



BTAC – News Letter January 2007

Members News

Congratulations to Kevin Atkins who started with Tesco in December as Fleet Engineer based at Daventry. We wish him well with his new position.

Bio diesel

In the news it has been noted that Tesco have now gone to 50% Bio-diesel in their fleet. This has made me ask the question 'Why are there not more fleets running on alternative fuels and what are the true costs'. Starting to investigate the issue has raised questions and the feed back I have received makes it unclear between the myth and fact. Mercedes advise that Euro 5 vehicles can run on 100% Bio-diesel with a little loss of power. The engine has to be reprogrammed for Bio-diesel. Increased oil and filter changes are required. DAF I understand do not recommend the use of Bio-diesel as it can damage the catalytic converter.

New Drivers Hours' Rules

On 11 April 2007, the current Regulations governing drivers' hours will change, and Council Regulation (EC) No 3820/85 will be replaced by Regulation (EC) No 561/2006. Although some of the rules will be the same, or broadly similar, some changes are due to be implemented, these include drivers rest periods. For further details please go to the VOSA web site.

VOSA News Release-Project WASP Highly Commended at Civil Service Awards

Project WASP (Weight And Safety Partnership) has been awarded a 'highly commended' marking at this year's Civil Service Awards. This represents a great achievement for VOSA and our partners Highways Agency, Central Police Motorway Group, Department for Transport, Civica and Applied Traffic, especially when it's considered that the Cabinet Office received over 630 entries. The project used a combination of Automatic Number Plate Recognition (ANPR) equipment with Weigh In Motion Sensors (WIMS) in order to accurately identify overloaded vehicles from a remote location, dramatically cutting the need to inconvenience law-abiding drivers. Such was its success - 78% of vehicles stopped received weights prohibitions compared to a normal rate of 10% - that ANPR and WIMS equipment will be installed at a further 14 sites across Britain.

VOSA CEO Stephen Tetlow said: "My congratulations go out to the staff members, both from VOSA and our partners, who worked so hard to achieve this great accolade. We are totally committed to WASP, and believe that this technology can transform our enforcement activities."

Background: Project WASP investigated the effectiveness of linking ANPR equipment with WIMS in order to identify and remove overweight goods vehicles from the motorway system.

Why? Overloaded vehicles are undesirable for four main reasons: they damage roads and bridges; they are more difficult to control; excise duty can be evaded; and they are unfair competition to law-abiding vehicle operators. Removal of such vehicles from the road supports the DfT public service agreement targets on congestion and road safety.

Benefits: Reduction of wear on roads will reduce maintenance and thus congestion. Road safety will also be improved.

Other awards: In October, the technology used by Project WASP, VIPER (Vehicle Identification and Pre-selection Enforcement Response), won the ITS United Kingdom Technology Award for Excellence.