

Direct vision, Brexit, retrofit kit costs and a warehousing shortage take centre stage

Road to zero is long



By Chris Druce

Retrofit kits are unlikely to meet the needs of the majority of hauliers facing the rapid advance of emission controls across the UK's towns and cities, delegates at last week's (6 November) Freight in the City Expo were told.

Speaking during the first session, Emission control, Natalie Chapman, head of urban policy at the FTA, said talks with firms working to accredit retrofit systems for Euro-4 and Euro-5 HGVs indicated operators faced a £15,000 to £20,000 bill per truck.

"That suggests retrofit is likely to be more feasible for operators with specialist vehi-

cles rather than those running standard HGVs. At the same time we have seen the residual value of many Euro-5 trucks plummet due to clean air zones," she said.

However, responding to the claim that retrofit is proven for buses but not HGVs yet, Andy Eastlake, MD at the Low Carbon Vehicle Partnership, told delegates that there were now two accredited systems available, pointing to Veolia's successful trial in London's Westminster with two Euro-5 refuse trucks and more to come.

Eastlake said that retrofitting was one option available to operators that could not

realistically move their entire fleet to Euro-6 overnight, and an important one.

"The transition will take time, so the availability of retrofit is critical.

"But if you are going to retrofit, make sure it's accredited [by the Clean Vehicle Retrofit Accreditation Scheme]. If it's not accredited it's not going to get you into a clean air zone without a penalty," he warned.

However, delegates were left in no doubt that clean air and emission zones are not going away, with London, Glasgow, Leeds, Aberdeen and Southampton all set to ratchet up or introduce curbs within



the next year to 18 months.

Dr Bob Moran, deputy director, head of environment strategy at the DfT, underlined this in a discussion regarding the government's 'Road to zero'

strategy, which includes the target of a 15% reduction in HGV greenhouse gas emissions by 2025. "Clean freight strategy is difficult... but we've got to solve it"

Get warehousing sorted pre-Brexit

Brexit has amplified the shortage of warehousing space in the UK, delegates were told at the expo.

Kevin Mofid, director of research at Savills, said: "Property is the forgotten part of the supply chain. Brexit is amplifying these trends. At a national level the vacancy rate for warehousing is 6%; in London that falls to 3%. Amazon took 27% of all available warehousing space in 2016. You've got all this structural change in the retail world happening, and then Brexit is coming along to amplify those trends."

He added: "Anyone looking for warehousing space as a result of Brexit should be thinking about it now as there isn't a lot of space to go around."

Mofid pointed to the residential property market as an example of what this trend could do to commercial rates for warehousing property. "All of the political pressure is about delivering homes," he said. "For example, in New York and San Francisco there is 1.5% vacancy rates, and rents have gone up 40%. This is coming to London. This is going to be needed to be factored in for planning. It is effectively a landlord's market."



I CAN SEE CLEARLY NOW: TfL will hold its third and final public consultation for its Direct Vision Standard (DVS) in January 2019. Speaking in a slot at the Knowledge Zone at the expo, Alina Tuerk, delivery planning manager at TfL, told delegates the consultation would take place early next year, with a likely start date of 8 January. A component of the consultation will be how best to provide hauliers with information on qualifying equipment for the proposed Safe System, essentially the indirect aids such as cameras and sensors, required to keep trucks that TfL deems to have poorer visibility on the road past 2020. The consultation will also cover how the DVS permits, which will be issued free of charge by TfL from October 2019, will be administered – an online, paperless system is mooted. Tuerk confirmed to MT that the DVS is set to be implemented on 26 October 2020, which will tie into the extension of the Low Emission Zone to cover HGVs London-wide (mandating Euro-6).

DAF wants government backing for drop-in fuels

DAF Trucks used the expo to raise awareness of the environmental benefits of paraffinic, drop-in fuels available today. These include gas-to-liquid (GTL) and hydrotreated vegetable oil (HVO).

DAF said the fuels contain almost none of the impurities in crude oil, such as sulphur, aromatics and nitrogen and have delivered air quality benefits in trials with customers through reduced NOx emissions. HVO also has the potential to reduce well-to-wheel CO2 emissions by up to 90%.

DAF Trucks marketing manager Phil Moon (right) said:

"We're keen to open people's minds to the idea of drop-in fuels because there is a lack of awareness that they are available and they can be used today. Being drop-ins you can start running a truck tomorrow without any modifications or change to service intervals and no warranty implications. You have an easy solution to improving [road transport's] effect on the environment"

Moon would like to see the government help stimulate the market for drop-in fuels, perhaps by providing a fuel duty differential in the same way it is applied to natural gas.



Last week 1,000 visitors attended the Freight in the City Expo, where the latest innovations were showcased

Final consultation set for TfL vision standard

By **Chris Druce**

TRANSPORT FOR LONDON will hold its third and final public consultation for its Direct Vision Standard (DVS) in January.

Speaking in the Knowledge Zone, hosted at Freight in the City Expo in London last week (6 November), delivery planning manager at TfL Alina Tuerk told delegates the consultation would probably take place from 8 January.

One aspect of the consultation will be how best to provide hauliers with information on qualifying equipment for the proposed safe system, essentially indirect aids such as cameras and

sensors, required to keep trucks that TfL deems to have poorer visibility on the road past 2020.

The consultation will also cover how the DVS permits, which will be issued free by TfL from October 2019, will be administered – an online, paperless system is mooted at present. The permit scheme is designed to recognise efforts already made by hauliers with regard to fitting additional safety equipment to their vehicles.

DVS will rate HGVs depending on the level of a driver's direct vision from the cab. HGVs will be given a rating between zero-star (lowest) and five-star (highest). Zero-rated vehicles will be

banned from 2020, and a minimum three-star rating will be required to drive on London's roads from 2024.

However, the permit would allow HGVs to continue operating in London past 2020 if they have the required safety equipment fitted. Requirements beyond this will be updated with a review in 2024.

All HGVs over 12 tonnes will need to hold a permit from the DVS start date. For those meeting the vision requirement, a permit will be granted automatically. Those that do not will have to fit the equipment mandated by the safe system and apply to TfL.



Tideway eyes high direct-vision cabs for the future

TIDEWAY, THE organisation behind London's 25km super sewer, predicts high direct-vision truck cabs will become the norm across the construction sector.

Speaking at the expo, Tideway shared data collected from a trial of 15 Dennis Eagle Elite 6 low-entry cab tipplers (right) used at its highest risk construction sites, which joined the fleet in July.

Tideway contractor S Walsh, first fleet operator at the trial sites, compared its on-the-job performance with a Volvo FMX counterpart. Results showed no operational disadvantage in terms of mpg, payload, emissions or unladen weight.

Principal transport planner at Peter Brett Associates Tim

Hapwood, who has been co-ordinating the project for Tideway, said the drivers' "very honest" feedback to the tippers was mixed regarding their use on urban roads.

However, they were "broadly positive" when it came to

overall visibility and "overwhelmingly positive" when it came to better visibility of pedestrians and cyclists.

Hapwood added that TfL's work to improve ground conditions and provide a rating system for sites would also

help to encourage uptake of low-entry cabs. "Things will only get better" in terms of low-entry cabs' performance and their acceptance by drivers, he said.

Manufacturers will continue to refine products following user feedback, costs will come down as uptake increases, and regulation such as London's Direct Vision Standard will help promote their uses "to the point where they become the operating norm for the industry", he added.

"This project leaves a positive Tideway legacy and helps achieve the mayor of London's Vision Zero ambition [to eliminate deaths and serious injuries from London roads]. Through collaboration, we think this has been a real success."





Scania lowdown

SCANIA USED THE expo to showcase its latest urban truck range. On its stand was the L-series, the new truck for urban transport that features a high level of visibility from its cab and achieves the maximum five-star rating under London's interim Direct Vision Standard.

Visitors also explored a G340 4x2 CNG-powered tractor unit, which Scania said offers a "here and now solution" to sustainable urban transport and a CO₂ reduction of up to 15%, with

natural gas and 84% with biogas. Outside the venue the company displayed an LNG-powered R410 4x2 tractor and a P220 4x2 curtainsider.

Product marketing manager at Scania (GB) Steven McLachlen said: "We're proud to be headline sponsor of the fourth Freight in the City Expo. It's a great opportunity for customers, manufacturers and service providers to get together and share best practice and showcase products."



DAF fuels drop-ins

DAF TRUCKS championed the environmental benefits of paraffinic drop-in fuels at the expo. These include gas-to-liquid (GTL) and hydrotreated vegetable oil (HVO). GTL is a refinery process to convert natural gas into high-quality liquid products that would otherwise be made from crude oil. HVO is a form of renewable diesel produced from waste fats, vegetables and oils and transformed into biofuel by hydrogenation. DAF's GTL trial with foodservice operator Brakes has seen a 47% reduction in NO_x emissions.

HVO provides a 90% well-to-wheel reduction in CO₂ compared with diesel.

GTL and HVO can be used in most engines without modifications.

FTA warns of retrofit limits

RETROFIT KITS are unlikely to meet the needs of most hauliers facing the advance of emission controls across the UK's towns and cities, delegates were told.

Speaking at the emission control seminar, Natalie Chapman, head of urban policy at the FTA, said that talks with firms working to accredit retrofit systems for Euro-4 and Euro-5 HGVs indicated operators faced a £15,000 to £20,000 bill per truck.

"That suggests retrofit is likely to be more feasible for operators with specialist vehicles rather than those running standard HGVs," said Chapman. "At the same time we have seen the residual value of many Euro-5 trucks plummet due to the clean air zones."

However, responding to the claim that retrofit was proven for buses but not HGVs, MD at the Low Carbon Vehicle Partnership Andy Eastlake said there were

now two accredited systems available, pointing to Veolia's successful trial in Westminster with two Euro-5 refuse trucks, and more to follow (CM 1 October).

"The transition will take time so the availability of retrofit is critical. But if you are going to retrofit, make sure it's accredited [by the Clean Vehicle Retrofit Accreditation Scheme]. If it's not accredited it's not going to get you into a clean air zone without a penalty," he warned.

However, delegates were left in no doubt that clean air and emission zones, popular or not, are not going away – with London, Glasgow, Leeds, Aberdeen and Southampton all set to ratchet up or introduce curbs within the next year to 18 months – so operators need to find a way forward.



ELECTRIC LAUNCH: Volvo Trucks used the expo as the UK launchpad for its new FE-Electric, designed for zero-emission refuse collection and urban distribution duties. The 26/27-tonne chassis cab has a range of up to 200km and produces zero tailpipe emissions. Compared with a conventional refuse collection vehicle, which Volvo said can emit approximately 31,300kg of CO₂ in tailpipe emissions a year, the FE-Electric emits nothing and lasts for up to 10 hours.