



PRIDE OF INDIA: Ashok Leyland unveiled a Euro-6 truck at the Auto Expo 2016 show in Delhi last month. The 4940, which is based on the company's Captain 40iT tractor, is a 6x4 with a 49-tonne GCW. It is powered by Ashok Leyland's Neptune 8-litre, 6-cylinder electronically controlled engine, generating 400hp and 1,600Nm of torque, which is matched to a 16-speed range-change splitter transmission. It uses an SCR after-treatment system from Albonair, Ashok Leyland's German subsidiary. This allows it to meet India's Bharat Stage (BS) VI emission standard (the equivalent of Euro-6), which comes into force in 2020. The final drive features hub-reduction, as well as inter-axle differential locks. The 4940 is built in the south of India and there are no immediate plans to sell it in Europe.

London rush-hour ban would slash productivity

By **Hayley Pink**

A RUSH-HOUR HGV ban in the capital would see construction hauliers lose four hours of productivity every day, said consolidation centre operator Wilson James.

Speaking to *CM* following LibDem London mayoral candidate Caroline Pidgeon's proposals to ban HGVs during peak times (*CM* 25 February), Wilson James chairman Gary Sullivan said with current infrastructure the move would cause huge problems.

Building sites are, in general,

only permitted to operate between 8am and 6pm under planning regulations, he said. "So, under that basis, if you take [morning] rush-hour, and said it was from 7am to 9am, you're probably losing at least two hours because although you can't start unloading until 8am, trucks are arriving at about 7.45am, which means they hit the Congestion Charge zone," said Sullivan.

A further two hours would be lost at the end of the day if a second ban was implemented between 4pm and 7pm.

"Most construction sites are restricted to one delivery point,

maybe two on bigger sites. So you are taking a huge chunk out of the working day," he warned.

However, Sullivan is pleased that Pidgeon's proposals have got people talking about the challenge of urban logistics and is keen for the debate to drive efficiency.

"I agree with Caroline on increasing consolidation centres. There is no reason why half-empty vehicles should come into London. Consolidation has to be the way forward," he said. "It's about having a coherent logistics plan," said Sullivan.

Wilson James runs the London Construction Consolidation Centre.

UK haulage rates stall

UK HAULAGE rates did not rise last year, figures from the Office for National Statistics have shown.

The latest Services Producer Price Index report, which provides a measure of inflation for the UK service sector rather than a monetary value, showed that the average rates paid for freight transport by road in 2015 were no higher than the previous year. The index at the end of both periods stood at 104.8 against a baseline of 100 in 2010, while anything above 100 represents growth, rates have barely moved since the index reached 104.4 in 2012.

Despite this stagnation, haulage rates still outperformed rail freight rates, which fell fractionally.

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