



News December 2005



EVERYONE AT FRAMPTONS WISHES YOU A VERY HAPPY CHRISTMAS AND A PEACEFUL AND PROSPEROUS NEW YEAR

Our Sheep have been unexpectedly adorned with festive gear - raising smiles from everyone who sees them!

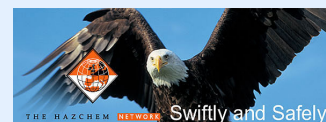
CORNWALL & DEVON - HAZCHEM

In October, Framptons became the Hazardous Network partner for the whole of the South West, with responsibility for all collections and deliveries in EX, PL, TQ, and TR postcodes.

This service is in conjunction with Vallance Storage and Distribution, who are based in Newton Abbot.

Future legislation covering the movement of hazardous freight is likely to be far more stringent, with such goods restricted to transport companies who have the expertise to handle them. We therefore believe that this partnership will be a significant addition to our network distribution capability.

For more information please email: sales@framptons.co.uk



MEETING THE GOVERNMENT

Paul Frampton met the transport minister last month as part of a delegation of hauliers asked to present their views as hands-on hauliers. Among the topics discussed were:

- **Scrapping the Road Transport Directive.**
The legislation has still not been adopted by many other EU countries. It imposes unnecessary restrictions on a vital lifeline for the UK economy and far from improving Health and Safety, it has had the opposite affect.
- **Levelling the Playing Field.**
Foreign vehicles are taking increasingly large slices of the UK haulage market. They arrive full of cheap diesel and pay nothing for the use of our roads. The quantity of fuel brought in should be limited and vignettes introduced until road user charging is available. Allowing foreign hauliers an unfair competitive advantage, has cost UK jobs and compromised service quality.
- **Ensuring Consignor Liability.**
Buyers of transport services should have legal responsibility for what they require hauliers to do. Increasingly business is carried out through IT companies or via internet auctions to secure the lowest possible cost. The sender often fails to check the credentials of the carrier, and the haulier has less protection against

unscrupulous companies evading regulations by giving incorrect information about the goods or demanding impossible transit times.

This was published as a Viewpoint in Motor Transport magazine.

[Read the whole article.](#)

For more information please visit www.framptons.co.uk

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