

# Future Challenges for Fleet Managers

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# Agenda

## Greening the Fleet

- Introducing greener low emission vehicles and developing the necessary infrastructure
- Meeting the requirements of the 2040 no-diesel/petrol

# Who's Driving the Agenda?

- Utilities
- Manufactures
- Politics (2040 Deadline)
- Public

# The UK is banning all new petrol and diesel cars by 2040

New petrol and diesel cars will be banned in the UK from 2040 as part of a government effort to reduce pollution.

Environment Secretary Michael Gove confirmed on 26th July 2017 that vehicles powered solely by fossil fuels will no longer be allowed to be sold after the deadline. The measure was one of several **planned by ministers** in response to a legal ruling by the High Court, which demanded they take further action to improve the country's air quality.

In an interview on the BBC's "Today" programme, Michael Gove confirmed the commitment, which was briefed newspapers.

He said: "The Conservatives had **a manifesto promise** to ensure that by 2050 there would be no diesel or petrol vehicles on our road. Today we're confirming that should mean no new diesel or petrol vehicles by 2040."

He said the ruling will put Britain in "a position of global leadership", alongside the government of France, which announced a similar policy — also with a 2040 deadline — at the beginning of the month.

# Our Involvement

We are currently already (or have been) involved in the following

1. Low Carbon Vehicle Procurement Programme
2. Ultra-Low Emission Vehicle (Ulev) Phase 2 Project
3. West Yorkshire Low Emissions Strategy
4. Fleet Recognition Scheme Eco Stars
5. Gas Infrastructure Feasibility Study (Joulevert)
6. Hydraulic Hybrid Trial (The Low Carbon And Low NOx Solution)
7. Project ZERE – Zero Emission Range Extender for commercial Electric Vehicles (Fuel cell range extended ev van)
8. Go Ultra Low City Bid (Gul).(West Yorkshire Combined Authority Gul City Scheme Screening Phase Application)
9. OLEV FCEV Fleet support Scheme

# Who Should Lead?

## Private Sector or Government Fleets

By Government fleets I am referring to

- Council Fleets
- Councils partners fleets (i.e. YPO fleet)
- Police, Fire, Ambulance Fleets
- Bus Fleets (Arriva, Stagecoach for example)

Also the rail operators running their Diesel powered trains who operate in or go through our towns and cities.

# How far do we go?

- Direct Influence – Fleet
- Indirect Influence – Grey Fleet
- Remote – Taxis
- Very Remote – Suppliers, Industry, Public

# Cost Comparisons Factors

- Location
- Grants / Capital Availability
- Infrastructure
- Maintenance (Inc. Staff Training)
- Running Cost Capture
- Resale Values



# The Sales Pitch

- Greener
- Savings
- The right thing to do - Altruistic

(Altruism or selflessness is the principle or practice of concern for the welfare of others).

# Ability

- Staff
- Location
  - Depots – Start from Home?
  - Charing Bays – Capacity (power & area)
- Time v Fleet turnover (fixed, Modular Batteries **then storage**)
- Fuel Fill Time

# Charging/Fuelling Options

- GAS Station (High Pressure Gas)
- Plug in
- Induction (parking spaces / Electric Roads)
- Pantograph
- Electric Roads

## Other

- Retro fit options including Euro 6 £86.1m for Arriva's London fleet

# Main Available Technologies for Commercials @ October 2017

	Full Electric	Parallel Hybrid	Plug-In Hybrid	Fuel Cell (Hydrogen)	CNG	LNG
Unban						
District	Not recommended					
Regional	Not Viable	Not recommended				
Light Off-Road	Not Viable	Not recommended				
National	Not Viable	Not recommended	Restrictive National Infrastructure	Restrictive National Infrastructure	Restrictive National Infrastructure	
Long Haul	Not Viable	Not recommended	Not recommended	Not recommended	Restrictive National Infrastructure	Restrictive International Infrastructure

# Current state of mind

Low carbon fleet – are we ready for it?



# Future Challenges

