

# Net Zero policy position

## - one page summary

### Overview

- We support the aim to decarbonise HGVs, but current UK Government plans need adjusting.
- It is right for Ministers to send signals to the market to innovate and allow industry to do the “heavy lifting” required to phase-in the new technology
- We believe the timetable for stopping the sale of new diesel HGVs should be determined by the following weight categories and dates:
  - o from 2035, 18 tonnes and below
  - o from 2040, 32 tonnes and below
  - o from 2045, over 32 tonnes
- Our assessment however comes with a significant “health warning” as it assumes the satisfactory resolution of future cost, operational and supply barriers, both known and unknown, to meet all use-cases. Our assessment should be seen as a guide to stimulate continued dialogue and planning with Ministers and officials.

### Our “10-point” position

#### 3 messages to Ministers

- 1) All types of operations and HGV use-cases must be accommodated
- 2) Considerable market uncertainty exists
- 3) Whole Vehicle Lifecycle must be central to decision-making – asset values sustained

#### 6 recommendations

- 1) Ministers to provide clear leadership on life-cycle emissions
- 2) DfT to scope full complexity of use-case needs
- 3) All businesses empowered including SMEs (includes 2<sup>nd</sup> hand market, UK-level phase-out)
- 4) Investment in vehicle standards is the way forward supported by real-world trials
- 5) Detailed implementation must be agile (use of HVO, low carbon fuels and offsetting needed)
- 6) Ministers set up a steering group

#### 1 policy proposal

- 1) Ministers guarantee all diesel lorries are given a minimum use period of 15 years. Extensions to that use period should be given in special circumstances via a permit system (e.g. rural distribution, special vehicles, refrigeration over long distance)

### Our concerns over current UK Government proposals

#### (to ban sale of new non-zero emission HGVs under 26t from 2035)

- 1) Overlooks lifecycle emissions – distorts accountability
- 2) Too simplistic that sub-26 tonnes run on short duty cycles of 150km or less & over 26 tonnes run on 400km or less (Govt figures: 10% of sub-26 tonnes run over 350km)
- 3) Bias towards electric drivetrain solutions
- 4) Bringing into scope “those which produce harmful emissions at the tailpipe” represents a mission creep beyond Net Zero
- 5) Silent on what happens to existing diesel fleet between now and 2050
- 6) Rural and specialist applications not sufficiently embedded in Government thinking

### RHA next steps

- 1) Promote our position amongst key stakeholders.
- 2) Facilitate knowledge-exchange between key stakeholders and our membership
- 3) Break-down barriers-to-entry concerning cost, operational, supply and technology issues

**Road Haulage Association**

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Our more detailed Net Zero position can be found here:

<https://www.rha.uk.net/News/Policy-Campaigning/Consultation-Responses/Detail/articleid/554>

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