

Fuel, emissions and air quality.

We commit and undertake to monitor and minimise where and whenever possible the fuel consumption, fuel emissions and road risk created by the company in all its day-to-day activities with especially emphasis focused on minimising our road risk and pollutions our vehicles make.

Maggie Webb is our Fuel and Emissions and Road Risk champion and working with Lee Smith our Transport Manager, monitors the fuel consumption and emissions, collisions, fixed penalty and penalty charge notices received. Maggie Webb is also our FORS Practitioner.

Driver Training

All our drivers have completed the required Safe Urban Driving training, Low-City E-Learning and the required FORS Bronze E-Learning.

Fuel Efficiency

All our tractor unit vehicles are Euro 6 and ULEZ compliant. Some of our vans are Euro 6 and we are currently restructuring the company and selling off some of our wheeled plant and vans. On completion, the company will be reviewing our vehicle replacement policy and updating as many vehicles as reasonably possible to Euro 6.

The company uses a combination of bunkered fuel and Fuel Card Services. All fuel card activity is available through the My Fleet Hub website. The fuel drawn using the fuel cards is available through this web page.

Distances travelled are available through Verilocation and the FTA Vision tachograph analysis software. Fuel drawn and distance travelled is summarised in various spreadsheets and consolidated for the purpose of this application. The company also calculates the emission produced using a spreadsheet and this is categorised per vehicle type.

We will continue to investigate developments in technology, and should there be a possible alternative method of fuel suitable for our vehicles we will consider this as a possible vehicle type.

Maggie and our Transport Manager, Stewart Grice Lee Smith are actively involved in the reviewing of alternative vehicles required within the company new vehicle acquisition programme and for the foreseeable future we will continue to use diesel powered vehicles and cranes currently on our fleet. As mentioned earlier in this document, the company is currently restructuring and where possible our vehicles will be replaced with vehicles that produce less emissions and we will continue to investigate the alternatives.

In 2016 a government consultation has been undertaken where consideration is being given to increase the load capacity of HGV by 1 tonne to allow for alternative fuel types but unfortunately, this would not be a viable option or solution to using our current diesel fuelled vehicles. Our cranes for example use power take off so this is quite a complicated scenario for when considering alternative vehicles on our fleet.

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The company are following the Low Carbon Vehicle Partnership to ensure that further developments within the industry are identified by us as soon as possible and researched further within the company.



Their Background

The UK Government's 2018 Road-to-Zero Strategy committed to "working with industry to develop an ultra-low emission standard for trucks." The initiative will provide clarity on anticipated emission standards and promote increased R&D and testing of suitable technologies. Establishing a ULET standard may allow for future incentives for the use of, or infrastructure for, cleaner alternatively fuelled HGVs.

Early in 2018, LowCVP was asked by Innovate UK to begin the process of developing a set of whole-vehicle emissions standards for HGVs (building Ultra-Low Emission Bus standards) to act as a benchmark for technology developers and OEMs aiming to have their vehicles recognised as Ultra-Low Emission Trucks (ULETs). The standards could also form the pillar for a subsequent government-incentivised market roll-out. The project will build on this initial set of ideas and principles to finalize a set of proposals for a ULET standard.

Objectives

- Defining an appropriate segmentation of HGV vehicle types
- Defining how the GHG emissions from the existing test cycles should be combined into a single emissions figure for each segment
- Defining an appropriate set of conventional diesel Euro VI baselines
- Establishing an evidence-based set of ULET emissions reduction criteria
- Ensuring appropriate links to existing policy mechanisms, e.g. Plug-In Van Grant
- Ensuring the scheme can encourage a wide range of technologies including those aimed at light-weighting and capacity optimization for trailers.

<https://www.lowcvp.org.uk/projects/commercial-vehicle-working-group/developing-ulet-standards.htm>

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/589349/consultation-on-amendments-to-permissible-vehicle-weights-and-dimensions-summary-of-responses.pdf

https://ec.europa.eu/clima/policies/transport/vehicles/heavy_en

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/739460/road-to-zero.pdf

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