

ALL goods vehicles over 12 tonnes will soon require a permit to enter London.

Direct Vision Standard Are you ready?



How Brigade can help

Brigade Electronics can advise transport operators on the requirements of the Direct Vision Standard and how to achieve a permit to enter London if your vehicle falls short of the minimum star rating. If you are unsure what your vehicle's DVS star rating is, we offer a free service to obtain that information for you.



Brigade Electronics has a range of products to comply with the DVS requirements

For comprehensive information about the requirements of the Direct Vision Standard and how we can help you comply; visit our website or give us a call.



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Holding steady

The pandemic appears to have had some beneficial effects on operating costs over the last few months, writes **Colin Barnett**

Well, we didn't see that one coming! Any predictions we made a year ago were thrown away when Covid-19 surfaced in Q1. Its impact on road transport costs has affected most elements from fuel to inflation.

In terms of business performance, the parcels industry has seen unimaginable increases in traffic as home shopping has surged. Construction has also performed well, sporadic shortages of various material notwithstanding. At the other extreme, areas such as exhibitions and live entertainment transport have been annihilated.

Pre-occupation with Covid-19 has pushed the looming spectre of Brexit into the shadows, but it hasn't gone away. Even at this late stage, the lack of an agreement makes it impossible to gauge the effects. For international operators there's the uncertainty over physically getting in and out of the country, and all operators are likely to incur higher vehicle acquisition costs to some degree, though for now, most manufacturers are holding fire on price realignments pending more certainty.

On the positive side, inflation is currently at 0.5% where it looks likely to settle for some time, and the threat of negative interest rates should mean paying less on new deals. Some operators have already reported paying slightly less for insurance, but the trend is static. Another cost reduction, at least for the first seven months of 2021, comes from the suspension of the HGV Road User Levy.

Covid-19 has created a significant drop in demand for road fuel. At its lowest point in May, it was possible to buy diesel at retail outlets for under £1 per litre. Official figures at the time of writing showed the average cost of diesel was 10.1% lower than at the corresponding time last year. Moreover, the price hasn't varied by more than 1p/litre in four months, though it is currently showing a slight dip again as the second English lockdown takes effect. We anticipate prices will not move much until demand returns to normal.

Driver pay rates, meanwhile, have been confused by the furlough scheme but for now appear to have remained unmoved. ■

ARTICS

	32-tonne 4x2 unit, taxed for tandem-axle trailer	38-tonne 4x2 unit, taxed for triaxle trailer	44-tonne, 6x2 unit, taxed for triaxle trailer	Tandem-axle trailer (curtainsided)	Triaxle trailer (curtainsided)
Vehicle Cost (£)	71,170	73,485	84,628	19,323	20,645
Fuel cost: (p/litre) Ex VAT Average montly	101.7	101.7	101.7		
MPG	10.4	9.2	8.5		
AdBlue cost: (p/litre)	33.0	33.0	33.0		
Depreciation period: (years)	7	7	7	12	12
Residual value: (£)	10,857	11,210	12,910	1,965	2,100
ANNUAL STANDING COSTS (£)					
Driver wages and NI	38,923	38,923	38,923		
Vehicle insurance	3,086	3,607	3,990		
Establishment/overheads	22,536	22,843	24,857		
Vehicle tax (VED) based on no RPC but with Levy	560	560	560		
Depreciation	8,616	8,896	10,245	1,447	1,545
Finance cost	3,503	3,616	4,165	1,661	1,829
Subtotal	77,224	78,445	82,740	3,107	3,374
Profit allowance (5%)	3,861	3,922	4,137	155	169
Total annual standing costs (£)	81,085	82,368	86,877	3,263	3,543
STANDING COSTS ALLOCATION					
Per week (£) based on 46 weeks	1,763	1,791	1,889	71	77
Per day (£) based on a 5 day week	353	358	378	14	15
Per hour (£) based on an 11 hour day	32.05	32.56	34.34	1.29	1.40
RUNNING COSTS (P/MILE, 80,000 M/YR)					
Fuel	44	50	54		
AdBlue (at 4% of fuel consumption)	0.58	0.65	0.71		
Tyres	2.03	2.32	2.82	1.74	2.68
Maintenance & repairs	8.13	8.23	8.65	2.83	3.16
Subtotal	55.19	61.46	66.57	4.57	5.84
Profit allowance (5%)	2.8	3.1	3.3	0.2	0.3
Total (p/mile)	57.95	64.53	69.90	4.80	6.13
CHARGE PER MILE (P)					
60,000 miles/yr	193	202	215	10	12
80,000 miles/yr	159	167	178	9	11
100,000 miles/yr	139	147	157	8	10

RIGIDS

	7.5-tonne GVW (curtainsided)	13-tonne GVW (curtainsided)	18-tonne GVW (curtainsided)	26-tonne GVW 6x2 (curtainsided)	32-tonne GVW 8x4 (tipper)
Vehicle cost (£)	45,221	52,462	67,880	85,897	114,934
Fuel cost: (p/litre) Ex VAT	101.7	101.7	101.7	101.7	101.7
MPG	17	15	13	10.5	7.5
AdBlue cost: (p/litre)	33.0	33.0	33.0	33.0	33.0
Depreciation period: (years)	5	5	5	5	7
Residual value: (£)	7,136	8,279	10,663	13,873	22,386
ANNUAL STANDING COSTS (£)					
Driver wages and NI	31,232	34,064	35,282	36,585	36,585
Vehicle insurance	1,825	2,086	2,316	2,832	2,832
Establishment /overheads	7,628	11,181	14,869	15,617	20,147
Vehicle tax (VED) based on E6 & Levy without RPC	165	95	300	300	560
Depreciation	7,617	8,837	11,443	14,405	13,221
Finance cost	1,190	1,380	1,778	2,313	2,985
Subtotal	49,657	57,643	65,988	72,052	76,330
Profit allowance (5%)	2,483	2,882	3,299	3,603	3,817
Total annual standing costs (£)	52,140	60,525	69,288	75,654	80,147
STANDING COSTS ALLOCATION					
Per week (£) based on 46 weeks	1,133	1316	1506	1645	1742
Per day (£) based on a 5 day week	227	263	301	329	348
Per hour (£) based on an 11 hour day	20.61	23.92	27.39	29.90	31.68
RUNNING COSTS (P/MILE, 60,000 M/YR)					
Fuel	27	31	36	44	62
AdBlue (at 4% of fuel consumption)	0.35	0.40	0.46	0.57	0.80
Tyres	2.32	2.63	2.75	3.47	8.03
Maintenance & repairs	7.39	8.33	7.92	8.65	14.67
Subtotal	37.26	42.18	46.70	56.72	85.14
Profit allowance (5%)	1.86	2.11	2.33	2.84	4.26
Total (p/mile)	39.1	44.3	49.0	59.6	89.4
CHARGE PER MILE (P)					
40,000 miles/yr	169	196	222	249	290
60,000 miles/yr	126	145	165	186	223
80,000 miles/yr	104	120	136	154	190

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VANS	1.6-tonne GVW (550kg payload)	2.1-tonne GVW (750kg payload)	2.8-tonne GVW (1-tonne payload)	3.5-tonne GVW (1.4 tonne payload)
Vehicle cost (£)	15,740	15,967	22,195	23,289
Fuel cost: (p/litre) Ex VAT	101.7	101.7	101.7	101.7
MPG	43	40	33	28
Depreciation period: (years)	5	5	5	5
Residual value: (£)	1,769	2,084	2,458	4,043
ANNUAL STANDING COSTS (£)				
Driver wages and NI	25,921	25,921	25,921	25,921
Vehicle insurance	1,144	1,219	1,447	1,608
Establishment /overheads	5,377	5,377	5,377	5,377
Vehicle tax, based on E5	140	140	140	140
Depreciation	2,794	2,777	3,947	3,849
Finance cost (5-yr term)	360	424	526	653
Subtotal	35,736	35,858	37,358	37,548
Profit allowance (5%)	1,787	1,793	1,868	1,877
Total annual standing costs (£)	37,523	37,650	39,226	39,426
STANDING COSTS ALLOCATION				
Per week (£) based on 46 weeks	816	818	853	857
Per day (£) based on a 5 day week	163	164	171	171
Per hour (£) based on an 11 hour day	14.83	14.88	15.50	15.58
RUNNING COSTS (P/MILE, 30,000 M/YR)				
Fuel	10.8	11.6	14.0	16.5
Tyres	0.61	0.71	1.08	1.43
Maintenance & repairs	3.48	4.11	4.53	4.96
Subtotal	14.84	16.38	19.62	22.90
Profit allowance (5%)	0.7	0.8	1.0	1.1
Total (p/mile)	15.6	17.2	20.6	24.0
CHARGE PER MILE (P)				
20,000 miles/yr	203	205	217	221
30,000 miles/yr	141	143	151	155
40,000 miles/yr	109	111	119	123



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