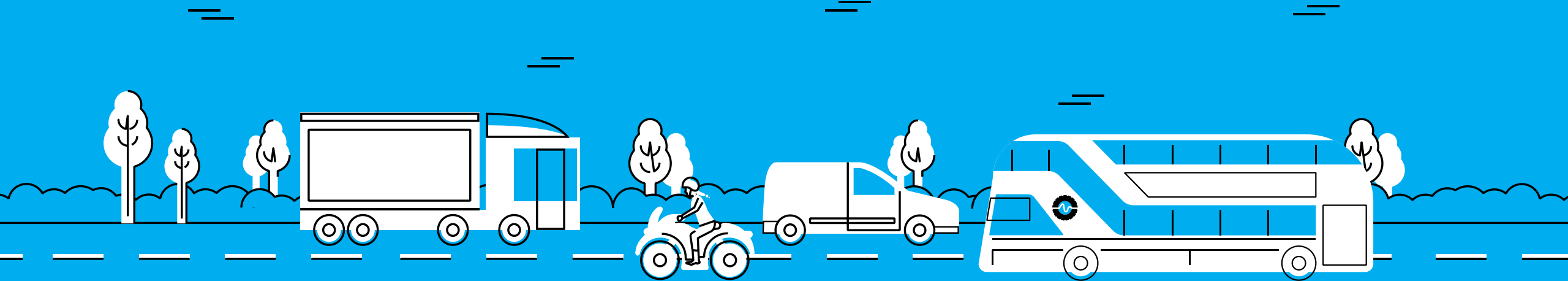


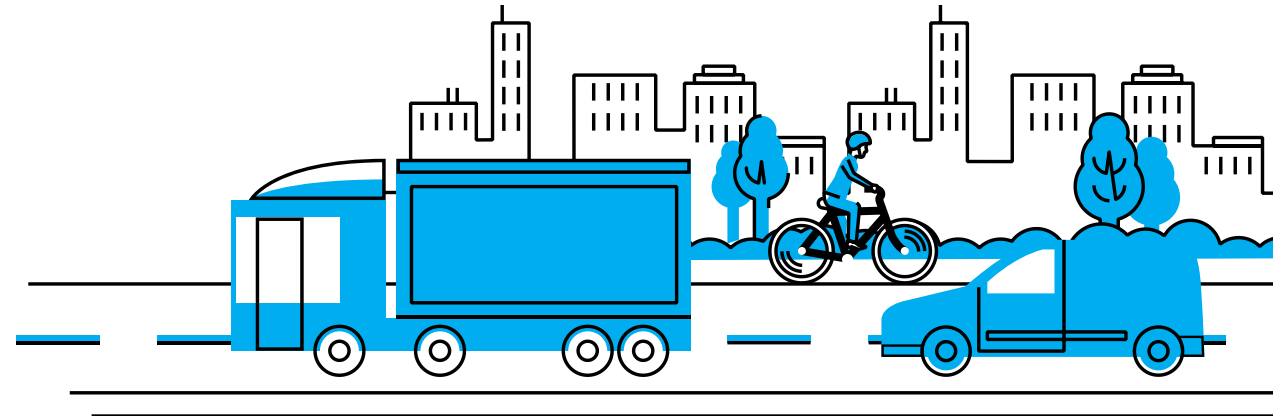
Road to decarbonisation

Geraint Davies – FORS Concession Director
CLOCS Safety Forum 20 June 2024



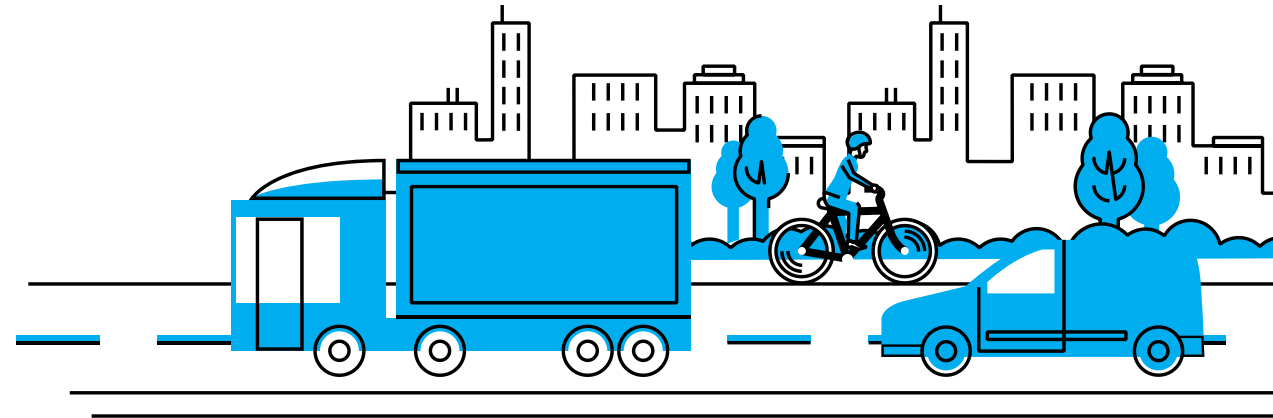
Agenda

- **Why decarbonise** – greenhouse gases, climate change and the net zero ambition
- **FORS Standard v7** – the road to fleet decarbonisation
- **Decarbonisation support** – FORS tools and training



Why decarbonise?

Greenhouse gases, climate change and the net zero ambition



Why decarbonise?

Companies will be expected to report their carbon emissions, supporting corporate statements about their journey to net zero.

Carbon emissions reporting will be as important as financial reporting.

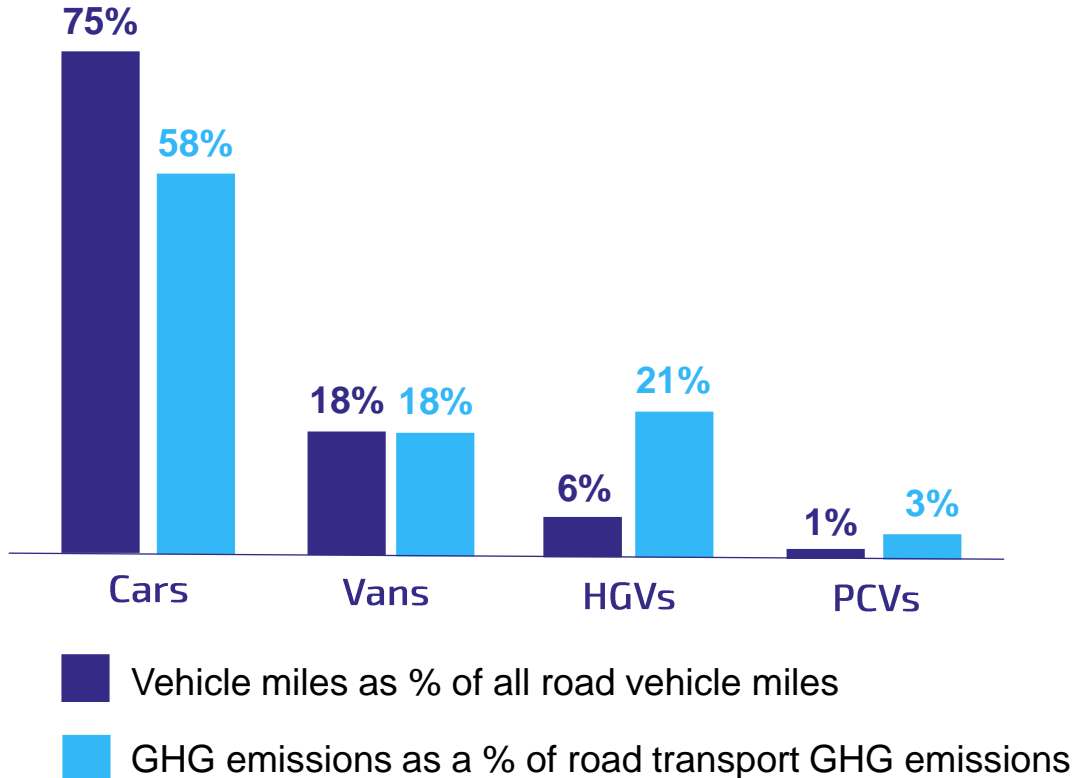
- The UK Energy Savings Opportunity Scheme (ESOS) requires **large companies** to undertake periodic mandatory assessments
- From 2025 - the EU CSR Directive mandates a Paris Agreement-aligned emissions reduction plan to reach net zero by 2050
- Operators that work for an EU company, or have an EU depot, will be within the terms of the CSR Directive



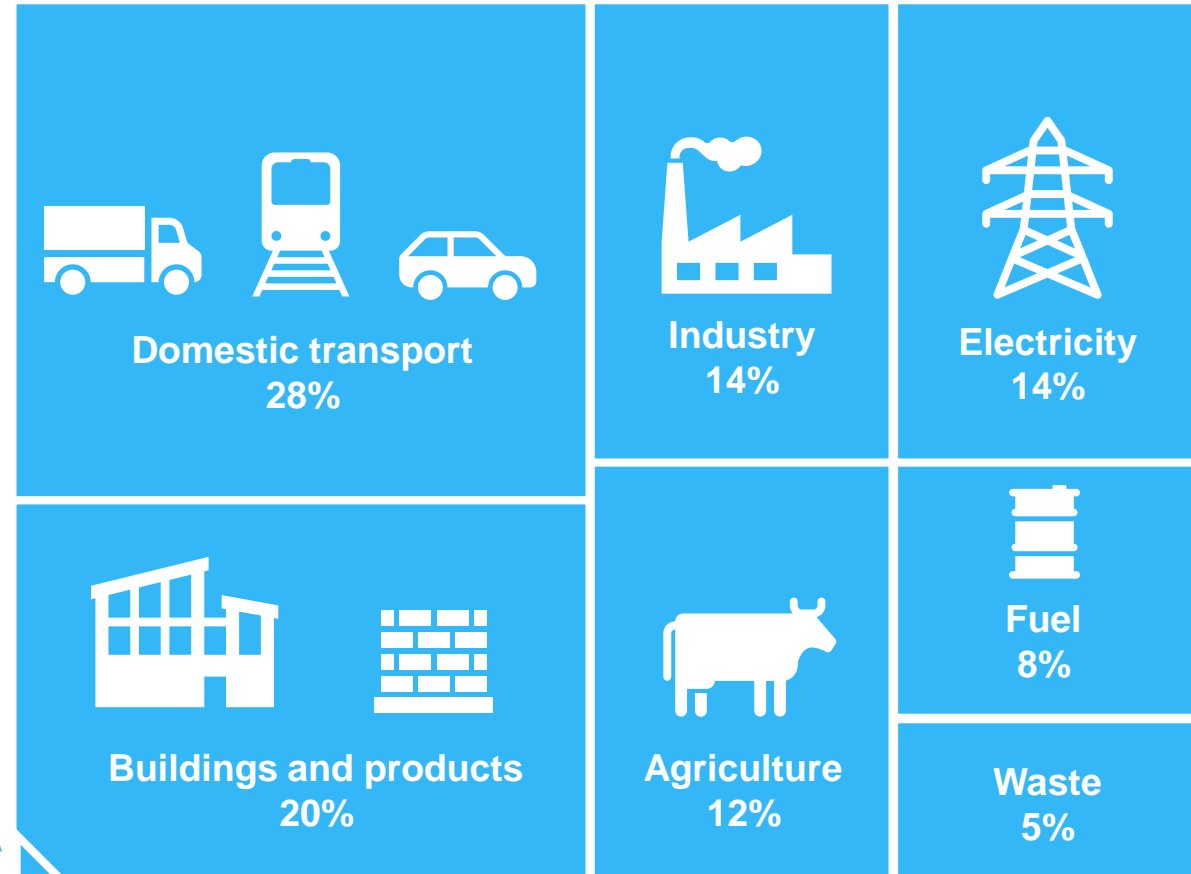
Large company means €50m turnover or 250 employees. EU will extend to medium companies (€10m turnover) by 2026

Why decarbonise fleet?

- Domestic transport was the largest emitting sector in the UK in 2022, responsible for over a quarter of emissions. Commercial vehicles, particularly HGVs, are considered the worst offenders
- Legislation is coming our way...

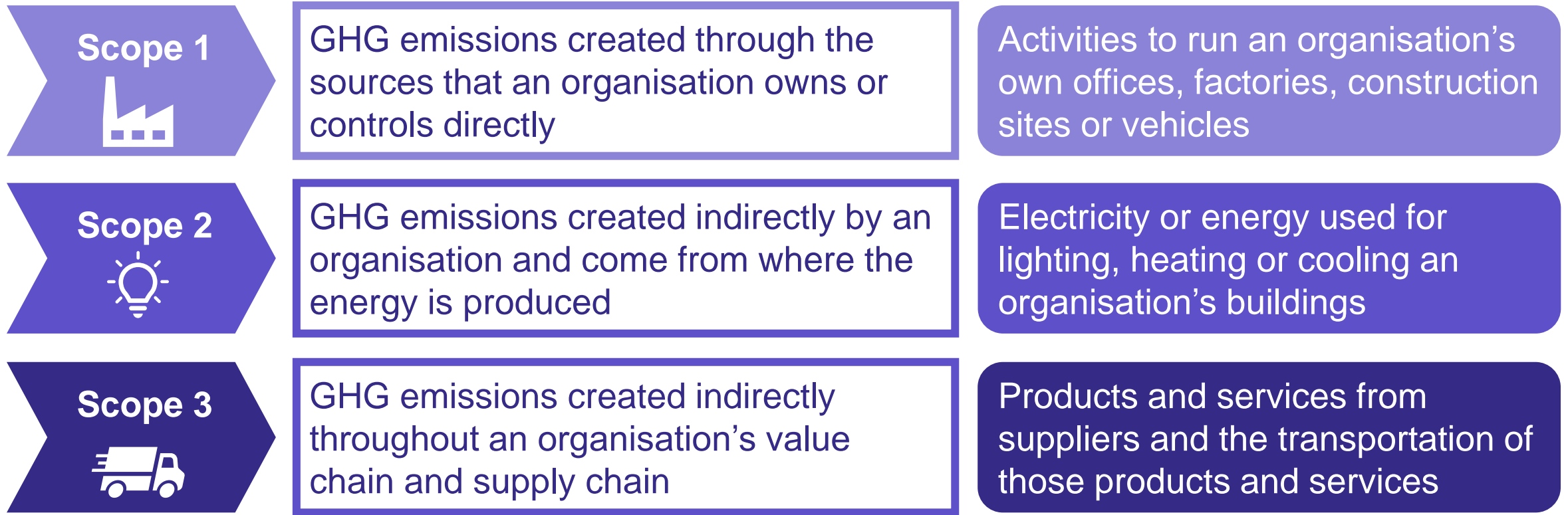


LULUCF
0.2%



Landscape for change – GHG reporting

The Greenhouse Gas Protocol (the world's most widely used GHG accounting standard) defines three scopes to categorise the different kinds of emissions an organisation creates.



Landscape for change – GHG reporting

Large companies are required to report on a range of Scope 3 activities including transport, distribution and purchasing goods and services.

Scope 3 is the largest and most complex category of GHG reporting.

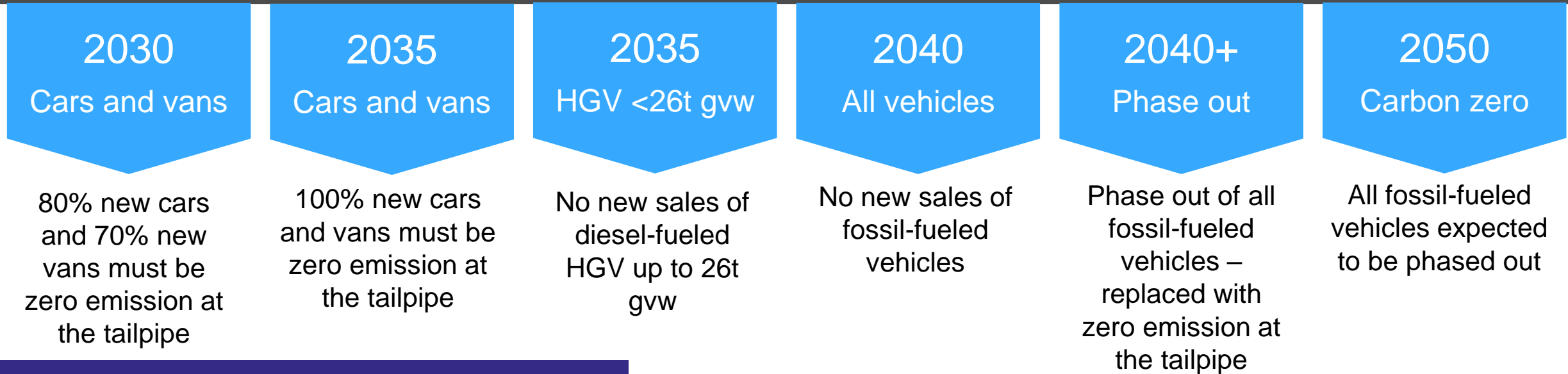


Landscape for change – GHG reporting



Key legislation and dates emerging in the UK

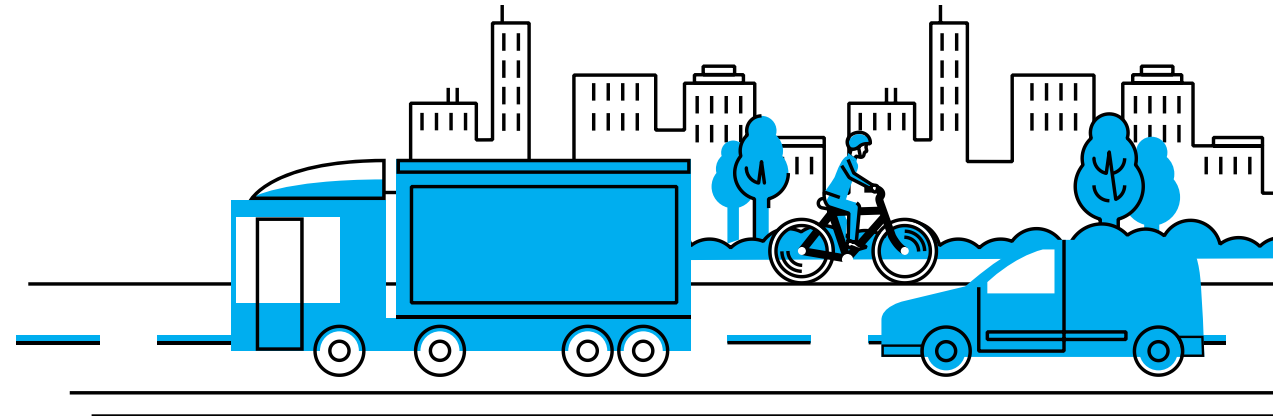
Phasing out of fossil-fueled vehicles, the “End of sale dates” for road transport vehicles



Mandate on PCVs yet to be released

FORS Standard v7

The road to fleet decarbonisation



The FORS Standard

FORS is often regarded as a safety scheme but its Standard was originally launched to cover:

- Road safety
- Operational efficiency
- Environmental protection

The interaction with vulnerable road users over the past decade has prioritised road safety but environmental protection is now the hot topic.

Whilst FORS Silver covers enhanced safety equipment and road risk requirements, the Standard v7 will also focus on carbon and emissions

To ensure the FORS Standard remains relevant it is reviewed every two years.



GSAG Environmental working group



The FORS Standard is overseen by GSAG - Governance and Standards Advisory Group which:

- Is made up of FORS operators, specifiers, trade associations and industry-relevant bodies
- Exists to be a credible and technically competent industry representative body
- Ensures FORS remains relevant and is aligned to regulation and industry emerging practice
- Reviews and revises the FORS Standard every two years
- Is formed of an Environmental working group and a technical advisory group formed of the Centre for Sustainable Road Freight, Zemo and DfT



FORS Standard v7



Bronze

- **O2** introduces emissions data recording

Silver

- **S2** is renamed and enhanced to include emission **Performance data** recording and calculations
- **S3** renamed to **Environmental impact** and policy requirements enhanced
- **S10** new requirement on **Fleet transition**

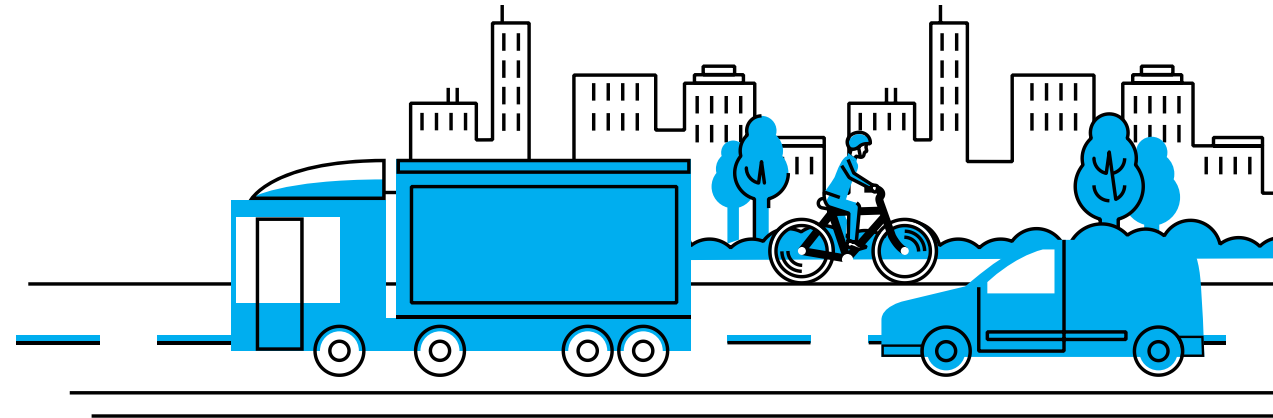
Gold

- **G3** renamed to **Decarbonisation strategy**
- **Gold G7** new requirement on **Managing fleet transition**
- **Gold G8** new requirement on **Environmental impact engagement**



Decarbonisation support

FORS tools and training



Introduction to fleet decarbonisation

Brand new FORS Practitioner module that provides participants with an introduction to the decarbonisation agenda.

The course objectives are to:

- Explain the importance of decarbonising the fleet and why road fleet is a high priority
- Examine the regulatory landscape and why decarbonisation relates to the FORS Standard
- Understand decarbonisation key terms and phrases
- Explore the three Rs of sustainability – record, report, reduce – and the decarbonisation options for fleet operators



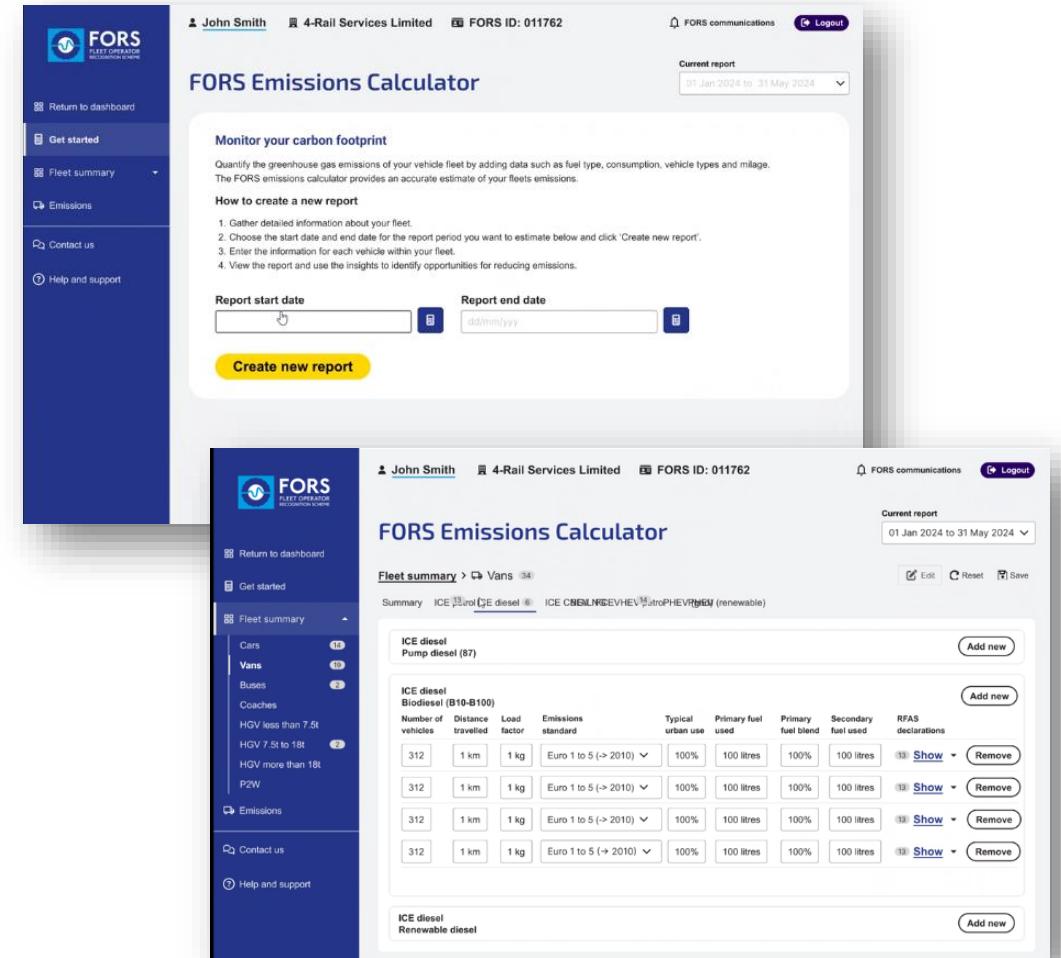
FORS Emissions Calculator



Being developed with TfL and Zemo Partnership, the FORS emissions calculator will enable consistent output data relevant to the fleet sector.

The FORS emissions calculator will:

- Require standard operational data that's available to all fleet operators
- Require data to be input based on vehicle, fuel and operation type
- Enable optional load factors to be input to ensure the data is more meaningful
- Use standard government formulas in its calculations
- Provide consistent measurable output data that can be benchmarked over time



FORS Approved emissions calculators

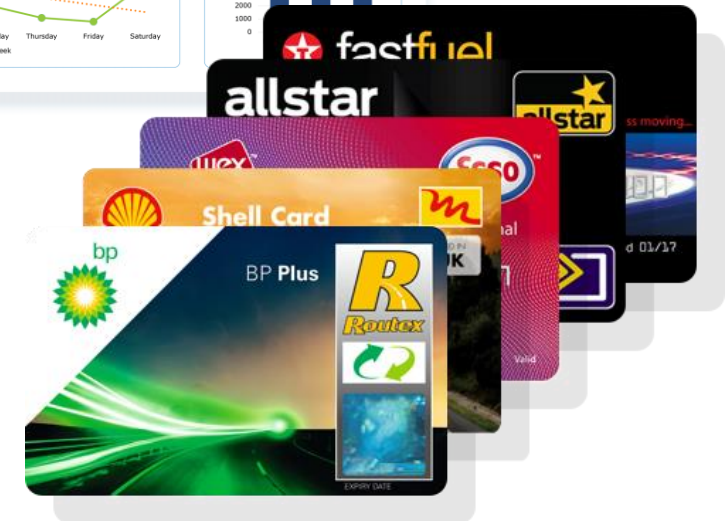
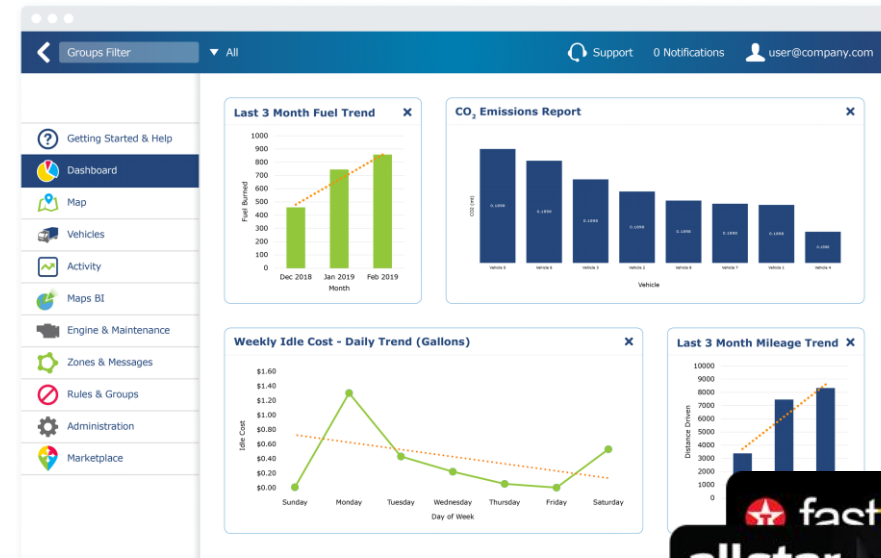


To ensure there is flexibility in demonstrating how the requirements are met, an approval process is being developed for systems and solutions that calculate emissions, such as:

- Fuel cards
- Telematics
- Fleet management systems

The criteria will include:

- A mandatory set of input data fields
- Background formulas and algorithms
- Output data that meets the FORS requirements





Thank you

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