



Our Current Vehicle Fleet

38 trucks

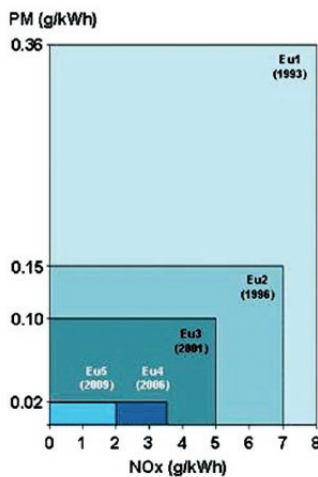
- 3 Volvo FM9 rigids Euro 3
- 35 Volvo FH tractor unit D13A - Euro 3, Euro 4, Euro 5



Air quality emissions

Our fleet modernisation strategy is to move to the cleanest technology with consistent proven reliability that enables us to meet the increasing standards of delivery precision our customers expect.

Though all our older Euro 2 engined Volvo trucks could meet the London Low Emission Zone demands for free entry, we decided from now on to step forward our fleet renewal strategy to replace the oldest Euro 2 trucks, not with the current mandated Euro 4 level, but with trucks which meet Euro 5.



With the increasing pressure on local authorities to limit the exposure of air quality emissions, which is especially challenged in our congested cities, this is a significant step forward.

The two emissions which are considered by the authorities to be mostly contributed by diesel engines are particulates and oxides of nitrogen.

According to Volvo Trucks engine certification data, these emissions have been reduced by 74% each, whilst emissions of carbon monoxide and hydrocarbons have been reduced by 86% & 99% respectively on the latest Volvo tractor units compared to the Euro 2 engined trucks they have replaced. You can see from the chart (left) that they are a significant step cleaner in terms of oxides of nitrogen emissions compared to even the much cleaner Euro 4 levels.

Working towards lowering our carbon footprint

Moving to Volvo's latest generation of D13 Euro 3, 4 & 5 engines has also enabled us to save around 4% diesel fuel and carbon dioxide savings compared to older replaced D12C engines, whilst at the same time achieving significant steps forward in terms of air quality exhaust emissions.

Working towards the next challenge that faces society to reduce our carbon footprint, we have equipped all our new trucks with Volvo's Dynafleet On Line telematics systems which enable us to record and report on fuel consumed by truck and by driver. Having the knowledge in easy formats now gives us the facts to help us to set objectives to reduce our emissions not only of air quality emissions but carbon dioxide emissions, which are directly linked to the diesel fuel used. The Dynafleet telematic system has a number of standard reports and an environmental report with CO2 and air quality emissions for each truck or the new fleet as a whole.

This will also allow us to continue to focus our business to examine better ways for the drivers to use the trucks and use targeted driver development training to save fuel. These reports will also give us facts to examine improvements we might be able to employ to optimise the utilisation and loading factors of our fleet to reduce the carbon emissions per tonne or cubic metre of goods we need to transport for our customers.

Working with Volvo Trucks has enabled us to specify trucks that are being built in their cab and assembly factories in Sweden and Belgium, which are working to reduce the energy needed to make each truck and move to the use of renewable energy for their assembly. Volvo's cab plant in Umea and the truck assembly plant in Gothenburg are due to become carbon neutral this year (2008) whilst their Ghent truck assembly plant in Belgium achieved this in October 2007.

End of Life

We also know that at the end of their lives, after their next user (s) have finished with those trucks that over the last decade that Volvo trucks has been marking plastic components with symbols that enable the dismantlers to identify the material to help with their recycling or energy recovery. There is also a guide to safe and environmental disposal to aid the dismantlers.