

LIGHTING AND MARKING CONSULTATION

Following the Highways Agency consultation on Lighting and marking, the HA have now prepared a draft revised Code of Practice which is of concern to the HTA especially regarding the base colour of vehicles and the HA failure to take up the European style continental marker boards. The TRL did take a look at these marker boards on a trial period of one year, so not continuing with these is a disappointment for the HTA. The Committee has decided not to endorse the Code of Practice and are suggesting to members that we do not.

It is strange that the HA say that silver is not a conspicuous colour as the majority of police cars are silver as are HATO's vehicles. Some HTA members are naturally concerned as they have recently purchased new silver vehicles. The HA attended the last HTA meeting and the matter was discussed with Paul Furlong of the HA who told members that he has raised the question of the colour 'silver' with the DfT already. He said that the DfT were adamant that the colour silver is not best practice.

They say that white vehicles are more conspicuous than silver. The HTA pointed out that the preferred colour used to be silver. Traffic officer's vehicles were silver because for a while white paint was not so easily available. The TRL statistics that more silver vehicles are involved in accidents, is taking normal vehicles into consideration. Paul Furlong said he would go back to the DfT as to whether 'white' really is better. The problem is that in the event of an accident, will the TRL experts say that the accident would not have occurred, had the vehicles been painted white?

HTA commented that it is a shame that the continental marker boards were not considered, as we really need to be in line with what is happening in the rest of Europe. Members will be kept updated as to what the DfT have to say.

OUR NEW HEAVY TRANSPORT ASSOCIATION WEBSITE

The new HTA website is not only a resource for distributing information to members; it also promotes and positions the HTA, and its members, in the rest of the world. Here are some of the ways in which members can benefit:

- Members gallery: showcase your work to the world (free of charge to members) with a link back to your website
- Low cost member-advertising: buy advertising, advertorial or sponsor the site to further promote your business
- HTA and sector news regularly updated

Do not forget to ensure you have the necessary username and password for the HTA website to access member only content – if you need help then please first follow the links for 'Forgot password?' or eMail HTAadmin@HeavyTransportAssociation.org.uk.

So please visit: www.hta.uk.net, and don't forget that if you publish the HTA logo on your website, please link it back to www.hta.uk.net

ESCORT TRAINING AND CERTIFICATION

Since the Code of Practice was published the HTA have struggled to determine how people should be trained to move ALL's. There is a need for professionalism and to move forward. The HTA now has an alliance with the Association of Industrial Road Safety Officers (AIRSO) and it is hoped that matters can be progressed. Graham Feest, Secretary of AIRSO was invited to the HTA general meeting last May to introduce AIRSO to HTA members. AIRSO and the HTA hope to work together so that the issue of training and accreditation can be moved forward.



22.3m x 5.6m diameter x 85t
Rotary Drum.

ESTA NEWS

We are looking forward to meeting ESTA officials and members in Edinburgh this week. ESTA is holding their transport and Crane section meetings in Edinburgh and have invited the HTA to the Transport meeting on 13th October.



COMMITTEE ELECTIONS

At the last HTA meeting, all HTA Committee members stood for re-election except Treasurer Graham Robbins who has had to resign from the position due to pressure of work. Graham was thanked for all the work that he has done over the past 3 years. Katharine Narici will take over as Treasurer.

All the other Committee positions remain the same.

Chairman: John Rodell
Vice Chairman: David Purslow
Secretary: John Dyne
Treasurer/Co-ordinator: Katharine Narici

Committee:
Ian Brooks Alan Lewis
David Collett Tim Wayne
Eric Crosby Tim West
Sadie Emery

LOTHIAN & BORDERS POLICE REVISE POLICY

In early August, some of our members needing to travel through the Lothian and Borders Police area were astounded to receive instructions from them that "anything over 2.9m either on a A/B class road or on any Dual carriageway/Motorway requires a suitable self-escort vehicle through-out its entire journey within Lothian and Borders Police area".

There were complaints that this new criteria is not in line with ACPO policy. After concerned emails and discussions with D Pearson of the Roads Policing Department, the situation was rectified and revised policy guidelines were issued to commence on 19th August 2011:



100t excavator transported from Great Yarmouth to Immingham.

Dimensions for Self-Escort

Motorways and Dual Carriageways

Width	over 4.6m
Weight	over 130 tonnes
Length	over 27.4m up to 30m

All other roads

Width	over 4.1m
Weight	over 100 tonnes
Length	over 27.4m up to 30m

Thanks are due to Paul Freeman of Traffic Facilities Limited for his help in clarifying the situation.

ALE AND AINSCOUGH ANNOUNCE UK PARTNERSHIP

ALE and Ainscough have announced an official partnership in the UK so that both companies are able to provide an even more efficient and expansive service. Bringing together one of the largest fleets of heavy transportation and lifting equipment in the world with the UK's largest crane hire company, means that any piece of any size can be moved and lifted in the UK.

LARGER AND MORE POWERFUL TRUCKS. FOR THE SAKE OF THE ENVIRONMENT ?

In conjunction with the upcoming 25th anniversary of the D16 engine, Volvo launched the FH16-750 in September 2011



How is Europe going to meet its tough climate targets as transport needs increase? Although initially it may seem strange, but larger and more powerful trucks may be one of the answers.

The EU has decided to reduce emissions of greenhouse gases from the transport sector by 20 per cent between 2008 and 2030 - and by even more in the longer term. At the same time, transport needs continue to increase and, above all, it is the heavy freight sector that is increasing most. In other words, what we are up against is a complex challenge.

"In order to succeed, a number of different measures will be needed such as better logistics, more efficient engines, more fuel-efficient driving techniques and new fuels. But one of the solutions may also be larger and more powerful trucks." This is the opinion of Anders Ahlbäck, project manager in the Area of Advance for Transport, Chalmers University of Technology.

Getting more done with less fuel

The basic principle is simple: with larger and more powerful trucks, more freight can be carried by fewer vehicles, which in turn reduces fuel consumption and the climate impact in relation to the transport work being undertaken. The fact is, that for many decades, demands on more efficient transport have driven development in the direction of increasingly powerful trucks. In the mid-1970s a power output of 350 hp was regarded as high, yet today you would need to add another 100 hp to reach the average for a truck on European long-haul work.

For operations in very hilly terrain and in high-altitude conditions, really high performance is needed to be able to transport food and other fresh goods quickly or to haul heavy loads such as wind-power stations, timber, iron ore or machinery. For this sort of demanding operation, there are trucks like the Volvo FH16 with power outputs of up to 750 hp.

Lower climate impact

"What is remarkable is that during the same period, fuel consumption and climate impact have dropped by an average of about 40 per cent, whilst emissions of nitrogen oxides and particles have been cut by more than 90 per cent," says Hayder Wokil, product manager at Volvo Trucks. But more still remains to be done. Volvo Trucks works actively and continuously to reduce fuel consumption and carbon dioxide emissions from its trucks. In addition, if more countries in Europe were to follow Sweden's and Finland's example and allow truck combinations of up to 25.25 metres in length, one in every three semi-trailers on Europe's roads would no longer be needed – at least in theory. In actual fact, what is probably more likely is that it will be easier to meet expanding transport needs without adding more carbon dioxide to the atmosphere.

"Longer and more powerful trucks are, of course, not the only solution to the transport sector's climate problems, but they are one of many answers," adds Hayder Wokil. "Here at Volvo Trucks we see it as our mission to pursue development and to make truck transport's environmental footprint as small as possible. Trends thus far show that a smaller climate impact and more efficient transport really do go hand in hand."

For more information and technical specifications of the latest 5-axle Telestep Ballastrailer, please visit www.nooteboom.com



HEALTH AND SAFETY CHANGES TO HSE INCIDENT REPORTING AND INFORMATION SERVICES

The transport industry is acknowledged as being a relatively dangerous industry. Hazards of working in the transport sector include problems of load shift and falling from vehicles, causing injuries and/ or fatalities.

Incidents occurring in the workplace need to be reported to the HSE – However, Members may or may not be aware that there new incident reporting arrangements have been introduced since 12 September 2011.

Only fatal and major injuries and incidents can still be reported by phone to the Health and Safety Executive (HSE) - all other work-related injuries or incidents reportable under RIDDOR need to be reported via one of the seven online forms that are available on HSE's website.

For information please visit the HSE website: www.hse.gov.uk

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HTA NATIONAL ABNORMAL LOAD NOTIFICATION DIRECTORY

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TRUCKPOL

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Road Pilots

Abnormal Load Escort to/from South & West Wales



Tel: 0843 289 8040
www.roadpilots.co.uk

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