



## **LOWCVP NEWS**

**26 September 2019**

### **First pollution-busting SCR retrofit solution for trucks accredited under CVRAS Scheme**

The first selective catalytic reduction (SCR) retrofit solution for conventional heavy goods vehicles has been accredited under the UK's Clean Vehicle Retrofit Accreditation Scheme (CVRAS), ahead of the introduction of Clean Air Zones in Birmingham and Leeds in 2020.

The retrofit SCR system, developed by Proventia OY for a (13-15 tonne) Mercedes Benz Atego truck, has been certified under CVRAS as achieving Euro VI-equivalent emissions levels. The CVRAS scheme has been developed by LowCVP and is managed by Energy Saving Trust.

This first system approved for trucks paves the way for this vital sector to embrace retrofits in the same way as the bus sector has done, capitalising on the support being offered by several local authorities to help operators meet the Clean Air Zone (CAZ) requirements.

Any vehicle fitted with a CVRAS-approved system can enter a CAZ in England, a Low Emission Zone in Scotland and the Ultra Low Emission Zone in London, free of charge or penalty.

The CVRAS accreditation process uses test procedures developed by LowCVP, which have also been used for other government funding programmes such as the LEFT (Low Emission Freight & Logistics Trial) programme and the Low Emission Bus Scheme.

Battery electric repower solutions already exist for HGVs, but the Proventia NOxBUSTER® City system is the first regular truck SCR system to be approved under CVRAS. Systems have already been approved for a wide variety of buses, coaches and some specific refuse vehicle applications.

To date, SCR has been the most popular solution for reducing emissions from the existing fleet, especially in the bus market, with the Government's Joint Air Quality Unit (JAQU) allocating £65m to local authorities through the Clean Bus Technology Fund 2017-2019. This will see over 4,400 buses fitted with SCR systems which reduce NOx emissions by up to 95%.

Transport Scotland has also funded the retrofitting of over 120 buses using the CVRAS standard through the BEAR (Bus Emissions Abatement Retrofit) programme. Transport for London is also retrofitting over 4,000 buses to Euro VI-equivalence with SCR systems.

Over 20 different retrofit solutions currently exist for buses, including SCR, battery repower and Euro VI engine replacement. Retrofit solutions for coaches, refuse collection vehicles and taxis also exist to help achieve the emissions standards required for Clean Air Zones.

To help accelerate the approval of retrofit systems, earlier this year JAQU awarded [£1m to retrofit suppliers<sup>1</sup>](#) to help offset the cost of the testing required to become approved under CVRAS.

Leeds and Birmingham City Councils also have initiatives to help non-scheduled bus, coach and HGV operators with finance for retrofit systems.

LowCVP and Energy Saving Trust are working closely with industry to identify ways of extending existing approvals to other systems to increase the availability of approved systems.

LowCVP's Managing Director, **Andy Eastlake**, said: "LowCVP and Energy Saving Trust have been working closely with the retrofit industry to deliver the widest range of applications for this technology. The evidence from Euro VI has shown how effective this can be in cleaning up emissions from valuable older vehicles where replacement is uneconomic."

"With the first truck systems now in place there's every reason to accelerate emission zone implementation and deliver the air quality we all need."

Energy Saving Trust's Programme Manager for Clean Vehicle Retrofit, **Colin Smith**, said: "This latest CVRAS approved system, the first for an HGV application, demonstrates that SCR retrofit is a potential solution for the truck sector. Clean Air Zones are being introduced in our towns and cities and we need to reduce pollutant emissions to improve air quality for all. The Proventia retrofit system is another step in the right direction."

**John Kettle**, Sales Manager, Excalibre Technologies Ltd said: "The HGV market is clearly one that we feel is in need of support from retrofit providers, which has prompted this move from Proventia and (UK partner) Excalibre. With input from operators, we are keen on developing further HGV systems in order to reduce the emissions from their vehicles, make them CAZ-compliant and improve the air quality of our cities."

## Notes to Editors

A full list of approved retrofit systems is available via the Energy Saving Trust website: [www.energysavingtrust.org.uk/transport/freight-and-retrofit/clean-vehicle-retrofit-accreditation-scheme-cvras](http://www.energysavingtrust.org.uk/transport/freight-and-retrofit/clean-vehicle-retrofit-accreditation-scheme-cvras)

More information on CVRAS - see LowCVP's guide with case studies for operators and local authorities. The [Clean Vehicle Retrofit Technology Guide](#) is available to download free from the LowCVP website.



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<sup>1</sup> <https://www.lowcvp.org.uk/news/government-announces-1m-funding-to-support-clean-air-retrofit-solutions> 3914

The LowCVP ([www.lowcvp.org.uk](http://www.lowcvp.org.uk)), which was established in 2003, is a public-private partnership that exists to accelerate a sustainable shift to lower carbon vehicles and fuels and create opportunities for UK businesses. Nearly 200 organisations are engaged from diverse backgrounds, including automotive and fuel supply chains, government, vehicle users, academics, environment groups and others.

### **Energy Saving Trust**

Energy Saving Trust is an organisation providing evidence-based advice and ground-breaking research that helps people save energy, every day. Trusted by consumers, businesses and organisations for our expertise and independence, our goal is to find new and better ways to drive change and reduce energy and fuel consumption. [www.energysavingtrust.org.uk](http://www.energysavingtrust.org.uk)

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