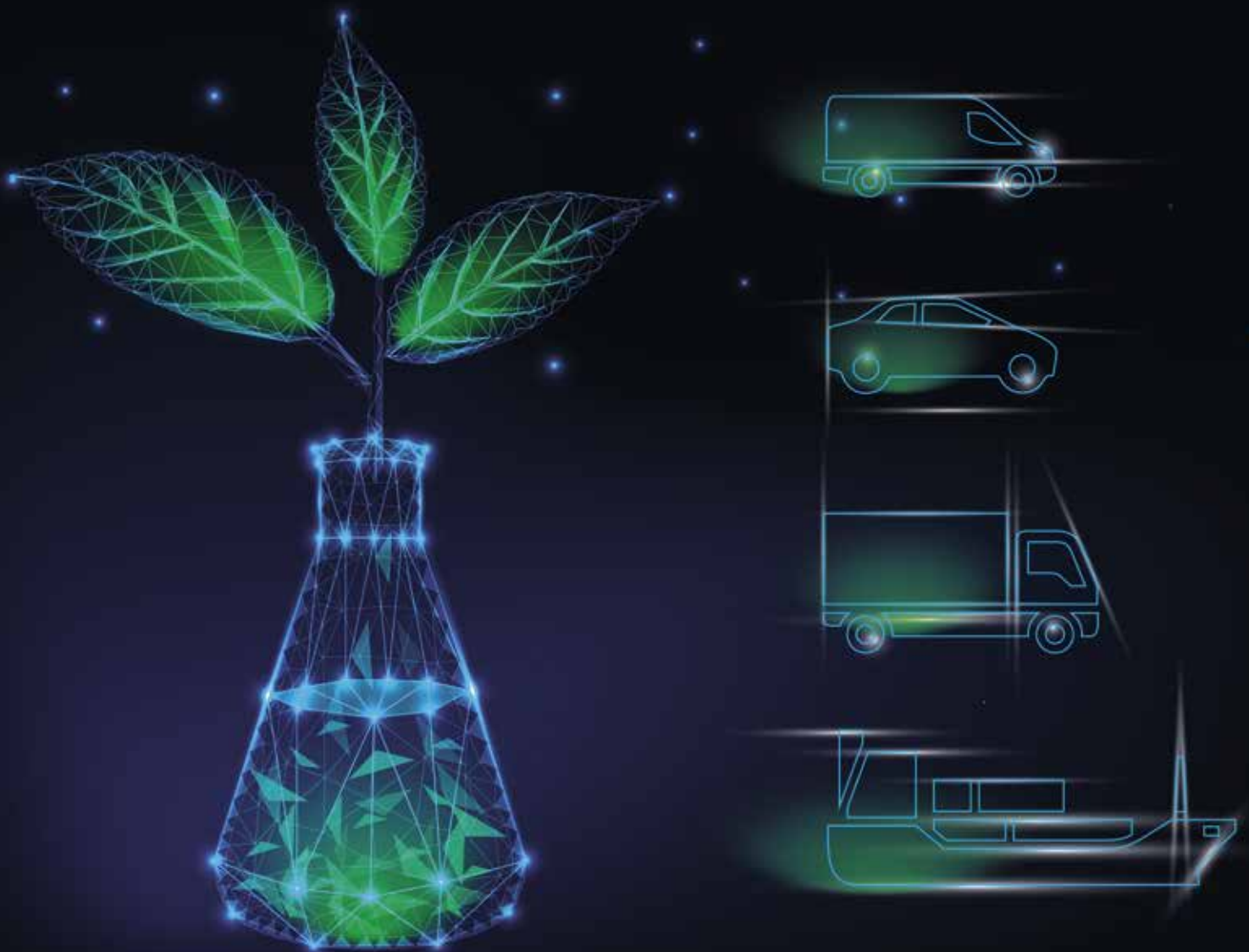




Logistics Emissions  
Reduction Scheme

# Logistics Emissions Review 2018

Incorporating the Eighth Annual Report of the Logistics Emissions  
Reduction Scheme (covering 2017)



LERS Industry Partners

LERS managed by FTA

**BRIDGESTONE**

**Mobil Delvac 1**

**fta** Leading UK  
Logistics

**Mobil Delvac 1™**  
Synthetics Drive Business

[mobildelvac.co.uk](http://mobildelvac.co.uk)

# Advanced engineering, enhanced profit potential



**Advanced  
Engine  
Protection**



**Extended  
Drain  
Capability**



**Emissions  
System  
Protection**



**Low  
Temperature  
Start Up**



**Fuel  
Economy  
Potential**

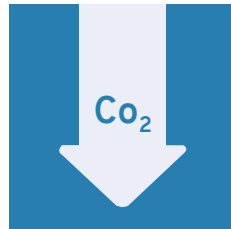
## Key Result: 2017 outcome

The data assessed reveals that in 2017, members achieved an impressive 4 per cent reduction in their CO<sub>2</sub> emissions, reducing their average kg of CO<sub>2</sub>e per vehicle km to 0.72, down from 0.75 in 2016 and 0.76 in 2015. Whilst individual years will fluctuate, this reinforces a trend in continued reduction amongst operators who were already outperforming the industry as a whole.

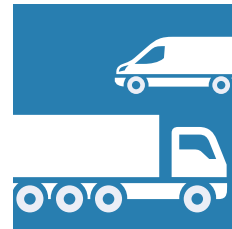
Whilst the 2016 and 2017 figures for industry as a whole are not yet available, it is clear that LERS member average emissions are close to 13 per cent lower per vehicle km than the industry average.

Full details on the Scheme's 2017 results please go to page 16.

### LERS Member achievements



**4%**  
reduction in  
CO<sub>2</sub> emissions



**0.72kg**  
average CO<sub>2</sub>e per  
vehicle



**13%**  
lower emissions  
than the industry  
average

## Contents

<b>Key Result: 2017 outcome</b>	<b>3</b>
<b>Foreword</b>	<b>5</b>
<i>David Wells, Chief Executive, FTA</i>	
<b>Part One – Logistics Carbon Review</b>	
<b>LERS Industry Partners</b>	<b>6</b>
<b>LERS in brief</b>	<b>7</b>
<b>LERS progress and objectives</b>	<b>8</b>
<b>LERS Leadership in Carbon Reduction Award 2018</b>	<b>9</b>
<b>LERS scheme members 2017-2018</b>	<b>11</b>
<b>Challenges ahead</b>	<b>14</b>
<b>Part Two – Eighth Annual Report of the LERS</b>	
<b>LERS 2017 data results</b>	<b>16</b>
<b>Benefits of LERS membership</b>	<b>19</b>



**David Wells**  
Chief Executive  
FTA

## Dear Colleague

I am delighted to present the Logistics Carbon Review 2018 which is the eighth Annual Report of the Logistics Emissions Reduction Scheme (LERS). The scheme continues to impress with its unfaltering commitment to reducing emissions, and year on year continues to outperform industry as a whole. The scheme is a free to join, industry led initiative dedicated to recording, reporting and reducing emissions and demonstrates to government that industry is capable and willing to reduce emissions without further regulation.

2018 has been a very exciting year for the scheme. In April the scheme, which was previously the Logistics Carbon Reduction Scheme, was renamed the Logistics Emissions Reduction Scheme. Increasing awareness of the need to improve air quality in our cities meant it was time for the scheme to evolve to tackle improving air quality as well as continuing to reduce carbon emissions.

LERS continues to work closely with the DfT, and this year has agreed to support the government's proposed 15 per cent reduction target in HGV greenhouse gas emissions by 2025 which was published in their Road to Zero document. The scheme has aligned its new target with the voluntary target, setting it at 5 per cent reduction in greenhouse gas emissions by 2020 on 2015 levels, and setting a long term target of a further 10 per cent reduction by 2025. It is hoped that by providing industry with a tool to record and report its progress in reducing emissions from freight operations it will continue to demonstrate to Government that no further regulation is required.

LERS also went live with its own new website, which will provide up to date policy information as well as helpful tips on how to reduce fuel costs and emissions.

The scheme is continuing to engage with smaller operators, their involvement in the scheme is vital to ensure that we are representative of the

industry, but also to ensure we are supporting SMEs to reduce their emissions and their fuel costs.

I would like to take this opportunity to thank our LERS partner, Bridgestone, for their continued support of the scheme since the very beginning. I am also delighted to confirm our new LERS partner Exxonmobil who have recently agreed to support the new scheme. We are very excited to have them on board and look forward to the new exciting developments for the scheme moving into 2019 and beyond.

I would also like to thank FTA's Environment Working Group, for their continued support and ensuring the scheme is a valuable tool for fleet operators.

With the impending Clean Air Zones, the introduction of Ultra-Low Emission Vehicle Streets, and talk of Zero Emission Zones, 2019 threatens to challenge our industry even further, but I am confident that the scheme will provide operators with valuable information and guidance on remaining compliant and moving across to greener alternatives whilst continuing to maintain efficiency.

Lastly, if you are a commercial vehicle operator reading this report, we would urge you to consider joining the scheme. Our influence over further government regulation increases in strength as more operators join, it is an important opportunity for you to demonstrate the efforts you are already doing to reduce emissions from your operations.

# LEERS Industry Partners



The Logistics Emissions Reduction Scheme continues to be one of Bridgestone's most significant partnerships, as the company keeps working to reduce carbon emissions in the logistics sector.

As the world's largest tyre and rubber company, we are continuing to work towards greener solutions, reducing emissions and offering compelling fuel-efficient products to our customers as a result.

In the past, attitudes towards fuel saving tyres have been somewhat indifferent among some commercial fleets, but we believe that such perceptions might soon be a thing of the past, thanks to the good work at LEERS, not to mention our own ECOPIA range, which has been boosted with the new Ecopia H002.

The H002 enables long haul fleets to reduce their total cost of ownership through

best-in-class fuel efficiency – with no compromise on mileage.

At 30 per cent of all expenses, fuel is by far the biggest operating cost for long haul fleets. And not just that, the industry today is also faced with increasingly challenging EU CO<sub>2</sub> emission regulations and the recurrent concerns for road safety especially in bad weather conditions. The latest generation of Ecopia tyres have been designed to answer these everyday challenges.

The new Ecopia H002 achieve best in class fuel efficiency through an EU label A-A-A grade combination in steer, drive and trailer. By using new Ecopia tyres on steer, drive, trailer axles, an average long-haul fleet would be able to make more than a €200,000 saving per year on fuel costs and reduce their CO<sub>2</sub> emissions by 546 tonnes per year.



**Robin Shaw**  
Managing Director,  
Bridgestone Europe  
– North Region



**John Griffin**  
ExxonMobil  
Commercial Vehicle  
Lubricants  
Sector Specialist  
Europe West

## Introduction

ExxonMobil is proud to be supporting the FTA's Logistics Emissions Reduction Scheme (LEERS) initiative, in its effort to promote carbon emissions reduction within the logistics industry.

## Mobil Delvac™

Since its introduction in 1925, ExxonMobil's brand Mobil Delvac has been providing long engine life and high performance protection for truck engines and drivelines throughout the world in all conditions. Throughout its history, Mobil Delvac has set the benchmark for lubrication excellence. Its commitment to research and technological development, as well as global availability, have made Mobil Delvac one of the world's most widely used brands of heavy-duty engine oil today.



## Why Mobil Delvac™?

The reason Mobil Delvac is chosen by some of the world's leading Original Equipment Manufacturers (OEMs) and Commercial Vehicle

Owner Operators is quite simple – its proven record and leading edge technology. Our comprehensive range is led by Mobil Delvac 1™ LE 5W-30, a fully synthetic, excellent performance, low-ash diesel engine oil that helps extend both engine and emission system life, while providing long drain intervals and fuel economy potential in modern diesel engines.

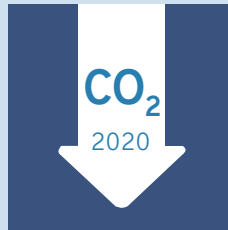
## Conclude

As a LEERS logistics industry sponsor, ExxonMobil look forward to working alongside the logistics industry, as oil can play an important part in fuel economy and reducing carbon emissions.

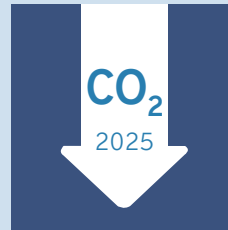
The Logistics Emissions Reduction Scheme (LERS), managed by FTA, is the only freight sector-based initiative that records, reports and reduces emissions from logistics. The scheme is free of charge, confidential and easy to take part in. Evidence from the LERS demonstrates to Government that logistics is contributing to climate change reduction targets without the need for further regulation or additional taxation.



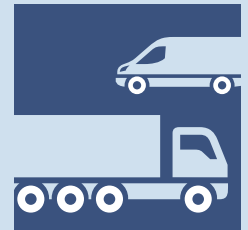
**134**  
members



**5%**  
carbon reduction by  
2020 compared to  
2015



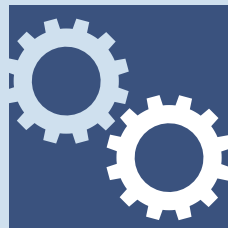
**15%**  
carbon reduction by  
2025 compared to  
2015



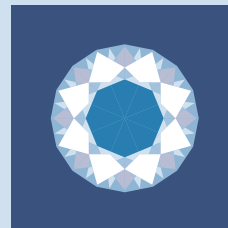
**88,028**  
commercial vehicles  
(64,207 HGVs,  
23,821 vans)



Collectively tracks  
carbon reduction  
progress



Environment  
Working Group helps  
develop the scheme



LERS Awards  
recognise best  
practice



LERS dedicated  
website to provide  
best practice advice  
and policy updates

## LEERS progress and objectives

LEERS provides a consistent and reliable means of recording and reporting carbon emissions within the logistics sector. Evidence shows that the scheme outperforms the wider industry when it comes to carbon reduction.

### Scheme progress

#### *LEERS launch*

In April 2019 at the CV show, the scheme was renamed the Logistics Emissions Reduction Scheme. Following the Government's Air Quality in the UK: plan to reduce nitrogen dioxide emissions, members felt the scheme needed a refresh to bring it in line with the focus on air quality as well as carbon.

#### *New target*

To align with the government's 15 per cent voluntary industry target, announced in the Road to Zero document, the scheme has agreed a new short term target of 5 per cent carbon reduction by 2020, and a long term target of 15 per cent reduction by 2025, compared to 2015 levels.

#### *New website*

LEERS now has its own website, with dedicated pages providing information on how to reduce emissions and fuel costs. The website also includes policy updates on new environmental regulations.

#### *LEERS celebrates eighth anniversary*

Previously known as the Logistics Carbon Reduction Scheme, the scheme was first launched in December 2009 by 12 founding members to demonstrate that industry is capable and willing to reduce their emissions without further regulation. Now in its eighth year, the scheme continues to grow in strength and is consistently reducing emissions year on year.

#### *LEERS continues to outperform industry*

LEERS members continue to make significantly better progress in

reducing their emissions when compared to industry as a whole (see figure below). They are more likely to be engaged in improving fuel efficiency and reducing carbon.

#### *134 companies in the LEERS membership*

LEERS has continued to grow throughout 2018, and now represents 133 members. These companies account for 87,929 commercial vehicles (heavy goods vehicles and vans), a substantial proportion of the UK liveried fleet. The scheme represents a broad range of sectors and vehicle fleet sizes.

#### *LEERS linked with other environmental programmes*

The Food and Drink Federation (FDF) renewed its support for the scheme by incorporating the scheme into its new Ambition 25 programme, a UK sector-wide set of environmental commitments. FDF encourages its members to join LEERS. The Energy Savings Trust launched the Freight Portal website this year, in partnership with the Department for Transport and Low Carbon Vehicle Partnership. The site provides information for operators to assist them in deciding how to make their fleet safer, more sustainable and more productive.

#### *LEERS members utilising alternative fuels and low carbon technologies*

FTA continues to campaign to remove the barriers limiting the uptake of alternatively fuelled vehicles and technologies. An increasing number of members are deciding to trial alternative technology, some are operating small fleets of gas trucks, whilst others have introduced electric vans. Members have also instated

refuelling infrastructure at their own sites to support the new vehicles.

### Scheme objectives 2018

#### *Support industry in achieving the government's 15 per cent target*

The government plan to approach individual operators, inviting them to individually sign up to the voluntary target. LEERS has been tasked with developing a new, more robust audit which will enable individual operators to demonstrate their commitment to the 15% target.

#### *Continue to support the longer semi-trailer trials*

Preliminary results revealed that the longer semi-trailer trial over the past 6 years has saved 28,000 tonnes of carbon dioxide emissions, removed 270,000 journeys off the road, saved 32.9 million kms and reduced collisions by 70 per cent. LEERS will continue to support the ongoing trial to allow companies to demonstrate the carbon emissions reduction benefits of using high volume transport units.

#### *Definition of an Ultra-Low Emission Truck*

The government agreed in their Road to Zero document to define what is meant by an Ultra-Low Emission Truck. This definition is vital to enable Ultra-Low Emissions vehicles to be manufactured and market ready, and will provide a framework for regulation, and will lead to an increase in supporting infrastructure.

#### *Develop new awards to celebrate members dedicated efforts to reduce their emissions*

We will revise the judging categories for the LEERS award in 2019. As member's emissions reducing measures become increasingly innovative, the award categories must be developed in order to ensure our judging process is robust.



## LEERS Leadership in Carbon Reduction Award 2018

The LEERS Awards celebrate the efforts that members are making to reduce emissions from freight. Sponsored by industry partner Bridgestone, the 2018 awards gave logistics companies the opportunity to showcase how they are tackling climate change challenge.

### Winner

#### *John Raymond Transport*

John Raymond Transport joined the scheme in 2017 and impressed judges with their comprehensive, whole company approach to reducing emissions, which supported and incentivised their drivers continuously strived towards a greener, cleaner operation.

John Raymond Transport Limited, part of the Nolan Group, is a logistics operation based at Bridgend, South Wales. They stood out for their state of the art transport management system that employs real-time tracking of freight drivers, linking them with loads to optimise synergies and enable fleet managers to minimise empty running. The system also gives their appointed fuel champion and fleet administrator complete visibility over their drivers' behaviours and rewards their drivers on a point-based system to improve their performance.

The operator has also been trialling LNG vehicles and biofuels over the past year, which have formulated plans for new vehicle acquisition when suitable 6x2 chassis architecture becomes available.



*“Minimising the impact of our business on the environment is a key focus for everything we do,” says Geraint Davies of John Raymond Transport, “and we are delighted to be recognised with such a prestigious award for our efforts. In addition to the driver system, we are committed to using alternative modes including short sea lanes and rail where reasonably practical and will be investigating ways to add alternative, efficient modes of transport into our offer whenever possible in the future.”*



## Finalists

### Sainsbury's

Sainsbury's, the second largest chain of supermarkets in the United Kingdom impressed the judges with their fleet which includes 29 dual fuel vehicles, (soon to be replaced with 30 pure gas vehicles) two 100 per cent gas vehicles and plans to introduce experimental vehicles fitted with Kinetic Energy Recovery Systems (KERS). Sainsbury's has also introduced an experimental low emission refrigeration system which operate without the use of a fossil fuel combustion system. Their transport sector has achieved a 14.88 per cent reduction in carbon, which equates to 4000 tonnes. In addition, they have also adopted and installed new, innovative ways to reduce Carbon at their depots, including Solar and Wind energy, Biogas, Battery Storage, Load Shedding, Frequency Response and installation of replacement LED's in their estate.



### John Lewis

The John Lewis Partnership which owns leading UK retail businesses John Lewis and Waitrose, has replaced 61 of their diesel trucks with Biomethane gas powered trucks. This has resulted in 83 per cent carbon reduction, with each lorry saving more than 80 tonnes of CO<sub>2</sub> a year when compared to their diesel counterpart. They are also trialing clean ways of powering refrigeration units on trailers using additional electrical power from the tractor. Their vehicle replacement schedule ensures that older, more polluting vehicles are replaced with cleaner, biomethane vehicles, and they plan on having a 100 per cent biomethane powered heavy truck fleet by 2028.



### Greggs

Greggs, one of the largest 'Food on the go' retailers in the UK is supporting their drivers by reviewing and discussing their telematics scores on a daily basis and providing remedial training and guidance where required. Since the implementation of the telematics system, they have reduced fuel consumption by 11 per cent and have maintained this reduction over several years. A recently installed new platform will enable them to further increase the standard of fuel efficient driving and they are in the process of complementing a harsh braking monitor with a greater focus on "anticipation". By focussing on improving driver anticipation levels, they hope to reduce fuel consumption whilst improving road safety. Using anticipation, they are looking at a forecasted 23% reduction in accidents 2018 vs the preceding 3 years.





*John Lewis Partnership*



KUEHNE+NAGEL



Longdiffe



MATALAN  
Made for Modern Families



MORAN  
logistics



MORRISONS



Newcastle  
City Council



Office  
DEPOT.



Members also include: Brett aggregates, Colton Commercial Haulage, Global Service Group, Hermes Parcelnet, Medway Construction Solutions Ltd, Paper round, Keltbray, W H Barley, Emmerson Doors and Tai Tarian

## Challenges ahead

### Road to Zero

The *Road to Zero* is a strategy set out by the government outlining the transition to ultra-low and zero emission vehicles in the UK. The strategy is structured around government's ambition to end the sale of all diesel and petrol cars and vans by 2040, and includes 46 supporting policies to enable consumers and industry to make the transition. It is a long term ambition up to 2025, and covers road vehicles from motorcycles to 44 tonne heavy goods vehicles.

The document launched the voluntary industry-wide target for reducing HGV greenhouse gas emissions by 15 per cent by 2025 from 2015 levels and also confirmed the Gas Truck Trial to test the environmental performance of the latest gas HGVs. The results of which will be used to assess if gas could be a potential alternative for HGVs on their way to zero emissions.

The strategy also included:

- a call for evidence on low emission last mile deliveries
- the launch of the Electric Vehicle Energy Taskforce to bring together the energy and automotive industries, in order to ensure the energy system can meet future demand

- funding for infrastructure and grid investment
- an extension of the plug in van grant until at least 2020
- an extension of the Clean Vehicle Retrofit Accreditation Scheme (CVRAS) to also include vans

FTA will continue to lobby for the supporting measures industry needs in order to achieve the 15 per cent target, and the Logistics Emissions Reduction Scheme is supporting the document and hopes operators looking to sign up to the target will use the scheme as a tool to record their progress. Whilst the document is largely accepted by industry, there are many environmental campaigners who have rejected it on the grounds that it fails to address the urgency of the situation. The strategy has also been criticised for not being hard enough on the freight sector, the voluntary target is not high enough, and there is a risk that rail freight will be disadvantaged by the ban on diesel-only locomotives and the halting of electrification whilst little is done to cut the emissions of larger heavy goods vehicles.

### UK plan for tackling roadside nitrogen dioxide concentrations

In the government's *plan for tackling roadside nitrogen dioxide concentrations* released in July 2017, 23 local authorities were required to introduce a Clean Air Zone (CAZ) and have until 31 December 2018 to identify their preferred option. This is in addition to the first five CAZs – Birmingham, Leeds, Nottingham, Derby and Southampton which have to be in place by the end of 2019 and are expected to include HGVs and vans. The entry standards for the zones have been set at Euro VI/6 for diesel and Euro IV/4 for petrol, and any non-compliant vehicle will be charged. In Scotland, the Government plans to introduce a Low Emission Zone, in Glasgow, by the end of 2018 (affecting just buses at the start) and further zones are planned in Edinburgh, Aberdeen and Dundee in 2020. London's Ultra-Low Emission Zone will cover central London in April 2019.

FTA is continuing to work with the local authorities affected, and have been lobbying to keep the zones as small as possible, to start as late as possible, to provide vehicles accessing test sites with an exempted route and to provide financial support where possible to help



society make the transition to cleaner vehicles. Harmonization of these schemes will avoid a patchwork of different standards across the UK and enable fleets to ensure they are compliant across all locations.

### Ultra-Low Emission Vehicle Streets

Some Local Authorities are looking beyond the Clean Air Zone standards and have started looking ahead to Zero emissions and Ultra Low Emission Vehicle streets. In September 2018, Hackney launched their Ultra-Low Emission Vehicle Streets, time-restricted pedestrian and cycle zones that will only permit access to vehicles that emit less than 75g/km CO<sub>2</sub>.

Vehicles that are not classed as ULEV would be banned from entering the streets during the hours of 7:00am–10:00am and 4:00pm–7:00pm Monday to Friday.

### Zero Emission Zones

Oxford, despite not required to introduce a zone, will be introducing a zero emission zone in 2020 which will operate in the city centre and expand gradually over time up to 2035. Any vehicle not operating in zero emission mode (electric or hydrogen) will not be permitted to enter the zone. The zone will have to respond to technological availability, and flexibility will be required where zero emission vehicle alternatives are not commercially viable or available. Oxford will look into developing network of rapid chargers as a matter of importance to support vehicles entering the zone. Other refuelling technologies would need to be developed directly alongside the related vehicle technology.

All vehicles entering the zone will need to be zero emission, HGVs won't be brought into scope until 2035, their study anticipates electric vehicle technology for large HGVs will start becoming available from 2025, with their availability increasing over time.



### Clean Air Strategy – DEFRA

In May 2018, DEFRA released its Clean Air Strategy which outlines their ambitious targets for the UK to reduce emissions of five damaging air pollutants (ammonia, nitrogen oxides, non-methane volatile organic compounds, fine particulate matter and sulphur dioxide) by 2020 and again by 2030; aiming to halve the impact of air pollution. The strategy launched to call for evidences, the first looking into the use of red diesel for Non-Road Mobile Machinery

The second requested data on brake tyre and road emissions. Evidence suggests that as emissions from exhausts decrease, particulate emissions from non-exhaust sources are becoming increasingly important. They hoped to gather evidence on these non-exhaust emissions, to review estimates and identify ways they can be reduced.

## LEERS 2017 data results

The Logistics Emissions Reduction Scheme gathers fuel usage and vehicle kilometre data from members to calculate the carbon footprint for the scheme. Members also provided Euro standard vehicle data for their fleets.

This chapter will discuss the results for the 2017 data capture from LEERS members, in comparison to results achieved in 2016.

### Participants

Forty-one companies provided fuel data and companies provided both fuel and 38 companies provided both fuel and vehicle kilometre data.

### Fleet details

The commercial vehicle fleet of LEERS members includes HGVs and vans as shown in table 1. HGVs represent three-quarters of the scheme membership yielding a slightly larger proportion of vans than in 2016.

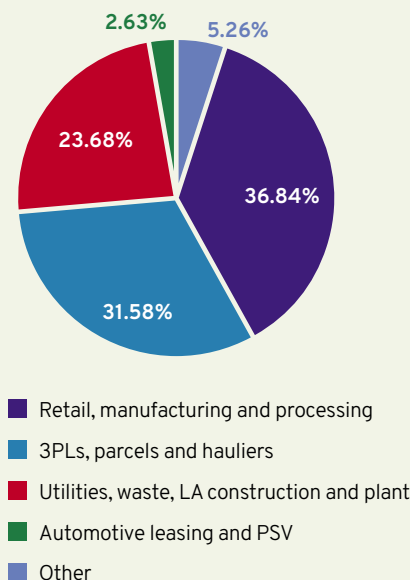
Table 1 Commercial vehicle fleet profile of LEERS members compared to the UK freight industry

Vehicle type	LEERS		Industry
	2016	2017	2017
Artic up to 33t	7.16%	8.87%	0.69%
Artic over 33t	23.44%	18.71%	7.54%
Rigid 3.5–7.5 t	8.64%	11.44%	6.82%
Rigid 7.5t–17t	9.50%	6.15%	5.56%
Rigid 17t–25t	13.68%	14.99%	3.24%
Rigid over 25t	15.00%	14.75%	2.35%
Light CVs <3.5t/Fleet Vans	22.58%	25.09%	73.80%

### Sector coverage

The LEERS collects data covering a wide range of commercial activity. The majority of members are from retail, manufacturing and processing, 3PLs, parcel carriers and hauliers as well as utilities, waste and local authorities sectors as shown in figure 1. This profile is very similar to 2016.

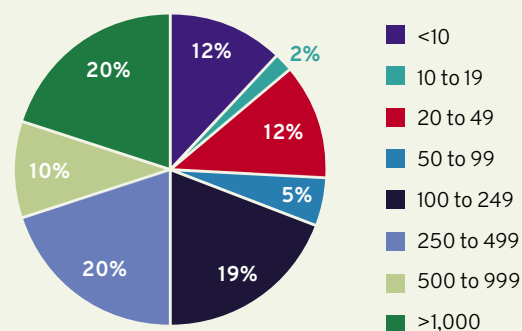
Figure 1 Sectors represented by LEERS members 2017



### Fleet sizes

Just under 50 per cent of members are companies operating the largest fleets in the UK (>250 vehicles) whilst 32 per cent operate less than 100 vehicles. Twelve per cent of operators have less than 10 vehicles highlighting that the scheme is equally applicable to small and large fleets (figure 2).

Figure 2 Fleet sizes represented by LEERS members 2017



Single deck trailers up to 4.3m are still far more prevalent than high cube or double deck trailers.



Figure 3 Percentage split of trailers registered in LERS 2017

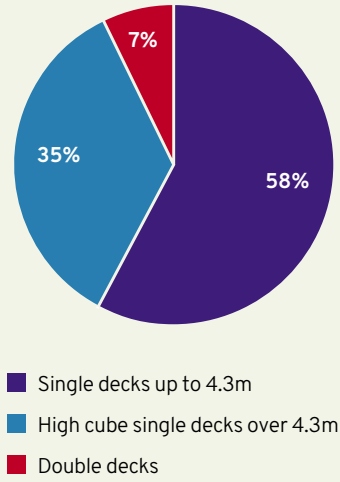
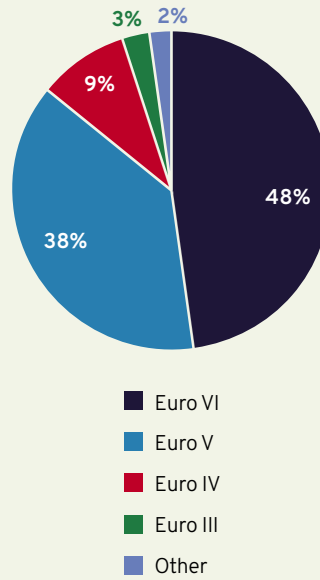
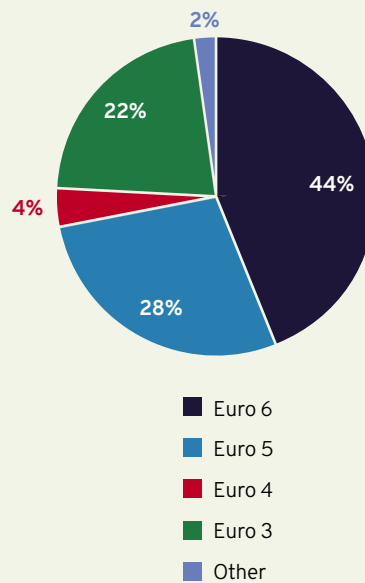


Figure 4 Euro standards across HGV and van fleet for LERS membership 2017

HGV fleet 2017



Van fleet 2017



### Euro standards

FTA has collected, a breakdown of the LERS vehicle fleet by Euro standards.

Figure 4 shows that 48 per cent of the LERS HGV fleet has upgraded to Euro VI up from 40 per cent in 2016 demonstrating a continuous upward trajectory amongst LERS members.

For vans, 44 per cent are Euro 6 compared to just over a quarter the previous year while Euro 5 has dropped from just under half to 28 per cent reflecting the drive and commitment of LERS members to use cleaner vans since the introduction of the Euro 6 regulations in 2016.

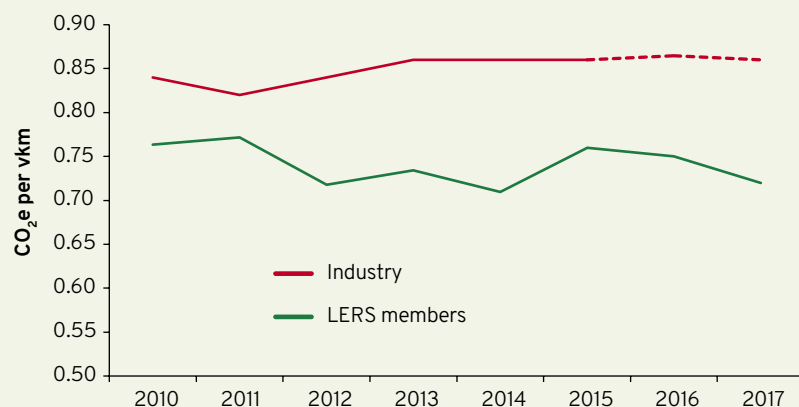
## Average tonne CO<sub>2</sub>e and average kg CO<sub>2</sub>e per Vkm

Table 2 Average tonne CO<sub>2</sub>e, Average kg CO<sub>2</sub>e per Vkm

Year	Average kg of CO <sub>2</sub> e per vehicle km	Average kg CO <sub>2</sub> per member	Average Tonne CO <sub>2</sub> per member
2016	0.75	32,909,573	32,910
2017	0.72	41,077,822	41,078

2017 has seen a continued reduction in average kg of CO<sub>2</sub>e per vehicle km at 0.72 down from 0.75 in 2016 and 0.76 achieved by the scheme in 2015. LERS Members continue to outperform the industry as a whole in reducing emissions as shown in figure 5. Although 2016 and 2017 figures for industry are not yet available, it is clear that member average emissions are close to 13 per cent lower per vehicle km than the trend for the wider logistics industry.

Figure 5 Emissions per Vkm for Industry vs LERS members



## Alternative fuels

Table 3 Uptake of alternative fuels in 2017

Year	CNG (litres equivalent)	Biodiesel (litres)	LPG (litres)	Biomethane (Kg)	LNG (litres)
2016	1,067,922	6,202,646	800,885	228,829	4,052,430
2017	423,970	6,714,847	72,516	3,423,373	1,058,225

Despite the uncertainty around alternative fuels, LERS members continue to trial and introduce alternatively-fuelled vehicles into their fleet. The reduction in fuel figures is due to a different member sample.

# Benefits of LERS Membership



Companies are encouraged to join the Logistics Emissions Reduction Scheme (LERS). The scheme is open to any operator with at least one commercial vehicle and is free to join. It provides a simple, business friendly, voluntary means for fleet operators to record, report and reduce their carbon emissions. The scheme also allows the UK logistics sector to publicly report, for the first time, its contribution towards national targets to cut greenhouse gas emissions.

- It is a free to join, industry-led, influential scheme which makes it as easy as possible to record data linked to carbon emission reduction
- It demonstrates a company's green credentials to potential customers and highlights their long-term commitment to reducing carbon emissions, setting them apart from competitors
- It keeps you up to date with innovations and measures that reduce carbon emissions and make business sense so that management effort can be focused on actions which yield the best rate of return
- It provides methodology and target for carbon emissions recording and reporting which is robust and auditable
- It carries weight with Government, sector trade associations and buyers of logistics services
- It is confidential and company data will never be shared with others, except as part of industry aggregated reports.

## You can find more information about the scheme in the following ways

- Visit <http://lers.org.uk/> to find out more about the scheme
- Call 0371 711 2222\* to request an information pack
- Email [rkite@fta.co.uk](mailto:rkite@fta.co.uk) to request an information pack
- Write to Rebecca Kite, Environment Policy Manager, Freight Transport Association, St John's Road, Tunbridge Wells, Kent TN4 9UZ to request an information pack

## To join the scheme now

- Visit <http://lers.org.uk/> to download a Declaration of Intent form. Complete and return as instructed at the bottom of the form
- Email [rkite@fta.co.uk](mailto:rkite@fta.co.uk) to request a Declaration of Intent form

\*calls may be recorded for training purposes

# **BRIDGESTONE**




**ECOPIA H002**

**Groundbreaking**

**Best in class fuel efficiency. Best in class wet traction.**

**Bridgestone UK**

For your nearest Bridgestone Authorised Dealer,  
visit our website

 @bridgestoneCV  
[www.bridgestone.co.uk](http://www.bridgestone.co.uk)