



## Andy Eastlake, LowCVP MD Greening our transport: remember what it's all about

Many of you will have noticed that we passed an unwelcome landmark in the last month; carbon dioxide levels in the Earth's atmosphere exceeded 400 parts per million (ppm) for the first time in human existence, according to measurements taken by a US government agency laboratory on Mauna Loa, Hawaii.

Meanwhile, separate reports forecast a dramatic decline in biodiversity if CO<sub>2</sub> emissions are not restrained and a higher than previously predicted sea level rise.

Sometimes we may be prone to forget why we are all working so hard to cut emissions but the latest news provides us with a timely reminder of 'what it's all about'.

The last time CO<sub>2</sub> was regularly above 400ppm was three to five million years ago – before modern humans existed (let alone all the cars and vans we use!). The usual trend seen at the Mauna Loa station, where measurements are regularly taken, is for the CO<sub>2</sub> concentration to rise in winter months and then to fall back as the northern hemisphere growing season kicks in. Forests and other vegetation pull some of the gas out of the atmosphere. This means the number can be expected to decline by a few ppm below 400 in the coming weeks. But the long-term trend is clearly upwards. The brighter news is that researchers say that if global emissions of greenhouse gases are cut rapidly then the impact on biodiversity could be significantly curbed. If global emissions reach their peak in 2016 and temperature rises are held to 2C, then losses could be cut by 60 per cent.

All this provides further evidence that cutting CO<sub>2</sub> emissions as fast as possible is crucial for our future.

We are working hard to reduce the carbon impact from driving cars every day and there is no doubt that currently the greatest opportunity to reduce carbon is through smarter driving, using low carbon vehicles, and lowest carbon fuel. However we must be careful to take a complete picture of the total contribution. For vehicles this is what we call the life cycle impact. While tailpipe CO<sub>2</sub> will be the driver of policy around the world for some years to come, we must start to consider other aspects such as remote CO<sub>2</sub> from energy generation or biofuel crops and the CO<sub>2</sub> absorptive capacity of land resulting from changes in use. Also the carbon generated when making and disposing, or recycling, of vehicles will become increasingly important, as our efforts to reduce carbon deliver cars capable of 50g/km and lower at the tailpipe.

**FURTHER INFORMATION**  
[www.lowcvc.org.uk](http://www.lowcvc.org.uk)

## ALTERNATIVE FUELS

# Launch of Britain's first Bio-LNG filling station

The UK's first open access Bio-LNG filling station, built by Gasrec, is now open following an official launch by Parliamentary Under Secretary for the Department for Transport, Norman Baker MP.

The new facility in Daventry is the first of its kind, with the country's major hauliers including NFT, Kuehne + Nagel, Brit European and Stobarts already on board, along with retailers such as B&Q, Sainsbury's, and Tesco.

Leading to significant cuts in pollution and fuel costs, the Bio-LNG station will allow gas-powered or dual-fuel trucks to use Bio-LNG; and will operate in a similar way to a traditional petrol station.

Bio-LNG is Gasrec's blend of liquefied natural gas (LNG) and liquid biomethane (LBM) – a natural, green source of



renewable energy produced from organic matter such as household food waste.

Compared with pure diesel equivalents, Bio-LNG can cut fuel costs by 20-30 per cent and CO<sub>2</sub> by a minimum of 20 per cent, while delivering a 90 per cent reduction in NOx and particulate matter emissions. Running the UK's HGV fleets on Bio-LNG could cut haulage emissions by up to 65 per cent, according to a report by consultants Ricardo-AEA.

► See page 17 for more information on bio-LNG

## EMISSIONS

# Next Green Car adds new CO<sub>2</sub> measuring tools to website

For each of the 40,000 models on Next Green Car's database, the model information has been updated to include life cycle CO<sub>2</sub> emissions – both from the tailpipe and generated from production of the fuel and vehicle manufacture.

Next Green Car's Green Car Rating (which shows the lifecycle impact of a vehicle's total emissions) has also been broken down further to show a Climate Change Rating (life cycle CO<sub>2</sub> impact) and an Air Quality Rating (life cycle air quality impact).

Next Green Car has also partnered with carbon offsetting

company Autooffsets, to provide website visitors with an integrated carbon-offsetting tool enabling them to drive carbon neutral. Visitors can use the emissions calculator to find emissions for a specific journey and driving style, and then offset either Total CO<sub>2</sub> or Tailpipe CO<sub>2</sub>.

From a cost perspective, Next Green Car now provides vehicle-specific fuel, car tax and company car tax calculators so that website visitors can calculate the real cost of the car purchase and any specific journey.



**READ MORE:**  
[tinyurl.com/lqb8nw7](http://tinyurl.com/lqb8nw7)

## ELECTRIC VEHICLES

# Brits not up for battery leasing

Almost half of Brits would want to buy their car and its battery if they were to buy an electric car (46 per cent), a survey from TheGreenCarWebsite.co.uk suggests. While car makers are increasingly offering a split approach to selling their EVs, where you buy the car and

lease the battery, it seems they could have a fight on their hands as Brits prefer to own their vehicles in their entirety.

Just 21 per cent said they preferred to lease the whole vehicle including its drivetrain, while the split approach was favoured by 33 per cent.