

Mayor of London / Gnewt Cargo Electric Vehicle Trial

Q1 Environmental Update Report

Originally published February 2018

Updated February 2020

Innovate UK



Data Analysis Partner:

ARUP

COPYRIGHT

Greater London Authority
March 2018

Published by
Greater London Authority
City Hall
The Queen's Walk
More London
London SE1 2AA

www.london.gov.uk

enquiries 020 7983 4100

minicom 020 7983 4458

ISBN

Photographs ©

Copies of this report are available
from www.london.gov.uk

CONTENTS

Executive Summary	1
Introduction	3
Background	5
Pollutant Saving	7
Overview	8
Emissions Assessment Methodology	8
NO_x and PM₁₀ Exhaust Emissions Saved	10
CO₂ Exhaust Emissions Saved	12
Conclusion	14

Executive Summary

The Mayor of London / Gnewt Cargo project, which ran from July 2017 to December 2019, examined the logistical, environmental and economic performance impact of modified, larger electric vehicles (EVs) for delivery and logistics purposes in London.

This report should be read as a supplement to the Baseline Data Report.

Each report focuses on air pollutant savings which are presented in terms of vehicle exhaust emissions of oxides of nitrogen, particulate matter and carbon dioxide.

The project is divided up into the following reports:

- Baseline Report
- Operational Costs and Environmental Benefits
- Key Barriers Report
- Charging Infrastructure Grid Report
- **Q1 Environmental Update Report**
- Q2 Environmental Update Report
- Q3 Environmental Update Report
- Q4 Environmental Update Report
- Q5 Environmental Update Report
- Q6 Environmental Update Report
- Q7 Environmental Update Report
- Operational Costs and Environmental Benefits refresh
- Charging Infrastructure Grid Report refresh
- Final Data Analysis Report
- Final Report

This is the first quarterly environmental report. The exhaust emission savings have been calculated following the methods set out in the Baseline Data Report.

This report covers the first quarter from November 2017 to January 2018. Based on replacing Euro 6 diesel vehicles the savings in this quarter are:

Emission type	ALL Gnewt fleet including trial vehicles (57 vehicles)	Trial EV's only (14 vehicles)
Quarter 1 (PM ₁₀ g)	141.3	38.0
Quarter 1 (NO _x kg)	59.8	16.1
Quarter 1 (CO ₂ t)	8.9	2.6

Introduction

This report provides an update on the environmental savings achieved between November 2017 and January 2018, through the use of electric vehicles (EVs) for the Mayor of London/Gnewt Cargo EV trial project to date (see the next section for project background).

In order to demonstrate the air pollutant savings which result from using EVs rather than diesel vehicles, an assessment was undertaken quarterly, comparing the data collected from the EVs directly to the diesel equivalents as trialled through the baseline data collection period.

Emissions: The assessment has considered vehicle exhaust emissions of;

1. Oxides of nitrogen (NO_x);
2. Particulate matter (PM₁₀); and
3. Carbon dioxide (CO₂).

The emissions that would result from a diesel vehicle are then compared to those from an EV (i.e. zero emissions at the tailpipe).

The Quarterly Environmental reports present the cumulative data to give a true picture of the impact of the trial rather than just the data for each quarter.

This report is the first quarterly report. Subsequent reports build the total results into an overall visible impact of the trial.

All reports and the environmental impact are based on the data obtained from Gnewt Cargo's systems. The data is subject to variations in both the operational activity and use of the trial vehicles according to business factors.

Gnewt Cargo's fleet of 57 EVs were monitored and reported on. When this report was originally written in February 2018, this fleet comprised 14 of the 15¹ Nissan Voltia (larger trial vehicles) and 43 smaller EVs (four Nissan eNV200 & 39² Renault Kangoo). The larger trial vehicles made up 25% of the overall EV fleet. This changed as more trial vehicles were added throughout the project.

¹ When this report was originally written in February 2018, only 14 of the 15 Nissan Voltia trial vehicles were live on the Fleetcarma system due to a malfunctioning tracker.

² A total of 39 Renault Kangoo vehicles recorded data over this period. In total 44 Renault Kangoos were used in at least one quarter throughout the trial period.

Background

The Mayor of London / Gnewt Cargo project, which ran from July 2017 to December 2019, examined the logistical, environmental and economic performance impact of modified, larger electric vehicles (EVs) for delivery and logistics purposes in London. Gnewt Cargo specialises in delivery of goods using electric and low emission vehicles.

At present, EV fleets are often comprised of purpose-built small cars and vans (max. 3.5 tonnes). There is limited production and uptake of larger electric vans such as those comparable to the Mercedes Sprinter (capacity 8.5m³/ payload 1,035 kg). This project seeks to examine the benefits/disbenefits of the introduction of larger EVs to London roadways.

The new electric cargo vehicles, which are the subject of this trial, are the Nissan Voltia and BD Auto eDucato. The use of these vehicles in the project are summarised as follows:

- Since November 2017, 14 Nissan Voltias were live and deployed by Gnewt Cargo, each vehicle is assumed to operate five days per week.
- Four BD Auto eDucato vehicles were added to the Gnewt Cargo fleet during January 2018 and are included in the second quarterly report.
- Additional Nissan Vic-Young vehicles were added to the Gnewt Cargo fleet later in the trial and appear in subsequent issues of the report.

Pollutant Saving

Overview

In order to demonstrate the pollutant savings from the use of EVs as a replacement for diesel light goods vehicles (LGVs), an assessment has been undertaken to calculate the emissions which would have been generated by diesel LGVs based on the distance travelled and energy used by the EVs during November 2017 to January 2018.

The assessment has considered vehicle exhaust emissions of oxides of nitrogen (NO_x), particulate matter (PM₁₀) and carbon dioxide (CO₂).

Emissions Assessment Methodology

To calculate the weekly diesel vehicle NO_x and PM₁₀ exhaust emission savings in kilograms, the total kilometres travelled per week are multiplied by the relevant exhaust emission factors from COPERT 5³. COPERT is a European database of emissions factors for all vehicle types at different speeds. For this report the Euro standard 6 exhaust emission factors are used, and it is assumed that all vehicles had an average speed of 8.4 kph, which was estimated during the baseline testing conducted by LowCVP in September 2019.

The September 2019 baseline testing also provided CO₂ exhaust emissions for the Nissan NV200. The NV200 CO₂ emissions are scaled up to give corresponding emissions for the diesel equivalent of both the Nissan Voltia and the eDucato⁴. To calculate weekly diesel vehicle CO₂ exhaust emission savings in kilograms, the total kilometres travelled per week are multiplied by the relevant exhaust emission factors⁵.

Table 1 provides the exhaust emission factors used to calculate emissions for equivalent diesel LGVs. Further calculation details are provided in the Baseline Data Report.

³ COPERT 5, <https://copert.emisia.com/>

⁴ The method of scaling up CO₂ emissions for the diesel equivalent of the Nissan Voltia and the eDucato is given in the Baseline Report.

⁵ For this report the CO₂ exhaust emissions were calculated based on distance travelled. However, the accompanying Operational Costs and Environmental Benefits report adopts the DfT TAG methodology which reports the saved vehicle exhaust emissions as carbon dioxide equivalent and the saved emissions were calculated based on the gCO_{2e} per litre of diesel and the energy use by the NV200 and Ducato.

Vehicle exhaust emission factors are dependent on vehicle type, engine fuel type, Euro standard and average speed. Factors such as vehicle age and maintenance also have an impact, however, these have not been considered in the calculations.

Table 1 Exhaust emission factors for equivalent Euro 6 diesel LGVs

EV type	Emission factor		
	NO _x (g/km)	PM ₁₀ (g/km)	CO ₂ (g/km)
Nissan Voltia	1.4	0.003	225.3
Nissan eNV200			204.0
Renault Kangoo			204.0

NO_x and PM₁₀ Exhaust Emissions Saved

This section presents the pollutant savings achieved by the use of EVs in replacement of Euro 6 diesel LGVs for NO_x and PM₁₀. The calculated pollutant savings for NO_x are presented in Table 2 and the pollutant savings for PM₁₀ are presented in Table 3.

Pollutant savings presented in Table 2 and Table 3 have been presented for the following scenarios based on the travelled distances for each EV type:

- Pollutant savings for an average week per vehicle⁶;
- Total pollutant savings for an average week for the EV fleet; and
- Total pollutant savings for the reporting period (November 2017 to January 2018).

It is highlighted that the EVs only operated for a period of nine weeks during November 2017 to January 2018.

The switch to EVs saved a total of 141.3 g of PM₁₀ exhaust emissions and 59.8 kg of NO_x exhaust emissions over the reporting period, compared to a diesel LGV.

⁶ Average week data is based on the average distance driven per week during the quarter

Table 2 Summary of PM₁₀ emissions savings

EV type	No. of vehicles	Average weekly travel distance (km per vehicle)	Average weekly saving per vehicle (PM ₁₀ g/week)	Total weekly saving (PM ₁₀ g/week)	Total savings for report period (PM ₁₀ g)
Nissan Voltia	14	90.3	0.3	4.2	38.0
Nissan eNV200	4	112.3	0.4	1.5	13.5
Renault Kangoo	39	76.7	0.3	10.0	89.8
Total	57	93.1	0.3	15.7	141.3

Table 3 Summary of NO_x emissions savings

EV type	No. of vehicles	Average weekly travel distance (km per vehicle)	Average weekly saving per vehicle (NO _x g/week)	Total weekly saving (NO _x g/week)	Total savings for report period (NO _x kg)
Nissan Voltia	14	90.3	127.6	1,786.2	16.1
Nissan eNV200	4	112.3	158.6	634.5	5.7
Renault Kangoo	39	76.7	108.3	4,223.6	38.0
Total	57	93.1	131.5	6,644.3	59.8

CO₂ Exhaust Emissions Saved

This section presents the CO₂ emissions savings achieved by the use of EVs.

The calculated emissions savings for CO₂ are presented in Table 4. The switch to EVs saved 8.9 t of CO₂ exhaust emissions over the reporting period.

Table 4 Summary of CO₂ emissions savings

Vehicle type	No. of vehicles	Average weekly travel distance (km per vehicle)	Average weekly saving per vehicle (CO ₂ kg/week)	Total weekly saving (CO ₂ kg/week)	Total savings for report period (CO ₂ t)
Nissan Voltia	14	90.3	20.3	284.9	2.6
Nissan eNV200	4	112.3	22.9	91.6	0.8
Renault Kangoo	39	76.7	15.6	610.0	5.5
Total	57	93.1	19.6	986.5	8.9

Conclusion

This report shows that switching from diesel Light Goods Vehicles (LGVs) to Electric Vehicles (EVs) eliminates the exhaust emissions of carbon dioxide and air quality pollutants.

The savings in this quarter for the Gnewt fleet (all 57 operating vehicles including trial EVs) are:⁷

- PM₁₀ – 141.3 g
- NO_x – 59.8 kg
- CO₂ – 8.9 t

Total savings in this quarter for the trial EVs only (14 operating vehicles) are:

- PM₁₀ – 38.0 kg
- NO_x – 16.1 kg
- CO₂ – 2.6 t

Other quarterly reports include the BD Auto eDucato and additional Nissan Vic-Young vehicles fitted with an updated battery as they enter the trial. The new Nissan Vic-Young trial vehicles were reported as a separate line in order to evaluate the performance against the other trial vehicles.

⁷ All figures rounded to one decimal place

Other formats and languages

For a large print, Braille, disc, sign language video or audio-tape version of this document, please contact us at the address below:

Public Liaison Unit

Greater London Authority
City Hall
The Queen's Walk
More London
London SE1 2AA

Telephone **020 7983 4100**

www.london.gov.uk

You will need to supply your name, your postal address and state the format and title of the publication you require.

If you would like a summary of this document in your language, please phone the number or contact us at the address above.