



Climate Change Policy

- Industry accepts Climate Change agenda will prevail.
- Industry wants to lead the changes, not just respond
- Industry organisations –like FTA/GSF- role is to provide business tools that help businesses optimise performance and environmental goals



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- Businesses need incentives to make long-term investments in
 - Restructured supply chains
 - More efficient operations and modes of transport
 - New, low-carbon technologies, yet to be developed
- Governments need to distinguish scope of different contributions over time:
 - *long term* - low-carbon replacement for heavy-duty diesel engine
 - *medium term* - more use of rail and short sea shipping and restructured supply chains
 - *short term* - more fuel and journey savings from existing operations

Reduction scenarios 2050

Parameter	Units	Worst scenario Freight growth +65% on 2007	Medium scenario Freight growth +27% on 2007
Freight modal split	% te.km by road	64% → 50%	64% → 50%
Empty running	% of hgv km	27% → 17%	27% → 22%
Mean payload (70% load factor)	tonnes	9.8 te → 16.1 te (25% in LHVs)	9.8 te → 12.1 te
Fuel efficiency	km/Litre	+ 40%	+ 20%
Carbon intensity	CO ₂ / kWh	- 30%	- 30%