Transport: Heavy Vehicles – Hybrid

In 2015, all heavy vehicles were powered by fossil fuels (petrol or diesel) despite other lower carbon options, such as plug-in hybrid electric vehicles (PHEVs), being technically feasible. PHEVs are primarily fuelled by a battery which is charged in the same way as in a standard EV, however they also have a secondary power supply in the form of an internal combustion engine (ICE) (fuelled by fossil fuel or bio-fuel) which can power the vehicle (or re-charge the battery) when the battery runs out of charge. This gives the vehicle a.

Key Interaction

greater range and hence higher flexibility, however the ICE means it does not have zero emissions at the tail pipe if the ICE is fuelled by fossil fuel.

PHEV technology also competes with other lower-carbon technologies that are not zero emissions in the tail pipe, such as natural gas, and some experts see a trend towards natural gas in this market.

Level 1

Efforts to start uptake of PHEVs are abandoned and shares remain 1% at current level 1.

Level 2

2% of articulated HGVs and 2% of buses are hybrid.

Level 3

3% of articulated HGVs and buses are hybrid.

Level 4

All HGV and Buses are Hybrid and remains 4%

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Default Timing Start Year: 2035 End Year: 2050

Sub-Lever	Units	2015	Level 1	Level 2	Level 3	Level 4
HGV Articulated	share	0%	1%	2%	3%	4%
Bus	share	0%	1%	2%	3%	4%