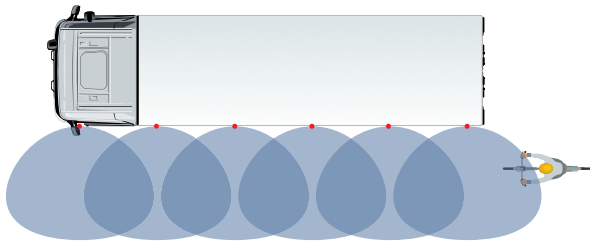




Brigade's Sidescan®Predict is the next generation of side-detection sensor system, designed for collision avoidance between vehicles, objects and vulnerable road users.

Utilising ultrasonic technology, this intelligent system predicts if a collision is likely to occur and alerts the driver by a visual and/or audible warning, depending on the severity of the calculation.

Sidescan®Predict



- Differentiates between stationary and moving objects
- Data such as vehicle speed, wheel position and the speed and direction of a VRU feeds an algorithm to calculate the risk of a collision
- System in constant operation below 20mph/32kmh, with or without the indicators activated.
- Detection area extends up to 2.5m from side of vehicle.
- Designed and developed by Brigade



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Perfect storm

Operating costs have risen substantially in the last 12 months, writes **Colin Barnett**

last year's *MT* cost tables reflected a year of stagnation, mainly due to much of the country being at a Covid-19 derived standstill, this year makes up for it – and not in a good way. If ever a year deserved the 'perfect storm' cliché, it's this one.

Underlying everything is inflation, which has gone from almost nothing to 4.5%, if you use the rate excluding housing.

The first of the two big increases, though, has been in vehicle acquisition costs, with operators reporting that vehicles that have cleared the global micro-processor shortage and been delivered are now costing 15% more than a year ago. Rising raw material costs and development costs of new technology play their part, as no doubt, does Brexit. Demand outstrips supply to the extent that some vehicle and trailer manufacturers are quoting delivery times well into 2023.

The other factor is the continuing driver shortage. Growing disillusionment with the poor working conditions and lack of respect is probably a bigger factor than pay, but many operators have reported having to implement two pay rises totalling some 15%, this year to attract and retain drivers. Apart from the diminishing desirability of the job keeping existing licence-holders in easier positions, aggressive competition from some large logistics providers and the post-Brexit return of many EU drivers have also contributed.

The biggest positive is that more hauliers have built effective protection against rising costs into their contracts – good news for the sector, but less so for the consumer who is having to pay the true cost.

Last year's quoted cost of fuel was artificially low due to the collapse in demand during lockdown, but it has now strengthened to record highs, with forecourt prices routinely above £1.50 per litre, whereas 18 months ago they were dipping below £1. The HGV road levy suspension has been extended for another year until 31 July 2022.

One factor we've decided to update is the typical rate of AdBlue consumption, rising from 4% to 6% as being more realistic on engines meeting the latest emissions standards. This, together with a hopefully temporary rise in the price due to the soaring energy costs involved in its production, has made it a more significant expense.

Our crystal ball doesn't take much rubbing to predict that the next year will see the growth in the home delivery and construction sectors continuing, assuming operators can obtain the necessary trucks and drivers. ■

| 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 (£) | 81,845 | 84,507 | 97,322 | 25,222 | 23,742 |
| Fuel cost: (p/litre) Ex VAT Average montly | 125 | 125 | 125 | | |
| MPG | 10.4 | 9.2 | 8.5 | | |
| AdBlue cost: (p/litre) | 40.0 | 40.0 | 40.0 | | |
| Depreciation period: (years) | 7 | 7 | 7 | 12 | 12 |
| Residual value: (£) | 11,942 | 12,331 | 14,201 | 2,161 | 2,310 |
| ANNUAL STANDING COSTS (£) | | | | | |
| Driver wages and NI | 44,761 | 44,761 | 44,761 | | |
| Vehicle insurance | 3,225 | 3,769 | 4,170 | | |
| Establishment/overheads | 23,550 | 23,871 | 25,976 | | |
| Vehicle tax (VED) based on no RPC but with Levy | 1,136 | 1,136 | 1,136 | | |
| Depreciation | 9,986 | 10,311 | 11,874 | 1,922 | 1,786 |
| Finance cost | 3,503 | 3,616 | 4,165 | 1,661 | 1,829 |
| Subtotal | 86,161 | 87,464 | 92,082 | 3,583 | 3,615 |
| Profit allowance (5%) | 4,308 | 4,373 | 4,604 | 179 | 181 |
| Total annual standing costs (£) | 90,469 | 91,837 | 96,687 | 3,762 | 3,796 |
| STANDING COSTS ALLOCATION | | | | | |
| Per week (£) based on 46 weeks | 1,967 | 1,996 | 2,102 | 82 | 83 |
| Per day (£) based on a 5-day week | 393 | 399 | 420 | 16 | 17 |
| Per hour (£) based on an 11-hour day | 35.76 | 36.30 | 38.22 | 1.49 | 1.50 |
| RUNNING COSTS (P/MILE, 80,000 M/YR) | | | | | |
| Fuel | 55 | 62 | 67 | | |
| AdBlue (at 6% of fuel consumption) | 1.05 | 1.19 | 1.28 | | |
| Tyres | 2.12 | 2.42 | 2.95 | 1.81 | 2.80 |
| Maintenance & repairs | 8.50 | 8.60 | 9.04 | 2.96 | 3.30 |
| Subtotal | 66.31 | 73.97 | 80.13 | 4.77 | 6.10 |
| Profit allowance (5%) | 3.3 | 3.7 | 4.0 | 0.2 | 0.3 |
| Total (p/mile) | 69.62 | 77.67 | 84.13 | 5.01 | 6.41 |
| CHARGE PER MILE (P) | | | | | |
| 60,000 miles/yr | 220 | 231 | 245 | 11 | 13 |
| 80,000 miles/yr | 183 | 192 | 205 | 10 | 11 |
| 100,000 miles/yr | 160 | 170 | 181 | 9 | 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 (£) | 52,004 | 60,331 | 78,062 | 85,897 | 132,174 |
| Fuel cost: (p/litre) Ex VAT | 125 | 125 | 125 | 125 | 125 |
| MPG | 17 | 15 | 13 | 10.5 | 7.5 |
| AdBlue cost: (p/litre) | 40.0 | 40.0 | 40.0 | 40.0 | 40.0 |
| Depreciation period: (years) | 5 | 5 | 5 | 5 | 7 |
| Residual value: (£) | 7,850 | 9,107 | 11,729 | 15,260 | 24,625 |
| ANNUAL STANDING COSTS (£) | | | | | |
| Driver wages and NI | 35,917 | 39,174 | 40,574 | 42,073 | 42,073 |
| Vehicle insurance | 1,907 | 2,180 | 2,420 | 2,959 | 2,959 |
| Establishment /overheads | 7,628 | 11,181 | 14,869 | 15,617 | 20,147 |
| Vehicle tax (VED) based on E6 & Levy without RPC | 165 | 189.5 | 615 | 615 | 1,136 |
| Depreciation | 8,831 | 10,245 | 13,267 | 14,127 | 15,364 |
| Finance cost | 1,190 | 1,380 | 1,778 | 2,313 | 2,985 |
| Subtotal | 55,638 | 64,349 | 73,523 | 77,704 | 84,664 |
| Profit allowance (5%) | 2,782 | 3,217 | 3,676 | 3,885 | 4,233 |
| Total annual standing costs (£) | 58,420 | 67,567 | 77,199 | 81,590 | 88,897 |
| STANDING COSTS ALLOCATION | | | | | |
| Per week (£) based on 46 weeks | 1,270 | 1469 | 1678 | 1774 | 1933 |
| Per day (£) based on a 5-day week | 254 | 294 | 336 | 355 | 387 |
| Per hour (£) based on an 11-hour day | 23.09 | 26.71 | 30.51 | 32.25 | 35.14 |
| RUNNING COSTS (P/MILE, 60,000 M/YR) | | | | | |
| Fuel | 33 | 38 | 44 | 54 | 76 |
| AdBlue (at 6% of fuel consumption) | 0.43 | 0.48 | 0.56 | 0.69 | 0.97 |
| Tyres | 2.42 | 2.75 | 2.87 | 3.83 | 8.39 |
| Maintenance & repairs | 7.72 | 8.70 | 8.28 | 9.04 | 15.33 |
| Subtotal | 43.99 | 49.82 | 55.42 | 67.68 | 100.46 |
| Profit allowance (5%) | 2.20 | 2.49 | 2.77 | 3.38 | 5.02 |
| Total (p/mile) | 46.2 | 52.3 | 58.2 | 71.1 | 105.5 |
| CHARGE PER MILE (P) | | | | | |
| 40,000 miles/yr | 192 | 221 | 251 | 275 | 328 |
| 60,000 miles/yr | 144 | 165 | 187 | 207 | 254 |
| 80,000 miles/yr | 119 | 137 | 155 | 173 | 217 |

| VANS | 1.6-tonnes GVW (550kg payload) | 2.1-tonnes GVW (750kg payload) | 2.8-tonnes GVW (1-tonne payload) | 3.5-tonnes GVW (1.4-tonne payload) |
|--|-----------------------------------|-----------------------------------|-------------------------------------|---------------------------------------|
| Vehicle cost (£) | 18,101 | 18,362 | 25,524 | 26,782 |
| Fuel cost: (p/litre) Ex VAT | 125 | 125 | 125 | 125 |
| MPG | 43 | 40 | 33 | 28 |
| Depreciation period: (years) | 5 | 5 | 5 | 5 |
| Residual value: (£) | 1,936 | 2,292 | 2,704 | 4,447 |
| ANNUAL STANDING COSTS (£) | | | | |
| Driver wages and NI | 28,513 | 28,513 | 28,513 | 28,513 |
| Vehicle insurance | 1,196 | 1,274 | 1,512 | 1,680 |
| Establishment /overheads | 5,619 | 5,619 | 5,619 | 5,619 |
| Vehicle tax, based on E5 | 140 | 140 | 140 | 140 |
| Depreciation | 3,233 | 3,214 | 4,564 | 4,467 |
| Finance cost (5-yr term) | 360 | 424 | 526 | 653 |
| Subtotal | 39,061 | 39,184 | 40,874 | 41,072 |
| Profit allowance (5%) | 1,953 | 1,959 | 2,044 | 2,054 |
| Total annual standing costs (£) | 41,014 | 41,143 | 42,918 | 43,126 |
| STANDING COSTS ALLOCATION | | | | |
| Per week (£) based on 46 weeks | 892 | 894 | 933 | 938 |
| Per day (£) based on a 5-day week | 178 | 179 | 187 | 188 |
| Per hour (£) based on an 11-hour day | 16.21 | 16.26 | 16.96 | 17.05 |
| RUNNING COSTS (P/MILE, 30,000 M/YR) | | | | |
| Fuel | 13.2 | 14.2 | 17.2 | 20.3 |
| Tyres | 0.64 | 0.74 | 1.13 | 1.49 |
| Maintenance & repairs | 3.64 | 4.30 | 4.73 | 5.18 |
| Subtotal | 17.50 | 19.25 | 23.08 | 26.96 |
| Profit allowance (5%) | 0.9 | 1.0 | 1.2 | 1.3 |
| Total (p/mile) | 18.4 | 20.2 | 24.2 | 28.3 |
| CHARGE PER MILE (P) | | | | |
| 20,000 miles/yr | 223 | 226 | 239 | 244 |
| 30,000 miles/yr | 155 | 157 | 167 | 172 |
| 40,000 miles/yr | 121 | 123 | 132 | 136 |



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