



What does the Government's CLEAN AIR strategy mean for funeral fleets?

The Government's clean air strategy, which was published in January, describes reducing pollution from nitrogen oxides (NOx), which come mainly from diesel vehicles, as its most immediate challenge.

However, responsibility for reducing NOx emissions has been devolved mainly to a local level. London is leading the way, introducing an Ultra Low Emission Zone (ULEZ) in April 2019, which will require some motorists to pay £12.50 a day to drive into the existing congestion charging zone, on top of the current £11.50 charge.

For vehicle operators running specialist vehicles on longer replacement cycles, which is likely to include some funeral directors, this could have a significant financial impact upon their business.

The charge will apply to drivers of petrol cars that do not meet the Euro 4 emission standards - which generally means cars registered before 2005 - and diesel vehicles which do not meet the Euro 6 standard, which generally means anything registered before September 2015.

In October 2021, the ULEZ will expand to cover all roads inside the North Circular and South Circular. A similar scheme in France now covers a number of major cities, including Paris, Lyon, Marseilles, Grenoble, Lille, Strasbourg, Toulouse and Chambéry.

"As well as London, Birmingham, Southampton, Oxford, Leeds, Bath, Glasgow, and more, all have low emission zone plans that are coming into operation this year and next," says Steve Cousins of Brahms Electric Vehicles. "That's why we have been trying to be really innovative in how

we help funeral directors to afford to meet these new requirements for funeral vehicles."

The Government's strategy on road transport includes a pledge to stop all sales of new conventional petrol or diesel powered cars and vans by 2040. As a result, registrations of new diesel cars fell 30% last year, according to the Society of Motor Manufacturers and Traders (SMMT).

However, the European Automobile Manufacturers' Association (ACEA) is confident that modern diesel cars could have a key role to play in helping achieve air quality targets and reducing CO₂ emissions, after new research that shows that many new diesel cars are already achieving the highest emissions standards. ACEA, which represents 15 major Europe-based car, van, truck and bus manufacturers, now says that differentiation should be clearly



made between the fleet of old diesel cars on European roads and the new models now rolling off manufacturer production lines.

ACEA found that some 270 new types of diesel cars type-approved against the latest Euro 6d-TEMP standard, also known as RDE-1, were introduced on the European market over the past year. The ACEA research showed that all of these diesel cars performed well below the NOx threshold in the real driving emissions (RDE) test that will be mandatory from January 2020 – a stage known as RDE-2 – and were some of the cleanest diesel models ever produced.

Coleman Milne, which includes in its range diesel, petrol and hybrid models, is confident that there remains an important place in funeral fleets for newer, cleaner diesel vehicles.



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"It would be senseless of us to overlook the use of diesel engine cars," said Graham Clow, National Sales Manager for Coleman Milne. "Our variant based on the new range of Mondeo Panther diesels will yield WLTP tested Euro 6 emission standards in excess of any ULEZ requirement. This engine variant uses AdBlue to reduce the NOx emissions to meet the stringent standard. It has been highly publicised that diesels are "dirty" and, although this is certainly true of the older vehicles on the road, most vehicles registered post September 2015 are Euro 6 compliant, with newer vehicles becoming ever cleaner."

Paul Wilcox, CEO of Wilcox Limousines, agrees. "The national

press has implied that all diesel engine vehicles emit harmful emissions. This is not correct. Modern Euro 6-complying vehicles are among the cleanest ever. New diesel and petrol hearse and limousine sales are likely to continue until 2040, and used sales well beyond this.

"Fully electric vehicles are a long way off due to development constraints, weight issues and pricing. A new hearse with an internal combustion engine, for instance, costs £100,000 - to make and retail a fully electric vehicle on the same platform would put the price up by 25-35%. These additional costs, along with real world ranges of less than 200 miles, make the diesel and petrol fleets still very desirable and more practical."

Affordable electric funeral vehicles are key to new clean air regulations

By Steven Cousins, Brahms Electric Vehicles



◀Brahms lengthened electric removal ambulance in production

an extra £12.50 daily fee or for non-compliant vehicles.

"Brahms is producing an electric removal ambulance based on a lengthened Nissan eNV200. If funeral directors wish, this can be delivered with side glass and a twin deck to function as a hearse with viewable coffin with room for two stretchers below. Or, as most funeral directors have indicated, be used as a simple low cost electric removal ambulance, with two stretchers.

"Our other innovation, again to keep costs down, is the seven-seat fully electric hearse. Almost everyone who has bought our Nissan Leaf two-seat electric hearse has then bought an additional give-seat Nissan Leaf saloon. That gives enormous flexibility to bereaved people and to bearers. Funeral directors get an extra vehicle they can use for calls, and we have developed an adaptation for the hearse to enable discrete removals in the Birmingham clean air zone. The cost of the two vehicles is still way less than a conventional five-seat petrol or diesel hearse – and that's our approach, we want to make electric vehicles really affordable as well as super cheap to operate.

"We will be showing our new electric removal ambulance at NFE 2019 later this year, along with some other exciting developments."

"After many years of concern about the environment and climate change, 2019 is finally the year when these have an impact on businesses, and funeral directors are no exception.

"Many cities around the UK are invoking clean air rules that are legislating older diesels off the road and only allowing the latest diesels and electric vehicles to enter parts of the city or face large fees or fines each day. Many petrol vehicles slip through the net - for example in London, if a vehicle is Euro 4 compliant (as are most cars post-2005), then they are still able to be used. For diesel cars and vans the

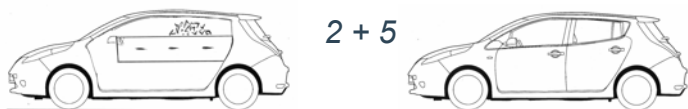
Euro 6 standard is required. These use the 'AdBlue' Urea supplement to reduce NOx emissions from the exhaust. It is these NOx emissions and exhaust particulates that have been linked to many health problems and premature deaths at a level of 40,000 annually across the UK.

"Funeral directors are facing a 'carrot and stick' approach from city governments. In London there is encouragement for electric vehicles, which are not charged to enter the Ultra Low Emission Zone (ULEZ), a 'neutral' position of just paying the congestion charge for compliant diesels and petrol vehicles, and then

New '7-seater' electric hearse - from £65000

Multi-functional, can do calls as well as funerals and removals. Very long deck.

Meets city clean air rules. Low purchase cost and low operating costs. Easy parking.

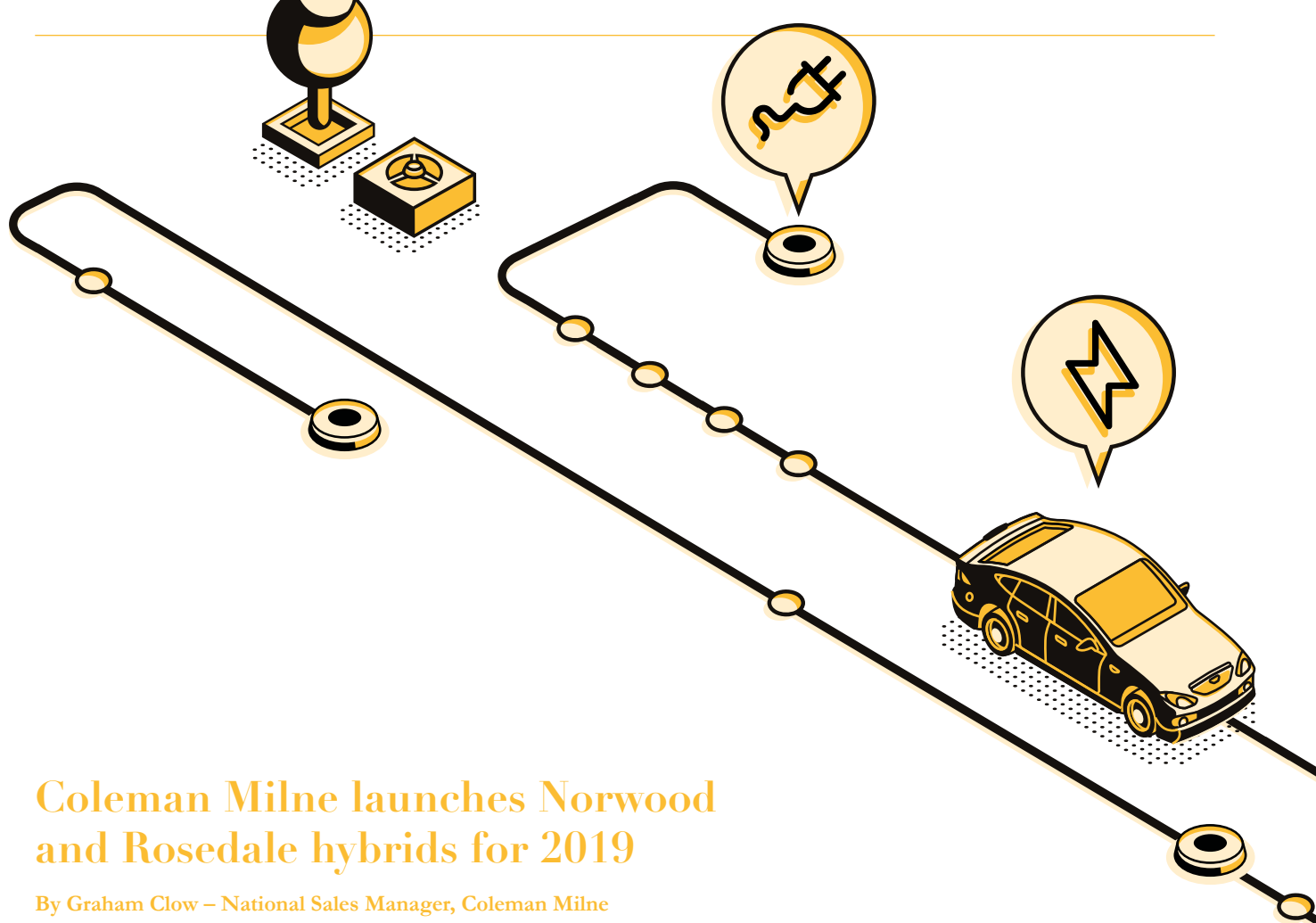


ElectricHearse.co.uk

Please call 01536 384261



Photo courtesy C.P.J.Field



Coleman Milne launches Norwood and Rosedale hybrids for 2019

By Graham Clow – National Sales Manager, Coleman Milne

“We are fast approaching the launch of London’s Ultra Low Emission Zone, in April 2019. It is a given that this amount of revenue will not be overlooked by all the larger cities around the UK, which will follow London’s lead with the full backing of the Government.

“Coleman Milne, as Europe’s largest funeral vehicle manufacturer, has been looking ahead to ensure that city-centre funeral directors are still able to operate the appropriate vehicles to fulfil the traditional roles, whilst moving with the changing times.

“The new self-charging hybrid Norwood and Rosedale range utilises a 2.0 litre petrol engine, coupled to an electric motor and lightweight lithium ion battery pack. The hybrids pull away in full electric mode and the petrol engine only kicks in when required, no need to recharge at base and no limit to the distance that can be covered. These vehicles will allow for a silent approach into the church or crematorium and are, without doubt, the most cost-effective way to acquire a hybrid fleet.

“Our diesel variant based on the new range of Mondeo Panther diesels will yield WLTP tested

► Coleman Milne’s new Norwood hybrid hearse



Euro 6 emission standards, in excess of any ULEZ requirement. This engine variant uses AdBlue to reduce the NOx emissions to meet the stringent standard. As most NAFD members are now aware, we are delighted to be extending our Mercedes range to include a Euro-style hearse too, which will be launched at the 2019 National Funeral Exhibition. Alongside the existing E-Class range, the Euro-style hearse will be available with the E220 ultra-clean Euro 6 diesel with AdBlue, or E200 petrol engine.

“In the past 12 months there has been an increasing number of “straight to crematorium” or “cremation without ceremony” services which funeral directors are now offering as a more cost-effective alternative. In response to this we are nearing completion of an appropriate vehicle that we feel will fulfil this requirement perfectly, a vehicle that will also meet the growing number of occasions when a bariatric hearse is required.”

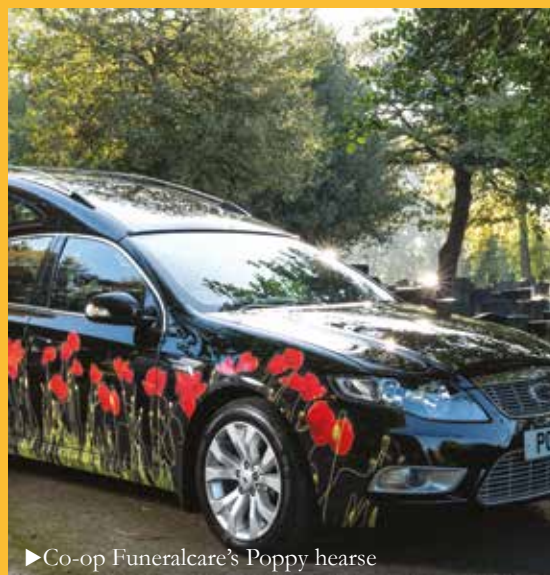
Co-op finds requests for alternative hearses increases by 21% in three years

Recent research has revealed that the number of requests for unique hearses in the last three years has increased by a fifth. Of the 100,000 funerals Co-op conducts each year, alternative hearses are now used for one in 100 funerals.

Leading the way in these requests were its Land Rover, Rainbow and Austin hearses although, following close behind, were Rusty (a Vauxhall Wyvern 1953) and Dolly (a classic

1970's Mercedes E320). Families have also requested an *Only Fools and Horses* themed hearse, canal boat, milk float, steam train, tractor and trailer and a tandem bicycle for funerals too.

in November, Co-op Funeralcare also launched the first Poppy hearse, transforming a Ford Cardinal with a showering of 100 poppies to mark the centenary of the end of World War I.



►Co-op Funeralcare's Poppy hearse

A sixth Rolls-Royce Phantom VII for AW Lymn

This month, Matthew and Nigel Lymn Rose, the Managing Director and Chief Executive of family business, A. W. Lymn The Family Funeral Service, will undertake a 2100-mile round trip to collect the company's sixth Rolls-Royce Phantom V11 hearse from Italy.

It is five years since the first of these vehicles was brought back from specialist coach builder Biemme and they are now a familiar sight on the roads in the Midlands, where the company's 27 funeral homes are located.

Matthew comments: "The original blueprint for the car was quite different to the Rolls-Royce Silver Mists we ran in the 1990's and 2000's, but the investment and vision have proved to be the right choice. These vehicles are able to cope with the modern funeral whilst retaining the classic Rolls-Royce style and dignity," he continued. "Although six may sound like a large number, we have experienced a rise in the number of trade hires as the



vehicles are so unique and we feel we should be able to serve these whilst still meeting the needs of our clients in Nottingham, Derby and Mansfield."

Alongside the modern hearses and its 19 matching Rolls-Royce Phantom VII saloons, the company also has vintage Rolls-Royce hearses from the 1930's and 1960's, all

▲AW Lymn's fleet of Rolls Royce Phantoms

with matching passenger vehicles. Unusually, it also owns a London Routemaster hearse, which has been used all over the country on trade hires.

Matthew concludes: "We think that, when the sixth hearse arrives, we will be fully fleeted - that is unless, of course, something else catches Nigel's eye!"

