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FERRYSPEED

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6 NOV 2007

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SPECIALISTS IN THE STORAGE AND DISTRIBUTION OF TEMPERATURE CONTROLLED PRODUCTS

Deputy Robert Duhamel
Scrutiny Office
States Greffe
Morier House
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Dear Mr Duhamel

Please find our enclosed submission for the Environment Scrutiny Panel Air Quality Review.

We hope our submission will help towards future Island Development procedures and policy

Yours Sincerely

N Gilbert.

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Report for the Environment Scrutiny Panel

Michael Baudains

30th October 2007

Report for the Environment Scrutiny Panel

Summary

The purpose of this report is to present the Environment Scrutiny Panel with our organisation views and concern for the efforts by this company to reduce emissions and to submit our policies on achieving reductions to protect the air quality. As part of the main haulage operator for the Channel Islands we already operate in mainland United Kingdom and Europe. We have already been governed by The Low Emission Zone, Cleaner air for Greater London and European Regulations. Our level of awareness and knowledge of these Regulations within this specific area is very important to us and as a member of the association of road haulers.

We feel it important that we have practical and relevant measures which can be easily adapted to Jersey. It can be speculated as to whether any of the other road users are likely to carry out satisfactory measures within any criteria that could be set. It must also be pointed out any financial restraints will be passed on to the customer.

This information could be used as a starting point when consideration is made to producing any policy or Law that would affect any of the businesses that serve the Island today.

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1 Introduction

1.1 FERRYSPEED AND PROFREIGHT

1.2 Ferryspeed (CI) Limited is a Channel Island based business, established in 1985, specialising in the shipping and delivery of fast moving consumer goods to and from the Channel Islands.

1.3 We operate from our own dedicated depots in Portsmouth, Fareham, East Midland, Guernsey and Jersey.

1.4 As nominated carrier to principle Channel Island customers and bluechip UK suppliers, we offer a next-day delivery service from our U.K. base in Portsmouth. Utilising both the day and night sailings from Portsmouth we currently ship around 35 x 13.6 metre trailers per day, making us the largest independent carrier to the Islands.

1.5 Due to weight, length and width restrictions in both Islands it is necessary to decant consignments into specialised Island-based local delivery vehicles on arrival in the islands.

1.6 Profreight is our specialised service for the shipment of furniture, fine arts, antiques and household removals. It operates out of our Ackworth Road depot in Portsmouth. All goods are protected with blankets and lashed to internal rails to prevent movement during carriage.

1.7 A dedicated fleet of demountable vehicles with the ability to hydraulically lower them to ground level enables us to load directly from our customers premises. These vehicles are built to Island specification and therefore eliminate the need for double-handling of your precious cargoes.

2. Member of Road Haulage Association Limited

2.1 We are a member of the Road Haulage Association and abide with the Conditions of Carriage 1998, Effective 1st September 1998

3 London Emission Zone

3.1 The London Emission Zone will start 4th February 2008. It will initially apply to diesel engine Lorries over 12 tonnes in weight.

3.2 The aim of this zone is to improve air quality in London by deterring the most polluting vehicles from driving in the area. The London Emission Zone requires the most polluting vehicles to meet specified emissions standards in order to be driven within the zone without being subject to a charge.

Operators that do not meet the standards have the following options.

- Buy a newer Vehicle that meets the standards
- Modify their vehicles
- Re-organise their fleet for journeys within the zone
- Pay a daily charge

- 3.3 Operators of Vehicles will need to register if they do not meet the require standard
A Database is to be complied and used with the licensing Agency.

4 Plant and Equipment

- 4.1 All vehicles and operational equipment is maintained in accordance with manufacturers' instructions/guidelines and Company procedures.

Safety checks and minor mechanical maintenance of all our equipment is carried out by competent persons. The person undertaking any Test or Check completes the appropriate records.

- 4.2 The Records of servicing and maintenance is administered by our Transport Manager.

On occasions that any vehicle, plant or equipment suffers malfunction or damage, however caused and no matter how trivial, it must be reported to the Transport Manager using a Defect Form system

- 4.3 Drivers are responsible for undertaking a check of their vehicles each Week. During these checks particular attention is paid to fuel contents, Lights, oil, water, batteries, tyre pressures and checks made for any visible signs of damage to the vehicle (e.g. tyres).

An entry will be made into the appropriate log sheet on completion of all vehicle checks.

5 Improvements

- 5.1 Since 2005 the Company has been reducing its carbon footprint by utilising full capacity to our trailers. We have purchased more economical vehicles to reduce emissions; they are to the Euro 3 and 4 standards. The European Union sets standards restricting emission levels of newly manufactured vehicles, known as Euro Standards.

The Euro I Standard was phased in from 1992. Each later Euro Standard has set tighter emissions limits. Euro II Standards were introduced from 1996 and Euro III Standard from 2000. Euro IV Standard will be brought in from 2006 and Euro V

- Standards from 2011. The latest standards for new vehicles (as of 2004) are Euro III Standards, but some vehicles which meet Euro IV and Euro V standards are already available
- 5.2 Operations of our parcel department now use vans and only large and heavy goods are delivered by our larger vehicles.
 - 5.3 Customers are telephoned before delivery so that our waiting time is reduced.
 - 5.4 We have removed all BCF Extinguishers and replace them with Foam friendly type
 - 5.5 All our vehicles are cleaned and inspected by their drivers and where any leaks from Diesel or hydraulic fluid are found it is dealt with immediate action by our workshop.

6 Problems

- 6.1 We can see some areas that would make a big difference which would help towards a better environment and help reduce emissions within the Island.
Some of the points that need to be considered if we and other company's will reduce the impact on our environment are;
- 6.2 We find that there is a misuse of Unloading Bays. Our drivers constantly have to drive around as the bays are blocked up by non delivery and non commercial vehicles.
- 6.3 Those that are delivering tend to use the areas as a means of parking.
- 6.4 If the Boat is late the use of the time limit streets does not allow drivers to deliver their goods due to a non flexible approach by the authorities. The driver has to find alternative areas to park. Thus creating more congestion
- 6.5 No consulting over road use, the lack of communication is of extremely high within transport and road users' authority. The recent document on `Have Your Say` has highlighted that we do not talk to those concerned.

7 Conclusion

- 7.1 Like other freight and haulage providers to the Island we want to protect the place we live.
- 7.2 What ever conclusion is made on emission reduction will come at a price. It can be said that with the introduction of GST and higher fuel charges the customer will have to pay.
- 7.3 The government must help the company's who import products to the island and deliver those goods to the island population.
- 7.4 Whether we adopt a system like London, this must be fair to all users who deliver goods in the island. We also understand that we have to continue to adopt new methods and to improve standards.

- 7.5 It is not always the big companies who are at fault and further inspection should be carried out to those who are a small provider and do not have the resources to correct their foot print.
- 7.6 All commercial vehicles should under go a full type of MOT every year. This would go in line with that which is required by London Emission Zone.
- 7.7 Reports suggest that biofuels could actually do more harm than good in the battle against climate change by accelerating habitat destruction in the forests, peat lands and natural grasslands of Brazil and Indonesia, where much of the actual production would take place.