



LowCVP / TfL workshop

Increasing the Market for Low Emission Commercial Vehicle Technology

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Objectives for workshop

1. Bring the stakeholders and issues together
 2. Outline the problem
 3. Highlight previous, current and planned activity
 4. Discuss the detailed projects and evidence needed
 5. Listen to the industry needs
 6. Collaborate between the support initiatives
 7. Identify the Gaps
 8. Define how we proceed
- Increase the market for low emission commercial vehicle technology

The challenges

and some steps we have taken

Air Quality –

PM and NOX emissions
Anti-diesel lobby,
Criticism of Euro emission standards
Clean Air Zones

**EURO VI
(HGV)
CVTF SCHEME**

Climate change –

Carbon reduction,
Methane emissions
Company CSR reporting

**GAS
TRUCKS/
BIOFUELS**

Financial –

Saving costs
Short payback
Incentives/support grants

**PLUG IN
VAN
GRANT**

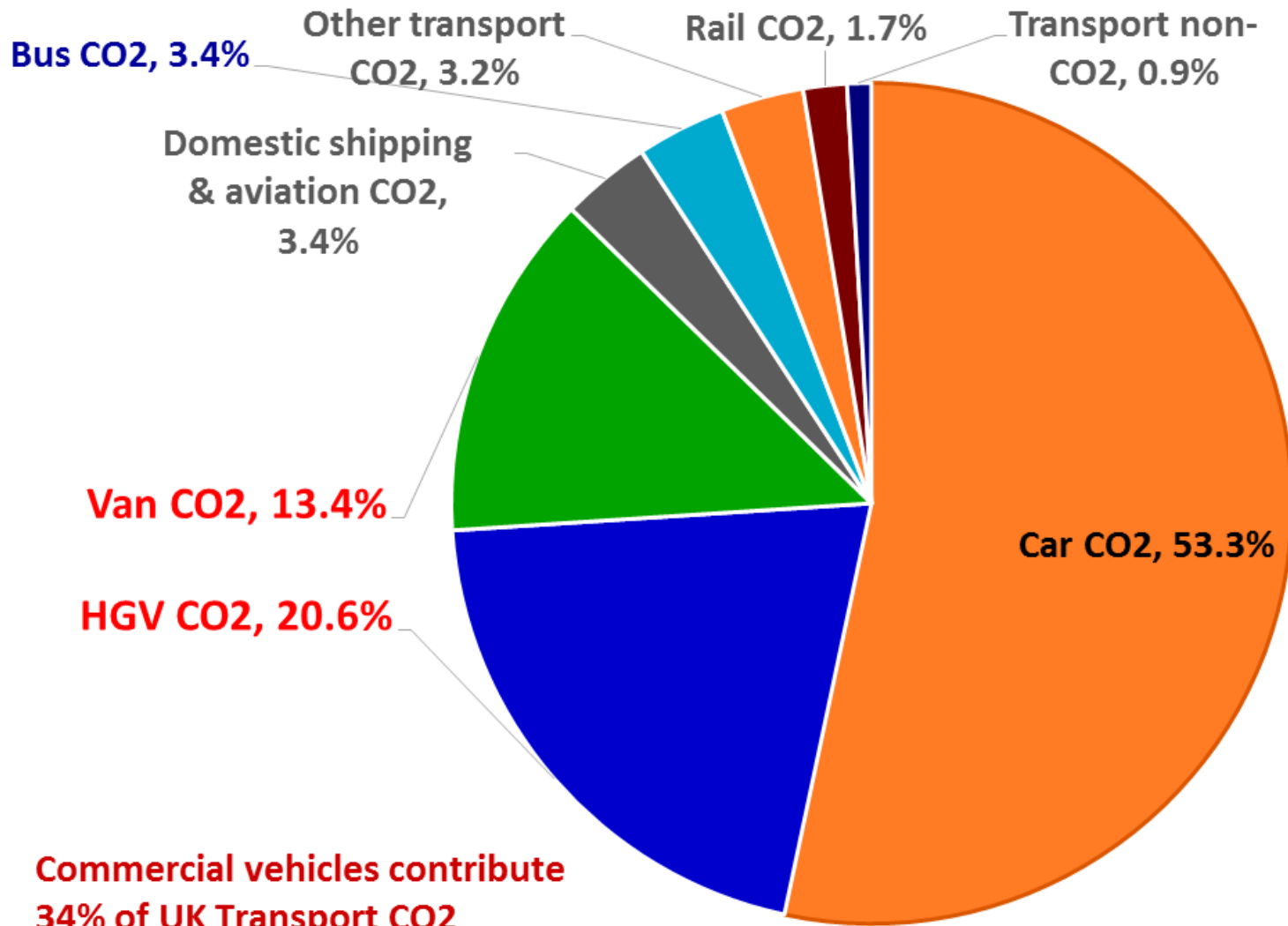
**ROAD GAS
FUEL DUTY
FIXED TO
2024**

Operational –

Licensed Drivers
Fuel station availability
Payload impacts

**GAS
STATIONS
DIRECTIVE
2015/719**

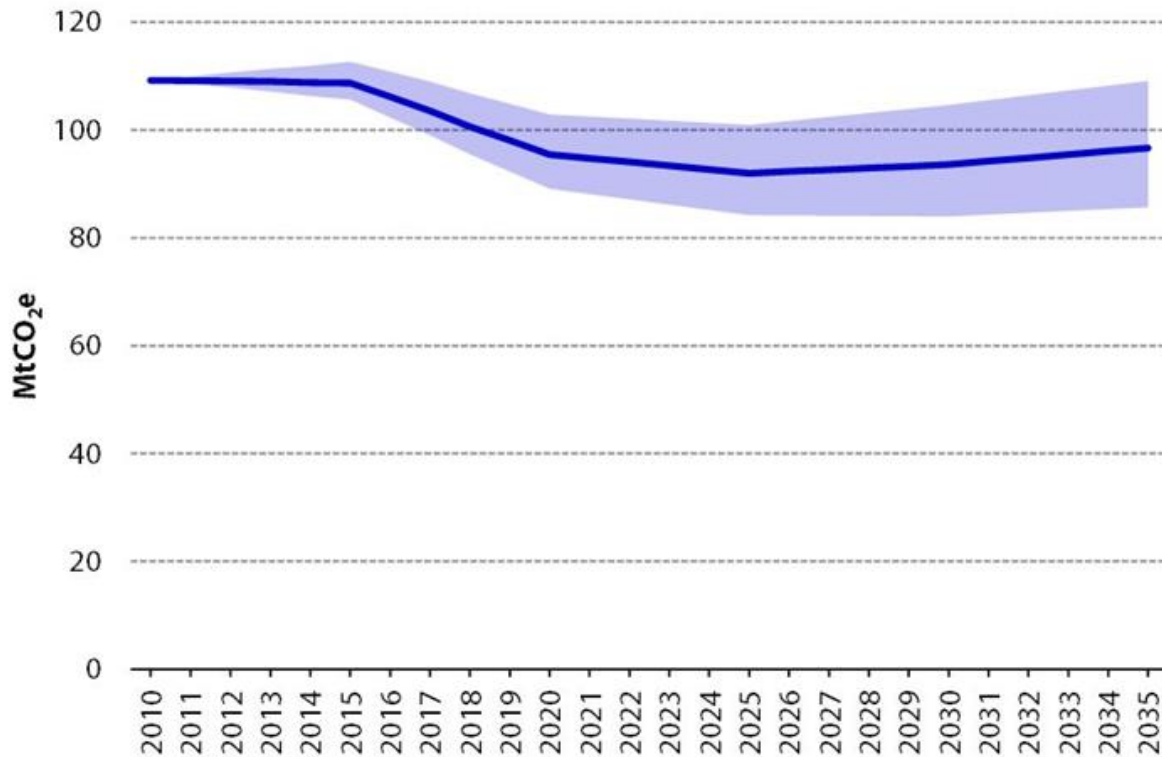
Contribution of commercial vehicles



**Commercial vehicles contribute
34% of UK Transport CO2
10x that of Buses**

CCC projections Nov 2015

Figure 5.7: UK surface transport CO₂, projections under current and planned policies (2010-2035)



Source: DfT projections for CCC (2015); DECC interim projections (October 2015); CCC analysis.

Notes: Road and rail emissions projections were provided by DfT in October 2015. Other surface transport emissions come from DECC interim projections provided in October 2015. The range is estimated by CCC by scaling the uncertainty in emissions due to GDP and fuel prices taken from DfT's Road Traffic Forecasts 2015. This does not include uncertainty over the extent to which policies are successful.

History LowCVP 2007 on

LowCVP working in this area since 2007

Presented reports and proposals to DfT in 2010

2011, LowCVP report on recommendations to accelerate the market for LC HGV

2011 – Ministerial HGV task force called

2012 – OLEV/TSB (Innovate) Low Carbon Truck Trial announced

2012 – LowCVP CVWG disbands to focus on Task force

2012 – LowCVP/TKTN/SMMT report into barriers and opportunities

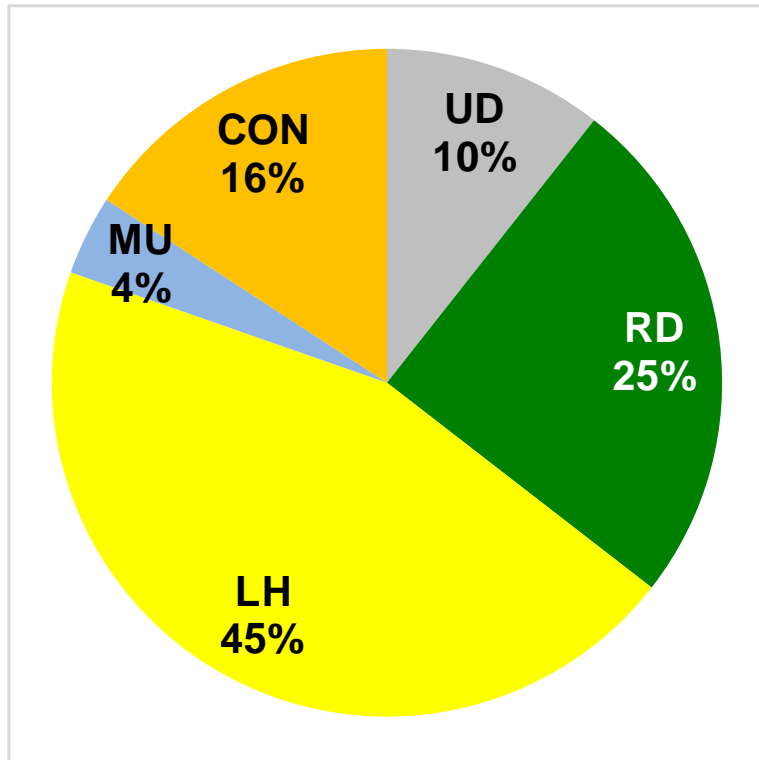
2013 -14 LowCVP members develop HGV Accreditation process

2014/15 – LowCVP/DfT Transport energy task force

2015 – Fuel and infrastructure roadmaps

2015 – LowCVP produce low Emission Van Guide

2012 Study showed 70% carbon from long haul and regional operation



Ranking of duty cycles by CO₂ emissions share:

1. Long haul (44-46 %)
2. Regional Delivery (24-25 %)
3. Construction (15-16 %)
4. Urban Delivery (10-12 %)
5. Municipal Utility (4 %)

The ranges indicate the variation due to low, central and high distance estimates.

Note: UD = urban delivery; RD = regional delivery; LH = long haul; MU= municipal utility; CON= construction.

3 primary options to reduce road freight carbon

❑ **No one technology or fuel will achieve reductions required, but three key areas are:**

❑ **Switching to gas - up to 65 % (biomethane) / 16% (methane) WTW savings**

- Large scale shift to use of gas for HGVs offers

ACTION - Low Carbon Truck Trial and LowCVP Gas Vehicle testing – see later

❑ **Improving aerodynamic efficiency / reducing rolling resistance - up to 10 % savings**

- Long haul and regional delivery vehicles account for

ACTION – LowCVP HGV technology accreditation scheme – see later

- Aerodynamic efficiency and rolling resistance offer carbon savings while reducing overall costs.

❑ **Supporting take-up of hybrid / pure electric vehicles - up to 8 % WTW savings**

- Hybrid / pure electric vehicle technologies particularly suitable for urban delivery and municipal utility.
- Technologies have the potential to reduce lifecycle GHG emissions by 20-50%.
- Also provide additional benefits of lower noise and reduce/eliminate tailpipe pollutants.
- Hybrid technology can also be applied to gas vehicles

Going Forward

New HGV with Euro VI certification delivers very low AQ emissions and should meet any target or zone likely to be imposed

Uptake of existing fuel saving technology (Tyres, Aero etc) is patchy

But – unlike Bus market, there are almost no zero emission solutions and no lower carbon diesel options making headway (Gas options are available)

Vans – will be the last vehicle category to have full Euro 6 with RDE implemented, so AQ question will remain

Plug in Van Grant available but very limited choice and uptake. Lack of range of innovative Van solutions

Much of the UK funding focus to date has been on Cars and Buses.

Clear need to stimulate the market in commercial vehicles across whole range, your support is needed to help define how best this should be done