

Welcome

Dear Member,

I welcome you all to our latest newsletter.

The forthcoming year is pivotal for the sector. There is no way of getting around the fact that decisions to be made in Government shortly could make or break the volumetric sector.

So, what has the association been doing to support its members? Well, in February it was invited to appear before the Transport Select Committee to discuss Volumetrics. This is a sure sign of the positive effect of having the organisation. Would any of us, as individual companies, really have been invited along to appear before Members of Parliament for these discussions? Of course we wouldn't have. What it demonstrates is why the association was set up in the first place and the importance of us building numbers, strengthening the association and making our voice louder in Westminster.

In addition to this, the BSA has engaged the services of Mark Kerr, of PPS Group, to help steer the association's work in lobbying the government. PPS Group describes itself as an independent communications consultancy working in the tougher areas of communication. It offers media relations, public affairs, stakeholder engagement and consultation services. The PPS Group is used to engaging with politicians and building and protecting corporate reputations.

Dates to Remember

EXTRAORDINARY GENERAL MEETING / EVENT
14th May 2014 at Armcon, Stockport (tbc)

BSA ANNUAL GENERAL MEETING
18th November 2014 at 2pm

Location: Corby Holiday Inn, Geddington Road, Corby,
Northants. NN18 8ET

London, Volumetric concrete mixers, Bikes and Boris

Like it or not, if you take your trucks into London, Boris Johnson, Mayor of London, is determined to ensure they do not kill or injure cyclists. A new initiative promoted by the Mayor of London and the Department for Transport (DfT) is designed to help reduce the number of accidents involving cyclists.

The subject of cyclist safety came to a head some years ago following the death of a cyclist caused by a ready mix truck turning left across her path. The truck driver was not aware of what had happened until it was too late. This tragic accident led the victims' mother to start a campaign to improve the safety of cyclists in London. She took the unusual step of buying shares in the ready mix company which allowed her to attend their AGM where she delivered a passionate speech urging greater attention to the safety of cyclists.

The industry now faces the possibility of the following legislation changes:

- (i) Introduction of Operator's Licences;
- (ii) Introduction of MOT's and the resulting impact on operating weights.

The BSA plans to hold an Extraordinary General Meeting very shortly so that the wider membership can be properly briefed but also give you the opportunity to have your say on what we do. It has been suggested that a consultation on MOT's will be released this summer with the legislation implemented in October 2015.

The EGM will coincide with an event run by the BSA where manufacturers will be present and talks will be provided. Details will be circulated once they are finalised but it is likely to take place in May 2014.

In terms of more mundane matters, membership has remained constant again this year but we have recently issued a 'call to arms' flyer to the entire sector. This has meant that approximately 150 emails have been sent out along with a similar number of letters.

If you have any issues you would like us to discuss then please drop me a line or email our coordinator, Jared Dunbar, at jjd@dynesolicitors.co.uk

Chris Smith
Chairman

What does this mean for volumetric concrete mixers? The DfT intend to "take direct action against dangerous HGV drivers, vehicles and operators". They are also "reviewing the way regulations applying to specialised mobile equipment such as volumetric concrete mixers and mobile cranes are enforced". In a sense this last statement seems to admit that volumetric mixers are special vehicles, which is a good thing, but it also means volumetric mixers will be under greater scrutiny when working in London.

Already a number of organizations such as Crossrail, Transport For London Freight Operator Recognition Scheme and the Mineral Products Association are stipulating devices, such as sidescan ultrasonic obstacle detection systems, side view cameras, reversing alarms, wide angle mirrors, warning signs and freznel lenses, as standard. Most of the national readymix companies have added some, or all, of these safety features to their trucks and Crossrail, for instance, will not allow any deliveries to be made by vehicles which are not fitted with all these features.

Unfortunately, there are always rogue cyclists and truck drivers will always have to be aware and have eyes in the back of their heads to avoid trouble. As a volumetric operator it would make sense to protect yourself by ensuring that your mobile plant are legal, have the latest wide angle mirrors, warning signs and a freznel lens in the passenger door window as a minimum. The cost of these extras is a fraction of the cost to your business in the event of an accident with a cyclist or pedestrian.

Author: Richard Calder, Technical Manager, Armcon Limited

Transport Select Committee

Those of you who attended the last AGM will hopefully remember that Jared Dunbar advised you to take extra care in ensuring your Volumetrics were roadworthy because VOSA was undertaking a data gathering exercise in London.

Well, unfortunately, the advice was not heeded by all operators. According to VOSA's statistics, they stopped 6 volumetrics in London during their enforcement period and 5 were found to be in an unroadworthy condition, with one operator having 15 different prohibitable faults. This evidence was put to the transport committee as justification for the fact that something was needed to be done to bring the volumetric sector into line.

So, in January 2014, the BSA was invited to appear before the Transport Select Committee at Portcullis House in London. Initially the hearing was discussing cycle safety but, as a result of evidence given by Robert Goodwill MP, Volumetrics and the legislation surrounding them was brought into sharp focus. Three BSA committee members appeared as witnesses before the select committee and were subject to what can only be described as a severe grilling by the MPs. The matter was recorded by television cameras and was shown live on the internet.

The BSA has since written to the committee setting out its views on the proposed legislation changes.



Website

The Association's website can be found at www.batchedonsite.org – it is intended that this be a simple vehicle for the association to

provide information to members going forward. It is intended that newsletters and updates will be available on the site.

Disclaimer:

The Batched on Site Association (BSA) has taken care to ensure that the information contained in this publication is accurate in all material respects.

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UK Concrete Show

How many Volumetric Drivers does it take to man the BSA stand at the UK Concrete Show? Not many if you have DSL as your secretariat! It's an important time for volumetric operators at the moment with possible changes to testing, plating, and the possibility of coming within the Operator's Licence regime, so DSL was happy to assist with the members by attending and speaking to potential new members. The more members the BSA has, the more influence it will have over the proposed consultations due to take place this year.

The event took place on the 27th and 28th February at the NEC. Show organisers, Marwood Events, said that there were "206 exhibitors and over 6000 attendees" which is "a tremendous achievement for a specialist event". Daniel Wiseman, Sales Director of Utranazz described the event as "amazing."

Over the 2 days, the team from DSL and other committee members enjoyed talking to those involved in all aspects of concrete and in particular hearing the concerns of those involved with volumetrics. The consensus among owners and manufacturers appeared to be that testing would be a good thing for the volumetric industry as most consider safety as paramount, with a large number of owners already regularly checking and servicing their volumetrics; some even have their vehicles tested regularly. The main concern appeared to be whether there would be limits on weight.

Training

All members should make sure that their Volumetric operatives are suitably trained to use and drive a fully loaded Volumetric. Road safety is paramount and members should not allow their staff out on the road unless they are certain they are capable of driving the vehicles in a safe manner.

There has been a few serious accidents involving volumetrics in recent times and as a result the BSA has been in discussions with the Minerals Products Qualification Council to try to organise Driver CPC training, specific to Volumetrics.

In addition to this, Volumetric manufacturers provide training days at their headquarters. These sessions are aimed at increasing not only the technical knowledge but the earning potential of their customers. According to Armcon, their events, "give new customers a chance not only to learn from our own technical experts but to share knowledge with existing users of our equipment".



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