

Tuesday
24th
October

FTA Ireland ENews

Issue
#20

Latest news and information update for members

I hope this e-news finds you well. This edition will include information on the following:

1. [FTAI Transport Manager Seminar](#)
2. [Managers Guide to Distribution Costs Report 2023](#)
3. [Weather Series – Flooding](#)
4. [Compliance](#)
5. [ZEV1 – Consultation](#)
6. [Training](#)

FTA Ireland – Transport Manager Seminar 19th October 2023



FTA Ireland ENews

Issue #20

FTA Ireland Managers Guide to Distribution Costs Report 2023 Launched 19th October 2023

The 2023 Managers Guide to Distribution Costs Report was launched on the 19th of October at the FTA Ireland Transport Manager Seminar, held in Johnstown House Hotel Enfield. The report provides essential information to support organisations in their strategic planning of supply chains and provides invaluable support for those wishing to procure freight distribution services.

Inflation in 2023 remains high albeit tracked to be considerably less than the 7.8% experienced in 2022, it is nonetheless a very challenging working environment. We see in this year's report that haulage rates are increasing by just over 8%, which is considerably less than average business costs, that have increased by 17% (compared to a 2.5% increase in the previous year's report). We also see an aging fleet, probably due to supply chain issues



(availability of new vehicles) and postponement of purchasing decisions as fleet managers wait to see what alternatively fuelled vehicles are going to come to the market. It is important to note that the targets required to meet net zero emissions will require transformational change, and a redefining of fleet replacement plans. It is interesting to see in this year's report that 33% of respondents don't plan to change to alternative fuelled vehicles before 2027 and a further 33% have no confirmed timescale for change.

In times of high inflation, managing cash flow is just as important as managing costs. We see 43% of respondents have highlighted those delayed payments is creating real cashflow challenge. The report highlights that drivers account for 40% of overall costs, fuel accounts for 35% of costs. New data in this year's report shows that 78% of respondents have increased their driver's salary in the past year by on average 5.8%

Thanks to all our members who have contributed to the survey and to the partners on this project namely, Paddy Sweeney Managing Director of Retrofit Energy Ireland Limited and Lucy Ryan, Head of the Food & Beverage Sector Bank of Ireland and to Mark O'Bornick from specialist research agency Analytiqa.

The report can be downloaded Here: <https://www.ftai.ie/cost-of-distribution>

FTA Ireland ENews

Issue #20

Weather Series – Flooding

FTAI Severe weather series



This advisory note is prepared for drivers and transport managers to aid them in planning for severe stormy weather including rain and high winds. For live updates on weather please visit

<https://www.met.ie>

Weather Warnings are presented in three categories.

STATUS YELLOW

Weather alert
BE AWARE

Alerts are to notify those who are at risk because of their location and/or activity, and to allow them to take preventative action. Yellow level weather alerts are for weather conditions that do not pose an immediate threat to the general population, but only to those exposed to risk by nature of their location and/or activity.

STATUS ORANGE

Weather warning
BE PREPARED

Warnings are for weather conditions which have the capacity to impact significantly on people in the affected areas. An Orange level weather warning implies that those in the affected areas should prepare themselves in an appropriate way for the anticipated conditions.

STATUS RED

Severe weather warning
TAKE ACTION

Severe weather warnings are a rare event and implies that recipients take action to protect themselves and/or their properties; this could be staying indoors; or by other specific actions aimed at mitigating the effects of the weather conditions.

Operating in Flooding and Excess Surface Water Conditions tips

HGV DRIVERS

- Ensure your vehicle is roadworthy and has sufficient fuel for your journey. Carry out the following safety checks: F.L.O.W.E.R. **Fuel, Lights, Oil, Water, Electrics, Rubber.**
- Allow more time for your journey.
- Obtain weather information before you set off and keep up to date with changing conditions and closed routes via the radio.
- Flash floods can come rapidly and unexpectedly. In the Ireland they are usually cause when rivers break their banks. You may not have warning that a flash flood is approaching.
- Never attempt to drive through a flood that you couldn't walk through and be aware that water hides dips in the road. Worse still, there may be no road at all under the water. Flooding can wash away the entire road surface and a significant amount of ground beneath.
- Heavy rain can reduce visibility dramatically – ensure your lights are on and your wipers are clearing your windscreen properly and the de-misters are effective before you set off
- Consider other drivers - pass through flooded sections one vehicle at a time, don't drive through water against approaching vehicles. Make sure that all spray suppression equipment (mud flaps) on your vehicle is secure and operating
- Two feet of flowing water can sweep away most vehicles. Don't try driving through fast-moving water, for example approaching a flooded bridge – your vehicle could easily be swept away.
- Lower your speed and keep a good distance from other vehicles – allow at least twice as much separation distance as you would in dry conditions
- Allow for the fact other drivers will have more difficulty seeing when there is heavy rain or spray and that they may get into difficulties. They may also brake unexpectedly.
- All braking must be gentle and over much longer distances, especially when driving articulated vehicles or those with a trailer attached
- Avoid any sudden braking, steering, acceleration, or unnecessary lane changes.
- If your steering feels light due to aquaplaning, ease off the accelerator and slow down gradually. Avoid using the retarder as the ABS will not work if the brake pedal is not depressed.
- Never attempt to drive through a flooded area, unless you are certain of the depth of the water and that conditions allow it to be done safely
- Always check your brakes gently if you have driven through water
- Take care when driving on or off gradients, on off-road sites and when getting down from the cab
- Look out for slip and trip hazards like kerbs and debris under the water.
- Manhole covers can get lifted and moved.
- Water levels can change quickly.
- Assume that flood water is contaminated
 - Urban flood water can carry dangerous bacteria from drains and sewers that could cause disease.
 - Rural flood water is more likely to be contaminated by agricultural chemicals and animal waste

TRANSPORT MANAGERS

- Only operate when it is safe to do so.
- Pay heed to the national weather alerts and adapt operational activity as necessary. The safety of drivers and other road users is of the highest priority.
- Are appropriate systems in place for employees who have to drive for work in adverse weather conditions?
- Do employees know how to handle vehicles in adverse weather conditions?
- Is there a plan in place for employees in the event of emergencies such as a collision, breakdown or getting stuck/stranded?
- Ensure you know your drivers' routes and check in regularly with them.
- Update drivers and customers regularly and be prepared to change your plan or scrap it entirely and recall your drivers if the conditions deteriorate to an unsafe level.
- Always plan for an alternative route to allow for road closures during bad weather.

USEFUL WEBSITES

<https://www.met.ie/warnings/today>

<https://www.rsa.ie/road-safety/campaigns/severe-weather>

https://www.hsa.ie/eng/Vehicles_at_Work/Driving_for_Work/Winter_Driving_Tips/

FTA Ireland ENews

Issue #20

Compliance: FLEET AND MOTOR TRADER VEHICLE DETAILS MUST BE ADDED TO NATIONAL FLEET DATABASE

The Road Traffic and Roads Act (2023) was passed by the Oireachtas in June and relevant insurance sections were commenced on 31st Jul '23.

From November

Measure included in Road Traffic and Roads Act and deadline confirmed by Department of Transport. This affects estimated 250,000 vehicles including trucks, buses and coaches, construction vehicles, delivery vans and more.

This legal responsibility was set out in the recently enacted Road Traffic and Roads Act (2023) and the deadline confirmed by the Department of Transport. The vehicle data on the NFD will be combined with the same information for private vehicles and used by An Garda Síochána to identify vehicles which are being driven illegally without insurance. Figures from the MIBI show that Ireland had the second highest level of uninsured driving in the EU in 2021 and the number rose further in 2022 growing to represent 1 in every 12 vehicles using Irish roads. If vehicle data is not uploaded, fleet operators will commit an offence. The offence is subject to a fine of €300 in the District Court.

From August

Version 2 smart tachographs

From 21 August 2023, all newly registered

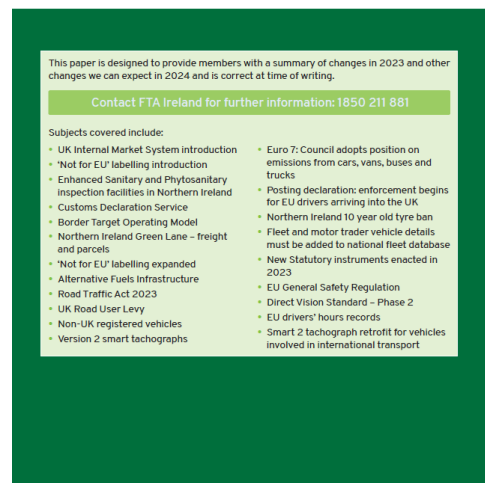
commercial vehicles over 3.5 tonnes must be installed with Version 2 smart tachographs.

- Implementation of Smart Tacho 2 has been problematic. DOT confirmed that there is a temporary arrangement in place with NSAI/RSA on implementation of smart tacho 2 until the 30th of November 2023. DOT did acknowledge that Siemens and Stoneridge have both confirmed that supply chain issues have subsided and all new HGVs/PSVs should be fitted with the new tachograph.

Download the FTA Ireland Compliance Briefing Note [Here](#):



Compliance Briefing note 2023



This paper is designed to provide members with a summary of changes in 2023 and other changes we can expect in 2024 and is correct at time of writing.

Contact FTA Ireland for further information: 1850 211 881

Subjects covered include:

- UK Internal Market System introduction
- 'Not for EU' labelling introduction
- Enhanced Sanitary and Phytosanitary inspection facilities in Northern Ireland
- Customs Declaration Service
- Border Target Operating Model
- Northern Ireland Green Lane – freight and parcels
- 'Not for EU' labelling expanded
- Alternative Fuels Infrastructure
- Road Traffic Act 2023
- UK Road User Levy
- Non-UK registered vehicles
- Version 2 smart tachographs
- Euro 7: Council adopts position on emissions from cars, vans, buses and trucks
- Posting declaration: enforcement begins for EU drivers arriving into the UK
- Northern Ireland 10 year old tyre ban
- Fleet and motor trader vehicle details must be added to national fleet database
- New Statutory instruments enacted in 2023
- EU General Safety Regulation
- Direct Vision Standard – Phase 2
- EU drivers' hours records
- Smart 2 tachograph retrofit for vehicles involved in international transport

FTA Ireland ENews

Issue #20

ZEVI – Consultation:

The National En-Route EV Charging Network Plan is the first element of the National EV Charging Network Plan which will cover all publicly accessible EV charging. **Consultation: due date 9th November 2023**



Follow this link to complete the consultation:

<https://www.gov.ie/en/consultation/a57ee-draft-national-en-route-ev-charging-network-plan-public-consultation/>

FTA Ireland ENews

Issue #20

FTA Ireland Training Courses: <https://www.ftai.ie/public-courses>

Fleet Manager Compliance Awareness Training

Location: FTAI, DHL Building, Cloghran, Co. Dublin

Dates: 1st November 9am – 4.30pm

The course is aimed at managers and supervisors involved with transport operations in the private and public sector. The course will provide an overview of the road haulage operator licensing system and highlight employers' and drivers' responsibilities. It also details the many other areas of legislation that directly affect the operator licence obligations, such as drivers' hour's rules and the safety of loads on vehicles.



Course objectives/aims

The general aim of the course is to develop a knowledge of road transport law. More specifically, it is to cover the legal framework surrounding the operator licensing system and demonstrate the importance of road safety legislation. This includes highlighting the powers of the enforcement agencies such as: The Minister, RSA, HSA and the penalties for non-compliance, both for the vehicle operator and/or driver.

Who should attend?

- Anyone who wishes to update their transport legislation knowledge to the latest standards.
- Those who are committing to their continued professional development as a transport professional.

Book today
Tel: 01 8447516 or
Email: info@ftai.ie

Management of EU Drivers' Hours, Working Time Rules and Records

Location: Online via Zoom

Dates: 3rd November 9.30am - 2.30pm

This training course is designed to help managers, supervisors and administrative staff understand the driving and working time rules that govern commercial/passenger vehicle drivers. It explains the rules regarding driving time, break and rest periods.



Course objectives/aims

Following this training participants should have:

- Increased confidence when having complex discussions with drivers and/or managers relating to drivers' hours rules.
- Peace of mind that you are operating legally.
- Knowledge about where to find the answers to complex issues or operational anomalies.

Who should attend?

- Anyone who wishes to learn about drivers' hours rules and the relationship with working time regulations.
- Those who are committing to their continued professional development as a transport professional.
- Candidates preparing for a full Transport Manager CPC – primer course.

Book today
Tel: 01 8447516 or
Email: info@ftai.ie



Ireland

Change in transport overhead costs

... annual increase %



Change in fuel costs

... average fuel costs per km

Year	2019	2020	2021	2022
Cost (€)	€ 0.33	€ 0.33	€ 0.33	€ 0.38



... average annual fuel (price per litre in March)



Year	2019	2020	2021	2022	2023
Price (€)	€ 1.33	€ 1.32	€ 1.33	€ 1.95	€ 1.64

Change in maintenance costs

	2019	2020	2021	2022	2023
More than 5% decrease	0.0%	11.8%	18.2%	0.0%	0.0%
1-5% decrease	0.0%	0.0%	9.1%	0.0%	0.0%
No change	30.8%	23.5%	9.1%	0.0%	0.0%
1-5% increase	46.2%	29.4%	45.4%	45.5%	35.7%
More than 5% increase	23.1%	35.3%	18.2%	54.5%	64.3%



Operating costs for 46 Tonnes Articulated Vehicles

... breakdown of costs - 2023

Driver	31.6%
Fuel	47.0%
Insurance	3.3%
Maintenance, Depreciation, Other	18.1%





Ireland

Driver salaries

... average drivers' basic -salary

2019	2020	2021	2022	2023
€ 34,394	€ 35,839	€ 37,090	€ 41,395	€ 43,863



Training and HR costs

... training costs per year per company employee



2019	2020	2021	2022	2023
€ 223	€ 271	€ 312	€ 316	€ 276

Optimisation of working capital

... share of respondents for 2023

Fully : 43.8%

Not at all: 6.2%

Somewhat: 50.0%



Focus of capital expenditure



TECHNOLOGY

ENVIRONMENTAL
PROJECTS

VEHICLES

WAREHOUSES

MACHINERY /
EQUIPMENT

63.6%

59.1%

59.1%

27.3%

50.0%



Fact Sheet

Driver walk around checks – what to look out for

We all know that drivers are legally responsible for the condition of their vehicle and/or trailer while in use. We also know that carrying out a walk around check before use, and continuously monitoring its condition during use, is vital to achieving this. These checks are an important part of a robust maintenance system, which is your first line of defence when it comes to detecting faults.

But what defects are commonly found, and what areas should be subjected to increased diligence? This Fact Sheet explores the most common defects located during an inspection and their relationship with a drivers' walk around check.



Outline marker lamp inoperative

Defect categories

At the annual test, different vehicle and trailer (asset) components and systems inspected are categorised under sections within the relevant Inspection Manual which describes the deficiency criteria. For enforcement, the same categories are utilised within the Categorisation of Defects Manual, which contains criteria for issuing prohibitions or inspection notices.

Normally, assets would be prepared for annual test, whereas inspections completed for enforcement purposes such as roadside checks would normally encounter assets operationally, ie unprepared. Additionally, enforcement work is frequently targeted towards non-compliant operators).

The Road Safety Authority (RSA) publish statistics for both annual testing and enforcement showing which defect categories do not meet the minimum standard and either fail the annual test or receive a prohibition.

FTA Ireland's vehicle inspection service (VIS) inspects assets in operational environments which are usually not prepared or targeted, defects located are also categorised utilising DVSA categories.

Defect category comparison

All the inspection types previously described categorise defects in line with the RSA categories. The reasons for failure in the manuals are categorised as Minor, Major or Dangerous as per EU Directive 2014/45. A direct comparison is not possible, as the different inspection types are all carried out in varying conditions within the asset's maintenance cycle/operational conditions, and some are targeted towards poor operators. For example, when presented for annual test, vehicles are usually prepared.

What is interesting is the trends, notice the condition of tyres is high on the list as is brake system and components. Lamps also feature highly but not at annual test, and steering is included in all inspection types.

Specific defects

Sticking with the key trending defect categories, analysis of VIS data shows the most common specific defects that are being picked up during inspection.

Table 1: Top 10 Visual defects on full tests 2022

5.3 Suspension system	134,596
1.1 Mechanical condition and operation	111,245
6.1 Chassis or frame and attachments	96,419
5.2 Wheels and tyres	88,121
6.2 Cab and body work	80,744
4.2 Front and rear position lamps, side	35,902
2.1 Mechanical condition	35,143
4.7 Rear registration plate lamp	23,558
0 IDENTIFICATION OF THE VEHICLE	20,513
4.3 Stop lights	20,074

Source: RSA

Table 2

Defect category	Specific defect
Condition of tyres	Tyre cut to cords
	Tyre underinflated
	Tyre exposing cords
Brake system and components	Brake chamber air leak
	Air pipe/hose leaking
	Spring brake chamber not fully operative
Lamps	Outline marker lamp inoperative
	Amber side marker lamp inoperative
	Registration plate lamp inoperative
Steering	Power steering reservoir/hoses leaking
	Track rod/drag link ball joint gaiter defective
	Track rod/drag link ball joint excessive wear

Data source: Logistics UK Compliance Report Statistics 2023

Driver reportable defects

From this list of defects, we can see that many of them should be detected during a good walk around check. For example, if tyres are damaged or cut, a significant amount of these defects can be seen with a good inspection of the tyre. Underinflated tyres can also be noted through the appearance and how large the bulge is at the bottom in comparison to the others.

With brake system and components, detecting air leaks would eliminate a significant number of defects, and remember that the foot brake needs to be pressed while listening to ensure the system is pressurised to detect leaks.

Whilst it is true that a bulb can go at any time, the popularity of LED lighting on modern vehicles means the reliability should be very good. However, lamps simply not working is a significant finding and is such an easy thing to check.

When it comes to steering, other than leaks it would be unreasonable to expect the driver to identify the other most common defects with the steering system which would normally only be detected during a preventative maintenance inspection.



Tyre cut to cords

Routine

Drivers should adopt a routine for their checks that covers the whole of the vehicle without covering areas unnecessarily. The routine should be simple, thorough and repeatable so that it can be carried out easily and efficiently. A little extra focus on the areas mentioned should help improve these statistics and keep your fleet compliant at all times.

Drivers must...

- Ensure **all** lights are checked for operation.
- Check all tyres thoroughly for damage, exposed cords and correct inflation.
- With full air pressure, make sure there are no air leaks both with the foot brake on and off.

References

- 1 www.rsa.ie/services/business-operators/maintaining-your-vehicles/vehicle-safety-checks
- 2 www.rsa.ie/services/business-operators/maintaining-your-vehicles

info@ftai.ie • 01 8447516

T: 01 8447516 www.ftai.ie

FTA Ireland CLG (a company limited by guarantee)
Unit 1 DHL Building, Airport Business Park, Cloughran, Co Dublin, K67 A0F4
Registered in Ireland Number 487041

† Calls may be recorded for training purposes.
Correct at time of publishing but subject to change.
© FTAI. All rights reserved
10.10.23/AF 000920