FTA Freight Transport Association

Low Emission and Clean Air Zones

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Context

- Need to improve air quality further, faster
  - Vehicle emissions reduced over last decades and will reduce again

- Transport key to functioning of urban society – freight as well as passenger

- How do we transition to a lower emission world whilst minimising disruption to society?

Cleaner vehicles

Timetable for Commercial Vehicles

- Euro VI for HGVs – from January 2014
- Euro 6 for Vans – from September 2016

SMEs utilise second hand market
- typical starting point: four year old vehicles
- Keep for five years+

Costs

Replacement in	HGV Age	Van Age	Cost per HGV	Cost per Van	HGV no.	Van no.	Total HGV cost	Total Van cost
Jan-19	4	0	£38,579	£25,132	5	5	£192,895	£125,658
Jan-20	4	0	£38,579	£25,132	4	5	£154,316	£125,658
Jan-21	4	4	£38,579	£9,127	3	5	£115,737	£45,636

Cost differential with current business model:

Replacement in	HGV	Van
Jan-19	£164,745	£117,033
Jan-20	£126,166	£117,033
Jan-21	£87,587	£37,011

Additional cost as % turnover:

HGV	Van
94%	156%
72%	156%
50%	49%

Recommendations – non-regulatory

- Combine plans with other priorities:
  - Safety; congestion; active travel
- Manage traffic levels / flow
- Support/encourage out of hours deliveries
- Support for 'beyond Euro VI/6' options
- Support for industry schemes: ECO Stars, LCRS

Recommendations - regulatory

- Decide asap, implement realistically
- Co-ordinate, but target:
    - Target the necessary vehicles
    - Target the necessary geography
- Sunset clauses - for operators as well as residents
- Support for small operators

Observations

- LEZs are limited transitional tool – need fuller CAZ approach
- Zero tailpipe emissions does not solve all problems
- Start now to address other issues – ie congestion, carbon
- Local authorities to identify key target locations; sources of problems; and local interventions
- Combined authorities to take up work as needed, but also look at bigger picture solutions