

Published by
The Society of Operations Engineers

President
Gerry Fleming IEng CEnv FSOE FIRTE

Executive Director
Ian Chisholm BA IEng FSOE FIRTE FCILT
MCMi MIMi

The Society of Operations Engineers is a
licensed member of the Engineering Council

Registered in England
Company No 3667147

Registered Charity
No 1081753
A Company Limited by Guarantee

Registered Office
22 Greencoat Place, London SW1P 1PR
Tel: 020 7630 1111
Fax: 020 7630 6677
Email: soe@soe.org.uk
www.soe.org.uk

Editor
Brian Tingham BSc CEng MInstMC FSOE
FIPlantE FIRTE
Email: btinham@findlay.co.uk

Contributing Editors
Brian Weatherley,
John Challen, Ian Norwell, Laura Cork,
Steve Banner, Toby Clark

Art Editors
Martin Cherry, Neil Young

Production Manager
Nicki McKenna
Email: nmckenna@findlay.co.uk

Advertisement Manager
Craig Molloy
Email: cmolloy@findlay.co.uk
Tel: 01322 221144

Publisher
Peter Knutton

Transport Engineer
is the official journal of IRTE.
Produced on behalf of IRTE by
Findlay Media Ltd,
Hawley Mill,
Hawley Road, Dartford, Kent DA2 7TJ
Tel: 01322 221144
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 £77 UK and EU, or £79
airmail outside EU. For other SOE members,
the discounted rate is £31.

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.

Views expressed in Transport Engineer are
those of the writers and do not necessarily
reflect the views of The Society of Operations
Engineers or of Findlay Media Ltd. © 2015
The Society of Operations Engineers



IRTE

engineering success

New government, new understanding?

Well, the most unpredictable election in recent history proved to be just that: unpredictable. But, now that the dust has settled around a Conservative party that must have been just as surprised as everyone else to take the prize so definitively, our industry needs action. And that's not just in terms of curbing fuel duty or providing support to counter the driver shortage crisis.

Yes, those are among headline requests from the likes of the FTA (Freight Transport Association) and RHA (Road Haulage Association), and, yes, they are important. But the Tories need to understand that, for the industry as a whole to flourish, we also need support to drive co-ordinated improvements – both regulatory and technical. The massive road-building programme to which they had already committed is welcome but, on its own, not enough.

Take, for example, the Cities Devolution Bill, which promises large conurbations power over transport and other policy matters, as outlined by chancellor George Osborne in his first post-election speech. Greater Manchester is due to be the trailblazer in two years' time. But, while devolution arguably serves the regions better than centralised Westminster control ever can, the last thing transport needs is different rules for every city around trucks and deliveries.

Take also the current ill-informed downer on diesel, spurred on, no doubt, by the Supreme Court's landmark ruling that government must now cut NOx pollution, in line with the EU's air quality directive (page 6). Incentivising operators to acquire clean Euro 6 diesel CVs might be one answer. But further funding to stimulate development and uptake of natural gas or dual-fuel trucks would not only cut emissions, but also reduce the UK's dependence on fossil fuels while simultaneously fostering a potentially lucrative export market.

Time to talk to transport secretary Patrick McLoughlin.

Brian Tingham BSc CEng MInstMC FSOE FIPlantE FIRTE
Editor