GOVERNMENT PLANS to introduce measures to limit diesel emissions in London have been met with scepticism amongst operators in the capital.

Late last year London Mayor, Sadiq Khan, confirmed his intention to bring forward the launch of an Ultra Low Emission Zone (ULEZ) from 2020 to 2019, causing alarm amongst many businesses operating in London.

Theresa May announced a twelve-point plan in January aimed at boosting British industry, with one of the key aims being to ‘deliver affordable energy and clean growth,’ putting further pressure on big cities to reduce pollution.

Air quality in London has improved in recent years, experts say, but the pollutant, nitrogen dioxide (NOx), still remains above legal limits.

Failing to meet ULEZ standards would mean a £100 per day charge if you drive a HGV, bus or coach, which could force operators with older fleets to upgrade to less polluting Euro 6 vehicles.

Although most operators understand the need to reduce London emissions, many feel small businesses could be forced out of the market if they are not given the necessary financial support from government to comply, warn industry experts.

Freight

John Eastman, Chair of IRTE Professional Sector Council, believes the only way to enforce such measures and keep businesses operating profitably, would be for the government to ease the financial burden of converting to lower emission vehicles.

“We are uneasy with the impression that freight is solely to blame for high level of emissions in London and other big cities. Freight has been making great strides in recent years limiting emissions in line with regulations and will continue to do so, within a time-frame which will keep businesses competitive,” said Mr Eastman.

“It seems to be acting in response to other major cities in proposing a reduction in emissions, without considering the implications. We would like Sadiq Khan to propose measures following a period of

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SOE members can help shape engineering conversation in ‘17

THE SOE WANT TO give our members the opportunity to share their knowledge and expertise. Your contribution will benefit members and non-members, and your work could be published on our website, in one of our journals, our blogs, or social media.

If you have the know-how to contribute or know someone who does, we would love to hear from you. We are looking for technical articles, viewpoints, insights on the next big advancement in engineering, technical product reports, challenges facing a modern engineer, to name a few.

We would like to hear from members at any stage of your career, whether this is someone who recently achieved 40 or 50 years membership of their professional sector, or someone building their career from apprenticeship. We are looking for young members to give us an insight into what it is like for engineers beginning their careers in the industry. What challenges have you faced? What are your plans for the future?

For SOE to reach its goals for the year, we need your help. For us to reach more people and build our membership, we would need to harness your skills.

We would welcome a regular post or one-off piece and will recognise your achievement by awarding the most exceptional contributor with a special award towards the end of the 2017.

If you think you may be able to help, please contact us on: editor@soe.org.uk

Consultation and review, and by giving operators an input.”

“If the congestion zones are bringing in more money, surely the operators should be offset their losses with these funds,” said Mr Eastman.

Plant Sector

Howard Seymour, SOE president elect and Fellow of the Institution of Plant Engineers, echoes those sentiments.

“The cost of purchasing new vehicles is high, and some operators simply may not be in a position to afford to replace entire fleets in the two years before these rules are introduced,” said Mr Seymour.

“The proposals are stringent and will potentially have a big impact on fleet operators, unless some support is provided, perhaps in the form of grants.”

Mr Seymour said he is interested in whether companies in the plant operations sector would be next to face further legislation curbing emissions. He said: “We are keeping a watching brief and we will be following the evolving situation very closely.”
Lloyd Mason sure of Engtech influence

“If I am interviewing two candidates going for the same position, with all things being equal, I would be more likely to take the one with EngTech. For me it demonstrates an aspiration for self-development,” says Lloyd Mason (right), Engineering Development Manager at Arriva UK Bus.

“It has gained so much credibility over time. When I was starting out, it maybe didn’t have the traction it has now. As an employer now, I would look for it.”

Lloyd, who spent eight years in transportation with Birmingham Council before moving to Arriva, believes the recognition gained from EngTech can be invaluable in progressing through the ranks.

“I was interested in achieving the most I could from an early age, so I was looking out for ways to be recognised for my skills. Professional registration with ECUK is highly regarded in the UK and abroad as a measure of an engineer’s ability,” he says.

“At Arriva UK Bus we are fully behind the idea of professional registration whether at EngTech, IEng or CEng and we want to offer the opportunity and support that journey.”

With a wealth of experience in training and assessment, Lloyd is well-versed in career development. He says: “It is now very well-known and in terms of building your career, incredibly useful. I would encourage any engineer with the appropriate qualifications to get EngTech registered as it is a fairly straightforward process.”

To achieve EngTech, IEng or CEng, employers, PEIs and the Engineering Council supports engineers through their development, but how does Lloyd feel about apprenticeships and the difficulties associated with the engineering skills shortage?

“There are a number of reasons the industry is struggling to fill these roles. We must look at how engineering is being promoted to young people, because it still has a stigma attached to it. It needs to be made clear what sort of career opportunities are available in engineering and how it can be an attractive and realistic career path for many,” he says.

“It is important to establish how engineering can fit in with the aspirations of the younger generation, because the industry must try to understand and adapt,” he continues.

“Many young people are unaware of what apprenticeships can give and what direction it can take you. There are many options available, but this is not something explained with any great clarity.

Those responsible for delivering apprenticeships could work more closely with the PEIs and Engineering Council to forge an aligned outcome, to award EngTech on completion of a level three engineering apprenticeship.”

For more information on the Engineering Council visit the website and click on www.soe.org.uk/career-development

FTA TRANSPORT MANAGERS’ CONFERENCE
West Midlands Traffic Commissioner Nick Denton has warned operators, transport managers and drivers to ‘either improve or get out’ of the industry.

Speaking at his first official event as the TC at the Ricoh Arena in Coventry, Mr Denton told delegates that the worst offenders are competing unfairly with those operating within the law.

According to Mr Denton, the TC office will make concerted efforts to reduce the time taken for operators’ licence applications to be approved, in a bid to reduce the time taken from the nine weeks at which it currently stands.

COMMERCIAL MOTOR DEALER AWARDS
Exceptional technicians, apprentices and workshops were recognised at the inaugural CM dealer awards, held at the Heythrop Park Hotel in Oxfordshire.

Chris Kelly Snr, founder of Keltruck, picked up the Service to Industry award, with Northern Ireland’s Road Trucks (Scania) winning the Franchised Dealer of the Year Award, and PM Commercials successful in the Independent Dealer of the Year category.

UK-DESIGNED ALTERNATIVE MARINE ENERGY DEVICE
A British-designed device, developed by WIIT (Whatever Input to Torsion Transfer), which uses two pendulums and a flywheel to generate electricity, has received the backing of technology giant Schaeffler.

Designed to generate electricity from the sea and rivers, as well as from the movement of humans and animals, the creation has already attracted over £2m of private investment, with tests already under way at Southampton University.
WITH ENGINEERING SET to undergo significant changes in the coming years, it is more important than ever to push yourself professionally. With such advancements in technology and business practice, engineers are being encouraged to use CPD to keep their own professional momentum.

In a new column, we will explain how it works and why it is essential for your career as an engineer.

In our first column, the SOE’s own CPD expert, Robin Bates (right), answers the pertinent questions on maintaining career development.

1 WHAT IS CPD?
CPD is a catch-all term for any of the ways we go about maintaining our skills, knowledge, and experience needed to be successful in our working lives. People often think that this means ‘expensive training courses’ - which it can be - but the majority of learning is completed on-the-job. As soon you reflect on and record your learning, it becomes CPD.

2 WHY IS IT IMPORTANT TO MODERN ENGINEERS?
Engineering continues to grow and change, so it’s important that professional engineers do so too. No one wants to get left behind and the only way to keep up-to-date with new developments, changes to legal requirements, advancing techniques and tools, and any aspect of your role, is through CPD.

It’s important whether you want to remain in your current role, or progress in your career and shows that you are committed to being excellent at what you do, rather than stagnating.

It’s also important for your organisation to be able to demonstrate that they have a fully competent workforce. If something was to happen - an accident perhaps - and you end up in court, and you are asked, “how are you competent to perform this role?” It turns out that saying you’ve done the job for more than ten years isn’t good enough; you need to be able to show how you have gained and maintained your competence to perform that function.

It’s also great for engineering as a whole – the title ‘engineer’ isn’t protected in the UK, so being skilled, experienced, and competent, and being able to demonstrate it through your CPD record, gives the public the confidence needed to trust engineers performing important roles on a daily basis. Would you trust a doctor who had no evidence of learning anything new since they first became qualified?
5 WHAT COUNTS AS CPD? CAN YOU GIVE SOME EXAMPLES?

CPD can include:
- Professional Institution courses
- Work-based courses
- Training events
- Conferences
- University and college courses
- Reading SOE journals
- Participating in SOE activities
- Mentoring
- Site visits
- Networking events
- Training colleagues
- STEM Outreach
- Trade shows and exhibitions
- Reading relevant online articles
- Listening or recording podcasts
- Writing papers or articles
- Shadowing colleagues
- On-the-job training and learning

6 IS IT MANDATORY?
At this stage we would encourage members of the SOE to start considering how to use CPD to their advantage, because proposed changes will mean, ultimately, it will become mandatory.

All EngC registrants are required to record their CPD in 2019. In 2017 we are required to sample a number of our registrants.

If you’re EngTech, IEng or CEng you need to start thinking about how to use it best for your advantage, so if you are selected for review, you can just send it in.

7 CAN I SPEAK TO SOMEONE TO GET MORE ADVICE?
Yes. If you want to talk to someone for further advice, please get in touch. I can be contacted on email at: robin.bates@soe.org.uk

8 ARE THERE COURSES I CAN ATTEND?
Yes. Anything relevant. You know what’s right for you and a course that you get something from won’t be the same as everyone else. If you are going to be working in Latin America then a Spanish course might be right for you, whereas it wouldn’t count as CPD for someone working solely with English speaking engineers.

9 WHEN DO I GET ASSESSED?
If you are a registered member, we may choose you to be assessed. You need to get everything in place ready for 2017 when we’ll be randomly selecting from our Professionally Registered Engineers.

10 WHAT ELSE DO I NEED TO KNOW?
CPD isn’t scary. We’re all doing it - it just needs to be recorded.
New Year Message from our President, Shaun Stephenson

Colleagues,

2016 has indeed been an exciting year for the organisation, with the membership increasing by 13% and movement into a newly refurbished head office. Also the number of irtec candidates is at an all-time peak, with 1991 new licences issued in 2016.

I look forward with the team to an exciting 2017, and all the developments and opportunities this will give our truly great organisation.

It is true that Brexit has caused some hesitancy in domestic markets, but the solid foundations upon which the SOE is built, means there is great potential to flourish and grow, not just in the UK, but worldwide. We welcome supporting longer term sustainable growth across all the market sectors, and positioning the UK at the centre of engineering excellence.

In 2016, across our 3 professional sectors - BES, IPlantE and IRTE - we have seen considerable growth, and we expect this trend to continue into 2017 and beyond.

It has been a real pleasure to work alongside the management team to deliver the changes that has seen the strongest organisation emerge in over a decade.

Also, after 16 years with the organisation, it gave me great privilege to announce Ian Chisholm as the CEO, in the final quarter of 2016. Ian’s tremendous experience and knowledge will deliver significant benefits to the organisation in the longer term, and take it though the next exciting chapter.

We have also made some key appointments in 2016, with the head-office team now at full strength and ready for another successful year. In 2017, we are looking forward to delivering a CV show with greater floor space than previous years, with an increased foot fall, and numerous business opportunities.

Our new Patron, the Senior Traffic Commissioner, Beverly Bell, is working alongside our teams to drive continued enhanced support and knowledge for the organisation across its sectors.

I very much look forward to working with Beverley, and transitioning the organisation later this year.

I want to thank you all for your continued support, and without each and every one of you, the progress made by this organisation would not have been possible.

Have a prosperous and successful 2017, all of you.

Kind regards
Shaun M Stephenson

Gerald Muscat
(1931 – 2016)

Gerald was born in Malta in August 1931 and was the eldest of 10 children. He came to settle in England after the 2nd WW, in order to seek a good life for himself and his siblings.

He started work as a mechanic apprentice with Templetons, before enlisting with the Royal Engineers, completing several tours of duty.

On one particular tour, Gerald was injured during the Mau Mau confrontation in Kenya. He reached the rank of Sergeant within two years; an incredibly quick promotion which was testament to Gerald’s leadership qualities.

On demob, Gerald went to work at Rolls Royce Bristol, as a motor mechanic. He made life-long friends and had many happy years there. He retired as Transport Services Manager, a role which he very much enjoyed and flourished in, gaining respect of both colleagues and employees alike.

Gerald was a popular man with a good sense of humour, with a fair and honest approach, and a love for sharing knowledge and helping others.

During his time at Rolls Royce, Gerald met his wife Margaret, who passed away four days after his own death in November. They are both missed dearly by their daughters, Sarah and Rosanna.
Technical evening in Ireland North educates enthusiastic crowd

ATTENDEES AT THE IRTE Ireland North event were treated to a technical update evening in November, including presentations from the likes of Volvo UK, Dennison Commercials, Josam Wheel Alignment and Sean Finnegan Commercials. Transport Training Services in Dundrod was the venue for the event, which was introduced by Chairman Trevor Hassin, and began with a presentation explaining why - in relation to the Volvo Tridem - rigid chassis with alternative axle layouts are gaining ground in the UK and Ireland. Delegates were given the opportunity to examine a new Tridem, with Dennison’s Paul and Chris Arthur fielding questions from the audience.

A practical demonstration of wheel alignment, including lane assist and setting of collision prevention aids fitted on modern trucks, was given by Josam, in association with Sean Finnegan, showing the merits of modern wheel alignment equipment. TTS finished the presentations with Martin Hutchinson displaying the history of the training facility and the enterprising plans for the future.

Following the dinner provided by TTS, Oliver Teasel from SOE answered any questions on membership and IRTE general enquiries.

OBITUARY

Bernard James Sutton Holling
(1945 – 2016)

Bernard James Sutton Holling, who passed away at home in Fishpond, Dorset, on 28 September 2016, had been a member of the Society of Operations Engineers for 38 years.

Bernard began his career with a five year apprenticeship in Power Plant Gears Company in Yiewsley, Middlesex. He used the skills he gained there to establish the first daytime youth vocational workshop in the country at Uxbridge. He qualified in various courses in Uxbridge Technical College and professional qualifications in Shoreditch College, including a Certificate in Education. He took up teaching in a school in Uxbridge for a year, before lecturing at Uxbridge Technical College.

In 1982 he took his wife, Pearl, and children, Jane and Dean, to the West Country, where he taught in Barnado’s Princess Margaret’s School in Taunton, Somerset, for children with special needs. As head of the 16+ unit, he was privileged to host a visit by Princess Diana, who came to view the work of his students.

Engineering was always a personal passion as well as a job. In the 1970s he built a walking, talking, robot out of spare parts, which thrilled school children, youth clubs and Sunday schools, with the smoke coming out of its ears and flashing eyes. He always had a number of car renovations on the go and made his own tools for special projects.

On his retirement he took up sailing and qualified as a Day Skipper and Yacht Master. He bought a 30-foot yacht (on eBay!) and sailed to the Channel Islands, though his favourite sailing location was around Dartmouth.

Bernard is warmly remembered and greatly missed by his family, friends, Crossroads Church in Seaton and the Axe Valley Sailing Club.
SOE Elections 2017

EACH YEAR, ELECTIONS are held for positions on SOE’s Trustee Board and its three Professional Sector Councils (PSCs). The Trustee Board and PSCs assist in shaping how the SOE is run, and have direct input into issues that affect fellow members and the engineering profession.

Members, Fellows, and Honorary Fellows are invited to stand for the following positions:

Trustee Board
NO VACANCIES

Professional Sector Councils

PSC members are not directors or trustees of SOE, but assist their respective Professional Sector through their time and expertise. PSC members are required to commit to approximately four days per year to attend meetings. Applicants possessing experience at a senior level in one or more of the following are sought:

IRTE
THREE VACANCIES
The IRTE PSC is seeking members with a background in education / training, the armed forces, vehicle bodybuilding, bus and coach, haulage and distribution, consultancy, and waste management.

IPlantE
FOUR VACANCIES
The IPlantE PSC is seeking members with a background in engineering and appropriate experience and interest in all aspects of plant engineering.

BES
THREE VACANCIES
The BES PSC is seeking members involved with statutory plant examinations and inspections who would be willing to mentor engineer surveyors.

SOE’s elections process uses the single transferable vote. Voting is open to all SOE corporate members whose subscriptions are up to date, and members may only vote within the PSCs to which they belong.

In order to stand for election, members need to nominate themselves and provide the names of two corporate members of SOE as proposers and seconders.

Election timetable 2016

- Nominations forms/supporting documents available: Friday 3 February
- Completed nomination forms, statements and photographs returned to SOE: Tuesday 18 April
- Election material dispatched: Friday 12 May
- Ballot papers returned to ERS: Tuesday 20 June
- ERS confirms election results: Monday 26 June
- Date from which new members take up posts: Tuesday 18 July

For more information contact Emma Thompson at Emma.Thompson@soe.org.uk or 020 7630 2157

SOE AGM 2017

The 19th Annual General Meeting of the Society of Operations Engineers will take place on 18 July at the SOE office: 22 Greencoat Place, London, SW1P 1PR.

The meeting will commence at 4.15PM. During the meeting, Howard Seymour, CEng CEnv FSOE FIPRTE EIRTE (right) will succeed Shaun Stephenson, EnTech FSOE EIRTE, as SOE president.

For more information, contact Emma Thompson at emma.thompson@soe.org.uk or +44(0)20 7630 2157

Long Service Awards

In our previous edition of Operations Engineer, we printed names of members who have achieved 40 and 50 years membership of their professional sector. The names of two long-serving members should have been included on this list, but due to an administrative error, were not. Those members are:

40 Year Membership
Mr C J Juszkiewicz CEng MSOE MIRTE

50 Year Membership
Mr R B Haswell CEng FSOE EIRTE

The deadline to receive nominations is 18 April 2017. For nomination forms and additional information, email elections@soe.org.uk or call +44 (0)20 7630 1111. Alternatively, you may write to: Society of Operations Engineers 22 Greencoat Place, London SW1P 1PR United Kingdom