

## Trials confirm big savings from biomethane

Coca-Cola Enterprises (CCE) has confirmed 50.3% in well-to-wheel greenhouse gas emissions savings from running a biomethane-powered Iveco Stralis rigid, compared to its equivalent diesel models.

That's the news from Cenex, the UK's first Centre of Excellence for low carbon vehicle technologies, which has released the results of the year-long trial running the gas vehicle with CCE.

However, this was achieved using a temporary filling station – a more efficient permanent station being installed at the CCE depot raises the greenhouse gas saving to 60.7%. Meanwhile, operating the gas vehicle on biomethane reduced overall fuel costs by 12.8%.

Following what has been hailed a very successful trial, CCE has now invested in a fleet of 14 new gas-powered Iveco Stralis trucks and a gas station, which is due to be fully operational at its Enfield depot from June of this year.

"Our main reason for selecting compressed biomethane is that it has the lowest carbon intensity of all available alternative fuels, allowing us to benefit from the best possible well-to-wheel saving," says Darren O'Donnell, logistics asset manager at CCE.

"Gaining independent trial support and results verification by Cenex has helped give us the confidence needed to make step changes in emissions performance through switching vehicle technology and fuels," he adds.

"The results clearly show that biomethane is the only truly sustainable and readily available fuel that can reduce commercial transport carbon emissions and improve air quality," comments



Gasrec's commercial development manager Doug Leaf.

"The key to widespread deployment of environmentally friendly vehicles is to make sure that the end user receives the benefit in cash and carbon," he continues.

"We are already seeing a number of major UK based organisations, as well as Coca-Cola, benefiting from the use of biomethane and future adoption is now a certainty."

And Martin Flach, product director at Iveco, states: "This trial has shown the benefits of CNG engined vehicles running on biomethane. These have been an important part of the Iveco line-up of environmentally friendly vehicles for some years."

## Panalpina's new tyre policy for long-distance fleet

Panalpina World Transport, a supply chain solutions provider, has adopted a new tyre policy for its UK-based road fleet, which operates throughout mainland Europe, Scandinavia, Russia, Cyprus and Africa.

The new agreement will see ATS Euromaster appointed to supply, service and maintain Michelin tyres fitted across the operator's 40 trucks and 80 trailers.

The move is aimed at further increasing vehicle reliability and reducing instances of unexpected tyre-related downtime, according to Brian Pirie, Panalpina area head of overland transport operations oil and gas northwest Europe.

"Reliability runs through the heart of everything we do and our tyre policy needs to reflect this. It's why we've always fitted predominantly Michelin tyres," says Pirie.

"By appointing ATS Euromaster, we're looking to combine the benefits of a one-stop shop supplier offering a fully-managed tyre

service, complete with Europe-wide roadside support via a single point of contact. We are also targeting increased brand fitment adherence," he adds.

Panalpina will now get round-the-clock access to ATS Euromaster's nationwide roadside rapid response fleet – the largest of its type in the country. In mainland Europe, this is backed by Michelin EuroAssist, adding more than 3,000 tyre breakdown specialists across 25 European countries.



## Hanson Cement opts for the fuel-efficient Renault

Cement supplier Hanson Cement has taken delivery of six Renault Premium 460.25 6x2 tractor units, fitted with Privilege cabs.

These are the first Renault Premium trucks to join Hanson's 200-strong fleet of primarily Mercedes-Benz and Volvo Trucks tractor units – with the Premium's fuel economy a key factor in the purchase decision.

Prepared to Hanson Cement's specification, the new Premium trucks are already operating out of Ribblesdale in Clitheroe and Ketton in Rutland, pulling Felbinder 40 cubic metre powder tank trailers, for bulk cements, and low height curtainsiders to transport packaged products nationwide.

"The Renault Premium performed well in [fuel] trials and its driveline definitely makes a difference to fuel economy," comments Andrew Bridge, Hanson Cement distribution director.

"January was their first month on the road and the Premiums out of Clitheroe are already delivering 7.97mpg," he continues. "We run fully freighted for 60% of the time and usually at the maximum 44 tonne gvw, so driving down fuel consumption is key to improving our operational efficiency and meeting our environmental commitments."

