

**Published by**  
**The Society of Operations Engineers**  
**President**  
**Michael Sweetmore** EngTech MSOE MIRTE LCGI  
**Chief Executive**  
**Bruce McGill**

The Society of Operations Engineers is a licensed member of the Engineering Council.

**Registered in England**  
**Company No 3667147**

**Registered Charity**  
**No 1081753**  
A Company Limited by Guarantee

**Registered Office**  
**22 Greencoat Place, London SW1P 1PR**  
**Tel: 020 7630 1111**  
**Fax: 020 7630 6677**  
**Email: [soe@soe.org.uk](mailto:soe@soe.org.uk)**  
**[www.soe.org.uk](http://www.soe.org.uk)**

**Editor**  
**Will Dalrymple**  
**Email: [will.dalrymple@markallengroup.com](mailto:will.dalrymple@markallengroup.com)**

**Contributing Editors**  
**Steve Banner, John Challen,**  
**Toby Clark, Laura Cork, Dan Gilkes,**  
**Peter Shakespeare, Richard Simpson,**  
**Chris Tindall, Lucy Radley, Brian Wall**

**Art Editor**  
**Chris Charles**

**Production Manager**  
**Nicki McKenna**  
**Email: [nicki.mckenna@markallengroup.com](mailto:nicki.mckenna@markallengroup.com)**

**Advertisement Manager**  
**Craig Molloy**  
**Email: [craig.molloy@markallengroup.com](mailto:craig.molloy@markallengroup.com)**  
**Tel: 01322 221144**

**Publisher**  
**Jon Benson**

**Transport Engineer**  
is the official journal of the IRTE,  
a professional sector of the SOE.  
Produced on behalf of the IRTE by  
**MA Business**  
Hawley Mill, Hawley Road,  
Dartford, Kent DA2 7TJ  
**Tel: 01322 221144**  
**[www.transportengineer.org.uk](http://www.transportengineer.org.uk)**

**Transport Engineer**  
is distributed free of charge to SOE members,  
dependent on membership sector. For  
non-members, the annual subscription rate  
(12 issues) is £79.50 UK and EU, or £81.50  
airmail outside EU. For other SOE members,  
the discounted rate is £32.

**Printed by**  
**Pensord Press UK**

**ISSN**  
**0020-3122**



Some of the articles and guidance included in *Transport Engineer* may make a contribution to your personal CPD requirements.

Please read our privacy policy, by visiting <http://privacypolicy.markallengroup.com>. This will explain how we process, use and safeguard your data.

Views expressed in *Transport Engineer* are those of the writers and do not necessarily reflect the views of The Society of Operations Engineers or of MA Business.

© 2020 The Society of Operations Engineers



## Onwards and upwards

**D**uring lockdown, many businesses had to reassess their operations. They may have had to change the way that they did things to carry on trading. They may put staff on government-funded furlough.

But the last stages of lockdown are winding down. Now, less than eight weeks remain of the furlough scheme, of which the government's financial contribution has already begun to tail off. Schools reopenings in Scotland and Northern Ireland last month, and in England and Wales this month, are another big step toward moving on.

The business landscape that operators now find themselves is much altered from when lockdown began; the economy is now heavily in recession. That means that competition could increase if, as is often the case, work starts to dry up.

For added protection in the post-COVID-19 world, operators should look to carry on that lockdown corporate introspection to include raising internal standards. For example, the independent irtec certification scheme for vehicle technicians, irtec tyre and irtec workshop accreditation, verify that engineering staff are going about maintenance the proper way. Although not required by law, irtec qualifications are strongly recommended by DVSA in the latest version of its Guide to Vehicle Roadworthiness ([www.is.gd/nofine](http://www.is.gd/nofine)).

Apart from offering competitive advantage, efforts to improve the way that maintenance is carried out (and the way that drivers are managed) can offer other real benefits. For example, as ATFs reopen, they won't be able to catch up with the backlog of truck tests from lockdown, as well as current demand. To generate extra capacity, DVSA announced last month that operators deemed to be safest - members of Earned Recognition, and which had high OCRS scores - will essentially be able to skip this year's annual test requirement (see p34 for details).

This example suggests that, having made it through lockdown, operators now need to raise their game to stand out from the crowd.

Will Dalrymple  
**Editor**

To reach shortened URLs in the magazine - [www.is.gd/xxxxxx](http://www.is.gd/xxxxxx) - type the whole link into the address window of your web browser.