

# MotorTransport

## 2017 Features List

Deadlines are three weeks before publication

<b>January 9</b>
Urban/quiet deliveries
With increasing pressure to improve air quality in London will quiet out of hours deliveries finally be forced on reluctant local authorities and residents? Will cities outside London start to adopt some of the quiet techniques that have been pioneered and largely proven for over a decade around the capital? How can customers such as major retailers be persuaded to receive goods out of normal working hours and how should the additional costs be allocated? MT Awards launch wraparound cover.
<b>January 23</b>
Home delivery sector report
Home deliveries involves a lot more than just parcels – how has the home furnishings, white goods and other two-man delivery sector evolved in recent years? Are evening and weekend deliveries part of the mix to keep the customer satisfied or are people more prepared to wait in for such large ticket items?
<b>February 6</b>
Telematics/sat-nav
How close are we to a single in-cab box that will handle all communication needs including navigation, driver behaviour telematics, routing and scheduling, PoDs and tachograph downloads? Will the likes of TomTom increasingly move into the telematics space or will the specialists like Microlise protect their turf?
<b>February 20</b>
Repair and maintenance
The latest trends in the truck and trailer R&M market.
<b>March 6</b>
Tyres
At one time it was a straight choice between PAYG or PPK – now there are all flavours of tyre management contracts available – so how does an operator choose the best fit for their operation? Do the tyre manufacturers offer the best deals or can independents match them on price and service? Is cost per mile once again the over-riding concern or are operators now buying into the low rolling resistance story?
<b>March 20</b>
Trailers
The latest developments in semi-trailers. Ad study
<b>April 3</b>
Parts
What's going into your truck when it goes for repair or maintenance? Do fleet operators know or care if their workshop or R&M contractor uses OEM or pattern parts? Does that depend what part we are talking about – maybe it's OK to fit a cheaper brand of air filter but not a turbo charger? Is a guarantee of original parts one reason to go for an OEM R&M contract rather than using an independent VMU?

<b>April 24</b>
CV Show preview and show guide insert
<b>May 8</b>
CV Short Review
<b>May 22</b>
Dry bulk sector report
The government has published plans for nearly half a billion pounds in infrastructure investment by 2021 – but is the muckaway sector seeing the impact of this spending or is it all still pie (or runways) in the sky? Is there a tipper shortage around the corner or is construction going to remain in the post-Brexit doldrums for the foreseeable future? Where else can under-used tippers find work – are agricultural produce or other bulk products picking up the slack? Plus Tip-ex Tank-ex preview
<b>June 5</b>
Hall of Fame 2017 intake
We profile the latest VIPs to join the Hall of Fame hosted by MT in association with Scania.
<b>June 19</b>
Low carbon vehicles
Will 2017 finally the year low carbon technology for CVs moves from niche to mainstream? How many electric vans will there be on the UK's roads as a result of the plug-in grant? Will hybrid and full electric trucks ever catch on? Has the dash for gas already fizzled out? How realistic are proposals for platooning or overhead electric cables for long distance heavy trucks?
<b>June 26</b>
Parcels sector report
Can anyone keep up with DPD? With the demise of City Link has the market once again polarised into B2B and B2C specialists or are there still some operators trying to combine the two? What impact has the semi-privatisation of Royal Mail had on the parcels market? What will TNT look like under FedEx ownership?
<b>July 10</b>
MT Awards
<b>July 24</b>
Fuel cards
Does one fuel card do everything a fleet operator requires or do most drivers carry at least two cards these days? What factors determine which card is the preferred option – size of network, price per litre, clever management of the card portfolio or all of the above?
<b>August 14</b>
Tachographs
The next generation of digital tachos is on its way – will they really reduce opportunities for rogue operators to get away with flagrant breaches of the rules or will they just catch out more largely compliant companies who do their best to stay legal but make the odd mistake?
<b>September 4</b>
Pallet network sector report
After the demise of UK Pallets the pallet network population was quickly restored by the creation of Principle Pallets. What has been the effect of this change in the landscape and how do the UK's nine pallet networks differentiate themselves in the eyes of their customers?
<b>September 18</b>
Driver CPC
Will the UK change its Driver CPC regime as the UK leaves the EU? If so, is the DfT listening to operators when it comes to modifying the basic requirement for drivers to undergo five days training every five years? Will the DfT finally introduce a requirement for CPC holders as well as HGV drivers to undergo continuing periodic training?

<b>October 2</b>
In-cab cameras
Increasing numbers of operators are going for in-cab cameras, whether facing forwards, backwards or both. But how can the hours of images these devices capture be usefully linked to other data such as telematics to tell the whole story in the event of an incident? And how can the day to day footage be used to identify and correct problem driver behaviour and what are the implications for the employer if poor driving is recorded but not acted upon? Ad study
<b>October 16</b>
Safety
The safety of vulnerable road users around large vehicles has never been a higher priority but quite apart from the cost of fitting extra equipment such as under run bars, cameras and warning signs there is now the cost of belonging to schemes such as Fors and Clocs. Are we approaching the point of diminishing returns where the cost of compliance outweighs the price of being unable to work in certain cities or for certain clients? Plus FiTC Expo preview
<b>October 30</b>
Temperature controlled sector report
The latest developments in the chilled and frozen sector.
<b>November 13</b>
Vehicle finance
The latest trends in purchasing, leasing and renting fleet assets.
<b>November 27</b>
Vans
Is it right that a 3.5 tonne van can be operated with no regulatory oversight or should the threshold for O-licensing be reduced? If so, how far? Or is there a case for increasing the limit for O-licencing to say 7.5 tonnes rather than reducing it? Apart from first time MOT pass rates, are there stats on the relative safety of sub-3.5 tonne vans, vehicles between 3.5 and 7.5 tonnes and over 7.5 tonne trucks that could be used to inform this debate?
<b>December 11</b>
Traffic Commissioners' annual report
A review of the vital work of the Traffic Commissioners.