



FREIGHT TRANSPORT ASSOCIATION

A blue abstract graphic on the left side of the title banner, consisting of concentric, slightly blurred circular lines that create a sense of depth and motion, resembling a lens or a globe.

Use of Satellite Navigation in Commercial Vehicles

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Use of Satellite Navigation Units

- Dramatic growth in sales of “SatNavs”
- Can bring significant benefits for commercial vehicle driver
- Most existing units unsuitable for commercial vehicles
- Bought by drivers to make their day easier rather than supplied by company as a tool

WE'RE FED UP WITH LORRIES GETTING STUCK IN OUR ROAD

SATELLITE navigation systems are being blamed for leading articulated lorries down a narrow village lane. On Sunday night, two lorries got stuck trying to cross the small humpback bridge in Sneads Green, near Cutnall Green, Droitwich. They were attempting to reach the Hartlebury Trading Estate, near Kidderminster. Picture by Emma Attwood. 32118106



FULL STORY: PAGE 5

Sat-nav blamed as lorries keep getting stuck in village lane



What's the Problem?

- Commercial Vehicles appear to be driving along inappropriate roads unnecessarily

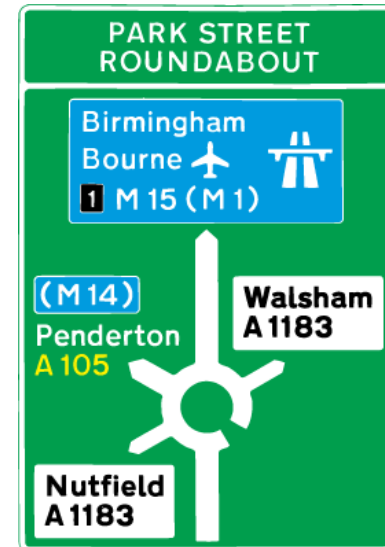


FTA Democratic Structure

- Quarterly Transport Activity Survey 2006
 - 33% have Sat Nav in at least 1 HGV
 - 22% have Sat Nav in at least 1 van
 - 46% had experienced a problem
- Quarterly Freight Council Process
- Regional Freight Councils
- National Road Freight Council

Existing FTA Policy

- Drivers should know the height of their vehicle and obey all prohibitive order road signs.
- Planning routes, drivers should remain on the motorway or primary route network for as long as is *reasonably* possible.





Road Freight Council Decision

- FTA should encourage SatNav industry to produce a unit aimed specifically at the Commercial Vehicle
- FTA should provide guidance to operators and drivers on using SatNavs in commercial vehicles



FTA Specification

The Unit

- Preferred Routing with stronger bias to the FTA routing policy
- Adaptable to take a new layer of lorry routes
- Must be straightforward to use
- Affordable

The Industry

- Industry must map existing preferred lorry routes identified by FQPs
- Local Authorities must identify preferred lorry routes. Positive Lorry Routing.



Select Route Type

- Fastest route
- Shortest route
- Avoid motorways
- Walking route
- Bicycle route
- Limited speed
- Commercial vehicle route

Done



Possible Solution?

Dimension restriction directory

- Low bridges, etc marked on units' maps
- Unit needs to know vehicle height
- 100% coverage must be guaranteed
- Maps must be updated regularly
- Could reduce driver's interaction with the real road environment



Possible Solution?

Preferred Routing

- Routing gives a greater bias to motorways and major roads
- Can solve many highly publicised problem hot spots
- Still require driver to observe restrictions
- Technology already exists
- Preferred Lorry Routes



The State of the Industry

- TomTom Work + Truck Data
- Snooper Truckmate S2000
- ProNav
- Actis
- Garmin



FTA Backs TomTom

- Easily verifiable at the desk
- Appeared to provide sensible routes, particularly in the absence of statutory restrictions.
- Norman Baker Top 20

Solved Outright	11
Solved in all but narrowest of Parameters	2
“Problem Route” is most appropriate for HGVs	3
Failed Outright	1
Examples too general to test	4



Industry Survey

- 2010 Survey currently open

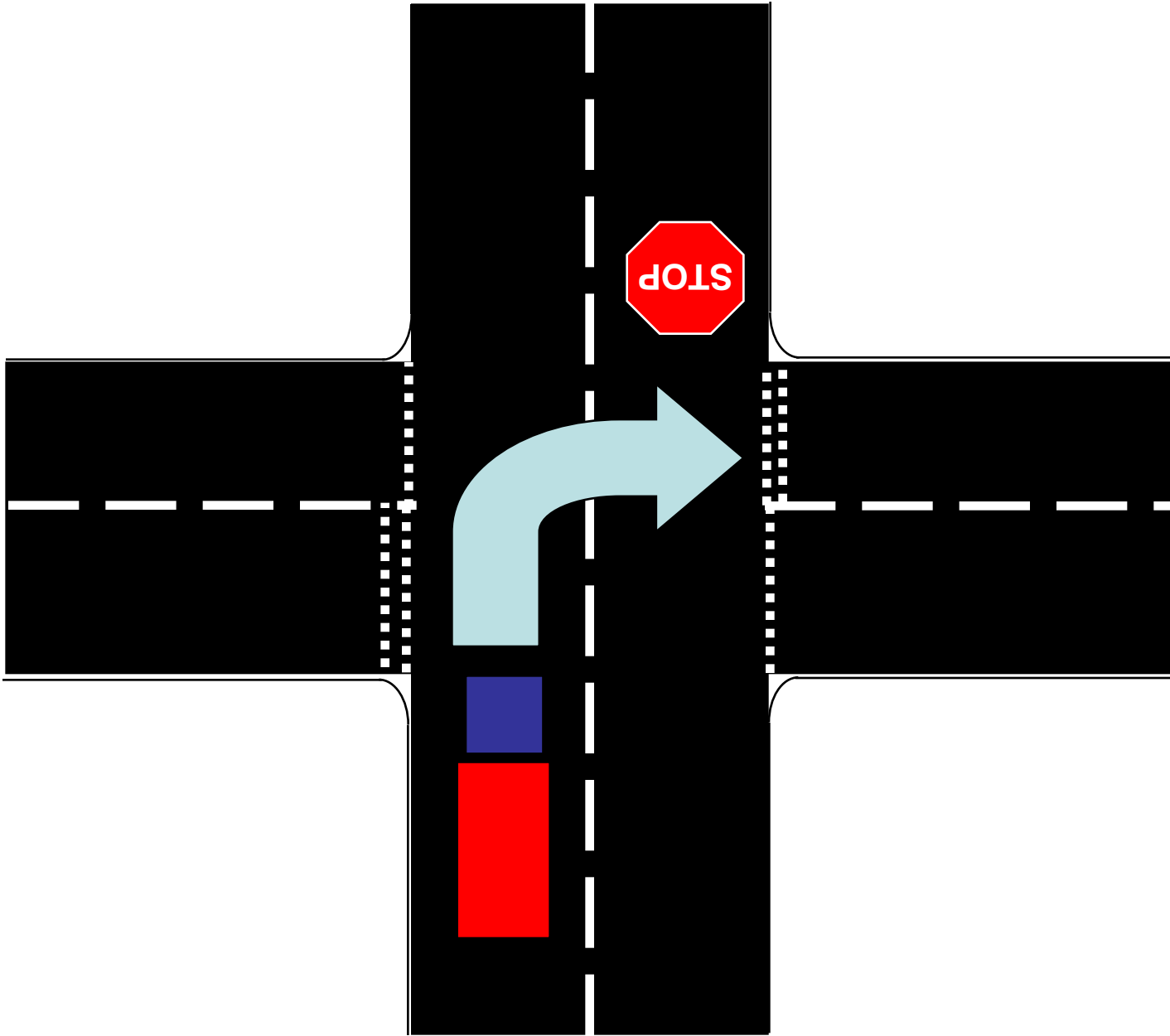
Managers' briefing note

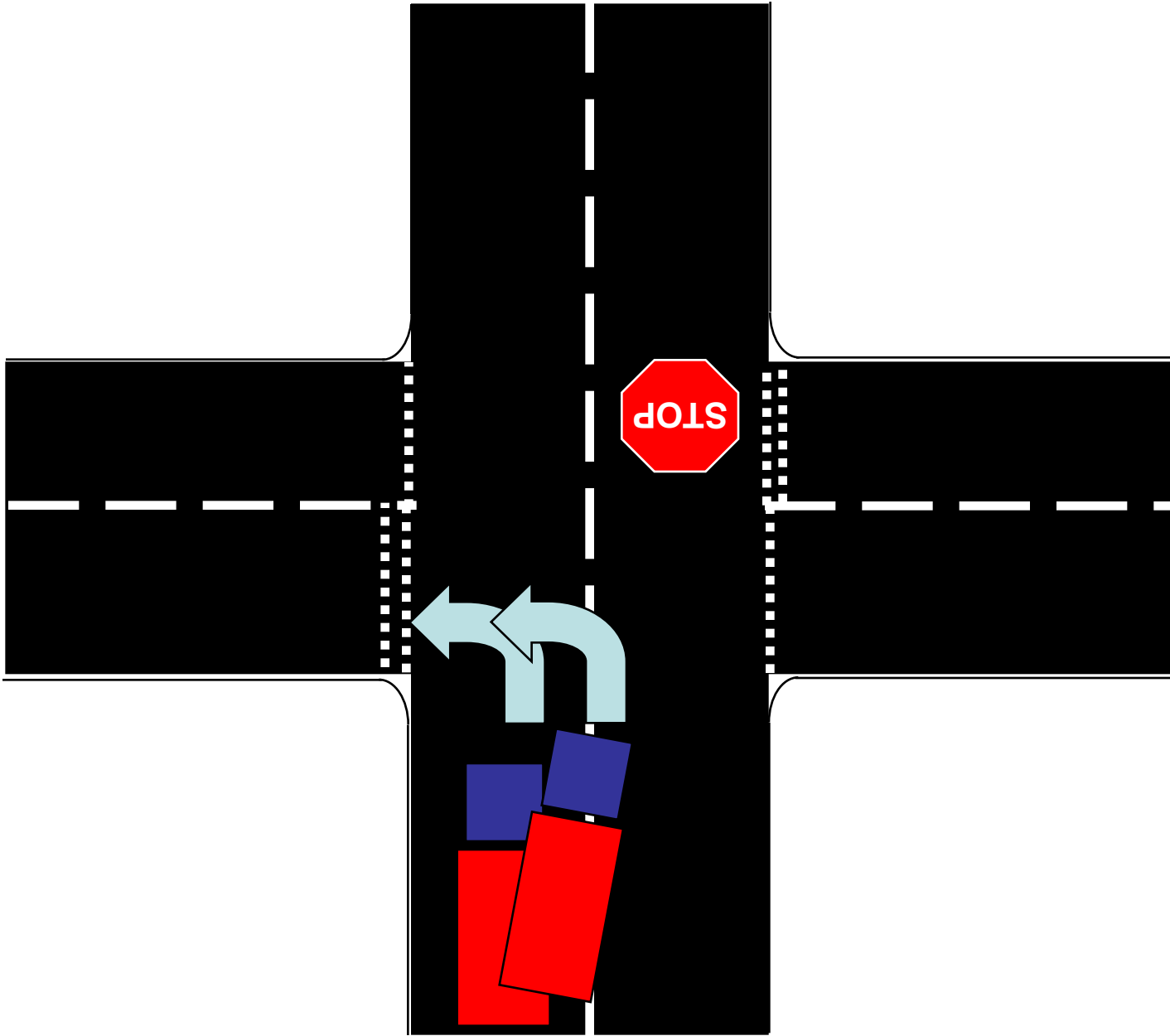
- Advice for Managers
- SatNavs and the law
- Company SatNav policy



Quirks

- TomTom does not give you an alert if you are about to drive under a bridge for which you are too low.
- Left Hand vs Right Hand turn?





FTA Best Practice – Drivers

- Don't switch off when your SatNav is switched on
- Plan your route before setting out
- Driver checklist



The image shows a document titled "FTA Best Practice – Drivers" with a section on "Satellite Navigation". The document features the FTA logo and the text "FREIGHT TRANSPORT ASSOCIATION". The section title "Satellite Navigation" is in a blue header. The content is organized into two main sections: "Don't switch off when your satnav is switched on" and "Plan your route before setting out". Each section contains a list of bullet points. The background of the document is a blurred image of a driver's hands on a steering wheel.

FTA
FREIGHT TRANSPORT ASSOCIATION

Satellite Navigation

Don't switch off when your satnav is switched on

- Failure to observe a traffic restriction sign is an offence and 'following instructions from a satellite navigation unit' is not a defence in that event
- Look out for 'preferred lorry routes' identified by local councils as the best routes for commercial vehicles to get to common destinations. Your satnav won't know them

Plan your route before setting out

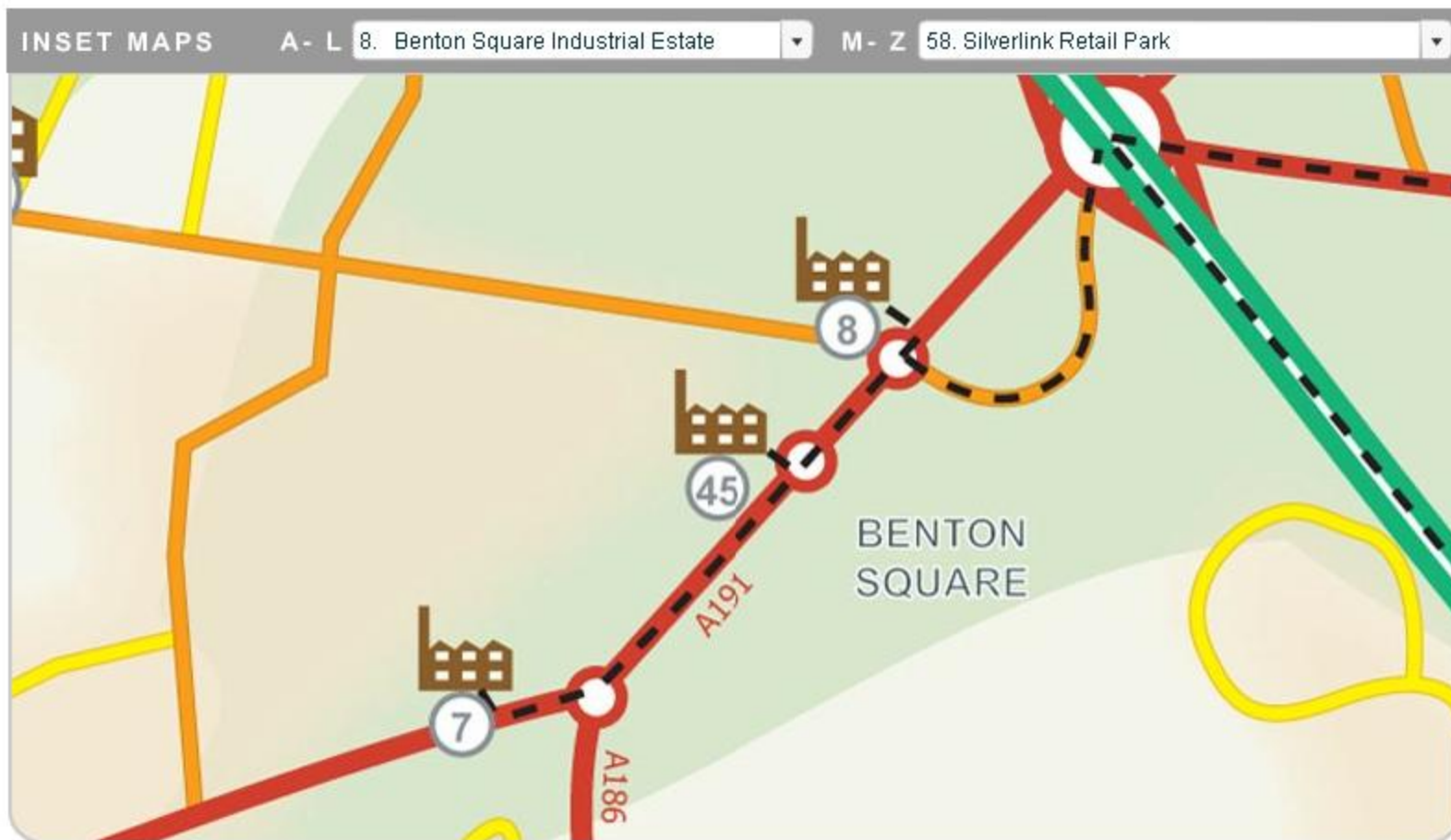
- Plan your route before departure
- When planning routes, stay on the motorway or primary route (A road) network for as long as is reasonably possible
- Satnavs are usually most useful for the first or last mile of your journey

Re-order code: 4057 • Tel: 08717 11 11 11



Preferred Lorry Routes

- Routes allocated by local authorities and freight industry in conjunction
- Often through Freight Quality Partnerships
- Backed up by signs at the roadside
- Positive Lorry Routing
- Local Authorities will have direct control over the directions
- Routes are sometimes counter-intuitive
- Do the routes add anything?



How to use this map

- Place the cursor over the box on the Overview Map and left click on the mouse to pan around the Tyne and Wear network.
- To view a more detailed map of individual destinations select the destination name from the drop downlist under the Inset Maps section.

About this Map



The Way Forward

- Get Preferred Lorry Routes onto SatNavs
- Standardisation required – Government guidance
- Can industry take the lead?



Fuel Efficiency

- Fuel saved by reaching the destination first time.
- Identifying fuel efficient routes?