



Driving business on our roads

Achieving Net Zero – an overview

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/ Our “Net Zero” position

RHA

We support the aim to
decarbonise commercial
vehicles

Current UK Government plans
need adjusting

/ Headlines for diesel HGVs



Government proposal

Split out banning dates by weight category:

- 26t & below from 2035
- above 26t from 2040

RHA counter-proposal* (using Govt's weight-based approach)

Split out banning dates by weight category:

- 18t & below from 2035
- 32t & below from 2040
- over 32t from 2045

**heavily caveated as dependent on cost, operational, supply and technology assumptions (both known & unknown)*

/ Our rationale

A SIMPLIFIED GUIDE TO LORRY TYPES AND WEIGHTS

Recommended Description			Identifier	UK Maximum Gross Weight (tonnes)	Shape
LIGHT GOODS VEHICLES			2 axles	3.5	no rear side windows 
LORRIES	HEAVY GOODS VEHICLES	SMALLER 2-AXLE LORRIES	2 axles	Over 3.5 7.5	
		BIGGER 2-AXLE LORRIES	2 axles	Over 7.5 18	
	MULTI-AXLE LORRIES (Vehicles over 7.5 tonnes gross require a Heavy Goods Vehicle Driver's Licence)	3 axles rigid	3 axles rigid	25 26*	
			3 axles artic.	26	
			4 axles rigid	30 32*	
			4 axles artic.	36 38*	
		Vehicle and draw-bar trailer	4 axles	30 36**	
			5 axles or more artic. See note (a)	40	
			Vehicle and draw-bar trailer 5 axles See note (a)	40**	
			6 axles artic. See note (b)	41*	
			6 axles draw-bar See note (b)	41* and **	
			5 or 6 axles artic. See notes (b) and (c)	44* and ***	
			6 axles draw-bar	44*, ** and ***	
			6 axles artic. See note (b) and (d)	44*	
			6 axles draw-bar See note (b) and (d)	44* and **	

% of UK HGV fleet

Source: VEH0506, May 2021

13.8%

18.6% + 19.8%
(38.4%)

12.2 %

11.3%

24.3%

/ Current landscape

RHA

1. Environmental ambition is clear

2. Technological potential is developing

3. Sustainable implementation is less evident

4. Two broad areas to solve:

- infrastructure
- regulatory certainty

Outcomes from "Zero Emission Road Freight Trial"?

/ What are the RHA's core asks?



- 1) Stable supply of required technology
- 2) A stable and predictable regulatory framework

/ Shaping the way forwards - areas to address



Policy on...

- lifecycle emissions?
- use-case needs?
- offsetting residual emissions?
- existing fleet?

Operational risks arising from...

- cost?
- use-case needs?
- supply?
- technological capability?

/ Key risks to Net Zero

RHA

Asset devaluation

“stranded assets”

Supply constraints

Manchester CAZ – lessons to learn?

The Ukrainian situation?

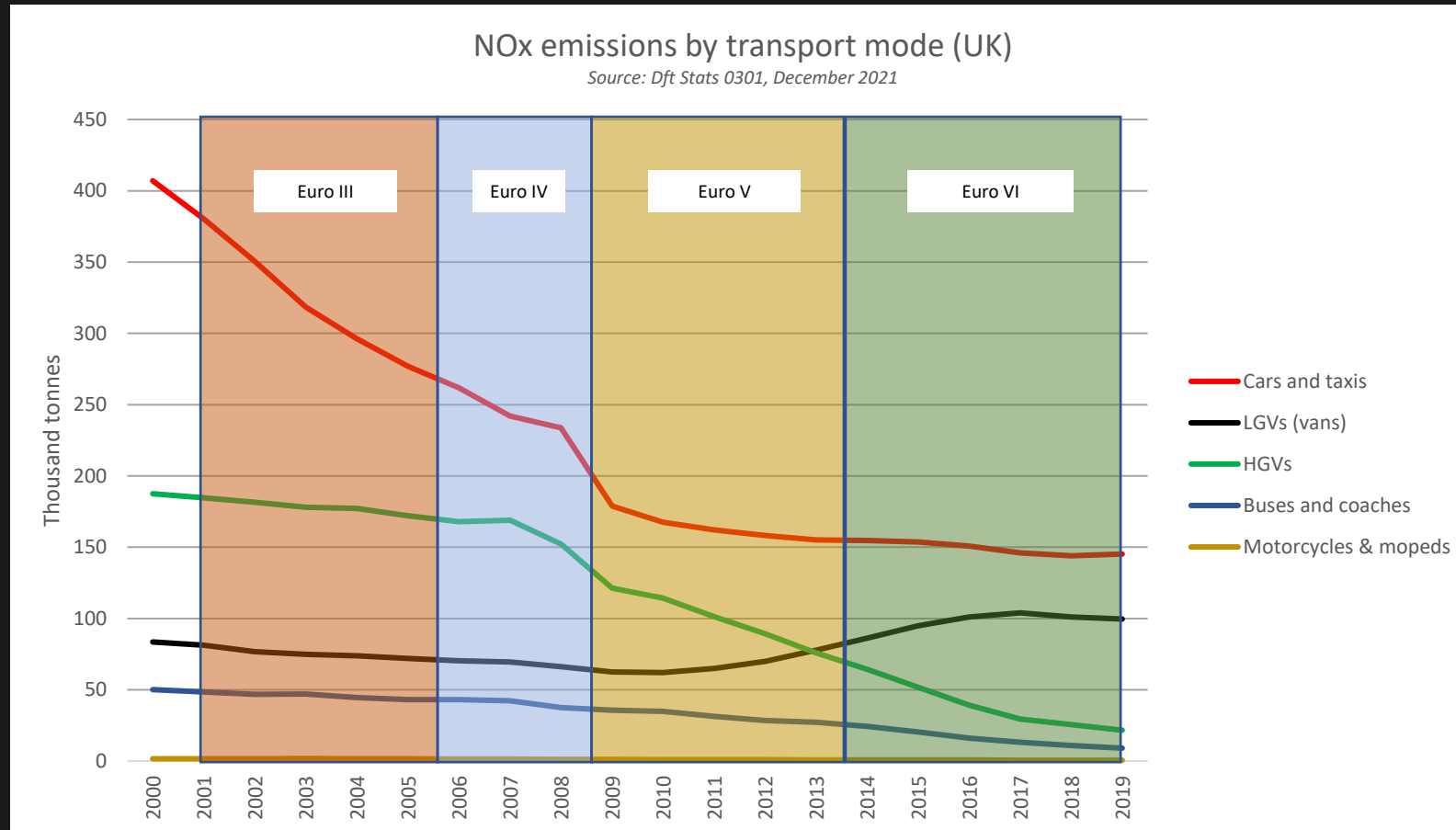
/ Next steps

3 recommendations for Ministers

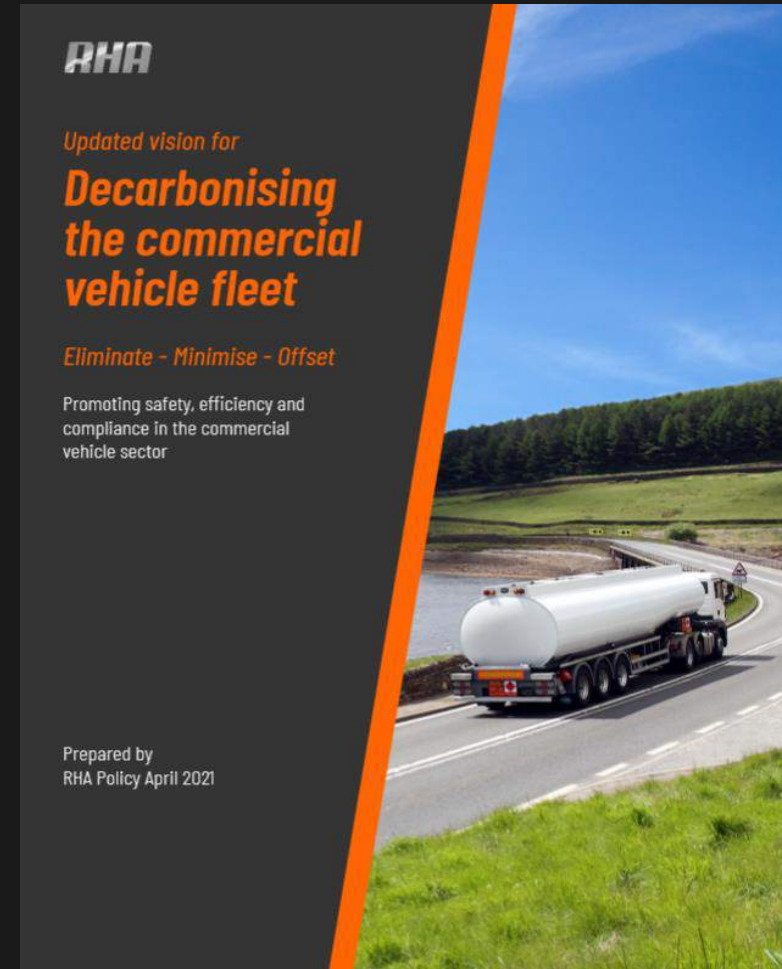
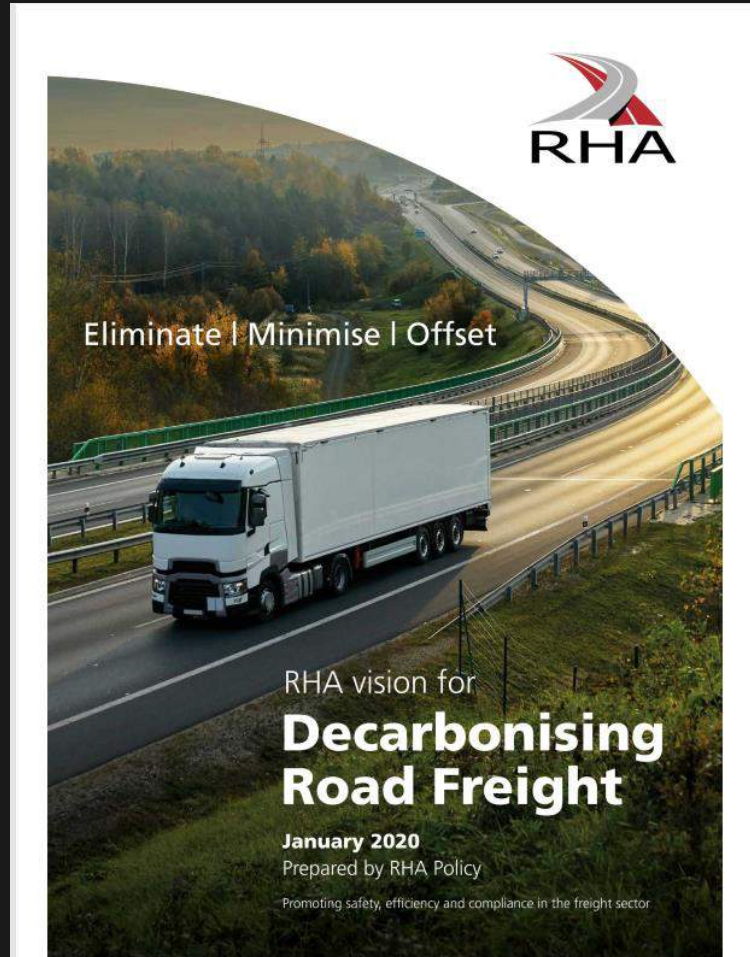
- 1) Ministers must provide clear leadership on lifecycle emissions
- 2) DfT must fully scope the complexity of HGV use-case needs
- 3) Business, including our vital SME sector, must be empowered to procure the new technologies

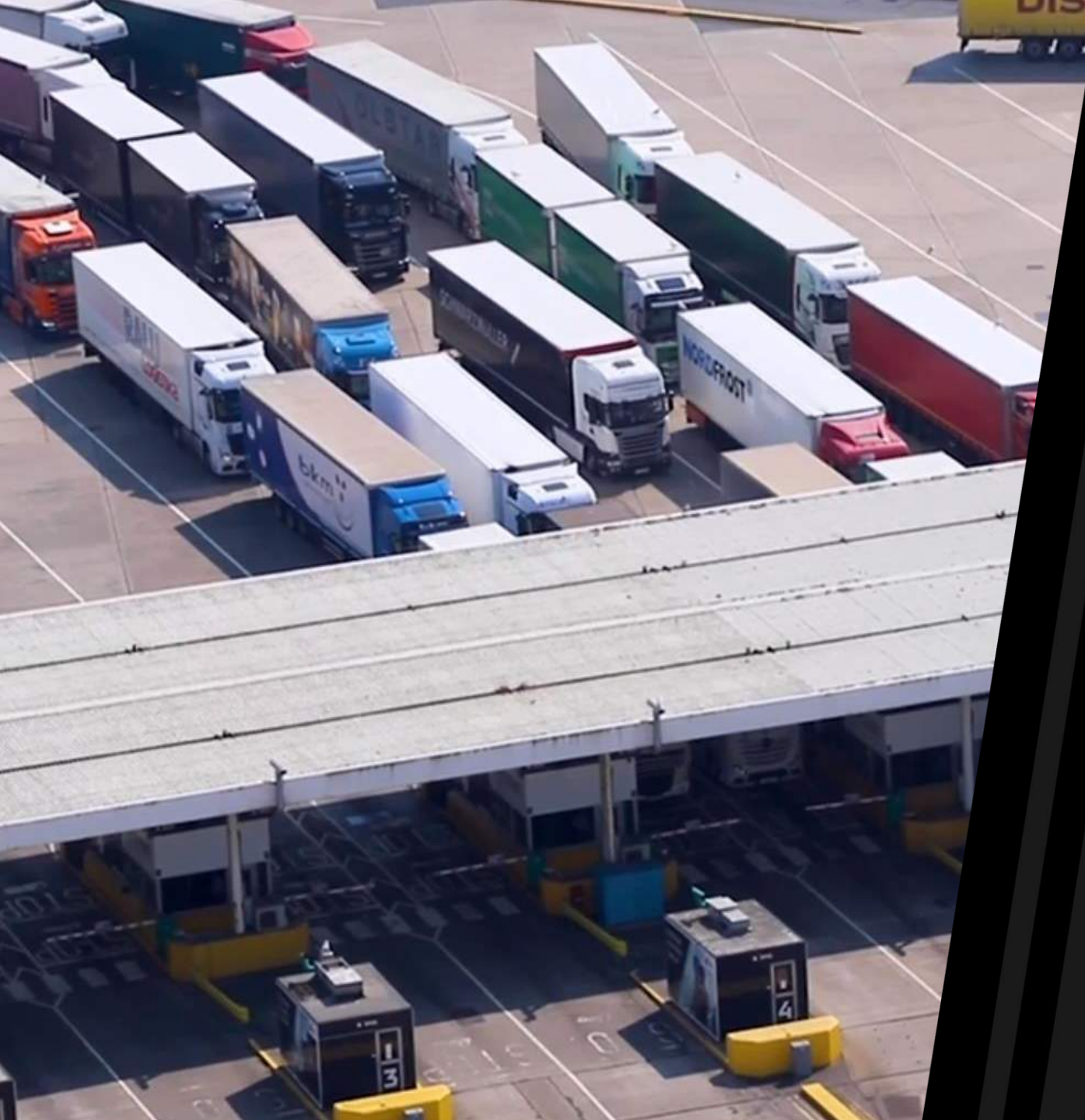


/ What success can look like...



/ Our policy documents





RHA

Thank you
&
any questions?

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