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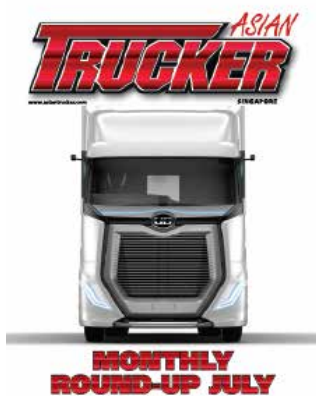
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No. 27-1, Block C, Zenith Corporate Park, Jalan SS7/26 Kelana Jaya, 47301 Selangor, Malaysia

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EDITORIAL

EDITOR-IN-CHIEF Floyd Cowan
EDITOR Stefan Pertz

GRAPHIC DESIGNER Tony
PHOTOGRAPHERS Floyd Cowan
Stefan Pertz

ADVERTISING & MARKETING SINGAPORE

Floyd Cowan
Floyd@asiantrucker.com

Stefan Pertz
Stefan@asiantrucker.com

MALAYSIA

Nicole Fong
Nicole@asiantrucker.com

THAILAND

Songyot Kamontavikun
Songyot@asiantrucker.com

WEBSITE

Stefan Pertz
Stefan@asiantrucker.com

CIRCULATION, CONTRIBUTIONS and SUBSCRIPTION

info@asiantrucker.com

WEBSITE and E-NEWSLETTER

www.asiantrucker.com

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Asian Trucker Media Sdn. Bhd. No. 27-1, Block C, Zenith Corporate Park,
Jalan SS7/26 Kelana Jaya, 47301 Selangor, Malaysia
Tel: +60 12 207 5528, Email: nicole@asiantrucker.com

MALAYSIA (HQ): ASIAN TRUCKER MEDIA SDN BHD

Asian Trucker Media Sdn. Bhd. No. 27-1, Block C, Zenith Corporate Park,
Jalan SS7/26 Kelana Jaya, 47301 Selangor, Malaysia
Tel: +60 12 207 5528, Email: nicole@asiantrucker.com

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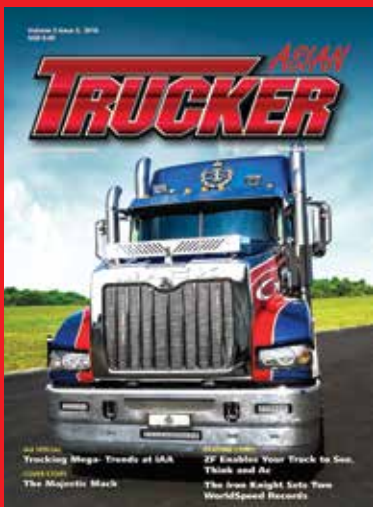
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Post Pandemic Trucking Industry

Floyd Cowan writes about the impact Covid-19 has had on the transportation industry and what it has done in response.

During the Covid-19 truckers became 'heros' as they continued to do their job while the pandemic raged. Already working in a high-risk industry adding a highly infectious virus to the equation didn't make their jobs any easier. Truck drivers have long been at risks from accidents on the job, road accidents and a poor lifestyle that combines unhealthy diets with a lack of exercise.

Keeping the Economy Moving

While the majority of people were hunkered down in their homes watching TV or teaching themselves new skills, truck drivers were required to keep the economy moving – the part of the industry that could continue despite the challenges. Many aspects of the job require face to face interaction with other workers. Changes needed to be made and enhanced to keep them safe.

The first thing drivers needed to do was learn how to protect themselves against the virus. Higher levels of cleanliness were required as was personal protection equipment. These are lessons that need to be on-going – just as eating healthy and exercising regularly need to become an embedded part of their lifestyle.

Fast Tracking Technology

Due to the pandemic, technology has been put on a fast track. Even before Covid-19 Haulio – a Singapore start up – has been developing platforms that would make for contactless interactions in many areas – payments, invoices, scheduling for example. The company notes on its website: "As the economy emerges from the pandemic with new priorities and patterns of behaviour, signs are emerging of a sustained change in the way things are being done. The same can be said of logistics – from telecommuting to social distancing, trucking companies have had to adapt quickly to comply with government regulations in order to continue operations."

And through all this trucking companies have been doing their bit to help in the communities they work in. In Japan, Mitsubishi Fuso donated 200 litres of sanitizing liquid to Kawasaki City and a hospital within the municipality. The sanitizing liquid

was produced on the plant premises, making use of equipment in the Material Lab.

UD Pitches In

On June 23, UD Trucks donated 5,000 face masks to Oya elementary school, located near UD Trucks headquarters in Ageo, Japan. The schools had reopened on June 1. For the first two weeks, children were divided into two groups to attend classes and school lunch separately in order to minimize physical contact. The school principal said, "Although the board of education distributed cloth masks to all students, sometimes they forget to bring their mask or find it difficult to keep the mask clean. With this donation, we can ensure all students have new masks when needed. For this we are very grateful."

Daimler is supporting the fight against the Covid-19 virus by providing a COVID-19 testing bus. The S 416 LE business inter-city bus that was converted at the Neu-Ulm site in only four weeks. It is being used as a mobile testing station at schools, residential care homes and companies. "Mobile testing of nursing staff and employees, for example, is possible in the bus," says Thomas Görtler, Business Development Manager at The Huber Group which is using the Setra bus on loan from Daimler Buses. The vehicle is thus part of the fully digitised testing process of the Huber Group, which provides safe and efficient implementation of Covid-19 testing thanks to its comprehensively networked infrastructure solution.

Better Days Ahead

Throughout the world individuals and company in the transportation industry have stepped up to do their part in fighting the virus. We have not yet won the battle, but with vaccines on the horizon I expect that better days are ahead.

I will give the last word to the team at Haulio: "Beyond COVID-19 lies a new normal – and new opportunities. Building a better post-pandemic world inevitably requires businesses to digitise, but we're hopeful that this will bring greater benefits for all in the long run." **F**

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IVECO opens a new 3S dealership in Surabaya

(Jakarta November 2020) Chakra Jawara, IVECO’s long-time distributor in Indonesia, in November inaugurated a new 3S dealership in Surabaya. The 1,200 square meter facility has been designed and developed to provide the most efficient sales, spare parts and service support for the full IVECO product range.


Raising the Bar

The new Surabaya Branch will provide sales and after-sales service solutions to customers in Eastern Java. Through the implementation of IVECO and Chakra Jawara processes and best practices, it will raise the bar in customer care, customer satisfaction and efficiency. The service workshop features two working bays equipped with the latest tools and equipment for truck diagnostics, service and repair.

The inauguration ceremony was held in the facility with the participation of Teophilus Bambang Wira, Director at Chakra Jawara and Michelangelo Amelia, Business Director for IVECO South East Asia and Japan, both through videoconference.

Another Milestone

During the ceremony Mr. Amelia stated: “It is with great pleasure that we mark another milestone with our long-term partner Chakra Jawara. It is testament to IVECO and Chakra Jawara’s continuous investment in our network and products, as well as our commitment to all our customers. The Surabaya branch sets a new standard in terms of design and efficiency. I would like to thank everyone for the hard work, dedication and passion. We are UNSTOPPABLE.”

The new facility is part of the “the Network Expansion Program” initiated by Chakra Jawara, which focuses on the business strategic vision for 2020 - 2025. In spite of the tough economic and business environment due to the COVID-19 pandemic, IVECO has strengthened its ranking in the top three players in Indonesia’s European Truck Segment. 



Commercial Battery Development

Earlier BYD Auto Industry Co. Ltd and Hino Motors, Ltd signed a joint venture agreement to set up a new company for commercial battery electric vehicles (BEVs) development. This new venture is scheduled to be established within China in 2021, with BYD and Hino each making a 50% capital investment. It will combine the strengths of both companies to develop BEVs and electric units and will aim to quickly implement the ideal products for customer needs, primarily in the Asia market. The venture plans to initially launch vehicles under the Hino brand in the first half of the 2020s.

BYD and Hino are working together to develop and spread the best-fit commercial BEVs for customers to achieve low-carbon societies. **T**

TRATON and Hino Launch E-Mobility Joint Venture

Hino and TRATON build on the strategic partnership they started in 2018 to drive sustainable transport.

(Munich/Tokyo, October 28, 2020) TRATON SE and Hino Motors, Ltd. have signed a joint venture agreement for e-mobility in order to plan and provide e-mobility products that will be based on the two companies' strategic partnership to offer customers the highest value.

Combining Strengths

TRATON and Hino will combine their unique strengths to consequently develop electric vehicles including battery electric vehicles (BEV), fuel cell vehicles (FCV), and relevant components as well as creating common EV platforms including software and interfaces. They will form a team of advanced specialists from both companies and launch activities in Södertälje, Sweden and in a second step in Tokyo. TRATON and Hino will team up to shorten lead times for future e-mobility products with battery and fuel cell technology. The two companies are convinced that both technologies will be needed in the future.

Yoshio Shimo, President & CEO of Hino Motors, Ltd., said: "I am delighted that we can follow our procurement joint venture and further embodying our synergy with TRATON in e-mobility, helping to reduce global CO2 emissions in the fight against global warming. We will combine our strengths as leading commercial vehicle manufacturers to offer EVs with the highest value for customers, through joint planning of commercial EVs."

Important Step

"TRATON's mission is to carefully balance the interests of People, Planet and Performance," stated Matthias Gründler, CEO, TRATON GROUP. "This new joint venture with our strong partner Hino is our next important step in electrification, pushing our mission further ahead." Gründler reiterated TRATON GROUP's goal to invest 1 billion EUR until 2025 in electrification.

In 2018, Hino and TRATON signed an agreement, aiming for a mutually beneficial strategic long-term partnership. Based on their shared principle of offering customers the highest value possible, they established a procurement joint venture in 2019, and have now solidified their collaboration in e-mobility. Both companies have agreed to explore each other's capabilities and investigate further possibilities to collaborate in other future fields of technology.





UD Trucks Goes the Extra Mile to Secure Quality

Japan has held its 61st national "Quality Month" in November and UD Trucks reaffirms its commitment to quality and going the extra mile to improve the quality across all of its processes, products and services.

Takuma Asano (pictured left) from the Technology Department, Naomi Aihara (centre) from the Purchasing Department and Hiroyuki Hosokawa (right) from the Manufacturing Department share their thoughts about quality at UD Trucks and prospects for the future.

Q: How do you maintain a high level of quality in your work?

Asano: For technology, we work cross-functionally to make quality improvements our top priority. Until now we have been focused on increasing the speed of our response to a problem. While that is still important, going forward we have embraced a mindset of managing quality in a preemptive way – in short to be aware and identify issues before they happen.

Hosokawa: For manufacturing, we live and breathe monozukuri (manufacturing), with each individual employee emphasizing quality in the processes that he or she is responsible for. This helps ensure complete reliability in the back-end processes, especially those process that effect customers who are the end users. On the other hand, as a manufacturer, we acknowledge that it is almost impossible to be fully immune from quality issues. It is essential to deal with any quality defects quickly, and to thoroughly address even the tiniest issue. We adhere to quality management standards such as ISO 9001 certification and systematically share knowledge and information in a timely manner, all with the support of our management teams.

Aihara: For procurement, we work closely with suppliers to ensure quality. The last thing we want to do is inconvenience key stakeholders - especially the operations teams. We concentrate on continuous improvements and "preventive quality". We work to understand the associated risks, such as the probability of a problem occurring suddenly at a supplier that has never had an issue before, by communicating with them on a daily basis and conducting on-site inspections. As our procurement network expands globally, we need to be fully aware of the differences in quality standards required in each country to secure higher quality.

Q: How does quality relate to the company's digital transformation?

Aihara: We are always looking at new ways of communicating with suppliers by utilizing digital tools such as webcasts and Mentimeter. This is important when face-to-face contact is limited. Using digital tools we can quickly share defective parts information and improvement processes regardless of location. As a trial, we started to inspect and approve parts in virtual environments. We would like to seek the most flexible and sustainable way to manage our supply chain by using a mix of face-to-face and digital approaches.

Asano: For technology, we need to change from a reactive to proactive approach to better manage quality. Digital tools enable us to do this. For example, we use wearable cameras to speed up communication with engineers. This results in fast vehicle maintenance and repair times. By analyzing and sharing the data we receive via telematics, we can shorten the lead time of repairs.

Hosokawa: For manufacturing, we introduced digital tools to monitor equipment in real time to ensure everything runs at optimal levels, this was done manually before. We analyse the risk of defects, and conduct repairs and maintenance in a preventive way. We are concentrating on preventive quality management by increasing the traceability of parts.

Q: How can UD Trucks be resilient in the face of change?

Hosokawa: We have plants in Japan, Thailand, and South Africa. We are discussing how we can better manage these plants in a way that can successfully adopt and transform. We are becoming more unified as an organization as we deepen our level of communication with each other.

Asano: I believe the best value we can provide customers is zero vehicle downtime. There has been steady progress in shortening the lead time between initial vehicle trouble and repairs, by using tools such as remote diagnostics, real-time information tracking, and other information sharing technology. While the use of artificial intelligence (AI) and other digital tools will become more commonplace, I believe it is important to always keep the customer's point of view in mind, to embrace change, and to foster a spirit of going the extra mile to turn change into opportunity.

Aihara: I believe we can build a sustainable and resilient procurement network that can deal with any challenge by utilizing our global networks. From the perspective of providing new value to our customers and society, as the pace of technological change in the automotive industry accelerates, we aim to build a structure that can keep pace with the speed of change by utilizing digital tools more effectively. We will continue to challenge ourselves together with our supply chain partners to grow our business and provide the best quality solutions possible **T**



MAN's TGX International Truck of the Year

MAN's TGX has received 'a very special honour' being named presented with one of the most prestigious awards in the commercial vehicle market; International Truck of the Year 2021. The coronavirus pandemic meant that the 2020 award ceremony was held virtually – as part of an enthusiastic greeting message from around the world.

MAN for the Eighth Time

MAN's brightly polished TGX in gold is set against the backdrop of the no less noble Villa Reale in Monza, Italy. Andreas Tostmann, CEO at MAN Truck & Bus received the award from Gianenrico Griffini, the president of the jury for the International Truck of the Year (IToy).

The IToy Award is one of the transport industry's most important accolades. It has been awarded since 1977 by a jury consisting of specialist journalists from around the world. The board consists of 24 members who decide each year which vehicle launched within the previous 12 months will receive the IToy Award. This year marked the eighth time that MAN has been honoured with the award.

Goal Achieved

From the jury's point of view, its TGX won the race by a country mile. "With its new generation of trucks, MAN has launched a future-oriented, heavy-duty series of trucks that meets today's market requirements in a for the demanding times best possible way while also addressing the challenges of tomorrow. The optimisation of fuel consumption further constitutes a valuable contribution to the reduction of environmental pollution," said President Griffini, summarising the jury members' verdict. He then went on to present the 'golden boy' and highlight some of the features that had particularly impressed the jury.

The phone call from Jury President Griffini to CEO Andreas Tostmann was the highlight of the virtual ceremony. The CEO of MAN Truck & Bus was delighted to hear the news – and very proud. "The title 'International Truck of the Year' is a great recognition of the outstanding work of our MAN team. For more than



five years, the team has been working towards just one goal: to develop the best truck for the drivers and our customers and get it on the road. This coveted award reflects us back: goal achieved," said CEO Tostmann.

Many Test Drives Convinced the Jury
The members of the IToy jury have been putting the well-thought-out concept for MAN's new generation of trucks to the test in trials since February 2020. Besides quality of living and driving comfort, the new truck scored points with the easy readability of the fully digital display instruments and the intuitive operation of driving and multimedia functions.



during the awards ceremony. Martin Schatzmann from Switzerland said: "MAN's TGX got my vote because it's good for both drivers and businesses. It wasn't only the innovative electronics, the modular cab concept and the new safety features that impressed me, I also really liked the driver's dashboard. What I liked best: MAN chose not to use touch screens."

His colleague Charleen Clarke from South Africa also came to an enthusiastic conclusion: "The new MAN has got lots of things right. But three features were decisive for me. The interior now feels more upmarket, safety features abound in the TGX and it simultaneously achieves fuel savings in excess of 8%. MAN's TGX is a truck that will delight both drivers and businesses."


A Toast for Tostmann

It was not only the decisive phone call that delighted CEO Andreas Tostmann on this November day. Representing all those who worked on MAN's TGX, he was, above all, delighted to see that the intensive five-year development work that went into the new generation of trucks and the many courageous, forward-looking decisions that the team took during that time being recognised with the presentation of the coveted ITOY Award 2021.

For Dr. Ing. h.c. Tostmann, who was born in Peine, Germany, in 1962 this pandemic year has not been without its rewards. In July 16, 2020 Dr Tostmann became a Member of the Executive Board of TRATON SE as well as Chief Executive Officer of MAN SE and MAN Truck & Bus SE. On October 15, 2020 he became Chairman of the Supervisory Board of MAN Truck & Bus Deutschland GmbH.

A Stellar Record

Dr. Ing. h.c. Tostmann holds a degree in Mechanical Engineering and a degree in Economics from the University Brunswick. In 1990 he joined the Volkswagen Group in the Group product planning area. In 1994 Dr Tostmann became responsible for product planning powertrain at Volkswagen de México. In 1995 he then moved up to technical project planning and project management powertrain for the Volkswagen Group, before becoming manager of Volkswagen's Salzgitter (Germany) plant in 2001. Three years later, Dr Tostmann became Managing Director of Volkswagen South Africa.

He was appointed Chairman of the Board of Volkswagen Slovakia in 2007. In this function, Dr Tostmann assumed responsibility for production until November 2011 when he became SEAT Executive Vice President for Production. From February 2018 until July 2020 was a Member of the Board of Management of the Volkswagen Brand responsible for Production and Logistics. 

The particularly efficient Euro 6d power train, which in conjunction with improved aerodynamics and MAN's EfficientCruise GPS cruise-control system enables fuel savings of up to 8.2% to be achieved compared with the previous version, proved to be particularly convincing for the jury during the road tests. The effective safety features and high connectivity – including the associated range of digital services – that MAN's TGX boasts also made a deeply positive impression on the trade journalists.

Three Decisive Features

The members of the international jury described their impressions of MAN's TGX in individual video messages





Lumut. Following that, he worked in Northport as a worker for a subcontractor. After a while, he joined HAMMAR. "I prefer working as a long term employee, with one company," he said. Ever since joining HAMMAR, he feels that he is part of a family and that the company really looks after its employees. This is reflected in the remuneration packages as well as intangibles. "This is not just about money though!" Having worked with his colleagues for so long, he treats everyone as family members.

The Interdisciplinary Technician Quartet

Servicing a HAMMAR Sideloader takes experience in a number of disciplines. Stefan Pertz met with four of HAMMAR's technicians to find out what it takes to keep the equipment in tip-top working condition.

When observing a HAMMAR Sideloader in action it becomes clear that there is a lot of technology and engineering finesse involved. Servicing or repairing them takes expertise and knowledge as these four technicians can attest to. Each one is an allrounder, having honed skills needed to keep the sideloaders performing at their best.

The Sideloader community is a tightly knit one within the transport industry. Some of the drivers bringing in their trailers exchange thoughts over a meal while waiting for their trailer to be readied. Abdul said that he enjoys this kind of freedom where he can schedule his work around such social events. "Remember, whatever we do, a trailer needs to be on the road as fast as possible. We cannot drag on the work, no matter how much we enjoy to catch up with others."

Besides having a sense of urgency and duty, the skill set required for this job exceeds just mastering one function. When Abdul joined the company, he was firm in welding. However, he had to learn about hydraulics, wiring, and electronics as well. "Here you must know about all aspects about the sideloader. I am no longer just a welder." Over the years, he said, he has gained the experience to analyse issues with that the drivers report and to deduct how the malfunction came about. This skill set is taken to the test every time a breakdown outside happens. HAMMAR's technicians are on rotation for the breakdown team for a week at a time. "When a call comes in, we need to be able to analyse the problem over the phone and prepare accordingly to fix the problem on the road side." According to him, this takes knowledge, initiative and flexibility when assisting drivers with a problem.



Abdul Razak

Welding

Abdul Razak is 38 years old and he has been with HAMMAR for 16 years. Starting out as a welder, the Selangor native studied welding at MARA



Mohd Norhidayat Bin Jaafar

Structure and Troubleshooting

A HAMMAR veteran, Mohd Norhidayat Bin Jaafar, 35 year old father of four, two boys and two girls, has been with the company for over 13 years by now. "I was with HAMMAR when we were still in the other location and I have made the move from being a mechanic in a transport company into this firm," he told Asian Trucker. When asked what makes HAMMAR such a great place to work, he said that it is the trust and support he receives. "Swedish style management is interesting as I have been given the opportunity to learn a lot."

Having learned all there is about Sideloaders, Norhidayat is now an expert in troubleshooting and structural modifications of the trailers. As the top mechanic it is also his task to train drivers when they pick up their new Sideloaders, ensuring that they know how to operate them with ease. From his observation, users may not follow instructions given by HAMMAR on correct handling of the equipment, thus causing issues with the wiring. "For example, you can bypass some steps in the loading process, thus speeding up the lifting. However, not only is that dangerous, but it also causes damages to the trailer."

Troubleshooting and any well executed repair or maintenance job always starts with the understanding of electrical diagrams. Norhidayat says that in order to understand the functions of the trailer, one has to be trained in reading diagrams and how to deduct how issues arise from any problems with the wiring. "It is always a special moment when I manage to solve an issue of a broken down trailer and drivers appreciate the quick support." Many of the drivers have known him for long and some are his buddies on motorcycle tours on weekends. "I have been here a long time, which means I am happy with the work, the team and the bosses."



Azuan Bin Othman

Wiring

Hailing from Johor Baru, Azuan Bin Othman is 31 years old and he has been with HAMMAR for eight years, but is not even the youngest among the group. It was a friend from his school that recommended him to look for HAMMAR as a place where he can bring in his skills. "Here I have learned a lot about hydraulics and wiring. When I have a problem, I can turn to my colleagues and learn from them." Having expanded his skill set already, Azuan says that he most enjoys working on the wiring while welding is still something that requires him to learn more about it to bring it to perfection.

Beyond technical skills and knowledge, interpersonal skills, emotional intelligence is another important trait for a HAMMAR technician. After all, the drivers are only human and sometimes emotions are getting mixed in when a Sideloader needs to come in for a service. "Of course, some of the older drivers do not easily accept my advice to them as they see me as a younger one that still has to learn." According to him, one brand is his favourite to work on as the chassis structure and overall set up accommodates the coupling with a HAMMAR in the easiest possible manner.

Fishing on the weekend has also taught him to be patient at work. "Sometimes you have to go slow if you are in a hurry. Not every problem is obvious,

but when you look at the right places, then the solution will present itself," is his philosophy. When recommending this type of work to others, it is also his recommendation to have the right attitude, being patient and having a will to learn new skills needed for the job.



Muhamad Amin Bin Mustapha

PTO

Having worked for HAMMAR for eight years, Muhamad Amin Bin Mustapha, 29 is in his first job after school. He was hired out of school by HAMMAR when Chris Joon and his crew needed a welder, who they could also train to become an allrounder in the office." What he did not expect was that the work would have such a wide spectrum that involves PTOs, hydraulics and structural work, which was not part of the curriculum in school.

Every day, Muhamad will check in and see what jobs there are to be done on the day. Then he would schedule his time and arrange the various tasks. Ultimately, he is aware that the clients are waiting for their trailer to be returned and that time should not be wasted. Easy jobs are done without supervision, but with the full awareness of what is important: to maintain a professional standard. Sometimes that attitude extends into the dealings with drivers. Should a driver be upset that the Sideloader is not working properly, they may want to take out their frustration on the technicians. However, once the situation has been examined and the root cause of the problem identified and communicated, moods typically turn happy again. **F**



Volvo Trucks Is Initiating Customer Tests of Fully Electric Trucks for The Construction Industry

Volvo has delivered two electric heavy trucks to Swerock to meet the growing demands for less noise and emissions - especially in sensitive urban environments.

Following the successful launch of mass-produced electric trucks for urban transport and garbage collection, Volvo Trucks is now testing two fully electric trucks in combination with charging solutions at the customers.

Power Required

Trucks in the construction segment usually require more power and robustness than in many other segments and electric trucks are no exception, says Jonas Odermalm, Vice President Electromobility at Volvo Trucks. "Our commercial solutions must meet the requirements of high productivity and availability, while the fully electric driveline provides benefits in the form of reduced emissions and less noise. Tests and customer collaborations are important parts of the development process."

As part of the tests, an electric Volvo FM truck equipped with a mixer will deliver concrete to customers. In addition, an electric Volvo FMX truck equipped with a hook lift will be used in major infrastructure projects.

Performance Evaluation

The purpose of the project is to evaluate how electric trucks can be used to increase efficiency and reduce climate impact. The tests do not only evaluate the performance of the vehicles. They also evaluate the overall electromobility ecosystem to find charging options that fit the requirements of productivity. The benefits of using electric vehicles in urban environments will be measured in terms of quieter transport, workplace safety and driver comfort.

"This type of test plays an important role in gaining a better understanding of customers' business and how electrification can affect their daily work in terms of driving cycles, load capacity, availability, range and other parameters - combined with the



benefits of using quieter and cleaner transports provide," says Ebba Bergbom Wallin, Electromobility Business Manager at Volvo Trucks.

Climate-Smart

The tests of the two electric trucks make it possible to evaluate the actual use and highlight the improvements that may need to be made before a wider roll-out.

"Together with Volvo Trucks," stated Hans Orest, Division Manager at Swerock, which is part of the PEAB Group, "we are taking a big step towards climate-smart transport. This collaboration will take us much closer to tomorrow's trucks with reduced fossil emissions. We already have 15 hybrid trucks with concrete mixers and thanks to this project we will have the opportunity to test fully electric vehicles."

Test Facts

Volvo Trucks' first customer test in the segment for electric heavy transport

- The collaboration includes tests of two electric trucks:
 - a Volvo FM with a concrete mixer
 - a Volvo FMX with a hook lift.
- The project is carried out in collaboration between Volvo Trucks and Swerock and is supported by JOAB and Saraka.
- The electric Volvo FM truck will deliver concrete to Swerock's customers in urban areas.
- The electric Volvo FMX truck with hook lift will mainly be used in major infrastructure projects and construction work in urban environments.

Swerock

Swerock is, with its over 360 quarries and 60 concrete factories, one of the largest Scandinavian suppliers of materials and services to the construction industry. Swerock also works with recycling with the intention of taking responsibility for the climate and the environment and reducing the extraction of new material. Swerock is part of the Peab Group, which has approximately 17,000 employees and net revenues of SEK 56 billion. **F**

Transport Companies Commit to Slashing Greenhouse Gas



An all-star line-up of vehicle manufacturers, technology and infrastructure providers including HYZON Motors, a spin-off from Singapore based Horizon Fuel Cell Technologies Pte Ltd, have signed a coalition statement certifying their joint commitment to slashing greenhouse gas emissions in the European transport and logistics industry by 90 per cent within the next 30 years, through the widespread adoption of hydrogen fuel cell trucks.

Carbon Neutrality

In a joint statement, the Coalition outlined its strategy for supporting the European Union's plans to reach carbon neutrality by 2050 and how various industry and government stakeholders could do their part to ensure the Coalition is able to achieve its stated strategy.

The Coalition includes the likes of Toyota, Hyundai, Honda, HYZON Motors, Ballard, Michelin, Total, Engie, Shell and BMW Group to name a

few, and covers original equipment manufacturers (OEMs), fuel cell and hydrogen technology providers, refuelling infrastructure and hydrogen providers, truck operators, road freight services users and related industry associations.

Commitment to Joint Target

In its joint statement, the Coalition said it was of the strong view that fuel cell and hydrogen (FCH) heavy-duty trucks in the logistics industry can serve as a trailblazer for hydrogen applications by showcasing strong environmental and commercial benefits in Europe.

"As part of our transition to zero emissions powertrains," the statement said, "we commit to the joint target for the transport sector in Europe to deploy up to 100,000 FCH heavy-duty trucks from 2030 onwards as highlighted in the study supported by the Fuel Cells and Hydrogen Joint Undertaking, as well as up to 1,500 hydrogen refuelling stations (HRS) closely synchronised with FCH heavy-duty truck developments and roll out until 2030."

Speed up Development

"We intend to do so by cross-industry collaboration, introducing new products and business models, use FCH trucks for our logistics service offerings and establish the respective HRS networks and fuel supply chain to kick-start and speed-up their deployment.

"We herewith express our commitment and willingness to contribute to the decarbonisation of the European transport sector by heavily investing in the development, production and deployment of FCH trucks, to create demand for large amounts of green hydrogen and to build and operate the respective HRS infrastructure.

"To achieve the necessary scale effects and to reach expected cost reductions through technical optimisations until fuel cell trucks and hydrogen reach competitive market prices, we intend to support commercialisation by a concerted push to the market."

HYZON Motors Chief Executive Officer Craig Knight said the names behind

the Coalition were an incredibly strong indication of how serious the industry is about making a significant, sustained and meaningful impact on our future.

"This is a landmark mission statement by the parties that have signed this document and HYZON is proud to be part of the decarbonisation plans in Europe.

"We agree wholeheartedly with the EU's carbon neutrality target and the only way that is going to be achieved is with widespread industry collaboration, government support and access to funding instruments, not to mention ever-growing acceptance and adoption of these critical clean energy technologies.

"We look forward to what the future holds for Europe but it doesn't stop there for HYZON; it is our hope that other regions take serious note of this Coalition's mission statement and ask themselves how they can take this framework and set their own ambitious – albeit achievable – long term targets."

HYZON Motors was established in the US in January 2020 as a spin-off from Singapore based Horizon Fuel Cell Technologies Pte Ltd. HYZON is a global supplier of zero-emissions hydrogen fuel cell powered commercial vehicles, including heavy duty trucks, buses and coaches.

Headquartered in Rochester, NY and with operations in Europe, Singapore, Australia and China, the company is led by HYZON co-founders George Gu, Craig Knight and Gary Robb and commercializes Horizon's 17 years of hydrogen technology development for the transport sector.

Prior to its spin-off, HYZON was known as the Heavy Vehicle Business Unit (HVBV) of Horizon and was responsible for the development of fuel cell vehicle platforms and the delivery of about 400 fuel cell-powered commercial vehicles in 2019 alone.

Its establishment as a standalone entity was to focus on accelerating the energy transition through the manufacturing and supply of hydrogen fuel cell-powered commercial vehicles across the North American, European, and Australasian regions. **F**



FPT Industrial, IVECO and Snam Sign Agreement to Decarbonise Transport

Through biomobility and hydrogen these companies are planning to transform the transport industry on its path to zero emissions.

FPT Industrial and IVECO, the two brands of CNH Industrial NV that design and produce engines and industrial and special vehicles respectively, have signed with Snam, one of the main companies of energy infrastructures in the world, a Memorandum of Understanding for technological and commercial cooperation in order to contribute to the decarbonisation of transport through the development of biomobility (natural gas and biomethane) and hydrogen.

Sustainable Mobility

The agreement primarily envisages the launch of a collaboration between the three partners - active throughout the supply chain, from engines (with FPT Industrial) to commercial vehicles (IVECO) to distribution infrastructure and services (Snam, through Snam4Mobility) - with the aim of promoting the central role of natural gas (bioGNC and bioGNL) and hydrogen mobility, also through innovative business models aimed at offering end-to-end solutions for light and heavy commercial vehicles and buses.

The goal is to develop integrated sustainable mobility offers useful for promoting the further spread of alternative traction vehicles, sharing the strategy for synergistic development between the vehicle fleet and the distribution network. In this sense, the collaboration will also focus on the preparation of studies aimed at designing and testing innovative infrastructures, technologies and refuelling solutions for fleets and professional customers.

Reducing Emissions

Furthermore, FPT Industrial, IVECO and Snam intend to collaborate on sustainable mobility projects in the field of buses for local public transport and vehicles for public utility services: in this context, further joint engagement and advocacy initiatives are planned with institutions at regional, national and European level, aimed at facilitating the diffusion of sustainable mobility solutions based on natural gas and hydrogen.

"With this agreement," commented Snam4Mobility CEO Alessio Torelli, "we want to strengthen the role of natural gas as an immediate solution to reduce emissions, leveraging Italian leadership in this sector, and immediately develop biomethane and subsequently hydrogen as central solutions for the sustainable mobility of the future, especially in heavy transport. Through Snam4Mobility we are building an increasingly widespread distribution infrastructure that is

already at the service of biomobility and hydrogen in the future. Thanks to commercial partnerships like the one we are starting with FPT Industrial and IVECO, we want to collaborate with the main players in the sector to grow and technologically develop the supply chain at an international level."

Transformation to Zero Emissions

Marco Liccardo, Vice President, Medium & Heavy Trucks Global Product Line, IVECO, declared, "IVECO has always been at the forefront of the decarbonisation of the heavy transport industry towards zero emissions. A transformation that has already begun and in which hydrogen plays the leading role. Today, in fact, we look to the future with the awareness that natural gas and biomethane represent a fundamental enabling factor and a bridge towards hydrogen, which is our goal and which must become a reality in Europe by 2025, in line with the launch of our fuel cell heavy commercial vehicle with Nikola by 2023.

"We have always been pioneers in the field of alternative propulsion," stated Pierpaolo Biffali, Vice President Product Engineering, FPT Industrial, "and we can count on 20 years of experience in the development of natural gas technology. We are the market leader with more than 50,000 methane and biomethane engines sold and we boast the most powerful 100% natural gas engine for commercial vehicles, the 460 HP Cursor 13. Already our biomethane-powered engines are able to reduce CO2 emissions to almost zero, thus responding to the great challenge of climate change. We believe that hydrogen is a key carrier in the medium and long term, especially for the long-haul transport sector.

"As a testament to our commitment to hydrogen technology, FPT Industrial and IVECO are participating in H2Haul (European project for the introduction and use of hydrogen trucks for road transport), thus continuing their path to provide zero-emission solutions for heavy applications. This research will provide significant results, paving the way for the development of this type of technology in the near future. We are confident that, thanks to this agreement, we will be able to create a more sustainable future together".



all the necessary precaution measures to ensure the health and safety of the attendees, it has been necessary to reschedule Tyrexpo Asia in Singapore to 17 – 19 November 2021.

Tyrexpo Asia Events Director, Alwin Seow says, “Our ultimate priority is the safety of all exhibitors and visitors attending the event, and this decision has been made after communicating with all stakeholders involved, as our international buyers are 96 percent from overseas. Our exhibitors have also supported the move.”

Postponement Support

Neumáticos Andrés, the largest tire supplier in Spain and Portugal representative, International Department, Ms Liudmyla Ivakhnova says, “Due to the growing impact of COVID-19 in the world, we stand by the organiser’s decision on the postponement, as the later date will boost a higher number of visitors.”

“We are ready to participate in TyreXpo Asia,” stated Tyres Planet SIA, CEO, Mr Kasper Tilcens. “With the new dates in 2021 I believe that this is the best decision for now and will still benefit all attendees in regard to safety.”

Wise Decision

FM Tyres Director – Mr Frank Van Leeuwen added, “We would like to thank the Tarsus Group for their wise decision to move on the TEA to the fourth quarter of 2021. FM Tyres will be there.”

Alwin Seow concludes, “In effect this decision has been driven by the industry’s reaction to COVID 19 and by switching to November 2021 Tyrexpo Asia is ensuring that high quality international buyers and sellers of tyres will be able to close lucrative deals and form new business partnerships at the event after an unprecedented trading year in 2020. We would like to express to all attendees our sincere gratitude for your patience, cooperation and commitment to the event. We look forward to see you on 17 – 19 November 2021 in Singapore.”

For further information regarding the Tyrexpo show series please contact <http://tyrexpoasia.com/about/#contactus>

Tarsus Postpones Tyrexpo Asia Show to November 2021

Covid 19 continues to be a health threat around the world and so the decision has been made to postpone Tyrexpo Asia.

Since acquiring Tyrexpo Asia last year, Tarsus Group has worked hard to revamp this prestigious event in the global tyre market. It has continually looked towards keeping both exhibitors and visitors updated on the ongoing developments leading up to the next show in Singapore in March 2021 at The Marina Bay Sands Expo and Convention Centre.

A Victim of Covid

Unfortunately, as COVID-19 continues to affect promotional business events around the world, and will do so for the foreseeable future, even with taking



The Pay Off for Protecting Our Drivers

We spend a lot of time at work and therefore the space where we perform our duties has to be safe. While that is mandated by law, the question is how far can or should transport companies and truckers go with that on their own?

It says in the official website of "The main strategy of the OSH-MP 2020 (note: Occupational Safety & Health Masterplan 2020) is the inculcation of a Preventive Culture at the workplace." There is no doubt that our truck drivers are exposed to a lot of risks. Take for instance the current pandemic. In this case, transport companies have been quick to react to the threat to the health of not just drivers but also other personnel. Masks, hand sanitizer and electronic, contactless thermometers were swiftly acquired and deployed.

While this may be a current and a very tangible threat at the moment, what about other issues that truckers are faced with on a daily basis? Sunshine for example. It is well recorded that many Australian truckers have suffered from skin cancer on their arms as they are exposed to extended exposure to the harsh sunlight. Have we confidently addressed all possible hazards for our truckers?

Surely, shorts are more comfortable, but long pants might prevent scratches or bruises when loading or unloading. Gloves are a must: wooden splinters may not be a huge issue, but irritating, nonetheless. Safety boots are another item that should be found on every trucker. A safety vest is hopefully never needed, but it should be found in any cabin. What I want to know is this: how many truckers are actually asking for these items in order to ensure that their health is well protected? So far, the official statements I read only seem to hold companies accountable for the provision of a safe workplace. However, wouldn't it also be the responsibility of staff to look out for hazards and to counter them? And how much resistance is there from management to fix things, even if it is as easy as providing earmuffs for noisy job sites.

Stefan Pertz makes the case that the costs to improve the health and safety for truck drivers would mean a positive return for fleet owners.

My workplace is fairly safe I would say. Unless I pierce myself with a pencil, there is very little in the way of hazards. Except for stress perhaps. Should that not also be included in the hazards that truckers should be protected from? When I hear that some jobs require truckers to move goods in the middle of the night, on weekends or during festive seasons, that could add stress. Working under tight deadlines is not something most of us enjoy and if there is too much of it, the effect could be carelessness in other areas. Being responsible for the delivery of food and other essential items during the pandemic must be extremely stressful! With no choice but to move around, the risk of an infection increases and the added expectation to keep the economy going is another stressor. In the defence of transport companies, I would argue that much of the stress is derived from outside factors.

The biggest contributor to a safe workplace might be the latest model truck. This has been recognised by makers of vehicles as they shift more and more tasks away from the driver so that s/he can concentrate on driving, rather than manipulating the controls. The automated gearbox is cited as one of the things that has helped tremendously with the improvement of safety on the road. Modern trucks now have collision warning systems, lane departure warning and other nifty tools that make it safer to move 50 tonnes. Isn't that in line with the idea to have a preventive culture when it comes to safety? Many say we should move to higher engine specs in order to protect the environment. To me, that is a good way to also replace unsafe trucks and put those on the road that not only have the latest engine technology, but safety features too.

Perhaps, if we all took a moment and just looked around to identify possible hazards, we could make the trucking industry much safer. I am sure that in many cases any measures would not be a cost, but investments with solid returns as healthier, safer employees would likely be more productive too. **F**



(Stuttgart / Göppingen) 27 October marked the 70th anniversary of the Unimog take-over by Daimler-Benz AG. The date thus marks the birth of the now legendary Mercedes-Benz Unimog, which has constantly proven its strengths.

Following the greatly successful exhibition of the then revolutionary "Unimog" at the Deutschen Landwirtschaftsgesellschaft (DLG) show that was held in Frankfurt in the summer of 1950, it became clear to the managers at Göppingen-based Boehringer Bros. that it would only be possible to meet the extremely high demand for their Unimog with a vast amount of investment. Plus, engine deliveries from Daimler-Benz were also not entirely guaranteed in view of the company's own capacity requirements during the post-war economic boom. If the engines were to be installed in any vehicle, then it was preferable to Daimler that they would land in their own vehicles.

The engine was the OM 636 diesel engine developed for the Mercedes-Benz 170 D passenger car which was previously supplied to Boehringer for their Unimog 70200 models. For the Unimog, the engine's 38 hp were limited to 25 hp. This successful engine – the first diesel passenger car engine produced following the war – was installed as standard in passenger cars from 1949 to 1963, as well as in the Unimog. Well over 380,000 units of the Unimog have been sold to date and serve to underline its unique position in the international commercial vehicles business. **F**



DHL invests in Largest Distribution Center in Japan

(Singapore) DHL Express will be opening its newest and largest distribution facility in Japan -- the Osaka Distribution Center (ODC) at Sakai city, Osaka-fu. At an investment of JPY 9.9 billion (EUR 79.9 million), the new facility is the largest-ever facility investment that DHL Express has made in Japan.

ODC, with 21,000sqm of floor space, brings together three DHL facilities under one roof -- the Kansai Airport Gateway, Kansai Airport Service Center, and the Osaka Central Service Center. It is equipped with a sophisticated auto-sorting system that increases DHL's shipment processing capacity by more than 50% compared to the previous facility at Kansai International Airport.

"Despite the challenges of the Covid-19 pandemic, Japan's export activity is recovering and the strong sustained growth in e-commerce will increase the demand for faster and more reliable deliveries. We are confident in the economic growth of the country and the ODC will make sure we are well-positioned in the long run to address the increasing demands in e-commerce shipping," said Ken Lee, CEO of DHL Express Asia Pacific.

The ODC brings greater convenience to customers in the Kansai region due to its proximity to downtown Osaka city. In addition to new sorting systems, state-of-the-art x-ray inspection machines have also been added to meet the ever-growing needs of shipment security. Operations at the ODC will cover import and export clearance, bond warehousing, sorting, and distribution.

"The new facility is evidence of DHL's long term commitment to continuously improve service to our customers," said Tony Khan, President and Representative Director of DHL Japan. "While the Covid-19 pandemic creates uncertainty around the world, DHL Express has been essential in connecting people and improving lives." **F**

Tata Motors Supports Vijayawada Municipal Corporation's Mission for Clean-Fuel Vehicles



(Mumbai) Tata Motors has delivered 25 Ace CNG models to Vijayawada Municipal Corporation, to support the corporation's mission of using clean-fuel vehicles for municipal services. The Tata Ace tippers are specially designed for efficient waste collection and are equipped with three cubic metre closed-box tipper. With the high manoeuvrability and fuel efficient 700cc CNG engine, the Tata Ace Gold is the ideal vehicle for the application. The vehicles feature geo-positioning system, public announcement system, wet and dry compartments and close-circuit camera system to further aid the effective operations. The vehicles were procured by the corporation through an open tender, wherein Tata Motors was the top bidder.

Mr. Vinay Pathak, Vice President, Product Line, SCV & PU, Tata Motors, said, "The Tata Ace is a versatile product that caters to a wide variety of applications for private and municipal use. After successfully serving several government bodies, we're delighted to be associated with Vijayawada Municipal Corporation in their quest of efficient solid waste management. Tata Motors is at the forefront of developing innovative solutions for its customers, and we're confident that the Ace Gold will excel their requirement, while being cost effective."

The Tata Ace is available with a wide array of load bodies, including 2, 2.6, 3 and 3.3 cubic metre capacity in open box and closed box variants. It is available in fuel-efficient diesel, petrol and CNG BS6-compliant engine options to reduce the total cost of ownership, with its low maintenance costs and high reliability.

GEODIS Appoints New Regional Managing Director

(Singapore) Twenty-five-year logistics veteran, Eric Herman has joined GEODIS to strengthen the supply chain operator's growth in contract logistics throughout APAC. Eric's extensive logistics experience in supply chain strategy, operations and capacity assessments, as well as network and facility design will support GEODIS' increased focus on Contract Logistics in APAC.

Eric joins GEODIS from CBRE GROUP's Supply Chain Advisory Asia where he was a Senior Consultant. His previous career includes running Puma Energy in Indonesia; leading Contract Logistics & Business Development for CWT Ltd, and various management roles in Maersk. He has a wealth of knowledge and experience from working across many industry verticals.

GEODIS APAC Regional President and CEO, Onno Boots said, "Eric has an in-depth Asia-Pacific market knowledge of e-commerce trends, last-mile networks and next generation warehouse designs. Through his leadership, I see the strengthening of our team's capability and commercial approach. He will lead an accelerated growth strategy, by guiding our investments in Contract Logistics across the Region, expanding GEODIS' footprint and implementing state of the art technology."

"COVID-19 and the recent Regional Comprehensive Economic Partnership trade pact, formalizing the world's biggest trade deal," stated Eric, "will greatly accelerate the need for robust supply chains that connect clients



Eric Herman

across the APAC region and beyond. Clients must adapt to rapid upticks in volumes. Major brands with increasing e-commerce businesses are desperate to retain their market share and get products to their end customers quicker than ever before."

GEODIS has a truly global reach thanks to a direct presence in 67 countries, and a global network spanning 120 countries.



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For more information about Scania Ecolution or any of our wide range of sustainable transport solutions, call **+65 6861 9181**, email **ssgenquiries@scania.com** or visit **www.scania.com.sg**

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