

# MotorTransport

2018 Features List  
Deadlines are three weeks before publication

## January 8

Insurance

The recent proposed changes to the Ogden rate – the way insurance payouts are calculated – sent shock waves through the industry as premiums could have rocketed. What are the implications for fleet operators of the latest compromise agreement?

## January 22

Temperature controlled sector report

The latest developments in this important sector of road transport.

## February 5

Safety

How big a problem is sleepiness among the UK's ageing truck driver population and is nine hours too long a driving day in today's freight and stressful road conditions? Is it time to revisit the UK's drivers' hours rules post-Brexit?

Marketplace

## February 19

Telematics/sat-nav

First generation tracking systems just located the truck as a dot on a map – now today's telematics can tell you as much about the vehicle and how it is being driven as any operator could possibly need – or want - to know. The sheer volume of data on vehicle location, engine condition and driver behaviour makes it hard to know what to focus on – so how are current systems presenting all this data as useful information without swamping the transport manager with endless reports?

## March 5

Repair and maintenance

Quite apart from cost, a major stumbling block to doing truck repair and maintenance inhouse for many operators is the struggle to find skilled technicians. How bad is the current shortage and will the Apprentice Levy encourage operators, dealers and third party R&M contractors to employ more technician apprentices?

Ad study

## March 19

Parts

While few operators would consider using non-branded parts in safety critical areas such as brakes, some are less fussy when it comes to filters, for example. What are the different approaches being taken to branded parts used in routine R&M, how does this affect the warranty and is there a widespread trade in forgeries of branded spares?

**April 9**

## Fuel theft

Facts and figures on the level of fuel theft in the UK are hard to come by, but with diesel prices unlikely to fall as the pound remains so weak against the dollar it is a problem no operator can afford to ignore. What measures can and should operators be adopting to minimise the loss of the lifeblood of every transport operation? Are gas vehicles immune from fuel theft – largely because there are so few uses for stolen methane – or will gas tanks also need securing at some point?

**April 23**

CV Show preview and show guide insert

**May 14**

CV Show review

**May 28**

Tip/Tank-ex preview

We take a detailed look at the anatomy of the ultimate safe tipper. We also round up the latest developments in tanker technology.

**June 4**

Tip/Tank-ex review

Parcels/post

The latest developments in the parcels and postal sector.

Marketplace

**June 18**

Liveries and wraps

Some of the UK's leading operators are moving to having their truck liveries applied as vinyl wraps rather than painted on. This is especially popular when trucks are leased for three years as the wrap is easy to remove to return the vehicle to plain white for sale or return to the vendor. So which is best for today's smart transport operation – painting or vinyl wrapping?

**June 25**

Low carbon vehicles

Could this be the dawning of the age of natural gas vehicles as three manufacturers now offer ex-factory gas engines and the UK's gas refuelling networks begin to shape up? Or is there still mileage in diesel engines as better technology continues to improve their fuel efficiency? What will the EU's proposed standards post Euro-6 for low carbon freight transport look like?

**July 9**

MT Awards

All the news from the 2018 MT Awards.

**July 23**

Trailers

The latest developments in semi-trailer technology including longer semis and double-decks.

### **August 13**

#### Fuel cards

Fuel cards offer good value and a convenient way of buying fuel – but what else can operators now get from a fuel card provider? Better management information, control over what drivers spend where and the ability to buy additional products and services over and above fuel are just some of the features now on offer.

### **September 3**

#### Cameras

More operators are fitting cameras in trucks – but where should they be pointing? While forward facing cameras are now widely accepted as protection for the driver and operator against fraudulent claims, are cameras recording the driver's every move an invasion of privacy? And will cameras be accepted as an alternative to more windows when London agrees its Direct Vision standard?

#### Marketplace

### **September 17**

#### Tyres

Premium tyre brands always emphasise the lower total running costs of using good quality rubber – but have the so-called budget brands upped their game to the point that they are worth considering for fleet operators, especially as alternatives to retreads? How important is service when it comes to choosing a tyre supplier?

### **October 1**

#### Pallet networks

Will the UK's nine pallet networks become eight? Or 10? Is the sector about to consolidate or expand? And after three years work the HSE has declined to set an industry-wide maximum weight for tail-lift pallet deliveries – will more networks now reduce their weight limits?

### **October 15**

#### Driver CPC

Driver CPC isn't going to go away but with Brexit the UK has the opportunity to amend the current regime of five seven-hour Jaupt-approved courses every five years. While there is some very good Driver CPC training being done, is the current system too lax, and still allowing the unscrupulous to tick the legal compliance box on the cheap?

### **October 29**

#### Vehicle finance/rental

A round up of the current trends in buying, financing and leasing commercial vehicles.

#### Ad study

### **November 12**

#### Lubricants

With the growing use of natural gas engines, what are the implications for engine lubricants of moving from diesel to gas? We talk to operators and engineers who have experience of running gas engines to see what lessons can be learned.

**November 26**

Tachograph analysis

With the widespread availability of easy to use do-it-yourself digital tachograph analysis software, what is the role of third party bureaux in this market? Do many operators still like the assurance of having an external expert run the rule over their drivers' hours data? What do traffic commissioners want to see operators doing to make sure their drivers are fully compliant with a notoriously complicated set of regulations?

Top 100

**December 10**

Cost tables

MT's industry-standard review of CV operating costs.

Marketplace