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Michael Kemp reporting affairs as he finds them



## 20 limit will raise global warming

LOOK at this nonsense from the Parliamentary Advisory Council for Transport Safety (PACTS):- "During discussions on the Climate Change Bill we aim to highlight the potential virtuous circle of reducing speeds in urban areas thereby improving vulnerable road user safety, encouraging active travel, and reducing transport emissions."

That means it wants more 20mph limits, yet what is 'active travel'?

At 20mph most car engines emit more exhaust emissions than at 30mph because they run on neater fuel and in a lower gear, that raises engine revolutions, that pumps out more exhaust.

Also it can seriously threaten road safety because 20mph is difficult to maintain without a driver looking more at his speedometer than on the road.

Professor Peter Russell, Britain's highest independent driving safety authority, says:-

"Some people find it hard to accept that lower speed can mean higher exhaust emissions and less driver vigilance. Vehicles have an optimum running speed."

Why doesn't PACTS, a parasite organisation, do its homework?

## Better risk management to be demanded

# Cuts in road risk are music to car insurers

LOW risk business car and van operation is set to become an insurance requirement, triggered by the Government.

Starting within weeks a barrage of tough new legislation, aided by 'clarified' directors' H&S duties, will force top executives to adopt best practice occupational road risk (ORR) protection for themselves and their businesses.

Annually they could then be 'required' to ratchet-up ORR for its cost saving benefits because:-

**Premiums** will reflect risk reduction and the reverse.

**Accident prevention** and a reduction in incidental damage are rushing into vogue.

Seeing that revolution coming FSG has developed 'one-stop risk solutions'. It offers low risk with cash savings throughout a vehicle's working life, with:-

**RiskMaster ORR prevention**, protecting employer and management from risk of costly fines and jail for H&S pitfalls and legally related violations with swingeing penalties. 'Hinged' on an employer Permit to Drive, applied for annually by employees, RiskMaster provides widest legal protection.

**Accident management** that minimises all costs, maximises recoverable costs, and reduces vehicle repair time by elimi-

nating paperwork to slash downtime.

**Salvage managed online** for efficiency.

**Global warming CO<sub>2</sub> emission reduction** - an easy way for client companies to accurately record their fleet vehicles' mpg to establish targets and possibly earn CO<sub>2</sub> tax credits.

David Blacklock, FSG insurance risk assessment specialist, says: "Insurers will actively support all clients who take seriously risk management / reduction."

"FSG is successfully reducing risk in business vehicles. So there is common ground. We are developing new relationships with insurers so that we are active in tandem to expand efficiency."

"Already insurers are recognising FSG ORR management achievements in cutting fleet car operating costs by an average £300-year p/vehicle. The programme more than pays for itself."

"Allied to that FSG is perfecting a simple accident management package with sophisticated claims handling that cuts costs. To that end we are asking:-

**Repairers** to communicate online to reduce paperwork, car hire, and the time a damaged vehicle is off-road.

**Motor engineer** crash repair assessors for next day reports online."

FSG has links with 250 crash repairers, 180 of them regularly engaged and all supplying courtesy cars.

## 150 working vehicles crash every day

A GOVERNMENT backed At Work Driving Safety initiative is proof that FSG RiskMaster occupational road risk (ORR) protection is right product, right place, right time.

Staging the national initiative is RoadSafe, the UK

motor industry led charity for "reducing road deaths and injuries by raising highway safety standards".

Daily over 150 working vehicles crash resulting annually in 1,000 deaths and 13,000 serious injuries.

RiskMaster, that ensures driver and vehicle are fit for

the road, is a proved accident reducer achieving the campaign's objective - now.

RoadSafe director Adrian Walsh says: "The best way to encourage companies to improve ORR management and reduce at-work crashes is to highlight business champions."