



Industry bodies call on London Councils to review London Lorry Control Scheme

Operators face costly changes under LLCS

By Hayley Pink

The RHA and FTA have warned that hauliers operating under the London Lorry Control Scheme (LLCS) face extra costs and unnecessary legislation if proposed changes go ahead.

The proposals, launched last week for consultation by London Councils, would require HGVs of 18-plus tonnes to fit sideguards and Class V and V1 mirrors as part of their LLCS membership.

London Councils said extending the scheme's remit to cover safety, rather than simply noise pollution, would be a

positive step towards reducing the number of cycling fatalities in the capital. There are 56,000 scheme permit holders.

However, Christopher Snelling, head of urban logistics and regional policy at the FTA, said: "[We are] concerned on the grounds of regulatory creep: an out-of-date scheme designed to deal with noise is now being turned to safety measures. TfL and the DfT are looking to regulate on this issue."

John Howells, RHA director – southern and eastern region, said the cost of retrofitting the

required safety equipment to existing fleets could be significant, "especially if you've got vehicles coming to end of their life and you are looking to replace them. Are you going to have to change earlier, which might be a cost you're unable to afford, or do you spend a lot of money on retrofitting equipment on vehicles that won't be used for much longer."

Both associations are calling on London Councils to review the purpose of the LLCS.

Operator Aspray24 told MT that its fleet is fitted with sideguards, extra mirrors, Fresnel

lenses and in-cab reversing aids. However, operations director Ian Barclay is concerned about additional legislation being introduced. "We should not be bringing in new vehicle requirements on the back of existing legislation. Construction and Use regulations are in place to ensure vehicles comply to a standard. If these are not satisfactory, we should develop an appropriate set of regs," he said.

■ The consultation ends on 28 February and can be found at londoncouncils.gov.uk/lorrycontrolconsultation

More hauliers use Transport Exchange

Load exchange service provider Transport Exchange Group has seen a 20% increase in annual transactions, driven by more hauliers and freight forwarders using its Haulage Exchange service.

Last year it handled more than 462,000 transactions as operators looked to reduce costs, empty running, and the effects of rising fuel prices.

Compared with 2012, it saw a 12% rise in the number of users to more than 5,000 across its Haulage Exchange and Courier Exchange sites.

MD Lyall Cresswell said: "Our expanded proposition means we are well placed for further success in 2014 as we become partner of choice for an increasing number of haulage companies, couriers, freight forwarders and owner-operators."

Knights expands on the Continent

Knights of Old has entered into a partnership with German operator Transland Spedition enabling it to offer daily departures to all European capitals.

The Kettering operator said the deal will help it accommodate its business in the Hesse region of Germany, and offer quicker distribution throughout the country.

Transland, which is part of the Zufall Logistics Group, will use Knights of Old's network for transport across the UK and Ireland.

Alongside domestic German transport, Transland also offers groupage across the Continent and more than 750,000ft² of warehousing.

Knights MD Ian Beattie said: "The partnership with Transland is integral to our European service. It operates to an extremely high standard of service, so we know that our customers' requirements will be met."

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TNT supply chain changes put jobs at risk

Up to 130 jobs may be affected at TNT Fashion Group UK if plans to integrate elements of its dedicated supply chain operations in the wider TNT Express network go ahead.

Under the plans, which are being consulted on and are due to be implemented from March, TNT Fashion will continue to operate through its own dedicated network of 16 depots but will also have access to the 53 TNT Express

depots – a move the firm said will provide more local coverage, connectivity and services for customers.

The jobs affected are spread across operations, clerical support, transport planning and management positions at the TNT Fashion hub in Glenfield (Leicester) and the firm's Clayton depot. Positions in the Glasgow depot may also be affected, a company spokesman told MT.

TNT Express UK and Ireland MD Alistair Cochrane said: "Combining the greater resources and more expansive infrastructure offered by TNT Express with the industry-specific expertise and services of TNT Fashion will bring direct benefits to the speed and quality of service for our customers, and therefore long-term success of both their business and ours."