

CO2 from vans, van selection and future regulation from Europe

Clean Air through Green Fleets

26th March 2009

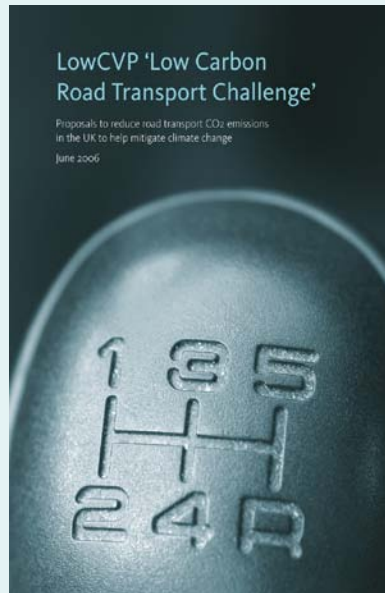
Jonathan Murray

Low Carbon Vehicle Partnership

Low Carbon Vehicle Partnership

Accelerating a sustainable shift to low carbon vehicles and fuels in the UK

Stimulating opportunities for UK businesses



Fuel Economy Low Carbon Car

CO₂ emissions (g/km) (combined cycle)

<100	A
101-120	B
121-150	C
151-180	D
181-210	E
211-240	F
241+	G

B 117 g/km

Fuel cost (estimated) for 12,000 miles: £662
VED for 12 months: £50

Environmental Information

Make/Model: Low Carbon Car Engine Capacity (cc): 1396
Fuel Type: Diesel Transmission: 5 speed manual

Fuel Consumption:

Drive cycle	Litres/100km	Mpg
Urban	5.4	53.3
Extra-urban	3.8	74.2
Combined	4.4	64.2

Carbon dioxide emissions (g/km): 117 g/km
Important note: Some specifications of this model may have lower CO₂ emissions than this. Check with your dealer.

Logos: LowCVP, Department for Transport, VCA

LowC^{VP} marketing challenge

CARS NOT CARBON
A competition to promote a greener motoring marketing

Event outline

Winners to be announced at the LowCVP Annual Conference
28th June 2007
DTI Conference Centre, Westminster

Accelerating the shift to low carbon vehicles and fuels

Logos: energy saving trust, campaign, PR WEEK, Marketing, SHANEPUBLIC, greenTV, UNEP

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LowC^{VP} Accelerating the Shift to Low Carbon Vehicles and Fuels

Home

- About LowCVP
- LowCVP Flywheel Cutting Carbon for Revenue
- News
- Events
- Resource Library
- Members Area
- Contact

Welcome

The Low Carbon Vehicle Partnership is an action and advice group, established in 2005 to take a lead in accelerating the shift to low carbon vehicles and fuels in the UK, to help reduce the UK's greenhouse gas emissions and meet our 2020 targets.

The LowCVP is a partnership between 100 organisations from industry, academia, government, the media, and other stakeholders, all with a common goal of reducing CO₂ emissions from road transport.

Latest news

LowCVP Annual Conference 2007 - [more news](#)

LowCVP Annual Conference 2007 - [more news](#)

The LowCVP Annual Conference 2007 will be held at the DTI Conference Centre, Westminster, London on 28th June 2007. The event will be a day of networking, presentations, and workshops, with a focus on the latest developments in low carbon vehicles and fuels. The event will be free of charge for all members of the LowCVP and open to the public.

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LowCVP Annual Conference 2007 - [more news](#)

Agenda

- ❑ Why action is required to reduce CO2 emissions from light commercial vehicles.
- ❑ Government regulation relating to van CO2 emissions at a European and UK level.
- ❑ Impact of mandatory targets for van CO2 emissions on the UK market?
- ❑ Sources of information available in the UK to make more informed choices on van selection.
- ❑ The scope for reducing fuel consumption and saving money through better van selection.

Vans are an important and growing source of greenhouse gases

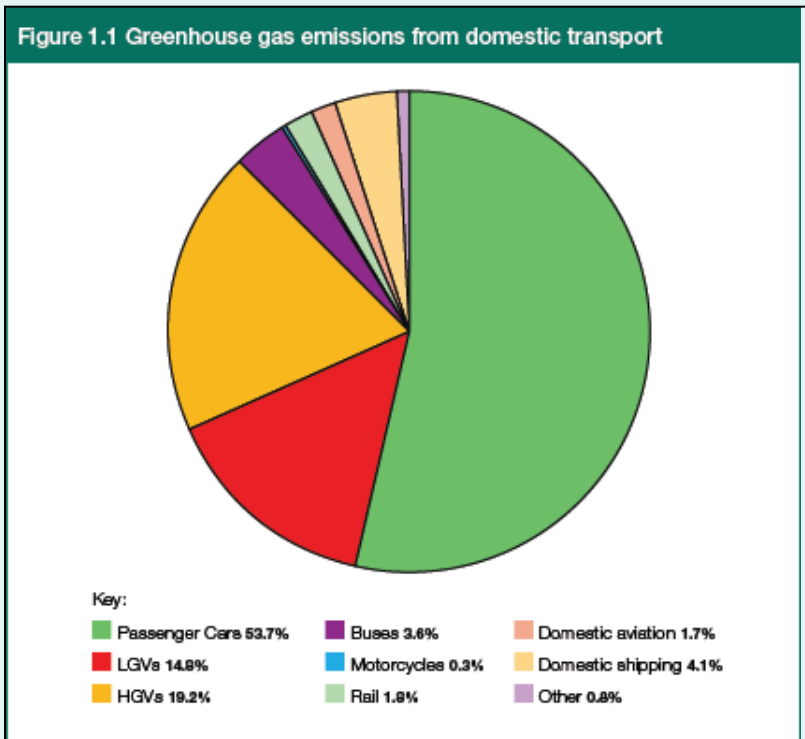
❑ UK committed to reducing CO2 emissions;

- Kyoto target of a 12.5% reduction in CO2 emissions, compared to 1990 levels, by 2012 is legally binding.
- UK Govt's own target of 20% reduction by 2010.

❑ Road transport accounts for 22% of UK carbon dioxide emissions

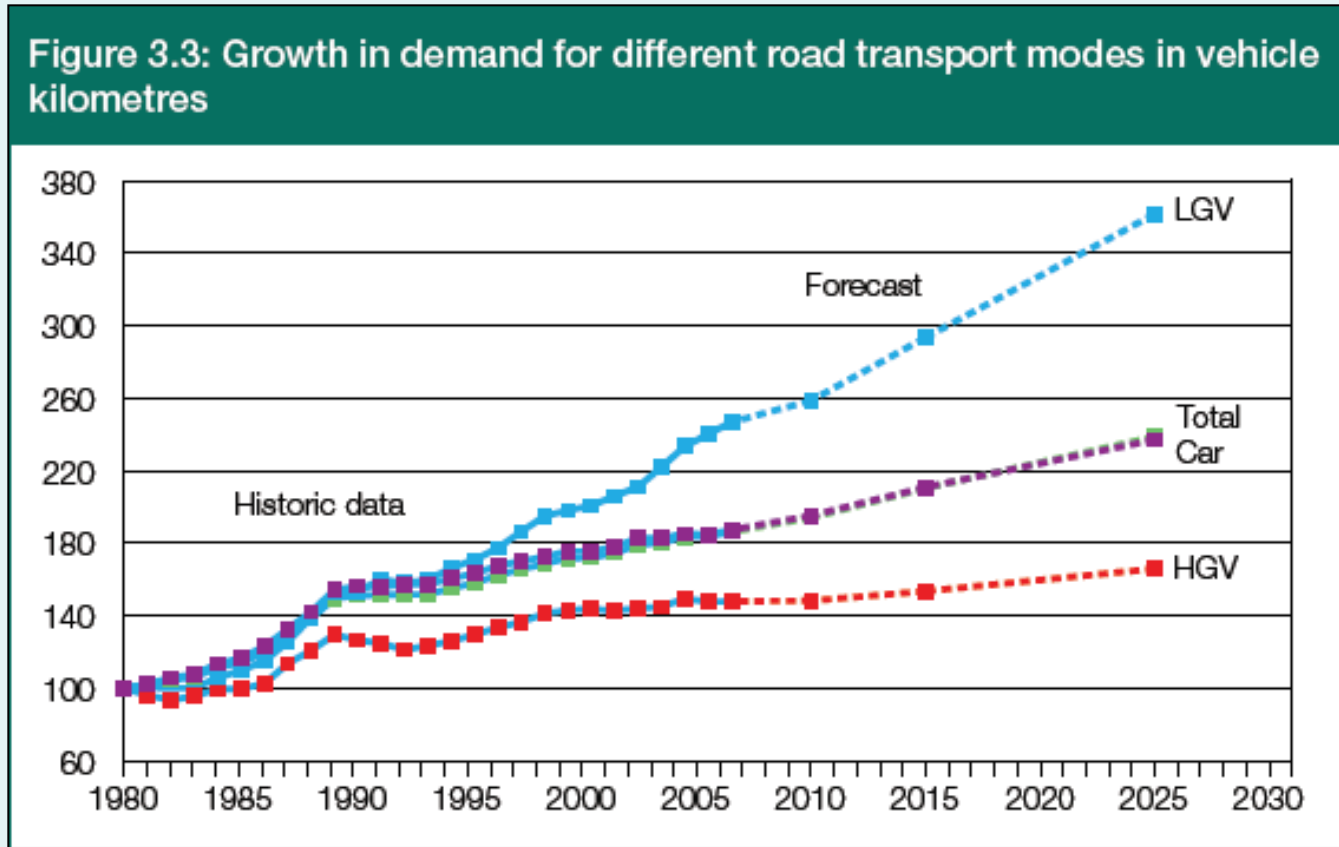
❑ Light goods vehicles account for approximately;

- 14% of road transport CO2 emissions
- 3% of UK total CO2 emissions.



Source: DfT 2008

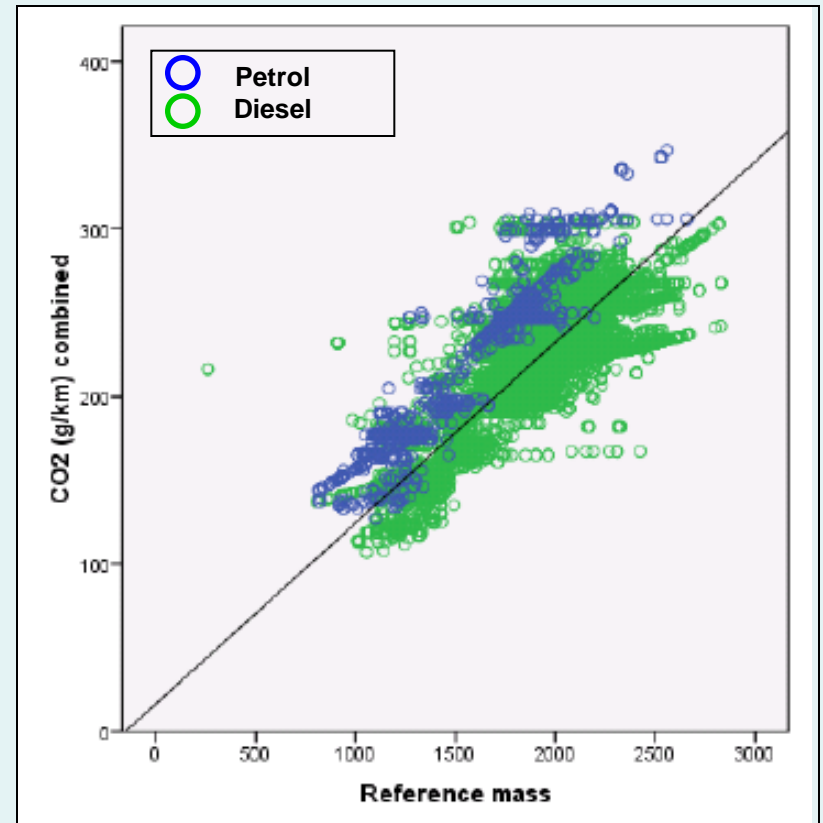
Van usage is out growing other forms of road transport, and is predicted to continue



Source: DfT 2008

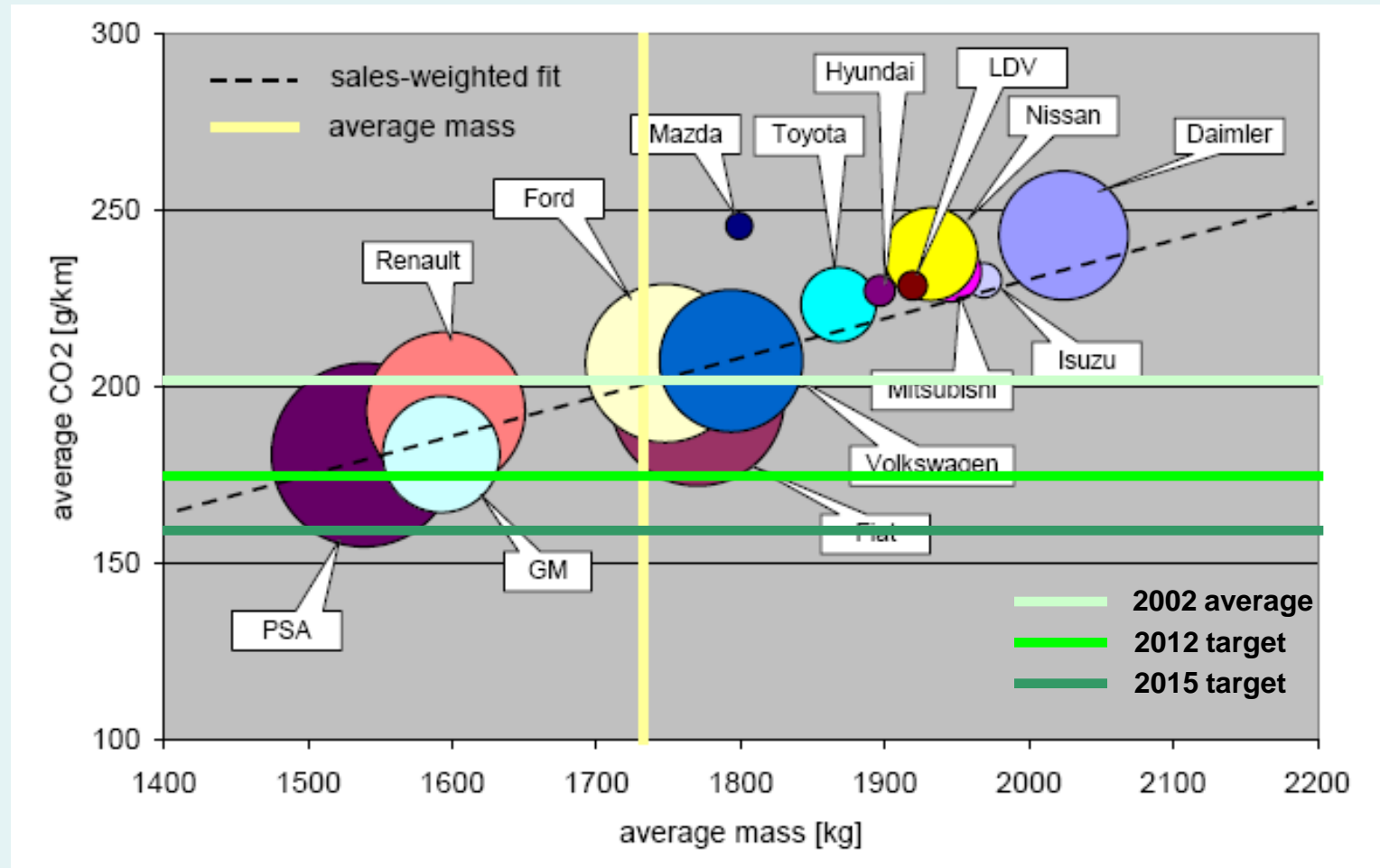
European Commission planning to introduce compulsory CO2 emission targets for LGVs

- ❑ EC has proposed targets to improve average fuel consumption and reduce CO2 emissions for vans.
- ❑ Baseline 2002 average fuel consumption 33mpg and average CO2 emissions 203 g/km
- ❑ Short term target 2012 37.4mpg and 175 g/km by 2012.
- ❑ Medium term target 2015 40.9 mpg and 160 g/km by 2015.
- ❑ The EC is expected to finalise legally-binding CO2 emission and fuel consumption targets for vans by the end of 2009.

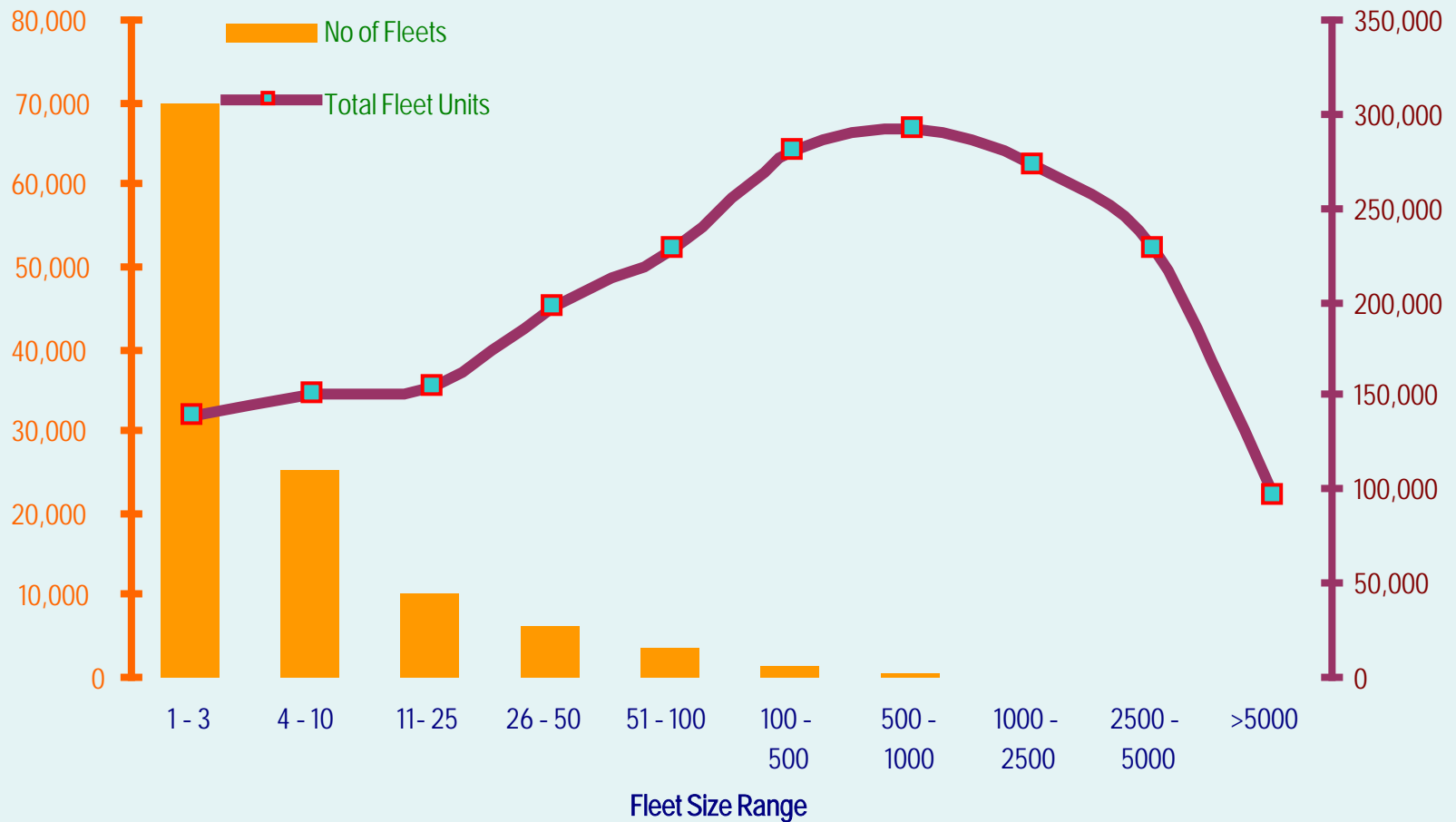


Source: AEA 2008

The target will challenge a number of van manufacturers, initially through sales mix



To achieve reductions in CO2 emissions will require fleets of all sizes to reduce fuel consumption




Fuel consumption has not been an important factor in determining vehicle selection

LowCVP conducted a workshop on van procurement with a variety of van fleet operators in conjunction with the FTA. In order of importance the key attributes influencing vehicle selection were;

- Fit for purpose
- GVW, ULW, Payload, GTW (towing)
- Wheelbase
- Load dimensions – length, width, height
- Load cubic capacity
- Access – door height and width, loading height
- Driver acceptance
- Fuel consumption**


Van CO2 data will be published on the internet from April 2008

- ❑ Since the beginning of 2008, van manufacturers have been required to provide CO2 emissions figures to governments - although not to the public.
- ❑ The Government in conjunction with the SMMT has agreed to publish light commercial vehicle CO2 data – expected April 2008
- ❑ The data will be published by the Vehicle Certification Agency at;
www.vca.gov.uk
- ❑ The SMMT have published a guide to van selection downloadable from:
www.smmt.co.uk



RIGHT VAN MAN

save fuel – save CO₂ – save money

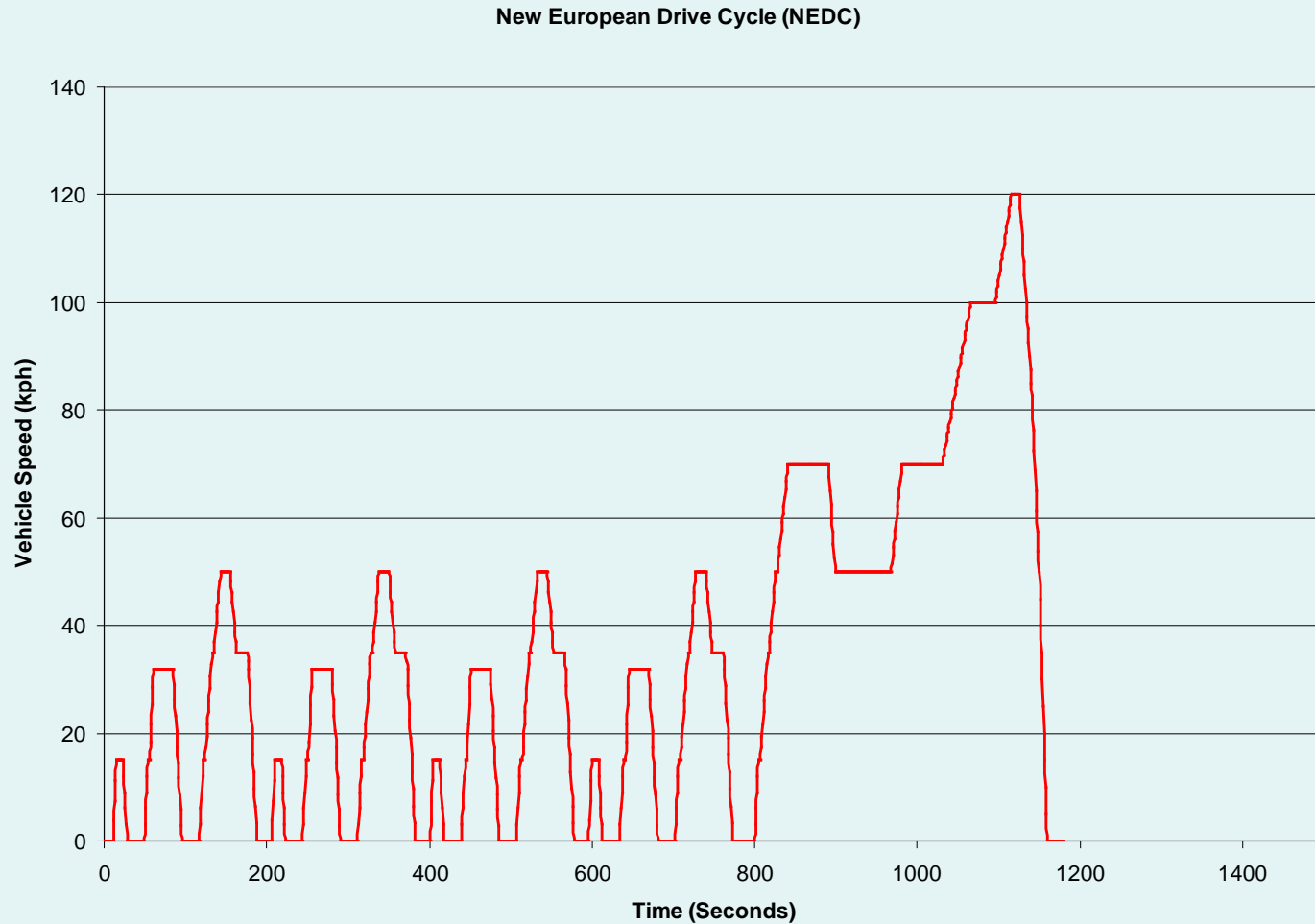


www.vca.gov.uk

SMMT supports
ACT ON CO₂
www.direct.gov.uk/actonCO2

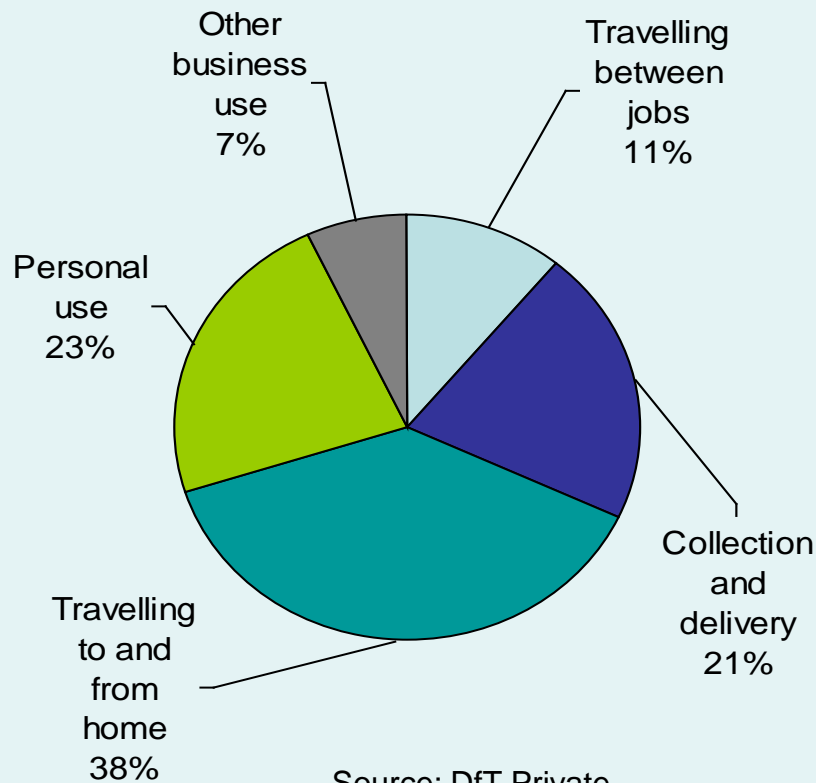
www.smmt.co.uk

NEDC test cycle is highly stylised and was developed for cars, is it appropriate for vans?



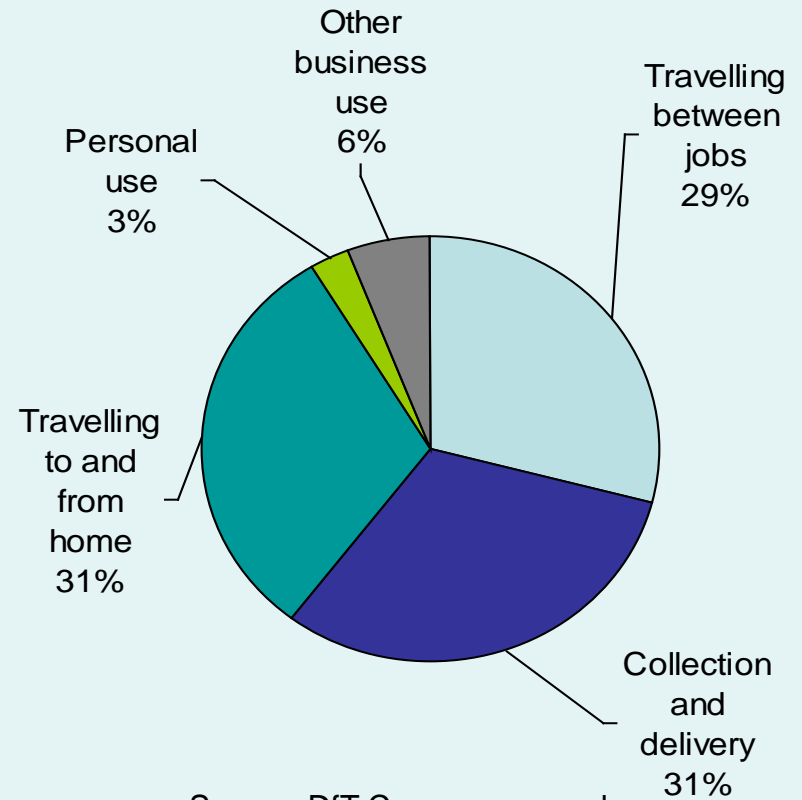
Collection and delivery is a key area where driving patterns differ from cars

Private vans, reason for trips



Source: DfT Private van survey 2003

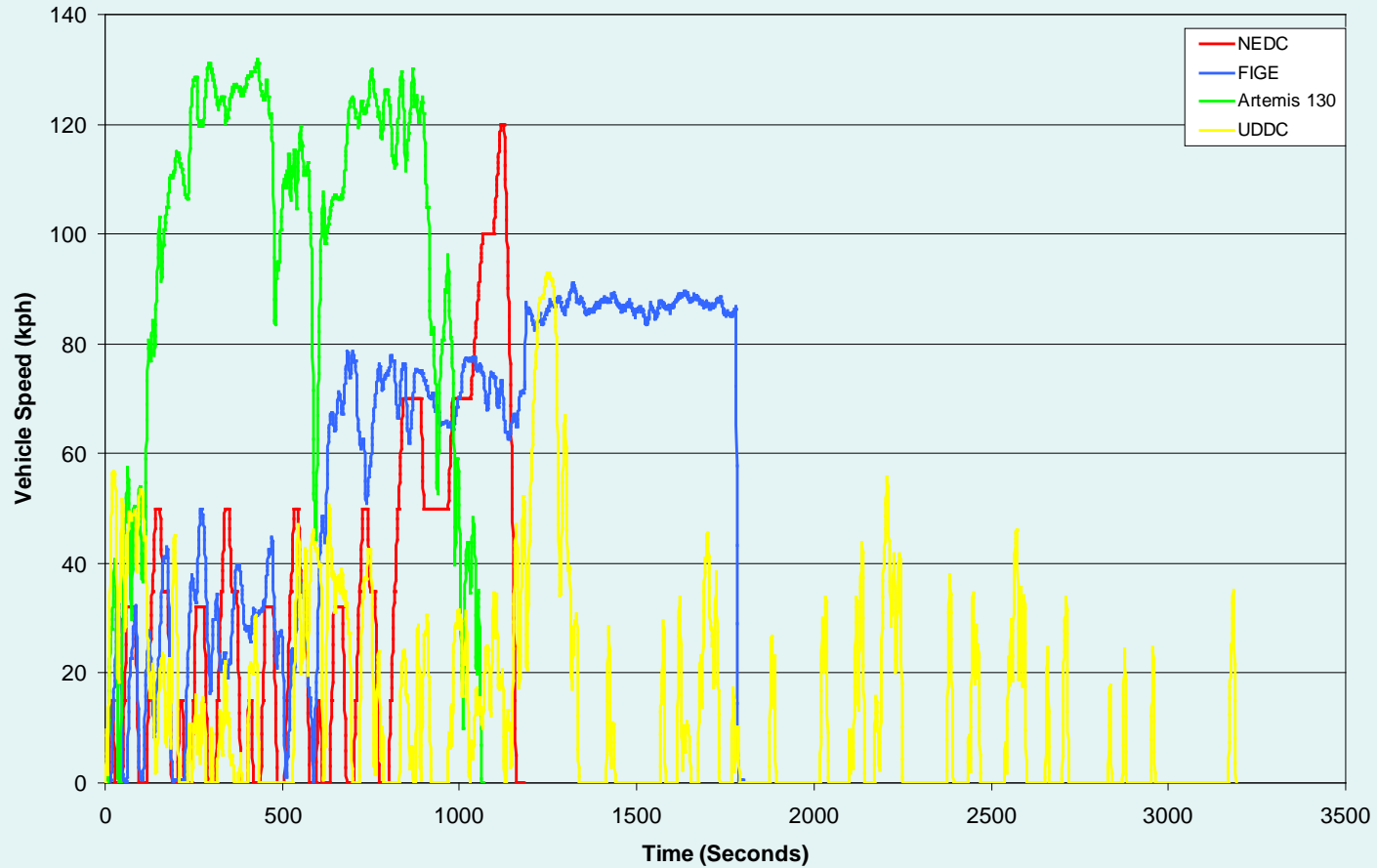
Company vans, reason for trips



Source: DfT Company owned van survey 2004

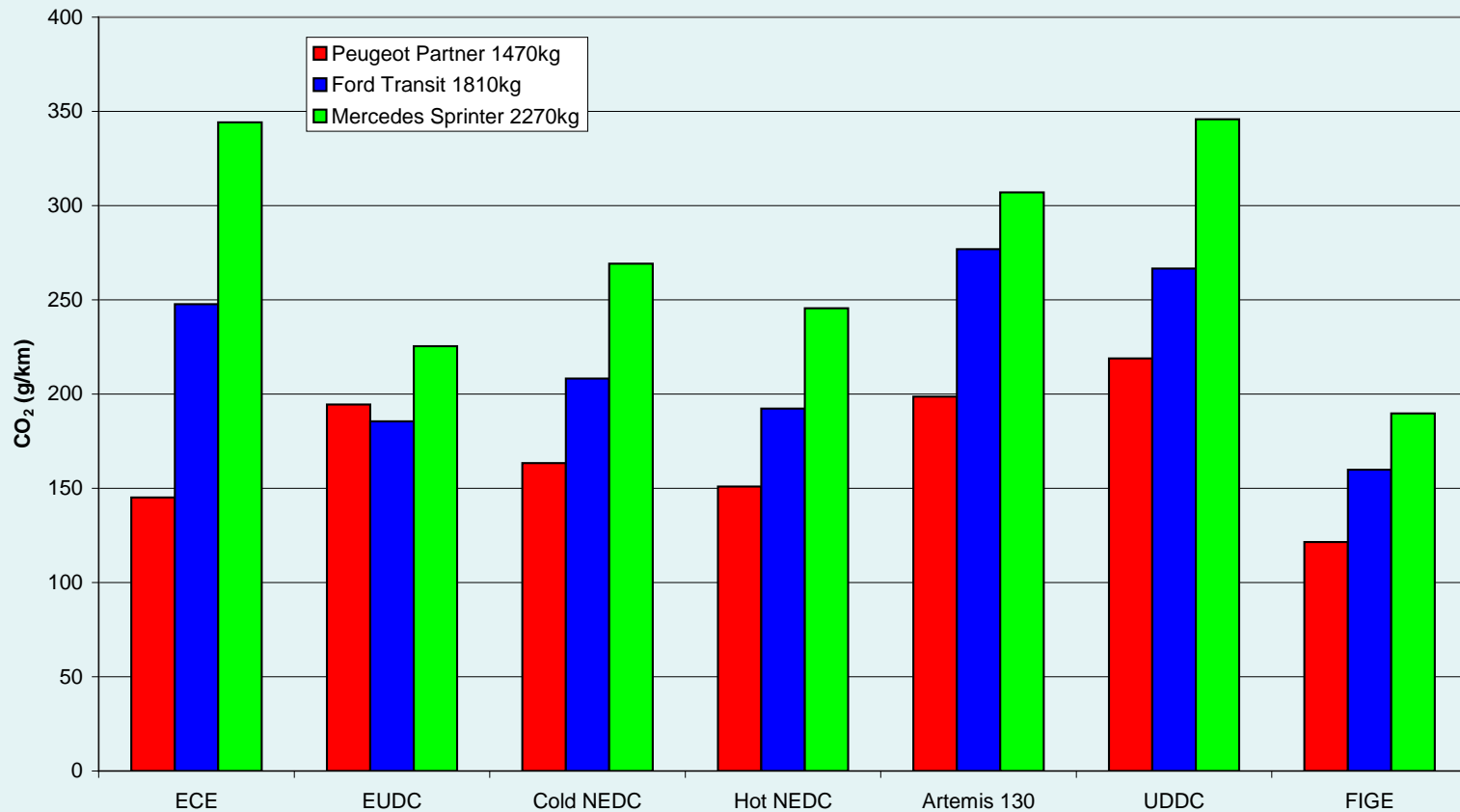
Would a real life test cycle be more appropriate for vans?

Comparison of NEDC, FIGE, Artemis 130 and UDDC Drive Cycles

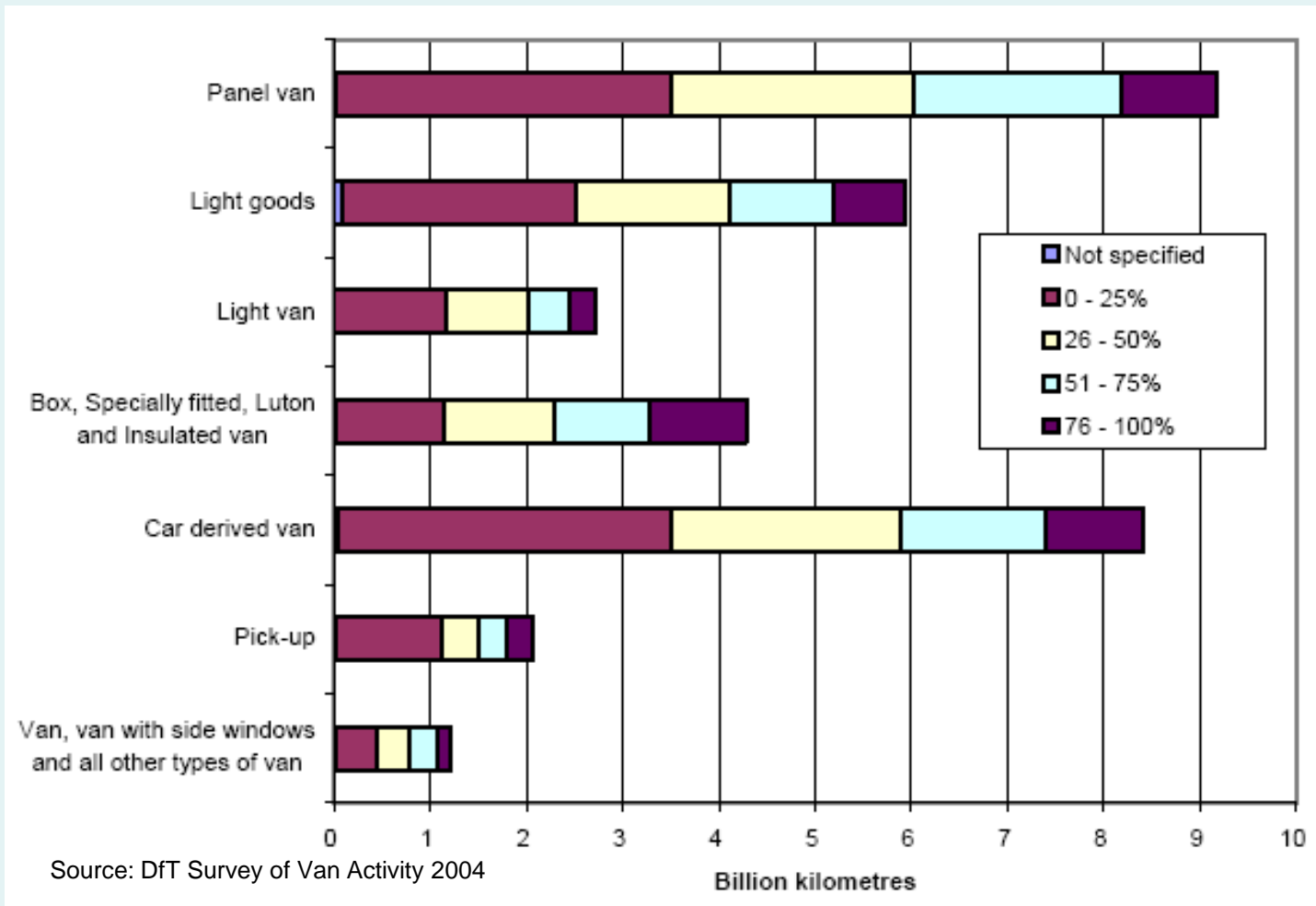


NEDC is not a good predictor of real life fuel consumption or CO2 but is useful for ranking vans

Comparison of Carbon Dioxide over different cycles for a each test vehicle

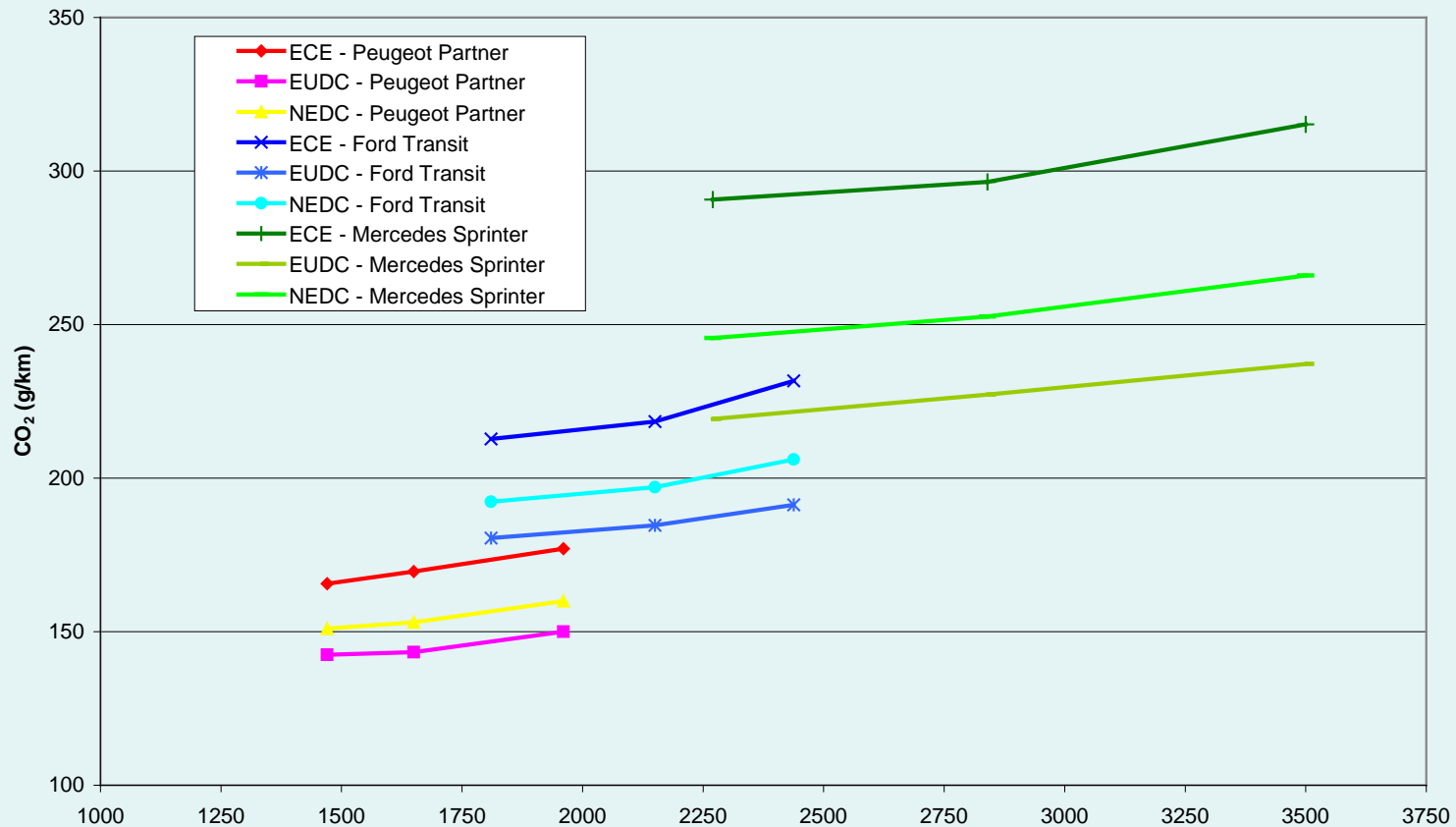


NEDC tests vans with a 25kg payload, does loading the van have an impact?



NEDC remains a good ranking tool.

Comparison of Carbon Dioxide over the NEDC cycle at different test inertias for each vehicle



Summary

- ❑ Light commercial vehicles are a significant and growing source of CO2 emissions and will be subject increasingly to Government regulation in the future.
 - The VCA will publish van CO2 data from the end of April 2009

- ❑ Changes in the sales mix will be the primary means of achieving EC proposed targets for van CO2 in the short term.
 - In the medium term technology will deliver greater reductions

- ❑ Evidence that the provision of CO2 and fuel consumption data will allow improved vehicle selection and fuel savings
 - It's cheaper to run a small van fully loaded than a large van half loaded
 - If your mainly driving on motorways and dual carriageways then a larger engine with overdrive will be a good option
 - If you operate in urban areas choose a smaller engine and consider stop-start options if available

Any Questions?

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The Low Carbon Vehicle Partnership

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