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# LoCITY – Low Emission Commercial Vehicle programme

Tim Ward

Freight and Fleet Communications  
and Engagement Manager  
Transport for London



EVERY JOURNEY MATTERS

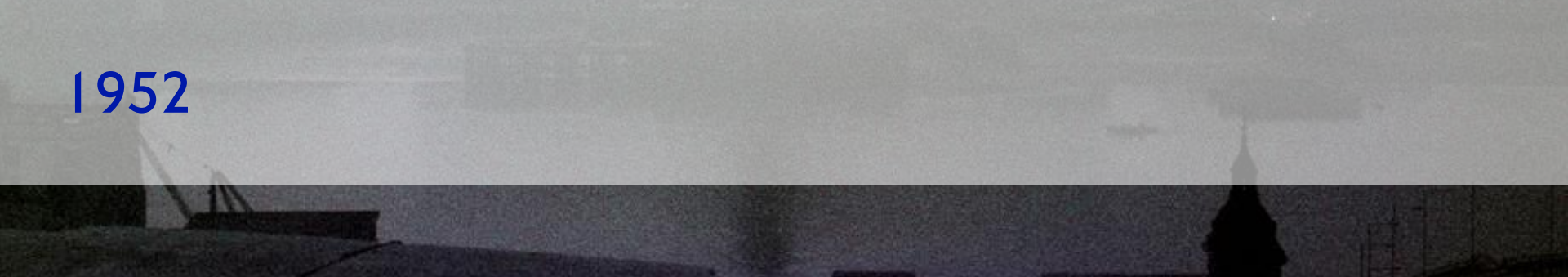


# Context





1952





Now

# Impacts of air pollution

- Long term exposure estimated to cause the equivalent of 9,400 deaths in London per year and 29,000 nationally
- The health impacts associated with air pollution fall disproportionately on our most vulnerable communities, affecting the poorest and those from minority ethnic groups more acutely



# Mayor's Clean Air Action Plan

- 1) Emission Surcharge ('T-charge') in central London from 2017
- 2) Policy consultation
  - ULEZ in Central London in 2019 instead of 2020
  - Expanding the ULEZ Londonwide for heavy vehicles only
  - Expanding the ULEZ up to the North and South Circulars for all vehicles
- 3) Further action on the bus fleet
- 4) Lobbying government to introduce a scrappage scheme



# Emerging proposals for Ultra Low Emission Zone (ULEZ)



## Central London ULEZ in 2019 (all vehicles)



£12.50 per day



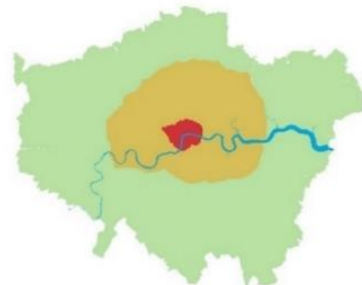
£100 per day



## Londonwide ULEZ, as early as 2019, but possibly later (heavy vehicles)



Up to £100 per day



## Inner London ULEZ, as early 2019, but possibly later (all vehicles)



Up to £100 per day



Up to £12.50 per day

## ULEZ standards

- Petrol: Euro 4
- Diesel: Euro 6/VI
- Motorcycle and L-Cat: Euro 3





**LoCITY**



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# LoCITY Programme

LoCITY aims to increase the uptake and availability of low emission commercial vehicles as part of the Mayor's Ultra Low Emission Vehicle Delivery Plan

- Industry led, with involvement from cities across the UK (Manchester, Leeds and Coventry)
- Economic benefits and health benefits linked to improved air quality
- Helping fleets prepare for Ultra Low Emission Zone (ULEZ)
- Already engaging with 700 organisations via LoCITY
- LoCITY supports the roll-out of infrastructure for alternatively fuelled vehicles



Lowering Emissions  
from Commercial Vehicles



# Programme objectives



Lowering Emissions  
from Commercial Vehicles



## Workstream 1

Increasing availability and affordability of viable low emission commercial vehicles and retrofit vehicle technology

## Workstream 2

Establishing alternative fuel and supply chain infrastructure to support an increase in low emission commercial vehicles



## Workstream 3a

Increasing understanding and informing fleet buying decisions to encourage widespread uptake of low emission commercial vehicles



## Workstream 3b

Encouraging public sector planning and procurement activities that support the uptake of low emission commercial vehicles




# Progress since launch on January 2016





- Research
  - Overcoming technical barriers
  - Operators knowledge
- Working groups
- Case studies
  - Electric vans
  - Process evaluation
- Annual conference
- Interactive tools
  - Existing Alternative Fuel Infrastructure map
  - Commercial vehicle finder tool




Select type of vehicle to start:

 SMALL VAN  
(2.2t GVW van such as a Transit Connect)


 LARGE VAN  
(3.5t GVW van such as a Transit Van)


 RIGID TRUCK  
(Over 3.5t GVW)


 TRACTOR UNIT


Tell us more about your choice:

Select the typical style of vehicle trip:

 URBAN

 REGIONAL

 TRUNKING

 MIXED

Select the average daily mileage of the vehicle:



# LoCITY research



## Key findings

- Lack of clarity around priorities and definitions for “low emission” commercial vehicles
- No clear, long term policy framework for alternatively fuelled commercial vehicles
- Barrier to uptake: lack of trusted, impartial information about financial and environmental costs and benefits
- The most common ULEVs already in use by fleets were battery electric, plug-in hybrid electric, and compressed natural gas (CNG) vehicles

## Opportunities for LoCITY

- Continue dialogue between government and industry, supporting policy development
- Support industry by facilitating workshops and helping prove and disseminate the benefits of alternatively fuelled commercial vehicles
- Provide a centralised resource of trusted, impartial information for fleets and other stakeholders, including
- Work with the public sector to improve procurement processes, which could stimulate accelerated uptake of low emission vehicles where operators have public sector clients



## Lessons learnt

- Understand the positive impact on air quality from alternative fuels
- Engage with freight operators, businesses, manufacturers and government; facilitate collaboration
- Work with other cities to create consistent standards
- Provide trusted, impartial information for all stakeholders
- Take a 'technology neutral' approach – there is no single solution to replace diesel



# Contact

TimWard@tfl.gov.uk

@LoCITYUK

[www.locity.org.uk](http://www.locity.org.uk)

