

Independent Publishers Guild: Research into Green delivery/ distribution in the UK

Summary

As it stands, there are commitments from the UK Government to phase out the sale of non-zero emission LGVs and HGVs by 2040. In the shorter term, grants are being offered which subsidise 20% of the cost of new zero-emission trucks as well as investments in charging infrastructure throughout the UK. A range of new electric HGVs are being manufactured/ new solar technologies being developed which will come to the market during 2021/2022. It appears that from these government commitments, developments will slowly start to be made, however until the infrastructure is available (especially for HGVs), the 'greening' of these deliveries is potentially for the longer term?

This can be seen through the electric fleets/ green delivery initiatives of other companies, such as DPD, Hermes and DHL that they have ambitious plans for low emission deliveries. These companies are gradually increasing their electric fleets for use across the UK, however some couriers, such as DHL are only using electric vehicles for deliveries in London. It also appeared that many of the electric vehicles were LGVs, rather than HGVs, signifying that the infrastructure may not yet be available to make this option viable.

UK Government Commitments: [Decarbonising Transport](#)

- Currently consulting on the phase out dates for the sale of all new non-zero emission HGVs.
 - The ACEA has already pledged to end the sale of fossil fuelled HGVs by 2040.
 - The UK government are consulting on ending the sale on new non-zero emission LGVs by 2030, HGVs by 2035 for vehicles under 26 tonnes and 2040 for vehicles over 26 tonnes.
 - Leyland Trucks (the UK's largest HGV manufacturer), recently announced the zero emission DAF LF Electric 19 tonne truck, coming to market this year.
- Demonstrate zero emission HGV technology on UK roads in 2021
 - Investing 20 million to support industry develop cost-effective, zero emission HGVs and refuelling infrastructure across the UK
- Stimulate demand for zero emission trucks through financial and non-financial incentives
 - Grants are set at 20% of the purchase price, with up to £25,000 of funding available for the largest HGVs.
- Continue to support efficiency improvements and emission reductions in the existing fleet.
 - Maintaining fuel duty differential up to 2032, to encourage the use of biomethane and other gaseous fuels.
 - TRAILAR combines solar technology with commercial vehicles – The system can be fitted to new vehicles whilst in production or retrofitted to existing vehicles.
- Support and encourage modal shift of freight from road to more sustainable alternatives, such as rail, cargo bike and inland waterways
 - Investment in the capacity and capability of the rail network
 - Tesco's modal shift to rail: Tesco have recently invested £5 million into their rail network to move freight from road to rail. The company estimates that the service

takes 72,000 HGV journeys off the road each year and saves around 24,000 tonnes of CO2 emissions. Tesco is also committed to electrifying their distribution fleet.

- Take forward measures to transform 'last mile' deliveries.

Electric Vehicle Fleet Accelerator (EVFA)

- Working directly with the government, bp, BT, Direct Line Group, Royal Mail, Scottish Power, Severn Trent and Tesco have agreed to work collaboratively to increase the uptake of EVs in the UK.
- Government policies could help unlock private sector investment of more than £50bn in infrastructure and EV fleets over the next five years.

The Climate Group's EV100 Initiative

- More than 100 businesses are members of EV100 with many committing to fully electric fleets by 2030. Supporters include Unilever, Sky, Coca-Cola European Partners, BT and Ikea.
- So far, these companies have deployed 169,000 EVs to date, with half of deployment taking place in 2020.

Company Case Studies:

- **Knights of Old**
 - No mention of electric/ green fleet
- **DPD**
 - Currently have [700 electric delivery vehicles](#) throughout the UK and looking to expand this fleet.
- **UPS**
 - [In 2020](#), UPS announced an order of 10,000 purpose built electric vehicles (from UK based company, Arrival) to be rolled out in the UK, Europe, and North America from 2020-2024.
 - Fleet includes hybrid and electric vehicles and alternative fuel, such as natural gas
- **Hermes**
 - Currently uses an electric vehicle fleet for its Central London routes
 - Placed an order for [70 delivery trucks](#) fuelled using compressed natural gas, bringing the total number of these vehicles in its fleet to 160.
- **DHL**
 - [DHL express](#) has 10 electric courier vans within London. It also runs a riverboat parcel delivery service on the Thames which was introduced as part of their commitment to using blended transport modes.
 - DHL will be rolling out 400 electric vehicles in its UK-wide fleet by 2025
 - By 2025, DHL are aiming for 70% zero-emission first and last mile services. Since 2017, they have launched 27,000 bicycles (worldwide)
- **Royal Mail**
 - [Royal Mail](#) is currently using 100 electric delivery vans and working with Arrival to develop modular 6-ton trucks that will move mail across the country.

- **Menzies Distribution**

- In 2020, Menzie Distribution added [120 electric vehicles](#) to its delivery fleet (only small vans, not HGVs). The company acquired [Gnewt in 2017](#), which is the UK's first and currently only, solely electric last mile delivery company, delivery parcels in central London.

- **GIST**

- [Gist](#) claims to have a mixture of hybrid/ electric/ dual fuel CNG diesel vehicles and all vehicles meet Euro 6 standards