

Published by  
The Society of Operations Engineers

President  
Shaun Stephenson EngTech FSOE FIRTE

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Registered in England  
Company No 3667147

Registered Charity  
No 1081753  
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Registered Office  
22 Greencoat Place, London SW1P 1PR  
Tel: 020 7630 1111  
Fax: 020 7630 6677  
Email: [soe@soe.org.uk](mailto:soe@soe.org.uk)  
[www.soe.org.uk](http://www.soe.org.uk)

Editor  
Brian Tinham BSc CEng MInstMC FSOE  
FIPlantE FIRTE  
Email: [brian.tinham@markallengroup.com](mailto:brian.tinham@markallengroup.com)

Contributing Editors  
Brian Weatherley, Dan Gilkes,  
John Challen, Ian Norwell, Laura Cork,  
Peter Shakespeare, Steve Banner,  
Toby Clark

Art Editor  
Chris Charles

Production Manager  
Nicki McKenna  
Email: [nicki.mckenna@markallengroup.com](mailto:nicki.mckenna@markallengroup.com)

Advertisement Manager  
Craig Molloy  
Email: [craig.molloy@markallengroup.com](mailto:craig.molloy@markallengroup.com)  
Tel: 01322 221144

Publisher  
Peter Knutton

Transport Engineer  
is the official journal of IRTE.  
Produced on behalf of IRTE by  
MA Business  
Hawley Mill, Hawley Road,  
Dartford, Kent DA2 7TJ  
Tel: 01322 221144  
[www.transportengineer.org.uk](http://www.transportengineer.org.uk)

Transport Engineer  
is distributed free of charge to SOE  
members, dependent on membership sector.  
For non-members, the annual subscription  
rate (12 issues) is £79.50 UK and EU, or  
£81.50 airmail outside EU. For other SOE  
members, the discounted rate is £32

Origination by  
CC Media Group

Printed by  
Pensord Press UK

ISSN  
0020-3122

Some of the articles and guidance included in  
Transport Engineer may make a contribution  
to your personal CPD requirements.

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## CV Show 2017: time to talk clean technology

Well, the CV Show (25–27 April 2017, NEC, Birmingham) is upon us again. And, as we go to press, it's set to be even better than last year's, with everything from big trucks, rigids and trailers, to minibuses, vans, pick-ups and specialist vehicles promised, as well as workshop equipment, service providers and the regulatory and enforcement agencies (page 19).

It comes at an interesting time, just a few short weeks after the chancellor's spring budget. Because, hidden deftly behind the good news of yet another freeze on fuel duty and a welcome share of £270m funding for autonomous vehicle R&D, was a much less palatable warning of worrying developments to come.

Unannounced by Philip Hammond on the day – and indeed only later revealed in the budget smallprint – was notification that the government intends to consult on changing taxation specifically for diesel vehicles. Why? To meet its commitments on improving air quality, the plans for which are expected over the next few weeks.

Fleet managers must hope that commercial vehicles might escape what are likely to be punitive measures later this year to persuade buyers to desist from diesel. But – although at the time of writing DfT thinking remains unknown – if previous failures over incentives to switch to cleaner technologies are anything to go by, the reality for van, truck, bus and coach fleets could be far from welcome.

Quite simply, Euro 6 and even Euro 7 diesel regulations (page 31) notwithstanding, the industry faces the potential of higher costs. Costs that may yet make the budget's other proposal – consultation on red diesel for refrigerated transport – pale into insignificance. Time to talk to suppliers at the CV Show about cleaner options?

All will doubtless be revealed, but not before I hand *TE's* reins to my successor Will Dalrymple. I wish you all the best for the future.

Brian Tinham BSc CEng MInstMC FSOE FIPlantE FIRTE  
Editor