the Bridgestone automated Tyre Pressure Monitoring System (TPMS) in their head office location.

TPMS enables immediate corrective action with the transmitter unit in each valve sending tyre pressure, temperature and a unique identification number every six seconds.

When a TPMS equipped vehicle drives through a gate with receiver posts, the wireless signals are picked up and sent to Bridgestone's fleet data server using the local Northern Ireland GSM network.

Tyre pressures are directly evaluated in real time against the recommended pressures. If the values are outside prescribed limits, an email is generated

for the fleet and the service provider, Modern Tyres. Immediate corrective action can then be taken.

Bridgestone TPMS benefits include:

- Real-time tyre pressure information
- Automated pressure alerts
- Increased safety
- Longer tyre life
- Lower fuel consumption

Comments David McCracken, Fleet Engineer with Henderson's: "The crucial factor with Bridgestone TPMS is the potential to reduce downtime caused by tyre related breakdowns and also to increase the MPG returns from each truck."

Modern Tyres Group Sales and Marketing Manager Stephen Shaw adds: "The implementation of this tyre premium policy coupled with the installation of TPMS will benefit the Henderson group and Modern Tyres look forward to increasing the quality of service considerably."

Receiver post picks up signal to alert Bridgestone's fleet data server using the local Northern Ireland GSM network.



Pictured here (l-r) are Bridgestone National Fleet Executive Conor Curran, Modern Tyres' Stephen Shaw & Henderson Fleet Engineer David McCracken.

FACT FILE

Under-inflated tyres:

- Are bad for the environment
- Increase rolling resistance and thus increase fuel consumption and CO2 emissions
- Can cause a tyre to overheat, break up and even blow out
- Are expensive (a tyre inflated 20% below the recommended pressure only lasts 75% of its normal life) and underinflated tyres can cause vehicle and driver downtime.





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Truck platooning: pipedream or the future?



Are autonomous trucks a pipedream or set to become cutting-edge technology in the drive for transport efficiency? Export & Freight's reporter Sharon Clancy finds out.

Autonomous trucks and self-driving cars have been getting a lot of publicity recently. Is it all hype – a nice dream but with too many hurdles to move from experimental to everyday reality in the foreseeable future – or the latest step in what some are calling the next automotive revolution?

Watching three Actros 1845 trucks move in platoon format down the A52 around Düsseldorf, only one driver in control was certainly an impressive way to start a discussion about where we are heading with autonomous trucks.

The event was organised by Daimler, just prior to the start of the first European Truck Platooning Challenge which saw several truck platoons setting out from various European countries heading for Rotterdam. It was the idea of the Netherlands, which during its presidency of the EU wanted to demonstrate that platooning is possible, poses no additional risks to other road users and is essential if the EU is to meet its targets on CO2 reduction, congestion and road safety.

The technology

Truck platoons sound futuristic, but for Daimler, it's the next logical step in development of advanced driver assistance technology already available such as Adaptive Cruise Control, lane departure warning and emergency brake assist systems.

The new technology platooning requires is a digital connection between trucks – Mercedes-Benz calls this Highway Pilot

Connect, or HPC. It consists of a radio processor with multiband HF transmitter/receiver, and two additional cockpit switches for activation and deactivation of the system.

It's this vehicle-to-vehicle live connection allows one truck to brake and accelerate for all the others connected to it. It's called V2V (vehicle-to-vehicle) communication and Europe's ACEA organization, which represents vehicle manufacturers, has already developed standards for Vehicle-to-Vehicle (V2V) and Vehicle-to-Infrastructure (V2I) communication.

Platooning in action

Trucks are only connected to each other as a platoon for a specific route, and can join and leave a platoon whenever they wish. A platoon can be different truck makes, so long as they meet the V2V and V2I technical requirements. The maximum length of a platoon is 10 vehicles to ensure a

stable connection and driving conditions.

In the Daimler demonstration, the Actros truck sends out a "Highway Pilot Connect available" signal. If another truck wants to join as a platoon, the driver presses the blue activation button in the truck and is automatically linked up to the lead truck.

An 8in monitor in the cab keeps the driver informed about the route, the number of vehicles in the platoon and his position in it. Nor are they driving "blind" – the camera in the lead truck records the driving situation ahead of the truck and transfers the images to all the vehicles in the convoy.

In platoon format, the distance between truck is a startlingly short 15 metres – half the 30 metres usually recommended. It could be shorter, says Mercedes-Benz, but 15 metres allows enough space for another vehicle to insert itself between two trucks



in the platoon – to exit a motorway, for example. Another key benefit on increasingly congested European highways is that the three platooned trucks took up 80 metres of road, rather than the more typical 150 metres, creating more space for other road users.

It's the constant communication between vehicles that makes 15 metres is safe even when vehicles are travelling at 80km/h, even during emergency braking. When any vehicle in the platoon applies the brakes, the brakes in all the other vehicles in the convoy are applied automatically. The reaction times of the sensors on the truck is only one tenth of a second compared with a typical time of 1.4 seconds for driver perception and reaction – so a platooned truck travels 2.2 metres at 80km/h between sensing and reaction, while a truck with manual driver control will travel 30 metres.

The good news for operators, says Mercedes-Benz, is that there's about a 7% fuel consumption improvement for all the vehicles in the platoon. Measured on a flat road at 80km/h, fuel consumption improvement on the lead vehicle was 2%, on the middle truck 11% and 9% on the rear one. Some arrangement between operators is going to be required to make sure the benefits are equally shared, admits the truck maker.

UK trials

The UK is already a global leader in telematics and connected vehicle developments such as smart highways, a position the Government is keen to maintain. In April it announced it will support UK truck platooning trials, a move welcomed by the UK's Transport Road Research Laboratory.

"Truck platooning could deliver compelling efficiency improvements for both the UK's haulage industry and transport network," commented Professor Nick Reed, Academy Director, TRL. "Trials of this nature are already in progress in the US and Europe, so it's vital



that the UK takes these steps to ensure our haulage industry remains competitive globally."

Addressing concerns over safety will be a priority, he concedes. "The technology needs to be proven to be safe before it moves to on-road trials, and thus gradually builds in complexity, to establish the scale of the benefits achievable in the context of real-world driving."

Just as they have been involved in testing the feasibility of longer semi-trailers on UK roads, operators are going to be key in investigating if and how truck platoons will work commercially and environmentally on UK roads.

Reed points out that driver training will be a key factor. "The precise scope of trials remains to be defined, but we envisage that all vehicles participating in trials will have fully trained and qualified drivers at the controls at all times. The further training required for drivers of the convoy's lead and following trucks



is important to ensure the safe operation of the platoon, and particular attention must be paid to the in-vehicle information systems that control platoon formation."

The future

Autonomous trucks and platooning might not be happening tomorrow and, indeed, might never become a practical solution for much the UK road network. What's more predictable, however, is that some of that development, especially on road infrastructure, could change the way we manage and operator our fleets.



Irish Commercials Expand into Santry

Irish Commercials Volvo Truck and Bus Dealership is to develop a new depot based in Santry, North Dublin, due to open in 2017.



Conor and Barry Horan (centre) with the management and sales team of Irish Commercials as they announce the development of their new Santry depot. (Left to right) Jim Bergin, Chris Watts, Pat Conlon, Caroline O'Connor, Conor Horan, Barry Horan, Pauline Keating, Paul O Ceallaigh, Ciaran Bolger and Joe Lynch

The seven double bay depot will offer a range of services to include Volvo Truck and Bus Maintenance and Repairs, Volvo Genuine Parts, Tachograph Centre, and will also contain their Partech division which supply parts for all makes of trucks, buses and trailers.

Santry, similar to Irish Commercials depots based in Naas and Galway, will be purpose built and ideally positioned to support and develop their growing customer base in the area. Located two minutes from Dublin Airport and just off both the M50 and M1, the new depot will serve North Dublin and surrounding areas. Naas will remain the head office and the preferable location for customers further South along the M50, M7 and surrounding counties.

Comments Managing Director Barry Horan: "Vehicles are becoming more advanced and compliance is also an increasing challenge for our customers; because of this, customers are trusting us more and more with the maintenance on their vehicles while they are concentrating on their own core business. This noticeable trend means that we must be closer to our valued customers geographically, and we have received fantastic feedback from them as a result of this announcement. Of course, we also expect to grow our customer base in the North Dublin region as the location of our new Santry depot, is a very convenient one for the truck and bus operators in the region."

Topaz Invests £6.5 million in new stations

Topaz has transformed the landscape of Ballysimon, Co. Limerick by undertaking a full redevelopment of the local service station.

The unveiling of Topaz's redeveloped site at Ballysimon has created 10 new jobs and

an investment of €3 million at the site, which is located on the Ballysimon Road in Limerick.

The Ballysimon launch comes fresh off the back of a recent announcement by Topaz, that they have invested €3 million and created a further 18 new jobs

with the development of a state of the art forecourt in Dublin servicing the residents of Citywest and the surrounding locality.

In the last 18 months alone Topaz have also invested half a million pounds in team training and development.

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Hear from long standing Dennison Trailers customer, Vincent Waddell, **SureFreight International**

Here at Surefreight we have been dealing with James, George and David Dennison from Dennison Trailers for many years now. As a company, they hold the same family values as ourselves.



When working with Dennison Trailers, we have found the specification and build quality is of a very high and consistent standard and they know what we need for our particular application. The majority of our trailers ship unaccompanied, across the Irish sea and so are prone to more shunting on and off ships at the docks. We find the Dennison product to be very robust with adequate lashing points for restraining the trailer on the ship.

The finished products are consistently very high quality and with its galvanised front and rear corner posts, heavy duty double locking bars on the rear doors and with a good heavy coat of paint always ensuring we get a long life out of the trailer, making it very cost effective and essential to our company image and profitability.

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Our Naas and Lancaster factories also carry a substantial stock of running gear and brake components from the most respected names in the field: from Haldex air valves to Goodyear air bags, as well as brake discs, pads and drums from all leading manufacturers. A wide range of Jost and Holland legs is also available ex-stock, as are electrical, hydraulic and air system components.

With over 50 years and 47,000 trailers behind us, Dennison Trailers is one of the leading manufacturers of commercial vehicle trailers. Still family owned and run, our success is a result of a combination of innovation, engineering excellence and a total commitment to customer service.

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Kraker Trailers Open Up A New Era in Moving Floors

The Dutch manufacturer Kraker Trailers has moved up a gear with the recent opening of a new factory to increase production of its renowned 'moving floor' trailers, as Export & Freight's Phil Eaglestone reports after attending an Open Day at the plant in Axel.

Kraker Trailers is the first moving floor trailer manufacturer that parts with traditional ways of construction whereby trailers were entirely welded together – it now uses bolted connections instead.

The company's Jan de Kraker tells us he came up with the idea of bolted trailers some years ago, but it took an intensive research and development period before production actually began.

Kraker Trailers describes themselves as "Masters in Moving Floor Trailers". Indeed, this slogan has become a philosophy at the company.

"At Kraker Trailers we believe that only the best is good enough. And we deliver on our promise, with each trailer leaving the factory. We are the only company in Europe that fully specialises in the development and production of moving floor trailers, another reason why 'Masters in Moving Floor Trailers' is the perfect slogan."

The Open Day showpiece was the company's new K-Force trailer, which is assembled mainly by using bolt connections. It can deal with the same loads as traditionally built trailers.

The first K-Force trailers have already been delivered to end-users and Jan de Kraker says the results in practice match the test results exactly.

The K-Force can be assembled on site, due to its construction method. Several trailers can be stacked as construction kits and transported all at the same time, thereby substantially reducing delivery costs. It should be pointed out, though, that a K-Force can only be assembled by a Kraker Trailers acknowledged service partner who will have the appropriate equipment and necessary know-how.



Lean Manufacturing

The new factory is certainly impressive. A new 6600m² production hall was built alongside the existing factory. The production capacity has doubled and the K-Force can be delivered from stock.

The production process in the new factory has been significantly streamlined, compared to the former procedure where the manufacturing process was very physical, as well as time and space consuming. The old factory is now being used for the production of single trailers (so called specials). In order to also control the paintwork process a

spray cabin was integrated in the new factory hall, so trailers do not need to be taken to an external location, saving on logistics.

Kraker Trailers is also further expanding its already extensive dealer network in anticipation of growing demand; its dealer in this part of the world is Norfolk based Trailer Tec UK Limited, part of the SJC Group.

Kraker Trailers mainly uses original parts of well-established manufacturers. Its partners include Cargo Floor, BPW, SAF, MB and WABCO among others, and it operates a network of official Service Centres across Europe, including several in Ireland, where its trailers can be regularly maintained or repaired.

CV Show Celebrates A Record Year for LCV launches

A full load of global and UK van and pick-up launches were delivered to the CV Show 2016, with 13 new vans and pick-ups being unveiled at the event at the NEC, Birmingham.

The wraps were pulled off the all-new Citroen Dispatch, Peugeot Expert and Toyota ProAce, which all made their world premieres at the 'go-to' event for anyone involved in the LCV, logistics and transport industries.

In addition, the show saw debuts for the Toyota Hilux, Fiat Fullback, Ford Transit EcoBlue 2.0 Diesel, Iveco Daily Euro 6, Renault Master Passenger, DFSK C-Series, Volkswagen Crafter Tipper and Isuzu D-MAX Centurion, as well as a return to the UK for LDV with its new V80 and G10 model ranges.

Other big names in the LCV arena that were exhibiting at the show included Ford, Iveco, Mitsubishi and SSangyong, all of whom were exhibiting their latest model line-ups.

The series of 'reveals' came on the back of news from the Society of Motor Manufacturers and Traders that the number of vans on Britain's roads has hit an all-time high, with over four million LCVs in use across the UK, a

4.3 per cent increase on 2015. Registrations grew by a further 1.2% in the first quarter of 2016, following a bumper 2015 in which 370,000 new vans were registered.

The Future

The future of road haulage was also very much one of the central themes of this year's CV Show, with recruitment, innovation and skills all well represented.

The event played host to the launch of 'National Lorry Week'. The initiative, from the Road Haulage Association, runs from September 19-24 and will bring together stakeholders from across the road transport industry with a focus on the next generation.

It aims to attract new blood into the road haulage and logistics sectors, as well as raise awareness of the critical role that road haulage plays in people's daily lives.

Richard Burnett, RHA CEO, said: "Our aim is to shout about what we, as hauliers, do. The industry is very much taken for granted, but a skills shortage has the potential to have a serious impact on our daily lives.

"Our focus is very much to open the

doors of the industry to younger people and attract them into it, be that as a driver or one of the many other jobs that the road haulage sector provides."

Technology

Technology is as much a part of the future as bringing in new people, and there were some significant innovations across all areas of the industry on display at this year's show.

These included the very latest developments in software-as-a-service, telematics, compliance management and driver assistance systems, with many new and innovative products making life easier for fleet operators and drivers alike.

CV Show director Rob Skelton said: "This year, more than ever, the focus was strongly on the very latest technology, be it camera-based assistance systems or tyre management technology that help the driver, to on-board fleet monitoring systems for operators that improve both safety and efficiency."

Export & Freight had a full team of people at the show and over the following pages we take a look at some of the many highlights...

Hiab presents its product innovations

Hiab brought its product innovations to the show, including the "BIG 5" loader cranes which are the strongest of its products, ready to take on even the most difficult lifts.

Also there was the renewed HIAB T-series light weight loader cranes ranging from 1.2 to 3.5 ton meter lift capacity with hybrid technology.

Hiab also launched a new recycling crane, the JONSERED1200RS with maximum capacity of 11.3 tm. This new construction crane is meant for collecting and removing residue material coming from digging applications, and also for transport and delivery of filling material such as sand and gravel.

Bridgestone driving home all manner of messages

A pledge to shake up the budget truck tyre segment, a heavy emphasis on commercial van tyres and an industry leading retorque app were key themes for Bridgestone.

The decision to officially unveil the Dayton range at the show represented a new foray into the 'entry level' of the tyre market for Bridgestone, with a line-up of quality, good value truck tyres being promised.

Featuring the popular 295/80 R22.5 and 385/65 R22.5 sizes, Dayton will be presented with

the quality guarantee of the Bridgestone group. Better still, the Dayton line-up of steer, drive and trailer tyres is retreadable, making them even better value for money in the long run.

Bridgestone also sees huge potential from the van tyre market and is categorising this sector under its commercial umbrella of products. It has identified a 'huge opportunity' from the commercial van sector and believes its Bridgestone Duravis R660 and Firestone Vanhawk can meet the needs of an ever growing market.

Meanwhile, the company also revealed its new Retorque app, which has been developed after a painstaking information gathering exercise with all bus, truck and trailer original equipment manufacturers. It will offer the correct torque settings on all vehicles, free of charge, at the swipe of a mobile phone or tablet.

It will be of use to anyone who removes and replaces truck wheels and Bridgestone plan to develop it further to include van data in the future.





Continental Tyres Promote Hybrid and EcoPlus

Continental Tyres' focus was on helping operators review their current tyre selection and running costs, with visitors being able to view a selection of the latest third generation Continental tyres, including the complete range of Hybrid and EcoPlus products.

Also on display was the latest technological advances in ContiPressureCheck (TPMS), including the newly developed integration to telematics systems. ContiPressureCheck has already proven to have multiple benefits for fleets, including reduced fuel costs, lower environmental impact and higher safety levels as well as helping to lower the likelihood of costly breakdowns due to punctures.

Visitors also had the opportunity to find out more about the launch of new generation products for the Semperit and Barum brands which will be undergoing new naming programmes for 2016.



Conor Patton demos at NIBC stand



Billy Dougan, Gray & Adams

Iveco Displays Biggest Ever Line-Up

Iveco, the only major truck manufacturer who supported this year's show, had more than 20 vehicles on display to celebrate its multi-award winning range which includes the International Truck of the Year 2016-winning New Eurocargo.

They had a high profile external display at the entrance to the show, comprising the New Eurocargo, 'International Truck of the Year 2016'; Daily, 'International Van of the Year 2015' and Stralis Hi-Way, 'International Truck of the Year 2013'.

The trio was joined by a rally-spec Iveco Trakker from Petronas Team De Rooy Iveco – the winning team in the gruelling Dakar 2016.

Inside the show, Iveco occupied a significant stand at the front of Hall 5, featuring a 7.5 tonne New Eurocargo and a number of different models of Daily, including the global public debut for the New Daily Euro-6 family, following its international press launch in Italy a week previously. (More on this in our Van Ireland section)



Iveco's presence at the show was completed with a second outdoor display focused on the manufacturer's commitment to an SCR-only approach for Euro VI heavy-duty diesel engines. Under the banner 'Regeneration? No Thanks', Iveco displayed an 18 tonne New Eurocargo, Stralis Hi-Way tractor unit and a Trakker 8x4 rigid, each benefiting from Iveco's patented HI-SCR engine technology to meet emissions limits without the need for exhaust gas recirculation.



Owen McFadden, Montracon



Alice Busnati (left) and Marieta Koleva, FORS

Goodyear's Winning Combination

Goodyear used the show to demonstrate why leading fleets are increasingly choosing its KMAX and FUELMAX range.

The Goodyear KMAX range has been developed for improved mileage performance, while not compromising on other important criteria such as fuel efficiency and traction. Likewise the Goodyear FUELMAX range is for the operator seeking to optimise fuel efficiency combined with good mileage.

The stand also featured Goodyear's premium retreads TreadMax.

Marc Preedy, Goodyear Commercial Director UK and Ireland said: "The combination of market leading products and first class service through our dedicated TruckForce network is proving a winning combination for us.

"Our products are approved as



Original Equipment by leading manufacturers such as Scania, DAF, Mercedes, Volvo, MAN, Iveco, SDC, Lawrence David, Dun Bur, Krone and Monatron, We are also trusted by major fleets including Eddie Stobarts, DHL, Turners of Soham, Morrisons, Iceland, Culina, BP, Calor, Fed Ex, Sainsburys, Aldi, Malcolm Logistics and Elddis, to name just a few."

Toyota's All-new Hilux Makes UK Debut

Making its first appearance at the show in eight years, Toyota had two all-new models - the Proace Verso large MPV and the Hilux pick-up truck.

Hilux has been quite a success for Toyota. Respected for its build quality and reliability, it is now in its eighth generations, so the new model, said to be the toughest yet, with a new ladder-frame chassis, should attract plenty of attention at the show.

More Performance with Advanced New Ford EcoBlue Engine

Ford's new Transit and Transit Custom commercial vehicles powered by the all-new, state-of-the-art 2.0-litre Ford EcoBlue diesel engine made their global debut at the show.

New from the ground up, the next-generation Ford EcoBlue engine enhances fuel efficiency by up to 13 per cent compared with the outgoing 2.2-litre TDCi engine, with CO2 emissions from 157 g/km, and delivers significant improvements in low-rpm torque for enhanced driveability.

The new engine – available to order now – also will deliver up to 2-year/37,000 miles variable service intervals for Transit and Transit Custom operators.

The all-new downsized 2.0-litre Ford EcoBlue diesel engine has been engineered to meet Ford's rigorous commercial vehicle durability standards, powering Transit vehicles through the equivalent of 3.4 million miles of punishing durability testing, including 250,000 miles of testing at the hands of real-world Transit customers.

In addition to the all-new engine

line-up, Transit and Transit Custom vehicles also are available to order now with advanced driver assistance technologies including Side Wind Stabilisation and Pre-Collision Assist with Pedestrian Detection. From late 2016, customers also will be able to specify a six speed automatic transmission in place of a manual gearbox, and a new rear air suspension option on Transit Custom Kombi models.

The two-tonne Transit and one-tonne Transit Custom vehicles are core models within Ford's renewed Transit range, which also includes the smaller all-new Transit Connect and Transit Courier vans. The success of this expanded line-up has helped maintain Ford's top position for CV sales in the UK, which it has held for the past 50 years. Ford also became Europe's No.1 selling commercial vehicle brand in 2015 – for the first time in 19 years – with total sales of 280,000, a year-over-year increase of 23 per cent.

Growth has continued in the first quarter of 2016, with combined Transit and Transit Custom sales in Europe of 50,100 vehicles, a rise of 15 per cent over the previous year.

SDC Unveils Kinetic Energy Recovery Trailer



SDC showcased a number of its trailers, including a new fuel saving Kinetic Energy Recovery System (KERS) Curtainsider designed to maximise operational efficiency.

SDC's pioneering 13.6m KERS Curtainsider utilises a hybrid system, consisting of a bank of high-power ultra-capacitors, working alongside an electrically-driven axle to capture energy

loss and use this energy to re-power the vehicle. During braking, the motor becomes a generator, recovering kinetic energy that would otherwise be lost as heat and storing it in the ultra-capacitors. The futuristic technology is controlled by an intelligent management system that tracks driver input, in order to control the boost and regenerative braking provided by the trailer.

Reducing fuel consumption and greenhouse gas emissions by up to 25%, SDC's KERS Curtainsider offers significant operator cost savings and a lower environmental footprint.

Other SDC trailers at the CV show included a 13.6 GRP Boxvan manufactured using highly durable GRP ply, a 10.79m Owen's Urban trailer with Tridec bar rear steer and Dhollandia tuckaway tailift for deliveries into tight urban locations, a 4.6m tri-axle curtainsider and 4.7m tri-axle curtainsider, as well as a new corporate hospitality trailer.



Peter Eakin, Isuzu stand



Helen Beggs, Export and Freight, Nigel Emms and Lisa Fuller, Iveco

Thermo King and FRIGOBLOCK Address Environmental Challenges

Thermo King and FRIGOBLOCK featured their solutions and services, which meet the critical customer needs from short- and long-haul truck and trailer applications, to inner city and last mile deliveries in small trucks and vans.

Visitors saw how the Thermo King and FRIGOBLOCK product and service offering addresses the sometimes conflicting demands of the transport refrigeration sector for cost effectiveness, optimal energy efficiency, performance, environmental sustainability and compliance with stringent regulations.

"Traffic noise and engine emissions have become one of the most widespread environmental challenges in the UK and in Europe. Distribution companies are looking for ways to limit the noise and emissions levels of their fleets and offer quiet and clean urban and last mile delivery capabilities," said John Winter, managing director for FRIGOBLOCK in the UK and Ireland.

"Thermo King and FRIGOBLOCK offer their customers the widest portfolio of distribution solutions that address the various emissions and noise challenges across the logistics network and combine quiet operation with uncompromised performance and low environmental impact," added Steve Williams, UK area sales manager, Thermo King.



l-r: George Ralph, MD Marshall Fleet Solutions and Kathryn Dickey, TTP Thermo King

SmartWitness Launches VanProtect

SmartWitness launched a bespoke "van cam" to give van fleets extra protection. Engaging reverse on the vehicle automatically activates the monitor enabling the driver to see clearly any potential hazards behind the vehicle.

VanProtect is built on SmartWitness's multi-award winning forward facing KP1 camera. Its forward facing camera fits neatly behind the rear view mirror and can be locked making it tamper proof. The enhanced VanProtect+ package includes

3G/4G instant video transmission with built-in vehicle location and telematics data, all of which has been developed to provide evidence of events leading up to and during a road traffic incident.

VanProtect+ provides the fleet manager and insurer with instant incident notifications in less than 60 seconds.

SmartWitness CEO Paul Singh said: "Van fleets tend to get involved in more road incidents than haulage fleets. In the past few years van

fleets have been targeted by criminal gangs making bogus claims for whiplash injuries, and you simply have to have video evidence to get rid of these kinds of fraudulent claims.

"Fleet operators often comment that van fleet drivers need that level of extra driver education and our system will notify fleet managers of who is in need of extra tuition to control bad driving habits."



Patrick Grant, Granco with a customer



Bluetree stand

Engineless Transport Refrigeration Technology from Carrier Transicold



Carrier Transicold UK introduced visitors to a new generation of engineless transport refrigeration technology at the CV Show, available following the recent acquisition of TRS Transportkoeling b.v. (TRS).

With the January acquisition of TRS, Carrier Transicold UK offers fleet refrigeration units running entirely on hydro-electric power generated by a truck's ultra-clean Euro VI engine, cutting emissions, maintenance costs and improving fuel efficiency. The TRS technology is also exceptionally quiet, and fully PIEK certified.

The new technology was represented at the CV Show with a TRS ECO-DRIVE GenSet unit powering a

Supra™ transport refrigeration unit. Both systems are mounted to a rigid truck, displayed directly adjacent to the Carrier Transicold UK stand. There was also be a demonstrator vehicle from TRS on display outside the exhibition halls. Commented Scott Dargan, managing director, Carrier Transicold, Northern Europe and Service EMEA: "TRS innovation and technology will allow us to continue helping fleets meet their efficiency and sustainability goals. These units add a new dimension to our range and directly support our goal of achieving a sustainable cold chain."

Expanded Portfolio from BPW

BPW highlighted both their disc and drum brake axles with ECO Air COMPACT suspension and the new ECO Plus 3 hub which applies the Formula 1 principle, allowing simple removal of the entire wheel to significantly cut servicing and maintenance times.

BPW also showcased their expanded portfolio to support trailer builders which includes landing legs, lighting systems, and other trailer components, such as their EN12642XL rated pillars, which can be moved anywhere along the trailer side to fully access the load. Equally user-friendly, is their roof lifting system, which operates in seconds, allowing trailers to be loaded to their full potential.

Other stand highlights included Hidromas hydraulic cylinders and fully integrated idem telematics systems which give a valuable overview of transport operations allowing management to improve fleet utilisation and efficiency.



James Dennison, Steve Turton, Vincy Waddell and Brian McManus at the BPW stand



With 4,000, 4,200, 4,600 mm height and DIN EN 12642 Code XL.

Universal Graphics Introduces ProWrap

Universal Graphics launched its ProWrap series of vehicle branding that allows customisation of any vehicle using innovative graphic films from 3M, the science-based technology company.

There were live demonstrations of vehicle wrapping using the recently announced non-PVC Envision Print Wrap Film LX480 and premium Controltac Graphic Film IJ380-10 Series from 3M throughout the show.

Visitors were able to experience first-hand a light commercial vehicle being wrapped in real-time using highly versatile films from 3M. The films can easily be repositioned upon application, enabling vehicle wrappers to achieve the correct alignment, conforming to curves and complex surfaces.

Said Simon Murray, Director, Universal Graphics: "Our new ProWrap 360+ goes the extra mile to cover other vehicle parts including bumpers and mirrors. For the new ProWrap series we opted to use films from 3M to address the need for a premium, eye catching product that offers outstanding performance and durability, whilst also allowing flexible options for a reliable investment."

For Van CV Show 2016 info please see Van Ireland section on page 56



Custom.Made.



The fixed aluminium roof and flat front fit perfectly into the UK and Irish logistics chain.



The S.CS FIXED ROOF Curtainsider comes with a strong and durable body construction and has all the benefits of the bolted and galvanised chassis – **just more.**

Mercedes-Benz Vans UK Launches VanExperience Live 2016



VanExperience Live 2016, the ultimate test drive from Mercedes-Benz Vans, is now officially open for registration from all interested van operators to come to the UK's largest event of its kind.

Open for all van operators, VanExperience Live promises to be bigger than ever before, with more than 2,500 van operators expected to arrive. Taking place at Millbrook Proving Ground in Bedfordshire across 10 week days from 20 June to 1 July 2016, VanExperience Live is now celebrating its 13th year.

There will be three main hands-on demonstration areas to help guests assess how Mercedes-Benz vans perform in all areas:

Drive It – A full range drive to experience the entire product line-up from Mercedes-Benz Vans, and compare them directly with competitor test vehicles

Test It – A challenging off-road course to show the skills of the Sprinter 4x4 and 6x6 vehicles

Trust It – A safety-focused activity, including handling on the all-new wet grip experience
Steve Bridge, Managing Director, Mercedes-Benz Vans, said: "This is the first time in the events' 13-year history that we are opening up the doors of VanExperience Live to all van operators, to really help them to make their minds up when it comes to assessing their next vehicle purchase – the feedback we receive each year

proves the format is the best in the industry.

"We know how important vans are to our guests, and appreciate that many who attend aren't 'van drivers' – they are people who use a van to deliver goods or services, so it is our promise to provide as much support as possible to these UK businesses, enabling them to focus on delivering their customers great service without having to worry about their van.

"I look forward to seeing many van operators there – from a one-van business, through to some of the biggest fleets in the UK."

A complete display of vehicles will be available to access, including vans from more than 30 body builder and conversion exhibitors to show how adaptable a van can be. In addition, guests will have access to all areas of the business, including Management, as the entire Mercedes-Benz Vans UK team relocates to the event for the duration.

If any van operator would like to attend VanExperience Live 2016, they can register their interest by visiting www.MBVans.co.uk/VEL.



Smartdrive Becomes An FTA Van Excellence Recognised Partner

SmartDrive Systems, a leader in video based driver safety performance programmes for the commercial vehicle market, has become a recognised partner of the Freight Transport Association's (FTA) Van Excellence scheme.

Designed to raise standards within the industry, the Van Excellence scheme helps and supports van and light commercial fleets to improve their operating and business practices. SmartDrive joins other participating providers in their efforts to enhance standards of van operator compliance, celebrate operators who demonstrate excellence and represent the interests of the van industry.

SmartDrive's solution enables van and light commercial fleets to reduce the frequency, severity and financial impact of collisions. In many cases, fleets using the SmartDrive programme are able to reduce collision frequency by up to 70 percent and significantly reduce associated costs. The

SmartDrive system provides fleet managers with a comprehensive view of risky driving performance, giving them the right tools to reduce preventable collisions and exonerate not at fault drivers, all through an easy to use, cost effective, web-based managed service.



"With its multi-level driver risk management system, combining video, driving intelligence and personalised driver performance profiles and coaching queues, SmartDrive is an ideal addition to our impressive cadre of recognised partners," said Mark Cartwright, head of vans and LCVs at the FTA.

SmartDrive offers a programme that lets fleets choose the level of protection that best suits their operation and driver safety programme. With three core offers--SmartDrive Shield, SmartDrive Defender and SmartDrive Assurance--all based on an intuitive, configurable platform, users can adapt and grow the solution, without costly upgrade charges.

Added Aidan Rowsome, vice president EMEA at SmartDrive: "Our approval as a recognised partner of the FTA Van Excellence scheme is a clear endorsement of our proactive approach to driver safety performance. We look forward to working closely with the Van Excellence team to educate and assist van and light commercial fleets achieve continuous improvement in on-road safety."

Peugeot Expert Makes World Wide Show Debut

The all-new Peugeot Expert made its world debut at the recent CV show, with the manufacturer introducing what they call 'a compelling and competitive product range with exceptional capabilities and efficiencies.'



Built on a brand-new vehicle platform, the new Expert can carry a maximum load of 1400kg. It is a vehicle also particularly well suited to urban journeys, with a maximum height of just 1.90m.

"Our ambition with the new Peugeot Expert is to attract new customers. Its innovative design offers differentiating services and embodies a new aspect of Peugeot's high-end strategy in the utility vehicles sector," said Maxime Picat, Peugeot Brand CEO.

Available in three body lengths and with two or three seats in the front, the Standard and Long versions, at 4.95m and 5.30m, are designed for the core market. The Compact 4.60m version, unique in the segment, allows loads of up to 5.1m³ and 1400kg, with a useful length of 3.32m. Its reduced dimensions and overhang allow the new Peugeot Expert to offer great manoeuvrability, particularly popular with business professionals working in urban areas on a daily basis. Its reduced height of 1.90m guarantees it access to all car parks.

The new Peugeot Expert adopts modern and efficient Euro 6 BlueHdi engine options from 95hp / 210Nm to 180hp / 400Nm mostly equipped with Stop & Start technology.

For business professionals' efficiency, comfort and safety, the new Peugeot Expert offers a number of latest generation

features that are rare or exclusive in the segment, particularly the hands-free sliding side doors, the advanced modularity of the passenger space with Moduwork; the head-up display and sign reading system with speed limiter recommendation are also unique in the segment.

The Active Safety Brake and automatic switching to main beam lamps are rare in the segment. For the first time ever, one of the brand's vehicles is equipped with new voice-control connected 3D navigation and real-time traffic information, VisioPark 1 reversing camera with 180° overhead rear view and rear view zoom and Driver Attention Alert.

The Peugeot Expert is available in the following versions: Crew vans - with five or six fixed or fold-up seats; Platform cab - as a conversion base; and Combi - as a people-carrier with up to nine seats.

On board, the Peugeot Expert also revolutionises the segment's features improving ergonomics and driving comfort. A step provides easy access to its elevated seating position, which aids sight of the road ahead. The instrument panel and steering wheel in relatively vertical position for the segment, immerses the driver in an environment somewhere between the SUV for the command driving position and the saloon for comfort.

The electrohydraulic-assisted steering combined with the anti-roll bar positioned in front of the steering rack optimises the turning circle. It provides assistance for parking manoeuvres and keeps driving consistency more sustained.

The new oblique wishbone rear suspension supports a payload of 1,400kg to make the most of the load volume of up to 6.6m³ or nine seats with boot space. The wishbone filtering dampens the impacts. The variable stiffness springs and shock absorbers guarantee maximum comfort whether the vehicle is loaded or unloaded.

To facilitate loading, the hands-free sliding side doors can be opened or closed even with your arms full. This equipment, unique on the market, unlocks and opens the sliding side doors with a simple foot action - you just need to have the electronic key in your possession. It also closes and locks the vehicle automatically when you move away.

For even more comfortable and safer driving, the Peugeot Expert has a wide range of the latest generation of driving assistance devices. Some have been equipped on a vehicle from the Peugeot range for the very first time: Driving time warning system, Driver Attention Alert, Road sign reading with speed limit recommendation system and Active Safety Brake.



LDV Electric Commercial Range is Unveiled

LDV has unveiled its first electric commercial vehicle, the LDV EV80, which is expected to be launched into the market towards the end of this year.

Features of the EV80 will be the same as those of the V80 diesel vehicle and will also include an integrated and interactive display system. The EV80 will also use an advanced electronic Park Brake assist system with a vehicle hill start facility.

Mark Barrett, general manager of LDV UK & Ireland, said: "The EV80 has one of the world's highest technical specifications for a commercial vehicle in its class. With a driving range of more than 190 miles and a battery capacity of up to 75kwh, this new electric vehicle offers a greater range and shorter charging time than any of its nearest rivals on the market today.

"The response from dealers to the re-launch of LDV here has been phenomenal. We are well ahead of our forecasts with almost 40 dealers on board and many more signings imminent in the UK and Ireland."

And added Liam O'Neill, vice president of the Harris Group, who have secured the distribution rights for both Ireland and the UK, said: "The EV80 will appeal to many companies and organisations that take environmental protection seriously. The EV80 can actively contribute to an organisation's efforts of becoming more socially responsible.

"The EV80 will be a serious contender for those looking to make a tangible, positive and visible impact on the environment, with ownership cost being both affordable and competitive."

The EV80 is available in two models – a panel van (shot and long wheel base) and chassis cab that can be fitted with a range of customer-specific bodies with a rated load

capacity ranging from 900 to 1,250kgs of cargo.

Every EV80 is fitted with a high-capacity lithium iron phosphate battery, permanent synchronous electric intelligent electric motor control system. This technology combination helps the EV80 to offer high-efficiency and steady power output for the operational life of the vehicle.

Intelligent switching between the vehicle's three power modes leads to a seamless speed change and gives an exceptionally smooth and quiet ride. Fast battery charging time is around two hours and off-peak, cheap rate electricity can be used to maximise cost savings.

Meanwhile, the all-new LDV G10 model line-up of a panel van and a modern MPV also made their European debuts at the Commercial Vehicle Show.

The G10 MPV Auto has a powerful 2 litre petrol, 105bhp turbo engine with a six speed automatic transmission and cruise control, together with seating options for up to nine passengers.

The LDV G10 van has a 2.0-litre direct injection turbocharged diesel engine and offers easy access through two sliding doors



and a rear lift tailgate. There are multiple options for securing cargo with strong load tie-down points both on the floor and on the wheel arches. It has a durable, tough floor covering throughout.

Cruise control is standard on the G10 Automatic and all models come with air conditioning, power front windows, power side mirrors and keyless entry. Safety features include a Bosch ESP safety system, ABS, electronic brake force distribution and emergency brake assist.



Harris Group and LDV Dealers Northern Ireland at The Commercial Vehicle Show 2016
Back L-R: John Davitt (Harris Group), Billy Miskelly, Peter Eakin, Eddie Murtagh, Eric Magill and Front: Liam O'Neill (Harris Group)



New Citroën Dispatch Makes Its World Premiere at CV Show

Citroën has launched a new generation of the ever popular Dispatch LCV, featuring new technologies, design features and architecture, as well as functions that are new to the segment.

The New Citroën Dispatch is the first vehicle of its type to offer hands-free sliding side doors and a head-up display, as well as numerous other technologies that make working lives easier and safer.

Designed with a wide range of professionals in mind (including tradespeople, construction workers, local authority employees and delivery and service professionals), the new vehicle will be available in van, Combi and Crew Van versions, as well as being specified in three lengths (XS: 4.60m, M: 4.95m and XL: 5.30m).

Further to the hands-free sliding doors and the colour head-up display, new features include Driver Attention Alert, Active Safety Brake, Citroën Connect Nav and Mirror Link systems, and a wide range of optional extras to suit every professional's unique needs. Launched in 1995, the original Citroën Dispatch sold 600,000 units. New Dispatch joins the Nemo, Berlingo and Relay as part of Citroën's broad modern range of LCVs.

Citroën are hailing the new Dispatch as the ideal partner for professionals looking for a work tool that makes their everyday lives easier.

The modular design of the front passenger seat, a special bulkhead and a flat floor extends the maximum load length of the New Dispatch by 1.16m. Furthermore the cabin can truly function as a mobile office, with the central arm rest lowering to provide a pivoting table with an elastic and adhesive strip to keep objects in place (such as PCs or tablets). In addition, special holders for smartphones and tablets are available as accessories.

A hands-free function allows drivers to open the side doors contact free, the only such



function in the segment. With a simple movement of the foot under the corner of the rear bumper, the vehicle unlocks and the sliding side door on the relevant side opens automatically. The same movement serves to lock the door or the vehicle.

There are numerous storage compartments, too. The front of the cabin is home to a lower glove box with a jack, 12V socket and USB socket, a large storage space under the passenger seat is ideal for shoes or construction helmets. Cup holders are specified on both sides of the dashboard. A central upper storage area and two door bins large enough for 1.5-litre bottles of water are also featured.

The New Citroën Dispatch interior is influenced by both the comfort of modern cars and the practical demands of contemporary professional life. The dashboard has been designed so that drivers have everything at their fingertips and in their line of sight, including the instrument cluster, the 7-inch touchscreen, heating controls, storage areas and the buttons for the motorised sliding side doors.

No matter what the road surface is like, the New Citroën Dispatch boasts impressive ride comfort thanks to its running gear, which provides ultra-precise steering while retaining excellent damping.

Technologies

The New Dispatch is equipped with a speed limiter with road sign recognition and recommendations. This all-new system works using a camera in the upper part of the windscreen and supplements the data from the navigation system. When the camera detects a speed limit sign, drivers can touch a button to accept a speed recommendation and use it as a basis for their cruise control/speed limiter settings. It also features Active Safety Brake, which serves to apply vehicle braking on behalf of the driver based on information from the multi-function camera in the upper part of the windscreen, Adaptive Cruise Control, which enables the vehicle to adapt to the speed of the car in front, Collision Alert, which informs drivers of situations of imminent collision risk so that they can react, Lane Departure Warning System (LDWS), which alerts drivers when the vehicle crosses a white line with the indicator off, and Driver Attention Alert, which monitors the behaviour of the driver via the multi-function camera, while recording the frequency of involuntary lane movements.

The New Citroën Dispatch is available with six powertrains, with all models featuring diesel engines from the BlueHDi family. This new generation of engines, launched by Citroën in late 2013, considerably cuts nitrogen oxide (NOx) emissions while reducing CO2 emissions thanks to an innovative exhaust system.

NEW DAILY EURO 6 DROPS IN FROM A GREAT HEIGHT

Iveco has raised the bar even further with what was an awesome launch of the New Daily Euro 6 which comes with a revolutionary DAILY BUSINESS UP application, as Van Ireland's Phil Eaglestone reports

As vehicle launches go, this was by far the most amazing and certainly the most memorable we as journalists have been privileged to attend.

Iveco chose the amazing station of the SkyWay Mont Blanc on top of the Helbronner peak as the venue, making this the highest altitude Light Commercial Vehicle (LCV) launch ever – with a helicopter being utilised to 'drop' the new Daily on to the platform, as our accompanying photos highlight.

Pierre Lahutte, Iveco Brand President, explained: "We chose this amazing venue because it is all about the values we at Iveco are building our future

on. It is our belief that a business to succeed must embrace the challenge of Sustainability, and the SkyWay is living proof that it can be done, that it is possible to develop zero impact solutions in the most extreme locations.

"This is the greenest cable cab in the world: it uses the most advanced technologies and designs to achieve an environmental performance very close to a Zero Energy Building. Just like the Daily uses technology to maximise fuel efficiency and cut down on consumption and emissions, minimising its environmental impact. So, it is here on the Roof of Europe, 3,500 meters



above sea level, that we present the best LCV ever, the new Daily Euro 6."

The New Daily Euro 6 features new and powerful 2.3 and 3.0 litre engines developing as much as 210 hp and 470 Nm at the top of the range. It further improves fuel efficiency, with savings up to 8% compared to the previous Euro 5 models thanks to its advanced driveline technologies. The low maintenance and repair costs due to the extended service intervals and long-lasting components result in additional savings of up to 12%.

Even Quieter

The cabin is even quieter than in previous models, with the noise level reduced by 4 decibels, improving the vehicle's acoustics and sound recognition by 8%. The comfortable interiors feature a new leather steering wheel, blue seat covers and new textile foam headrests.

The layout has been revised to include up to 18 storage compartments strategically placed around the cab for greater accessibility. The functional dashboard introduces new features designed to create a connected professional workstation. The new Digital radio (DAB) integrated into the dashboard offers all the main DAB and FM features with all the multimedia and phone management functionalities expected on a high-end vehicle. A practical cradle can hold mobile devices of different sizes and can double as a clipboard.

To make the most of the time spent in the cab, the new Daily Euro 6 is the first light commercial vehicle to take on-board connectivity beyond the concept of infotainment, turning it into a true professional work tool with the exclusive dedicated application called "DAILY BUSINESS UP".

DAILY BUSINESS UP can act as the customer's Driver Assistant with features such as the Driving Style Evaluation (DSE) system, the professional navigation system by Sygic and the Interactive User Handbook. The app also serves as the driver's Business Assistant, helping to optimise the



fleet's efficiency with Fleetwork and to keep track of scheduled services.

The app also takes care of customer assistance, providing a direct link to Iveco Assistance Non Stop, the 24/7 roadside assistance service.

Daily Hi-Matic

The New Daily Euro 6 offering also includes the class-exclusive Hi-Matic family, which offers all the benefits of safety, performance and productivity with features such as the ergonomic multifunctional lever and self-adaptive shift strategy.

It also benefits from the intelligent EcoSwitch PRO system that knows exactly when to step in without intervention from the driver, recognising if the vehicle is loaded or not, reducing fuel consumption and further lowering emissions with no compromise for the customer's productivity.

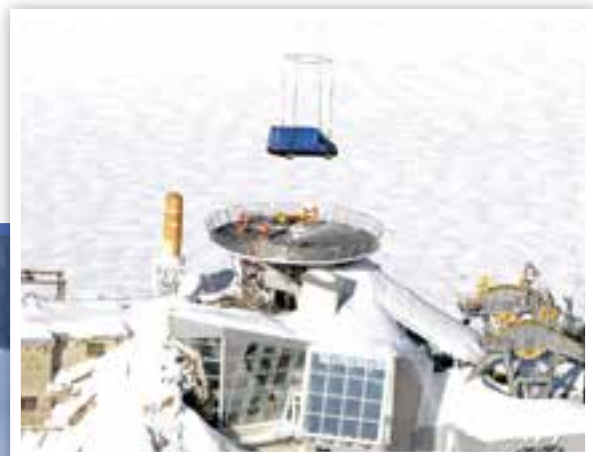
Beyond the product

Iveco say the new Daily Euro 6's Business Instinct extends beyond the product: it is also about helping customers run their business

easily and efficiently with the right accessories, financing, technical support, after-sales service and 24/7 breakdown assistance, which is now even easier to access through DAILY BUSINESS UP.

Iveco is able to help customers develop their business with tailored financing for the Daily Euro 6, like the Daylease, a bundle offer which includes the vehicle, maintenance and repair contract and financing package with monthly instalment.

The New Daily Euro 6 is manufactured at Iveco's production plant in Suzzara, Italy, which is entirely focused on this product family and added Pierre Lahutte: "We have sold over 2.8 million Daily vehicles since the first model rolled off the line. With the new Daily Euro 6 we aim to add considerably to this number. The best Daily ever just got even better."



RENAULT MASTER OFFERS ENDLESS POSSIBILITIES

The latest generation of Renault's highly successful Master van was recently put at our disposal for more than a week, so we had plenty of opportunity to really put it to the test, as Van Ireland's David Stokes reports.

As you know, there's very little to differentiate between high spec vans of this calibre today, so we were anxious to find out what may set this Master apart.

Our test model was the three and a half tonne long wheel base Master 165.35 powered by a 4 cylinder diesel twin turbo engine featuring Stop & Start technology and the new regenerative braking system, a combination that offers impressive fuel efficiency, and even more so when you slip into ECO mode at the push of a button.

As we soon discovered when pulling away from the kerbside for the first of multiple journeys during the week, the double stage turbocharging makes a significant difference. It allows for flexible driving and instant pick-up, even when the van is fully loaded.

The first low inertia turbo provides high torque from low speeds to give you greater responsiveness when pulling away and restarting, while the second turbo takes over at high speeds; it lets you call for more power for constant, smooth acceleration, as was well demonstrated on our various trips along the M1 and M2 motorways.





For the more technically minded, the 161 hp engine delivers 120kW and 3500 rpm with maximum torque of 360Nm from 1500 to 3000 rpm. Its low-end torque and high power ensured our driving experience was always pleasurable, whether we were in a town or country environment. Indeed, coupled with a six speed manual gearbox, the Master performed every bit as smoothly as a top notch family saloon car.

Safety First

The Master boasts very high levels of active and passive safety, including ABS, emergency braking assist, adaptive ESP and Grip Xtend which when engaged while driving over loose surfaces such as gravel, light snow and mud, one wheel will be allowed to spin to help you gain traction.

Also worthy of note is Renault's innovative wide rearview mirror that helps you see into your blind spot - a simple solution awarded WhatVan? Innovation Award 2015 – and a real benefit when operating in busy or restricted areas.

At all times did we feel we were in control, a sense of wellbeing that was further enhanced by a fully equipped dashboard, a glance at which informed us everything was performing as it should be. The onboard computer kept us up to date with such aspects as oil level, quantity of fuel used, average consumption of fuel per mile, range on remaining fuel and average speed.

Practical

But a van is not all about performance. It has to be practical and fit for purpose, and the Master doesn't disappoint. The cab offers a comfortable working environment



with plenty of storage space that includes an overhead parcel shelf and capacious underseat storage to ensure large objects are close to hand, as well as cup holders, a pivoting seatback table located in the central front passenger seat (with clipboard holder), a smartphone cradle that accommodates most sizes, and Bluetooth and DAB radio.

The specially contoured driver's seat comes with added lateral support features such as height and lumbar adjustment as standard, plus an armrest for extra comfort. There is an adjustable 4-speed 6-positions heater / defroster for windscreen and front side window demisting, an air conditioning unit plus a driver compartment anti-pollen filter – and much more besides, including driver and passenger airbags.

There is also a full width well soundproofed bulkhead partition between the cab and

the high volume load area that can be accessed by both a sliding side door and 270 degree opening rear doors. With up to 17 m³ of load volume in the load area and a full width maximum load length of 4383 mm, the Renault Master clearly offers endless possibilities.

Talking of which, there are many factory conversions to choose from, including tipping, dropsides, box vans, minibuses and luton vans. There is also a wide range of different platform and chassis cab versions that can be converted into a vast array of other products, from wheelchair access minibuses and refrigerated vans, to ambulances.

The Stena Germanica, the world's first methanol powered passenger ferry.



Stena Line's New RoPax Ferries Will Be The World's Most Fuel Efficient

Stena is to order four new RoPax ferries with planned delivery during 2019 and 2020, with an option for another four vessels. It's part of a long term strategy for further growth, as Export & Freight's David Stokes has been finding out from the Stena Line Group's Deputy Chief Executive Officer Niclas Mårtensson.



Stena Line Group's Deputy Chief Executive Officer Niclas Mårtensson.

The vessels, which will be built by AVIC Shipyard in China, are intended for use in Northern Europe, but no decision has been taken on precisely what routes; we might even see some of them on the Irish Sea.

So what has prompted the move? "There are a number of reasons," says Niclas, a regular visitor to both the north and south of Ireland. "We are in the process of standardising our fleet to enable us to become more efficient and more flexible in moving our ships around in the system. Previously, we had tailor-made ships for specific routes, and that's not sustainable.

"Also, from an age perspective, we need to renew and modernise our fleet and that's currently an ongoing process," adds Niclas, who points out that the new vessels, thanks to their innovative design, will have 50% more freight capacity and 20% less bunker consumption than today's standard RoPax ships.

But perhaps more importantly, the new design of the vessels, which will have around 3,500 lane metres in a drive-through configuration and will accommodate about 1,000 passengers, incorporates emission reduction and efficiency initiatives that have been developed throughout the Stena Group during the past years.

Indeed, these ships will be the most fuel efficient ferries in the world and will set a new industry standard when it comes to operational performance and cost competitiveness – and the main engines will be "gas ready", prepared to be fuelled by either methanol or LNG.

Recently, Stena Line received two more awards for converting Stena Germanica in to the world's first methanol powered passenger

ferry. One is the Shippax "Eco-Award", announced at the yearly Ferry Shipping Conference and the second is the "Ship of the Year Award" at the European Marine Engineering Conference and Awards.

Last year, Stena Line made history when introducing Stena Germanica, which operates the route from Gothenburg to Kiel, as the world's first Methanol powered passenger ferry.

"Sustainability is a strategically important area for Stena Line and this was an important project, not only for us as a company but for the entire industry, as we need more long-term sustainable fuel alternatives in order to remain competitive," says Niclas, who was appointed to his current role just over a year ago, having previously held a number of senior management positions at Stena Line since 2007.

He continued: "We haven't yet decided on what the new ships will be fuelled by; that decision can be made at a later stage in the build process, but we will carry out a comprehensive evaluation before doing so."

The order for the new vessels represents another significant investment and commitment by Stena Line, with the company firmly focused on further growth. It foresees a continued increasing demand for short sea services in Northern Europe and in many other parts of the world.

"As I mentioned, the built-in flexibility means the new vessels can be used virtually anywhere in our route network; they can be put into service wherever there is a demand from our customers," comments Niclas, "We have high expectations for the future of our Irish Sea business and have seen tremendously good improvements over the last couple of years on our Irish Sea crossings but as with most things, there's always room for improvement and will be remain focussed on looking for future growth there as in other markets across our European network."

An artist's impression of the new vessels



IMTE reports strong growth for all traffic modes through Irish ports

According to the latest edition of the Irish Maritime Transport Economist (IMTE), an annual publication issued by the Irish Maritime Development Office (IMDO), 2015 was a successful year for the maritime industry.

The iShip Index, which measures the total volume of traffic moving through our national ports, recorded a 7% increase, with all major traffic modes delivering substantial growth.

Bulk traffic grew by 7% to reach 29.8 million tonnes, with Cork, Greenore, Shannon

Foynes, Waterford and Wicklow recording above average growth rates. LoLo traffic, moving predominantly through Dublin, Cork and Waterford, grew by 8% to 860,277 TEU, with each port recording significant volume gains.

RoRo traffic grew by 6% to 1,002,920 units, 88% of which was shipped through Dublin and 12% through Rosslare. The total volume of traffic that moved through Irish ports in 2015 reached its highest level since 2008, at 977 points on the iShip Index. Although this is 7% lower than the peak of 1,042 points achieved in 2007, it represents substantial progress from the low of 693 points recorded in 2009, and is the highest level recorded since the beginning of the economic crisis.

Comments Liam Lacey, Director

of the IMDO: "As our ports move closer to the peak volumes handled in 2007/2008, it is important to address the need for additional capacity. Ambitious development plans, capable of meeting the growing needs of the national economy, have been progressed by Dublin, Cork, and Shannon Foynes and will be brought to fruition over the next five years.

"It is also important for other regional ports to consider the role that they will play in the provision of future capacity and in the achievement of the economic objectives set out in the Harnessing Our Ocean Wealth Strategy.

"Apart from providing the infrastructure that is needed for shipping, our ports are important transport and logistics hubs for

heavy industry requiring access to seaborne transport. A number of Irish ports have naturally occurring deep water and shore-side capacity to handle the largest ocean-going vessels and the cargoes they carry. Irish ports are also capable of providing the services and infrastructure required by the marine renewable energy industry, in which Ireland has a strategic interest.

"The contribution that Irish ports can make to the broader marine economy by participating in these diverse activities is also recognised in the Harnessing Our Ocean Wealth Strategy and will be an important driver of growth in the maritime industry in the future.

"2015 was a good year for the Irish maritime industry and although the macro-economic and socio-political conditions that shape the performance of the global maritime industry are not without downside risks, our maritime industry is well positioned to take advantage of the forecasted growth in the Irish economy in the coming years."

Derry Bros Shipping Supporting Champion Hot Rod in Quest to Win World Title

Loughgall based shipping company, Derry Bros Shipping are sponsoring Shane Murray, the Championship Multi Hot Rod winner who will be competing this year at several of the major Hot Rod competitions in Northern Ireland and GB.

"We decided to support Shane in his driving career knowing that there is very little support available to young competitive drivers. He comes from a family business and has invested a huge amount of time, commitment and money into his sport. We felt that if we could give him a little support to continue his already high achieving track record then why not."

Shane started racing at the age of 13 in the Junior Production Formula winning the Irish Championship and Irish Points titles two years in a row. He has achieved a great deal already in his racing career, winning the Irish Championship and Irish points Championship in both 2Litre Hot Rods and Stock Rods in the same year.

Shane is the only driver to achieve this in two senior formulas at the same time and now competes in the National Hot Rod formula – and with the World Championship staged in Ipswich every year Shane aims to again become World Champion.

As well as a Two time World Champion Shane is also three times British Champion, two times National Champion and one time European Champion, making him one of the most successful 2Litre Hot Rod drivers.

Comments Shane: "We are delighted to be teaming up with Derry Bros Shipping. We travel back and forth to the UK for several events during the season and it is a real bonus to have the support of Derry Bros Shipping as our travel partner. It makes our trips so much more efficient having them on our team and the possibility of a World Championship win even greater."



Maersk Line launch new service linking Ireland to Latin America

Maersk Line, world's largest container carrier, has launched the company's first ever direct connection between Cuba and Ireland and other Northern Europe ports with the first port call in Mariel, Cuba having already taken place.

The Mariel to Port of Cork route is a significant development for Irish exporters, as it provides a new opportunity to directly target the Latin American market. The new Port of Cork- Cuba route will have the fastest transit times in the market, connecting exporters and importers to Maersk's extensive network of feeder connection.

In the past month, Seago Line, Maersk's

dedicated intra-European and Mediterranean short-sea carrier, have already committed to a new direct service between Dublin and Algeiras in Spain (the "Irish Sea" service), offering a 7 day transit time between the two countries. This was a direct result of Irish based customer demand for improved product offering to cover the Irish market.

Liam Lacey, Director of the Irish Maritime

Development Office welcomed the announcement from Maersk Line. "The addition of these services adds capacity and choice to the Irish market and represents a strong endorsement by the world's largest container line of the potential that exists for further growth in the trade to and from Ireland."

The new Cork – Cuba connection further enhances Maersk Line's position as a leader in reefer container services. The company has recently added 30,000 new refrigerated containers to its fleet and all reefer containers (new ones, as well as those already in service), have been equipped with a new system called Remote Container Management (RCM).

Remote Container Management (RCM) is an innovative technical solution that delivers visibility throughout the reefer lifecycle, providing access to key data such as location, power status, temperature, humidity, and air supply. RCM identifies and flags abnormal reefer performance, which can result in risk or damage to cargo. Such risks are shown via system alarms of varying criticality (High, Medium, Low, or Very Low).



New Tug 'Celtic Fergus' Arriving at Port of Cork Deepwater Berth in Ringaskiddy

Cork Company Celtic Tugs Purchases New Tug

Cork shipping company Celtic Tugs, a subsidiary of Irish Mainport Holdings, have purchased a new Tug which recently arrived into Ringaskiddy Deepwater Berth in the Port of Cork.

The new tug is expected to rejuvenate the company's existing fleet of three tugs already owned and in operation by Celtic Tugs. Previously named 'Efesan Port', initially registered in August 2015 under the Turkish flag, the new tug has been renamed 'Celtic Fergus' and will operate under an Irish flag. Speaking about the new purchase,

Dermot Curtin Fleet Director Irish Mainport Holdings said: "The Tug has been purchased as part of Celtic Tugs long term plans to rejuvenate the present fleet of 3 tugs and shows our commitment and dedication to our current clients and contracts. The 'Celtic Fergus' replaces the 'Celtic Banner' which has served flawlessly in the Shannon Foynes Port area for the last 16 years."



guide to
SHIPPING

IRISH FERRIES INFORMATION WAS INCORRECT IN
THE SHIPPING GUIDE - NEW INFORMATION BELOW

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|-------------|--------------|---------------|--------------------------------------|--|---------------------------------------|--|--|---|
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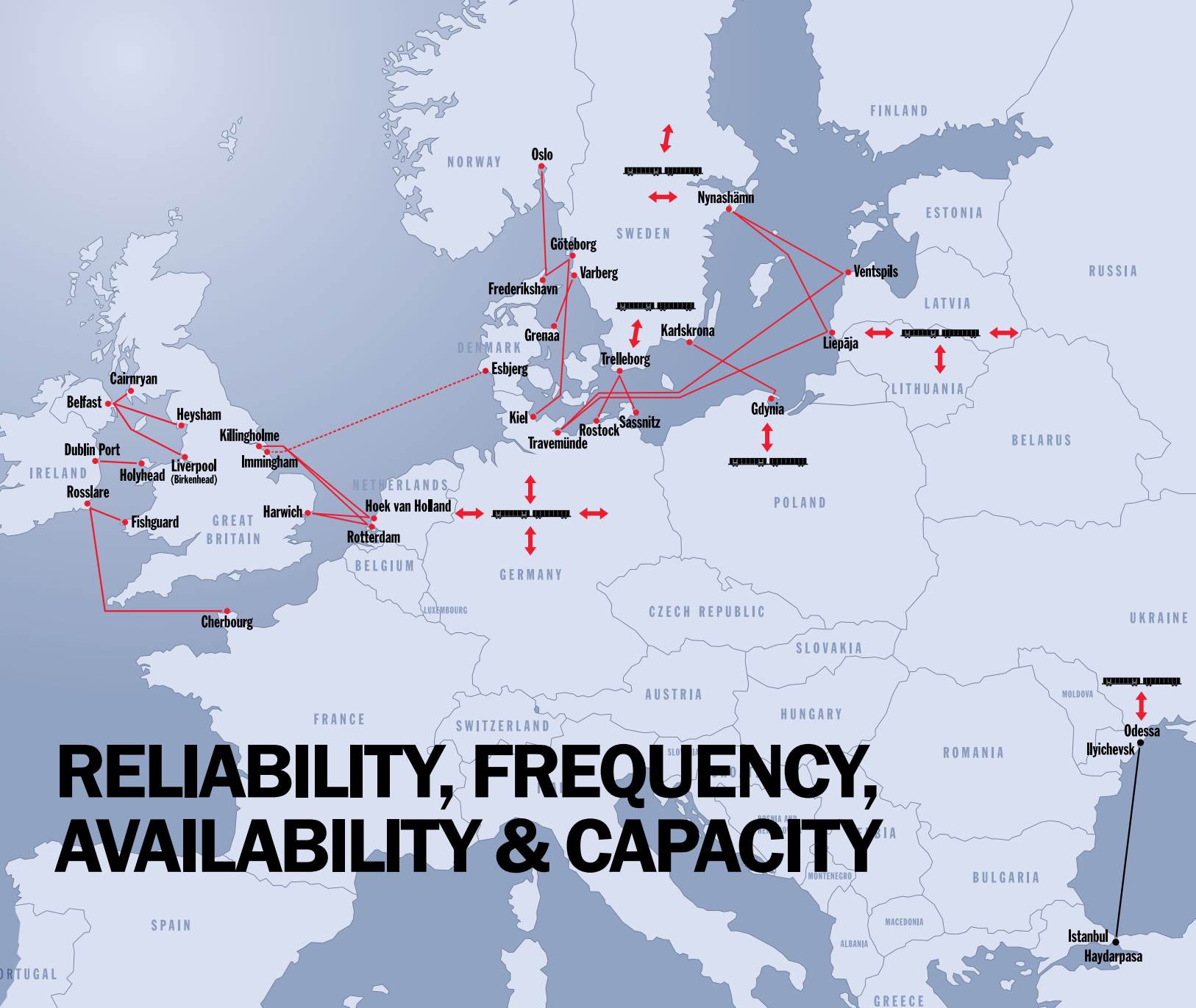
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