



Mar-Train Heavy Haulage Ltd

Transport Management Plan

Cleanrath Wind Farm (NORDEX)
NIE-CLDR-01
August 2019



Client:	NORDEX		
Contract:	Cleanrath Wind Farm NIE-CLDR-01		
Title :	TMP 5064		
Document No :	V2	Date: 15/10/2019	
	Name	Signature	Date
Prepared By :	Andrew McCullough		15/10/2019
Reviewed By:	Tim Martin		15/10/2019

Site Details	
Site I.D. NIE-CLDR-01	Site Name: Cleanrath & Derragh Wind Farm
Site Address: Renaniree, Ballingeary, Macroom. Co. Cork	
Date work to be undertaken: Aug - Nov 2019	
Contact Details	
Client contact details: Ben Dowsett 07500 841 832 0161 45 9900	Client HSQE contact details: Stephen Lyons +353 87 4142076 Chris O'Neill + 353 86 6814382
Site contact details: Charlie roper - +353 (0) 87 169 4888 Brian Fallon +353(0) 87 7915471	Site Project Manager details: Eoin Fallon – 00353 86 859 0614
<p>MAR-TRAIN EMERGENCY / OUT OF HOURS CONTACT</p> <p>Contact names and numbers to cover all emergency callouts outside of normal working hours in conjunction with this work.</p> <p>Tim Martin – Managing Director – 07801 131723</p> <p>Sam McKee – Transport Manager- 07841 101541</p> <p>Michael Campbell – Fleet Engineer – 07549 178826</p> <p>Health & Safety / Operations Andrew McCullough 07549 179 127</p> <p>In the event of breakdown assistance or recovery one of the above should be contacted. They will then contact a local firm to assist.</p> <p>For vehicle recovery ; Volvo 24hr Breakdown Assistance: 0800 929292</p> <p>Merc 24hr Breakdown Assistance: 0800800644</p> <p>Scania 24hr Breakdown Assistance: 0800 800660</p> <p>DAF 24hr Breakdown Assistance: 0800919395</p> <p>Bridgestone – 00353 (1) 902 0111</p>	

Emergency Services / Utilities

Hospital – Local Injuries Unit 8:00am to 8:00pm	Bantry General Hospital	999/112 (027) 50133
Hospital – 24hr Emergency Department	Cork University Hospital	999/112 (021) 492 2000
Local Doctor	South Doc	1850 335999
Gardaí	Ballyvourney Garda Station Macroom Garda Station	999 / 112 (026) 45002 (026) 20590
Fire	Macroom Fire Station	999/112
ESB	24 hour Emergency	1850 372999
Water Service	Irish Water	1890 278278
Local Authority	Cork County Council	(021) 427 6891

2. CLIENTS RESPONSIBILITIES & GENERAL CONDITIONS

- Provide comprehensive and accurate details of weight & dimension of the items scheduled to be delivered.
- Provide safe access/egress and traffic management on site for the delivery vehicle, support vehicles and personnel.
- Co-ordinate the site activities of other contractors to facilitate unimpeded access to the working location during the deliveries.
- Ensure the access ground to and from the working location is a suitable level to within the delivery and support vehicle tolerances and capable of withstanding the imposed axle loadings.
- Provide a site specific safety induction for all Mar-Train employees involved in the operation. This induction is to include emergency warning and evacuation procedures.
- Provide suitable welfare facilities.

3. MAR-TRAIN RESPONSIBILITIES & GENERAL CONDITIONS

- Complete and return the special loads application for the deliveries of the wind turbine components.
- Consideration has been taken into account with regard to the highway and local traffic on route to the wind farm.
- The designated route from the port of Ringaskiddy to Cleanrath Wind Farm has had all hazards identified.
- Check route restrictions; height, length, width, bridges, road conditions and allowable loads. All road authorities will be contacted prior to the deliveries taken place.
- Delivery movement times to be confirmed by road traffic department GARDA.
- Special events
- Weather conditions
- Distance to be travelled – driver hours/hours of darkness/day light hours
- Vehicles required for safe trial run to take place.
- Management of incidents and contingency planning
- Escort requirements
- Communications
- Detailed risk assessments covering all hazard
- Control of substances hazardous to health
- Site requirements

- Documentation to be available in vehicle:
 - Site induction
 - Relevant Risk Assessment & method statements signed by the individual driver
 - Drivers licence, permits, insurance papers

The following details will be outlined in the site induction on entering the site:

- Only designated site access routes to be used
- Speed limit on site – 25 km/h / 10km/h depending on location
- Seat belts must be worn at all times whilst driving
- No use of mobile phones while driving
- Use hazard lights and flashing beacons whilst driving on site
- Parking only permitted in the designated areas
- Reverse parking system in operation at site compound.
- Everyone must sign in and out every day at site security when open and in Nordex meeting room.

3.1 LOADED VEHICLE PERMITS

See Attachment ([Attachment movement orders & permits](#))

4. DELIVERIES FROM PORT OF RINGASKIDDY TO SITE.

4.1

- Mar-Train driver will check the vehicle prior to departing Mar-Train yard and complete the weekly inspection sheet ensuring that there are no defects with the vehicle.
- The vehicle will then depart the yard with its required trailer.
- When the driver is at port, the trailer / Clamp will be made ready to receive the required components as per relevant Method statement and Work instruction (if required) once received the component is then secured.
- When all secured and safe to progress, Mar-Train supervisor must ensure that all Staff are happy to proceed.
- Mar-Train staff to read through the method statement and risk assessment to ensure that they are fully aware of their roles and duties. Once read, they will sign the register to acknowledge method statement and risk assessment read and understood.
- All radios must be checked to ensure communication is clear.
- The loaded vehicles to proceed from Ringaskiddy on to the public highway.
- The loaded vehicles to travel to site along the designated route as detailed.
- On arriving to site Mar-Train staff to sign in at security.
- Mar-train staff to be inducted for Cleanrath Wind Farm prior to delivering on site.
- All components will be delivered in the morning to site. Without a designated laydown area off the main site access roads Mar Train convoy will block access & egress to all other traffic.

5 Communications

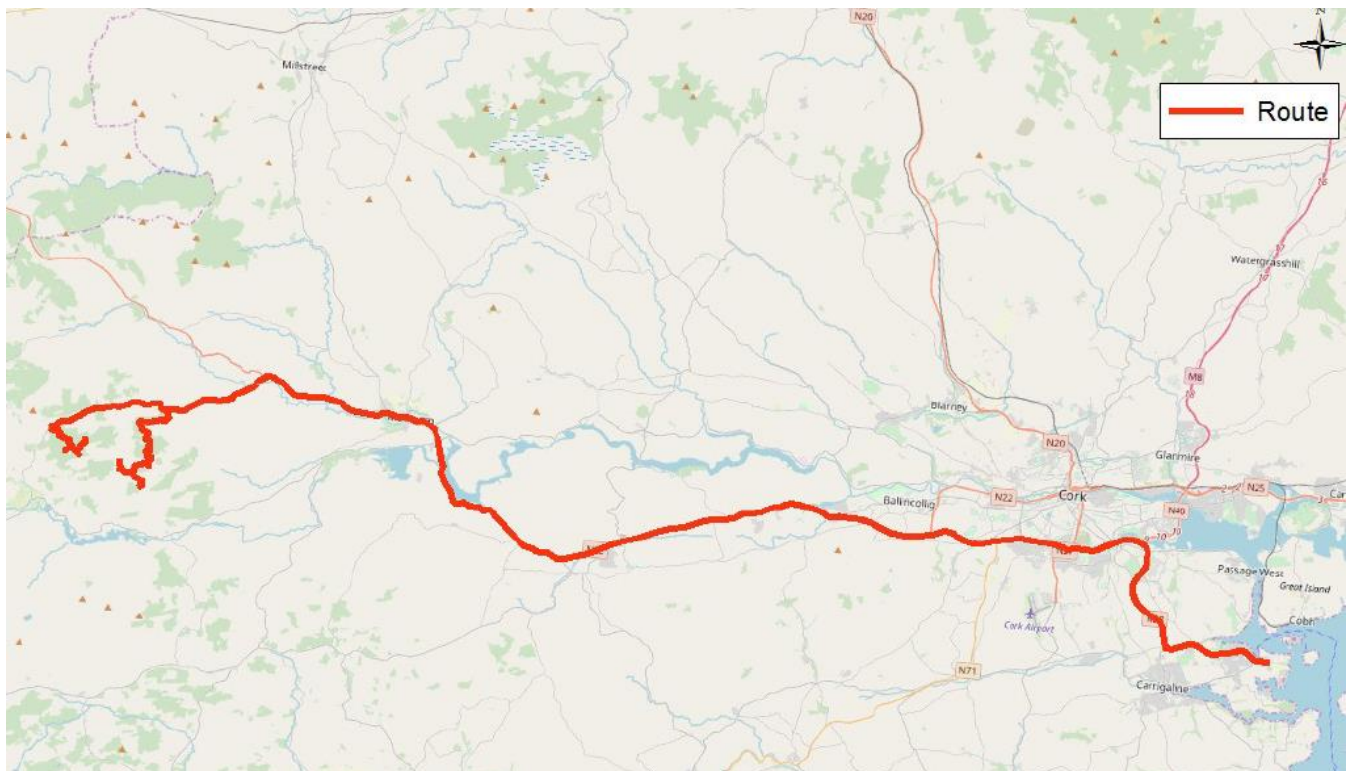
Radios will be supplied by Mar-Train and issued out to the truck / trailer operatives and escort vehicles. Two radios per man. The frequency of the radios must be checked prior to departure from the docks. Radio batteries to be fully charged prior to issue. Spare batteries and a spare radio must be readily available in the event of failure. Persons must not use mobile phones whilst driving vehicles or plant.



6

ROUTE FROM PORT of Ringaskiddy TO SITE:

N28,N40,N22 Left off N22 at Lissacresig to Coolavokig Road



7 ROUTE PINCH POINTS

N22 Macroom
Lissacreig to site.
Gortnabinna
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8 DRIVER'S HOURS AND REST BREAKS:

We will adhere to the Driver's Hours Regulation (EC) No: 561/2006

S.I. No. 36/2012 – European Communities (Road Transport) (Organisation of Working Time of Persons Performing Mobile Road Transport Activities) Regulations 2012 – Rules on Drivers hours and tachographs – UK and Europe, any vehicle carrying an abnormal load under Special Types regulations is permitted to exceed the rules to ensure the safety of persons, vehicle or load. – see below:

Unforeseen

*Provided that road safety is not jeopardized, and to enable a driver to reach a **suitable stopping place**, a departure from the EU rules may be permitted to the extent necessary to ensure the safety of persons, the vehicle or its load. Drivers must note all the reasons for doing so on the back of their tachograph record sheets (if using an analogue tachograph) or on a printout or temporary sheet (if using a digital tachograph) at the latest on reaching the suitable stopping place (see relevant sections covering manual entries). Repeated and regular occurrences, however, might indicate to enforcement officers that employers were not in fact scheduling work to enable compliance with the applicable rules.*

Events

*A judgment by the European Court of Justice dated 9 November 1995 provides a useful guide to how this provision should be interpreted. It can apply only in cases where it unexpectedly becomes impossible to comply with the rules on drivers' hours during the course of a journey. In other words, planned breaches of the rules are not allowed. This means that when an unforeseen event occurs, it would be for the driver to decide whether it was necessary to depart from the rules. In doing so, a driver would have to take into account the need to ensure road safety in the process (e.g. when driving a vehicle carrying an abnormal load under the **Special Types** regulations) and any instruction that may be given by an enforcement officer (e.g. when under Strathclyde police escort).*

Some examples of such events are delays caused by severe weather, road traffic accidents, mechanical breakdowns, interruptions of ferry services and any event that causes or is likely to cause danger to the life or health of people or animals. Note that this concession only allows for drivers to reach a suitable stopping place, not necessarily to complete their planned journey. Drivers and operators would be expected to reschedule any disrupted work to remain in compliance with the EU rules

9 Convoy Sequence

Towers / Blades Nacelle & Delta Hub move, (under Garda & escort)

- Prior to the vehicle setting off, drivers must carry out daily check sheet to ensure that all lights are working and that the vehicle is fit for the road.
- Drivers, steersmen and escort drivers to discuss route and any issues these have.(Toolbox talk)
- At the agreed time GARDA will arrive and they are to be given a two way radio and this is checked to ensure lead driver can hear him / her clearly.
- Convoy to leave port 22.00hrs Convoy plan please see below.
- Convoy then proceeds to site ETA 02.00am

Convoy Sequence (4 loaded vehicles per convoy)

GARDA / lead the convoy and provide traffic management.

1st Mar Train Escort vehicle
2nd Loaded vehicle (heaviest)
3rd Mar Train escort
4th Loaded vehicle
5th Escort vehicle
6th Loaded vehicle
7th Escort Vehicle
8th Loaded Vehicle
9th Mar Train Escort vehicle

GARDA/ control vehicle

Drive-Train, (self-escort TBC)

- Prior to the vehicle setting off, drivers must carry out daily check sheet to ensure that all lights are working and that the vehicle is fit for the road.
- Drivers, steersmen and escort drivers to discuss route and any issues these have.
- **Convoy to leave Port under self-escort**
- Convoy plan please see below
- **Convoy then proceeds to site.**

Convoy Sequence

1st Mar train escort vehicle will lead the convoy to warn other road users and ensure the route is clear.

Loaded vehicle (heaviest)

2nd Escort vehicle (Mar Train)

GARDA will assess regarding any loads or convoys under self-escort by Mar Train.
All consideration to public safety will have been given and if deemed safe to do so the Mar Train team can self-escort on the pre-determined route as per the abnormal load permit.

10 TRAFFIC MANAGEMENT PLAN FOR PUBLIC HIGHWAY

Roles and responsibilities –

Mar Train escort vehicle

The role of the Mar Train escort vehicle will be to ensure that persons do not overtake the convoy placing other road users at risk.

Mar Train Supervisor.

Team Supervisor Stevie Mather & Niall Harney will act as primary contact for Nordex on site. The supervisor will participate in daily site coordination meetings.

Supervisor is responsible for all Mar Train personnel on site, ensure compliance with PPE and all site rules.

Daily tool box talks and all safety documentation to be held with team supervisor in Nordex meeting room.

Steersman

The role of the steersman is to ensure that the trailer is guided around tight junctions, roundabouts, bridges and other identified hazards as listed in the road survey report. On site all acute manual steering from behind the trailer on foot. Soft steering (minor adjustments to maintain the centre of the road) from the escort vehicle behind.

Loaded Vehicle Driver

The loaded vehicle driver is to ensure that all vehicle checks are carried out in accordance with company procedures. Vehicles must be driven legally and all speed limits are to be adhered to. No persons to use mobile phones whilst driving or carrying out other tasks on the vehicle.

GARDA

The roles of the Garda will be to ensure safe passage of convoys and that the route is safe for both road users and pedestrians.

Street Works:

Removal & reinstatement of street furniture. Mar Train will provide resource for nightly removal and reinstatement of all street furniture as indicated.

11 TRAFFIC MANAGEMENT PLAN FOR SITE

Site Entrance

- Access road from the site entrance to be entirely cleared of ALL parked vehicles, debris etc. Parking area when entering site for drivers to sign in or for induction first time at site.
- Deliveries will arrive to site in the morning 02.00am.
- Abnormal loads do not move on site roads in the dark.
- Lay down area for abnormal loads at site entrance. Abnormal loads must be off public roads before peak traffic. Mar Train convoy will block site roads access & egress to all other traffic while on main haul road.
- The delivery vehicles must not stray off site track or use verges of any tracks.
- NORDEX must ensure that the road surfaces are safe and workable and capable of withstanding our axle loadings as detailed in the specification.
- Drivers must always keep to the centre line of all site tracks at all times. However, when this is not possible, permission must be obtained from the site manager to authorise movement. If the steersman is required for manual steering he must follow **WI 3010**. Soft steering or minor adjustments may be executed from the escort vehicle, all acute manual steering must be on foot.
- All contractors working on site must be informed of the delivery transport to ensure that the site tracks are kept clear. Any oncoming vehicles **MUST** park in passing bays or reverse to allow access of the transport vehicle. The delivery vehicle must **NOT** manoeuvre off the centre of the site track to allow others to pass. Site deliveries in transit block the roads for access / egress to other traffic. Loaded vehicles must not deviate to make room for traffic.
- If a vehicle leaves the site track it must stop immediately and report the incident to the site manager **Charlie Roper 00353 87 169 4888** so an assessment of the situation can be carried out before any further action is taken to return the vehicle onto the track.
- Vehicle must stay on site track roads, bound or unbound. Site track edges must be clearly marked.
- Where vehicles have to reverse then a competent banksman must assist.
- Speed limit through the estate is 25kmph. This may be reduced to 10kmph in key areas.

- NORDEX site management to manage traffic from site when Mar-Train convoy on approach. Mar Train convoy to inform NORDEX site contact prior to arrival. Confirmation by COB that day that a convoy will depart Ringaskiddy that evening, ETA Cleanrath or Derragh by 02.00am
- In the event of storm conditions and off-loading suspended on site, Mar-Train will park the first vehicle on the hardstand / compound. An inspection of the ground conditions required and to be agreed with NORDEX contacts before parking up.
- All site rules set out in Nordex document G0109P1EU01F09

Trailer Steersmen / Escort Drivers

Steersmen /Escort drivers will support the convoy from port of origin to site destination.

The escorts will participate in all TBT and be aware of potential risks on route to site.

Using two way radios the escort remains in contact with drivers and confirming position and safe clearance on the road.

Maintaining a safe distance behind the transport the escort driver ensures the load safely navigates the route to site.

When manual steering the escort driver / steersman will follow instructions as per WI 3010.

Escorts drivers comply with PPE requirements.

All escort & steersmen will be inducted by Nordex for site operations.

On site the escort / steersman will have the responsibility to direct site traffic to a safe location and allow access for the delivery.

12 Loaded Dims: To be updated

Copy permits submitted.

Securing Equipment / Accessories

All accessories will be inspected by competent persons prior to use. Only accessories capable of holding down the components will be used.

Chains

Slings

13 EFFECT / IMPACT ON OTHER ROAD USERS

There are a number of areas that will impact other road users during the delivery of the components from harbour / storage area to site. The components will be delivered to site as pre instruction by site manager. Deliveries are scheduled to coincide with the restriction ref - section 11

14 TRAFFIC CONDITIONS

Prior to the load departing from the port at Ringaskiddy, checks must be carried out on the public highway to ensure that the route is clear and that there are no additional hazards that have not already been highlighted in the Traffic Management Plan.

15 SPECIAL EVENTS

Roads department to ensure that there are no planned demonstrations, security issues, accidents, road works etc. Any findings will be communicated to all personnel involved in the transportation of the components.

Mar Train communicate with Cork County Roads Forum and detail all scheduled convoys, weekly planner submitted Thursday for the following week. The Forum includes County Council, Roads & Civil Contractors Cork City & County Garda.

16

WEATHER CONDITIONS

Public highway

All loads to be transported during off peak times the load must not be moved on the public highway where visibility is impaired by mist or fog as this will prevent other road users from having clear vision of the load.

Site

The delivery must only take place where there is clear visibility of the site track. Where there is heavy rain on the site track, conditions must be assessed by Mar-Train and PC to establish if the site tracks are safe and suitable to allow passage of the transport.

If the site track is slippery, mud, wet, snow or ice the delivery vehicle must not be taken up steep gradients as there is a risk of the vehicle losing traction and slipping down/off the site track

17 VEHICLES REQUIREMENTS / MAINTANENCE FOR SAFE TRANSPORTATION

All Mar-Train vehicles have a regular service and are maintained to a high standard due to the type of work they are used for. Service documentation is available on request. All windows and mirrors must be clean to allow for clear vision at all times. The weekly inspection sheet must be completed each week

Emergency equipment kept in the vehicle to include first aid kit and fire extinguisher.

Escort Vehicles will carry cones, and emergency triangles & beacons.

The GARDA escorting deliveries will also have a provision of lights & cones in case of an emergency.

Driving hours are to be in line with the Road Hauliers Association; max daily working hours break times etc. Daily driving max 9 hours, this can be extended to 10 hours twice a week. Weekly driving is max 56 hour.

Drivers will either stay in their cabs over night or in a hotel where available.

Drivers will have access to welfare facilities on site. All drivers' cabs are equipped with night heaters, fridges, entertainment systems.

Driver to carry out daily checks on the vehicle prior to moving this includes. Lights, tyres, load secure and there is sufficient fuel to carry out the following movement. If the fuel level is deemed too low then the truck will be refuelled prior to movement.

Emergency Procedures.

Fire

If a fire occurs on the vehicle it should be tackled using the on-board fire extinguishers only if the personnel is safe to do so. For serious fires the fire brigade should be called immediately and all personnel should be moved a safe distance away from the fire. Fire procedures for other site fires should be followed as instructed in the PC and NORDEX site induction.

First Aid

First aid boxes will be kept in all Mar-Train vehicles. The NORDEX first aider will be identified at the site induction and first aid will be carried out by the site first aiders. Mar-Train staff are trained in emergency first aid.

Accident / near misses

All accidents and near misses will be reported to the Mar-Train office and NORDEX site manager and entered into the accident book. Mar-Train accidents are to be reported in accordance with MART 03 Accident Reporting and Investigation Procedure.

Spills

Spills should be dealt with as soon as possible. The spill should be contained using spill kits that are kept on the vehicle. Any spills must be reported to Mar-Train Supervisor and the employee accident & incident report form must be completed and issued to Head Office as soon as practicable. The Nordex site managers Stuart Andersen & Karl Browne should be contacted immediately to allow for the correct disposal of used spill kits.

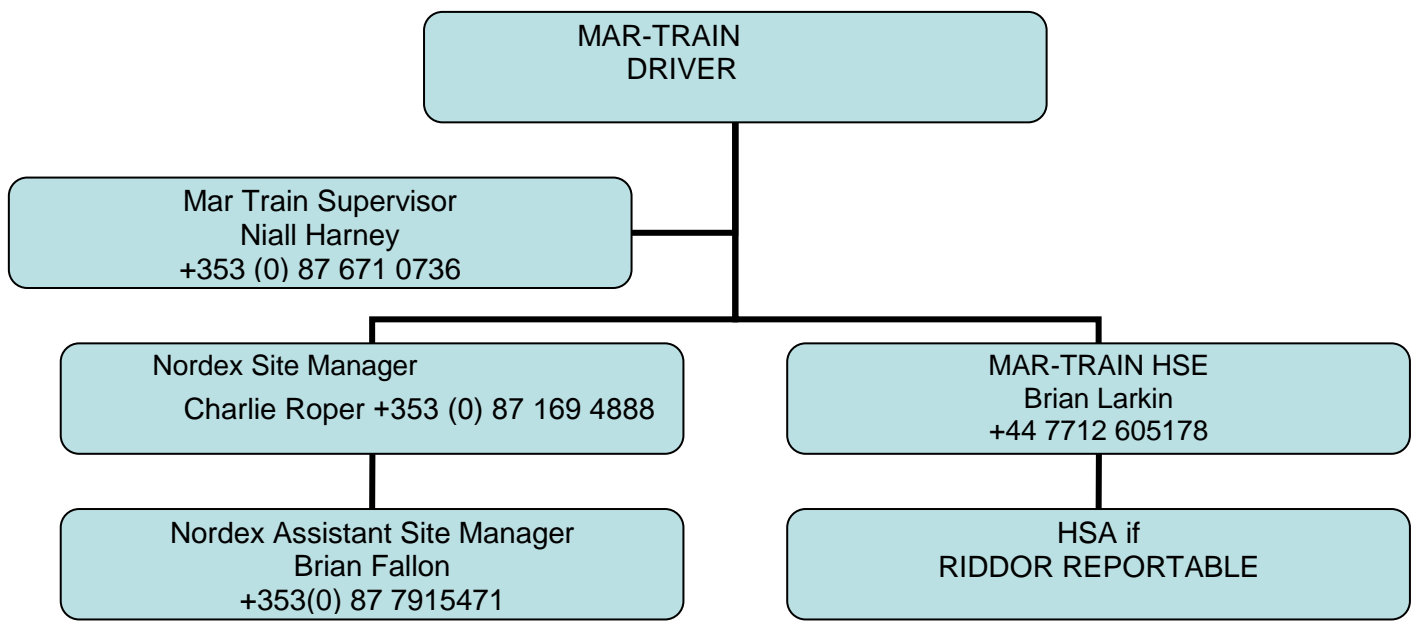
Engine / clutch failure.

In the event of an engine failure, the truck is moved to a safe location on site if it is safe to do so. An 8 metre sling will be used (SWL 57 tonne) to tow the vehicle to a safe location. Mar-train to call out the vehicle recovery as detailed in the Recovery call out section. See Mar-Train Recovery contact numbers above in section 1.

Brake / clutch failure

The wheels of the load vehicle to have suitable timbers placed in front or behind the tires to prevent it from moving. Mar-Train to call out the vehicle recovery as detailed in the Recovery call out section.

INCIDENT CHAIN OF COMMAND – ALL INCIDENTS REPORTABLE WITHIN 30 MINS



INCIDENT/ACCIDENT – Driver's instructions:

- Stop Immediately
- Stay Calm
- Assess the situation
- Call emergency service if required.
- Contact the Mar Train AP Tim Shillington
- AP to inform Nordex Site Manager Charlie Roper / Nick Smith & Mar-Train H&S Advisor immediately.
- Cordon off area (with cones) to make safe
- Wait on instructions from MD Tim Martin

Nordex Emergency contact details

Local Addresses / contact numbers are for information; always dial 112 or 999 in an emergency.

Nordex – Emergency Contact Details		
On site	Name	Contact Number
Site Manager:	Charlie Roper	+353 (0)87 1694888
Assistant Site Manager:	Brian Fallon	+353 (0)87 7915471
Site Safety Manager:	Chris O'Neill	+353 (0) 86 6814382
Off Site	Name	Contact Number
Project Manager:	Eoin Fallon	+353 (0)86 8590614
HSE Manager:	Stephen Lyons	+353 8741 420 76

First Aiders / Emergency Response Team – Contact Details		
Company	Name	Contact Number
Nordex	Charlie Roper	+353 (0)87 1694888
Nordex	Chris O'Neill	+353 (0) 86 6814382

NORDEX EMERGENCY PHONE NUMBERS

HSE 24/7 ON-CALL DUTY

Region Europe
Production +491724479354
Service/PM/Office +491749249579

Region Asia
+8613911701057

Region USA
+13124027655

**Technical emergency on or by
NORDEX Wind Energy Turbines
+49 381 6663 3727**

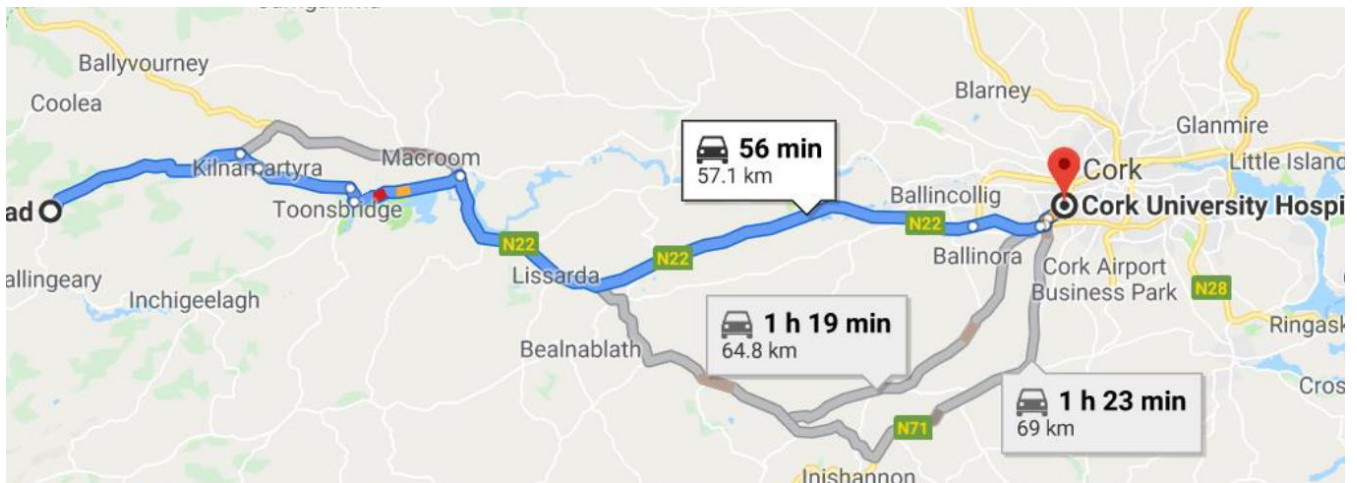
Local Hospital.

24hr A&E Department

Cork University Hospital:

57km from site, 56 minutes from site.

Bishopstown Road, Cork

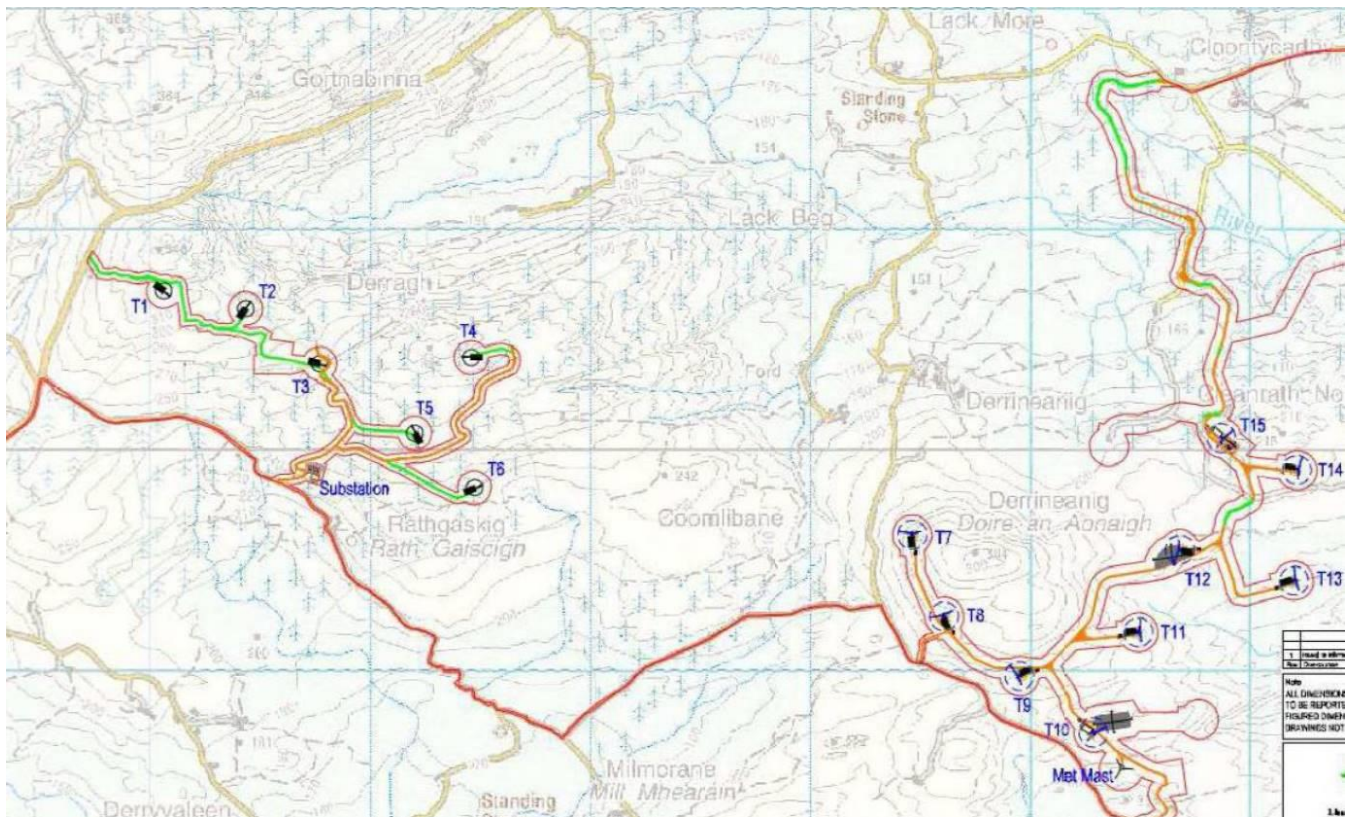


Directions from Cleanrath Wind Farm:

- L3402 and R584 to N22
- N22 to Cork
- N40 exit
- Bandon Rd Roundabout, 1st exit Bandon Rd
- Continue Bishopstown Rd
- Left on Cardinal Way
- Cork University Hospital

19 Site map with turbine locations

Site Map.



20 CONTACT NUMBERS – MAR- TRAIN HEAVY HAULAGE LTD

Registrations	Driver names	Mobile numbers
T7 MHH	Brian Lemon	07392 082 633
T10 MHH	Garth Massey	07742 776 863
T8 MHH	Scott McAleer	07392 082 650
T12 MHH		07392 082 652
T14 MHH		07595 754199
T15 MHH	Phillip McCullough	07392 082 639
T16 MHH	Paul Bird	07786 625 076
T18 MHH	Ian McCarthy	07392 082 656
T19 MHH	William McKibben	07857 408 700
T25 MHH	Francis Ewart	07392 082634
T26 MHH	Damien Sand	07456 864 4848
T27 MHH	Andrew Williams	07775 650 350
T28 MHH	Marc Crawley	07392 082 634
T29 MHH	David Bradford	00353 87169 7901
T44 MHH	Adrian Lunney	07392 082 641
T55 MHH	Wayne Lough	07510 090 703
X11 MHH	Brian Lynam	07392 082 658
T500 MHH	Niall Harney	07393 769 548
09D123720	PJ Monaghan	07841 057 030
09 L 6111	Paddy McGilloway	07394 235 115
KU69 NFL	David Sutherland	07468 563 956
141 L 1674	Mario Gappa	07392 082 632
141 D 31964	Jim Moore	07595 754199
152 C 999	Jamie Delanty 00353871916755	07392 082 638
161 L 5071	Tim Shillington	07460 882 275
161 C 14 111	Micky Hogg	07842 509 471
161 D 38877	James Dunn 07917730680	07392 082 660
162 L 1420	Richard Latimer	07392 082 657
171 L 4272	Philip James	07450 826 119
171 C 900	Richard Munro	07392 082 649
181 L 3974	George Lindsey	07392 082 637
Mechanics		
MA16 OBE	David Gillespie	07764 177454
MJ16 PPK	Michael Campbell	07549 178 826
Escort Vans		
T20 MHH	Mark Lewis 07572603515	07393 769 549
KGZ 4019	David Tate	07549 179 161
161 C 11117	Tim Martin	07801 131 723
151 C 9742	Regan Fenwick	07393 769 549
171 C 10620	Stephen Mather	0772 8330 750
HT 14 CHY		07393 769 550
YG16 BYN	Jonny Crookshanks	07841 101547
BX 14 ARF	William Welsh	07543 352 098

CLIENT: NORDEX	CONTRACT: Cleanrath & Derragh Wind Farm deliveries
DATE: 15/10/2019	LOCATION: ROI

IN THE EVENT OF A ROAD TRAFFIC ACCIDENT:

- Stop immediately.
- Stay Calm, no matter who was at fault – do not become aggressive.
- Assess the situation and phone the head office – if necessary call an ambulance.
- Keep your vehicle as near to the point of impact as possible.
- Give on demand, your name, company name, address and insurance details.
- You may be requested to make a statement to the police– you are not obliged to do so and should take advice before making any statement.
- If it is necessary and if it is safe to do so, take measurements and sketch the scene before moving your vehicle.
- Do not drive your vehicle unless you are absolutely sure it is safe to do so.
- Do not admit liability.
- Complete an insurance accident form including a full and detailed account of the accident and return to the health and safety co-ordinator – Andrew McCullough.

IN THE EVENT OF A BREAKDOWN OR TRANSIT INCIDENT:

- Stop immediately and park your vehicle safely if possible.
- Use hazard lights and red triangles to warn other road users.
- Assess the situation and report the incident to the head office – if necessary first call an ambulance in the event of injured personnel.
- Depending on the nature of the breakdown/incident, you will be instructed by a member of the transport staff on how to proceed.
- Do not drive your vehicle unless you are absolutely sure it is safe to do so.
- In the event of a transit incident, make a full and detailed account of the incident and return to the health and safety co-ordinator – Andrew McCullough.

EMERGENCY CONTACT NUMBERS:

Head office: +44(0)28 92 639499
Mechanic- Michael Campbell: +44(0)7549 178826

Volvo 24hr Breakdown Assistance: 0800 929292
Scania 24hr Breakdown Assistance: 0800 800660
Merc 24hr Breakdown Assistance: 0800 800644
DAF 24hr Breakdown Assistance: 0800 919395

24hrs Breakdown Assistance: 0800 0133456
Bridgestone: 00353 (1) 902 0111
Member 1856 PIN 8241

Comments/additional changes not covered in this document:

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