



Low Carbon HGVs: Certification Issues

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Assumptions

- Cost effective technologies exist that can reduce fuel consumption and carbon emissions from HGVs
- Their efficacy varies and depends on duty cycle
- Scope and desire to develop the market exists
- Certification/Accreditation is a potentially useful mechanism to achieve that
- But, the devil is in the detail

Potential benefits



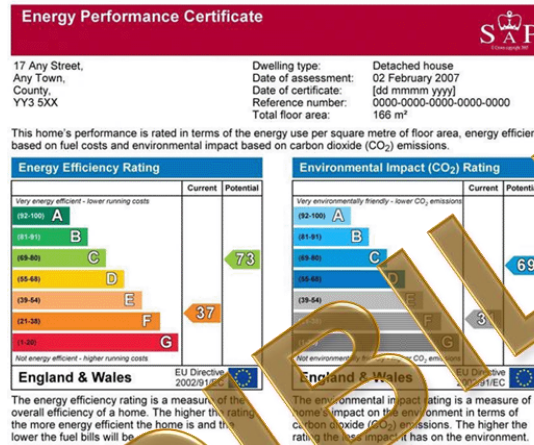
- Cost savings & competitiveness
- Energy security, climate change mitigation



- Source of robust, reliable information for operators
- Mechanism for targeted DfT/Treasury support
- Marketing tool
- Encourage innovation

Scheme elements

What should a scheme include?



Products

- Individual, in combination with other products
- Whole vehicle, fleet

Standards

- Defined test/assessment procedures
- Defined thresholds

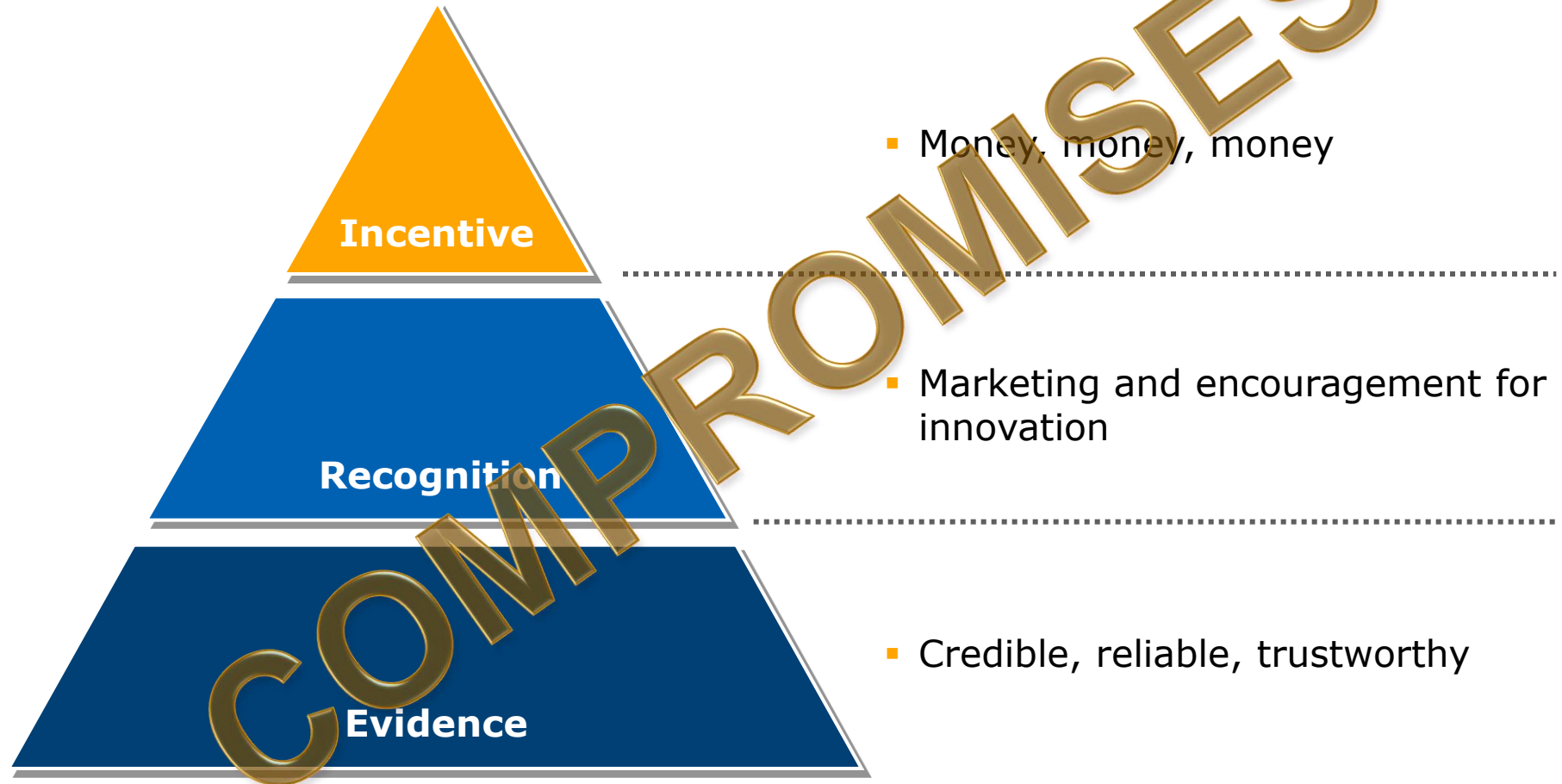
Certification Body

- Co-ordinates and manages
- Maintains database
- Issues certificates

CREDIBILITY

Scheme elements

What should a scheme be all about?



Possible approaches

Striking the right balance



Key issues for discussion

What do you think?

1

- **Is it about money, facts, or gongs?**
 - What should be the major objectives?

2

- **Should we design a bespoke UK scheme, or adapt something that already exists?**
 - Are low carbon HGVs really just like energy efficient washing machines?

3

- **How do we ensure credibility?**
 - What should the rules be, who'd make the best referee?





Thank you

Any questions?

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