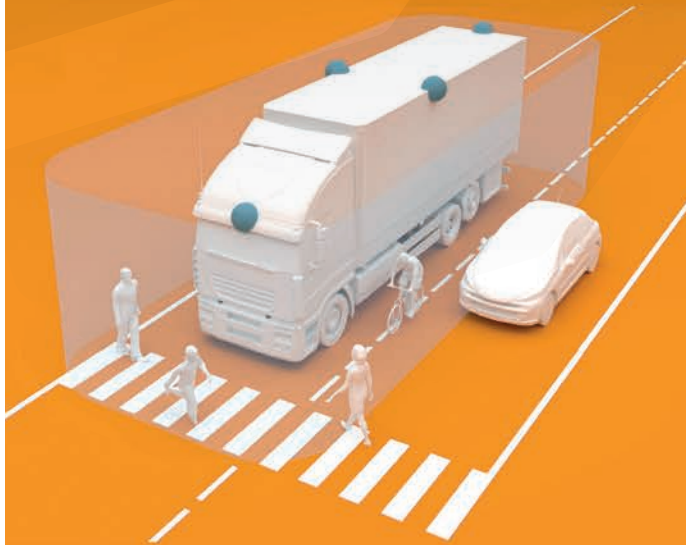


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Cost tables



Carry on regardless

The delay to Brexit has prolonged the uncertainty over the UK's future relationship with the EU but, on the whole, 2019 was a surprisingly stable year for haulage

As far as the factors that go into compiling the *Motor Transport* cost tables are concerned, it has been a funny old year. Our expectation that we would have a resolution of the Brexit issue by now has, of course, not been realised. Maybe next year? Meanwhile, the uncertainty has become less of an issue as operators have realised that life and business have to go on regardless.

This time last year, we incorporated a relatively large rise in fuel prices. Prices at that time were particularly volatile and our reference point was at a high level. Price fluctuations have been rather less dramatic in the past year, although one act of terrorism did cause a temporary scare, and the current trend is downwards. Our figures reflect a slight reduction in fuel cost, although AdBlue has gone up by a small amount.

Inflation has been on a downward slope for most of the past 12 months, apart from a couple of spikes to 2.1%. The trend is set to continue a bit beyond the current 1.7% before steadily climbing again over the next year to 2%, where it is expected to stabilise.

Driver wages have again been subject to market forces as no great progress has been made towards a long-term solution to the shortage of those willing either to acquire a new vocational licence or to use the one they have. The situation hasn't been helped by the reported return to their homeland of many Eastern European drivers, either because of post-Brexit uncertainty or simply because the UK is relatively less financially attractive than it was.

Vehicle and spares prices are still poised to rise substantially should Brexit ever happen and tariffs be imposed. That aside, most manufacturers have taken the opportunity to incorporate some significant engine changes in the transition to Euro-6d, which will have a modest effect on prices; on the flip side, their fuel economy should improve.

We considered incorporating alternative fuel running costs into this year's tables but, while they are increasingly relevant, we feel there are still too many unknown variables to make it feasible this year. ■



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 (ppl) ex-VAT, average monthly	113.1	113.1	113.1		
MPG	10.4	9.2	8.5		
AdBlue cost (p/litre)	34.5	34.5	34.5		
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	1,136	1,136	1,136		
Depreciation	8,616	8,896	10,245	1,447	1,545
Finance cost	3,503	3,616	4,165	1,661	1,829
Subtotal	77,800	79,021	83,316	3,107	3,374
Profit allowance (5%)	3,890	3,951	4,166	155	169
Total annual standing costs (£)	81,690	82,973	87,482	3,263	3,543
STANDING COSTS ALLOCATION					
Per week (£) based on 46 weeks	1,776	1,804	1,902	71	77
Per day (£) based on a 5 day week	355	361	380	14	15
Per hour (£) based on an 11 hour day	32.29	32.80	34.58	1.29	1.40
RUNNING COSTS (P/MILE, 80,000 M/YR)					
Fuel	49	56	60		
AdBlue (at 4% of fuel consumption)	0.60	0.68	0.74		
Tyres	2.01	2.30	2.79	1.72	2.65
Maintenance and repairs	8.13	8.23	8.65	2.83	3.16
Subtotal	60.18	67.10	72.66	4.55	5.81
Profit allowance (5%)	3.0	3.4	3.6	0.2	0.3
Total (p/mile)	63.19	70.45	76.30	4.78	6.10
CHARGE PER MILE (P)					
60,000 miles/yr	199	209	222	10	12
80,000 miles/yr	165	174	186	9	11
100,000 miles/yr	145	153	164	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 (ppl) ex-VAT, average monthly	113.1	113.1	113.1	113.1	113.1
MPG	17	15	13	10.5	7.5
AdBlue cost (p/litre)	34.5	34.5	34.5	34	34
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 and Levy without RPC	165	189.5	615	615	1,136
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	57,737	66,303	72,367	76,906
Profit allowance (5%)	2,483	2,887	3,315	3,618	3,845
Total annual standing costs (£)	52,140	60,624	69,619	75,985	80,751
STANDING COSTS ALLOCATION					
Per week (£) based on 46 weeks	1,133	1318	1513	1652	1755
Per day (£) based on a 5 day week	227	264	303	330	351
Per hour (£) based on an 11 hour day	20.61	23.96	27.52	30.03	31.92
RUNNING COSTS (P/MILE, 60,000 M/YR)					
Fuel	30	34	40	49	69
AdBlue (at 4% of fuel consumption)	0.37	0.42	0.48	0.59	0.82
Tyres	2.30	2.60	2.72	3.44	7.95
Maintenance and repairs	7.39	8.33	7.92	8.65	14.67
Subtotal	40.30	45.63	50.67	61.65	92.00
Profit allowance (5%)	2.02	2.28	2.53	3.08	4.60
Total (p/mile)	42.3	47.9	53.2	64.7	96.6
CHARGE PER MILE (P)					
40,000 miles/yr	173	199	227	255	298
60,000 miles/yr	129	149	169	191	231
80,000 miles/yr	107	124	140	160	198

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 (£)	16,008	16,238	22,572	23,685
Fuel cost (ppl) ex-VAT, average monthly	113.1	113.1	113.1	113.1
MPG	43	40	33	28
Depreciation period (years)	5	5	5	5
Residual value (£)	1,799	2,119	2,500	4,112
ANNUAL STANDING COSTS (£)				
Driver wages and NI	26,699	26,699	26,699	26,699
Vehicle insurance	1,163	1,240	1,472	1,635
Establishment /overheads	5,468	5,468	5,468	5,468
Vehicle tax, based on E5	140	140	140	140
Depreciation	2,842	2,824	4,014	3,915
Finance cost (5-yr term)	360	424	526	653
Subtotal	36,672	36,795	38,319	38,510
Profit allowance (5%)	1,834	1,840	1,916	1,925
Total annual standing costs (£)	38,505	38,635	40,235	40,435
STANDING COSTS ALLOCATION				
Per week (£) based on 46 weeks	837	840	875	879
Per day (£) based on a 5 day week	167	168	175	176
Per hour (£) based on an 11 hour day	15.22	15.27	15.90	15.98
RUNNING COSTS (P/MILE, 30,000 M/YR)				
Fuel	12.0	12.9	15.6	18.4
Tyres	0.59	0.71	1.07	1.42
Maintenance and repairs	3.48	4.11	4.53	4.96
Subtotal	16.03	17.67	21.18	24.74
Profit allowance (5%)	0.8	0.9	1.1	1.2
Total (p/mile)	16.8	18.6	22.2	26.0
CHARGE PER MILE (P)				
20,000 miles/yr	209	212	223	228
30,000 miles/yr	145	147	156	161
40,000 miles/yr	113	115	123	127

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