

UNLAWFUL CABOTAGE OPERATIONS IN THE UK

New rules on road cabotage came into force on 14th May 2010 following Regulation (EC) No. 1072/2009 of the European Parliament and of the Council of 21st October 2009. Chapter III, Article 8 of the Regulation sets out the general principle (for details see http://ec.europa.eu/transport/road/haulage/cabotage_en.htm). Basically, any haulier, for hire or reward, who is a holder of a Community licence and whose driver (if a national of a third country) holds a driver attestation, is entitled under the conditions set out in Chapter III to carry out cabotage operations. However the rules are quite complex and there are strict conditions that apply. The haulier must enter the host Member State with a laden vehicle and once the goods from the other country have been delivered, the haulier is permitted to carry out (using either the same vehicle, or in the case of a coupled combination, the motor vehicle of that same vehicle,) up to 3 cabotage operations within 7 days. The last unloading in the course of a cabotage operation before leaving the host Member State must take place 7 days from the last unloading in the host Member State in the course of the incoming international carriage.

Within this 7 day time limit a haulier is allowed to carry out some or all of the permitted cabotage operations in any member State. However, they are limited to one cabotage operation per Member State within 3 days of unladen entry into that Member State.

It appears that the Cabotage rules are not being adhered to. For the past 10 years Danish operators may have been operating illegally in the UK outside the scope of the cabotage rules. Complaints are being received that Danish operators carry out domestic transport operations in the UK for months on end. It appears that when challenged over this the stock response is that the fine in the UK is only £250. Clearly not much of a deterrent (in France the authorities will fine up to 15,000 euros for breaches of the cabotage rules). With the increase in development of wind farms in the UK it is anticipated that unless checked unlawful cabotage operations will continue. In fact, over the last 2 years the volume of illegal cabotage operations in the UK, especially in the specialist heavy transport industry, has escalated. This unlawful activity, although at present relating mainly to the carriage of wind turbines, is of grave concern to the British industry and is to the detriment of UK operators.

The HTA has voiced its concerns to VOSA (as have the RHA and some individual HTA members). HTA Chairman John Rodell wrote to VOSA's CEO on 18th August 2010 requesting that VOSA take action and investigate the matter and requested a response by the end of August 2010. We will keep HTA members updated.

ABNORMAL LOADS HIGHWAYS AGENCY / INDUSTRY LIAISON MEETING CITY INN, BIRMINGHAM: 10TH JUNE 2010

Committee Members John Rodell, Dave Purslow, Sadie Emery and Tim Wayne attended the above meeting on behalf of the HTA. The meeting minutes have been forwarded to you and you will note that previously raised matters were discussed. If anyone would like a copy of the minutes forwarded to them, please ask Katharine Narici. If any Member would like to raise an issue on any of the topics discussed during the meeting, or any other matter, please would they raise this with HTA in time for the next Liaison meeting which will be held during either December 2010 or January 2011.



ESTA NEWS, EUROPEAN ASSOCIATION OF HEAVY HAULAGE TRANSPORT AND MOBILE CRANES

ESTA has already announced a provisional date for the next ESTA Awards dinner party 2011. The awards event will be held at the Okura Hotel, Amsterdam on 7th June 2011 (tbc). The application forms for Transport or Crane Job of the Year and invitations to the awards evening will be sent to all Members soon.

At the General Assembly ESTA Meeting earlier this year Members of the General Board were re-elected for another period of three years. David Collett has been re-elected as President for the Transport Section and Roderik van Seumeren as President of the Cranes Section. Cristian –Jacques Vernazza is President of ESTA and the new secretary for ESTA is Soren Jansen (Soren takes over from the late Gino Koster). (Contact email for the ESTA office is: info@esta-eu.org and the website is: www.esta-eu.org)

Earlier this year the SPMT Working Group held a meeting at the Mammoet head office. A working group was formed under David Collett's Chairmanship with the remit for assigning and developing best practice guidelines for the stability of modular transporters and SPMT. David will be Chairing another meeting later on this year after which he will be in a position to let HTA Members have an update.



18m tall, 250 ton Coil, being moved locally within Hull on a 10-axle 4-file [double width] trailer Photo courtesy of GCS Johnson Ltd

DRIVER CPC PERIODIC TRAINING - LESSONS FROM THE FIRST YEAR

September 2010 is the first anniversary of Driver CPC for the haulage industry. Tim Barker, Managing Director of Lancashire based Specialist Training & Consultancy Services comments on what the first year has shown us.

Two main issues have emerged from the end of year statistics and questionnaires. The first is that the take up of Driver CPC training is lower than is required to ensure an even spread of the 35 hours training over the five years. The second issue is that the quality and relevance of some of the training available has proved a big issue with a number of operators. Both these points have reinforced the earlier advice offered to companies who want to get the best out of Driver CPC. It is worth re-emphasising this advice again!

- Remember it is a numbers game! If your drivers have not done 35 hours of approved training by 10th September 2014, it will be illegal for them to drive commercially on the public road. Leaving training until the last few years (the "log jam") will cost more and will cause operational issues. If you haven't started training yet, get a move on! If you have started, don't let your programme slip.
- Training relevance. Any course that doesn't meet your drivers' training needs is a waste of time and money! If you can't find a training course off the shelf that meets your needs, it is possible to have courses designed for bespoke subjects. A number of companies and trade associations have had courses designed by Specialist Training on a variety of very specific training needs. As long as it can be linked to the Driver CPC syllabus, a course can be created.
- The quality of the training provider. With so many new training companies of dubious quality jumping on the bandwagon, make sure you check that the provider you select offers a high standard product. Assess their history, performance and their approvals from a variety of training awarding bodies. Ask for references and attend one of their courses to try them out. Time spent doing this will repay itself many times over in the subsequent improved performance you get from your drivers.



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drivercpc
GETTING YOU UP TO SPEED

Driver CPC is an opportunity to continually develop the drivers in our industry. It should be taken seriously by every operator from small scale parcel van companies up to heavy hauliers. For free advice on any subject related to Driver CPC training provision you can call Tim Barker at Specialist training on 01282 687090.

MOVEMENT OF ABNORMAL INDIVISIBLE LOADS THROUGH PLANNED ROADWORKS

The Highways Agency has produced a document on the movement of abnormal loads through planned roadworks. This document was issued recently to Highways Agency Managing Agents and contains advice and best practice on the issues surrounding roadworks and abnormal loads. The document can be downloaded as a pdf from the HTA website.



Charles Russell Transport moving a statue to the Royal Academy, London.

COMMITTEE ELECTIONS

After the AGM held last May, the Association Officials are as follows:

Chairman: John Rodell
Vice Chairman: Dave Purslow
Treasurer: Graham Robbins
Secretary: John Dyne
Co-ordinator: Katharine Narici

Committee Members:

Ian Brooks
David Collett
Eric Crosby
Sadie Emery
Alan Lewis
Tim Wayne
Tim West

Honorary Members:

Hugh Wilson, Rolf van Apeldoorn and Tony Lovell resigned from the Committee after many years of unstinting service. Their presence at HTA Committee Meetings will be missed as well as their enthusiasm and valuable input. Hugh, Rolf and Tony have been proposed as Honorary Members at our last meeting and it is hoped that they will continue to join us at future general meetings. David Ridley, an active member for many years and past President of ESTA, now recently retired, has also been proposed as an Honorary Member.

EUROPEAN BEST PRACTICE GUIDELINES FOR ABNORMAL LOAD TRANSPORTS

The Guidance can be downloaded from the ESTA website (<http://www.esta-eu.org>)

ADVERTISEMENTS

If anyone wishes to advertise in an issue of Heavy Talk, please contact Katharine Narici on 01829 771774 or by e-mail (info@hta.uk.net), for details

Road Pilots

Abnormal Load Escort to/from South & West Wales

Tel: 0843 289 8040
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NEW MEMBERS:

The HTA is pleased to welcome the following new members:

RAINTHORPE TRANSPORT, Normanton, Nr Grantham, Lincs
(Contact: Richard Rainthorpe)

MOTIS IRELAND LTD, Newry, Co. Down
(Contact: Chris Polwart)

LEGAL NOTE

VOSA may have to rethink its policy on production notices for charts and electronic data after a recent landmark decision in Llandudno Magistrates Court. It was decided that Notice to Produce was invalid after VOSA had agreed an extension of time for compliance. If this issue affects you, please contact John Dyne.

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TRUCKPOL

TruckPol is a nationwide police intelligence service which records information on all aspects of road freight crime. By submitting information to TruckPol you could be helping to solve a serious crime in our industry. Tel: 0247 6516246 www.truckpol.com

HTA NATIONAL ABNORMAL LOAD NOTIFICATION DIRECTORY

For further information go to www.convoi.co.uk and click on 'shop', or email caroline.ward@convoi.co.uk for an order form.

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