Q. **What are the key takeaways from this webinar?**
A: All transport managers should be looking into reducing environmental impact of transport. Start by understanding your organisation’s sustainability strategy. Then use the Clean Fleet Toolkit to educate yourself, estimate the impact your fleet has on the environment and identify suitable strategies. Making your fleet sustainable can also reduce your costs and improve your performance. Be an advocate for green transport and demonstrate leadership.

Q. **Electric trucks are very expensive meticulously for public transportation. What will be the ultimatum?**
A: We would caution against automatically assuming electric vehicles are expensive. New technologies are typically costly but become cheaper with increased uptake. This can be seen with falling costs of electric vehicles and their batteries. Batteries are projected to become even cheaper in future.

Battery Electric Vehicles are more expensive to buy, but the pay back time for the extra investment can be reasonably short, depending on your annual mileage and fuel prices. The technology to power your EV with solar power is already available. The investment in solar panels pays off faster when the solar power is not only replacing grid electricity, but replacing much more expensive gasoline.

We advise all organisation to do their research, use the Clean Fleet Toolkit and estimate the payback period of electric vehicles, rather than assuming it is.

Q. **What about the donor requirements, are allowing they allowing purchase of hybrid cars per the proposal requirements?**
A: Donor requirements do not explicitly limit the purchase of hybrid vehicles. If a request is made to a donor to purchase a vehicle, the organisation should be able to demonstrate that this is not a one-time request to the donor, rather this is part of a wider, organisation-wide approach to running a sustainable operation. Just like with procurement of other vehicle type, organisations will probably also need to demonstrate that this vehicle can meet their operational needs and will not negatively impact the execution of the programme.

Donors have funded programmes containing electric vehicles. See example in Nepal at this link: [https://partnerships.usaid.gov/partnership/kathmandu-electric-vehicle-alliance](https://partnerships.usaid.gov/partnership/kathmandu-electric-vehicle-alliance)

Q. **Please convey little more how to greening the blue.**
A: On the Greening the Blue website ([https://www.greeningtheblue.org/](https://www.greeningtheblue.org/)), you can find out about the origins of the UN’s work to create a more sustainable UN, who is involved and how the work is being coordinated.
Q. Is there a Tool or Technology to test vehicle emission and sulphur level? Are there affordable kits? Is it highly specialized activity?
A: Yes there are, however we advise against placing too much emphasis on this. Measuring the emissions and sulphur level is not going to give you much more information than you already have. The Clean Fleet Toolkit gives you an indication. It is wiser to spend time understanding the (estimated) environmental impact and implement strategies to reduce the impact.

Q. Has anyone started monitoring local air-quality at fleet sites to look at the day to day impact of greener practices (esp. Pm 2.5 and PM 10)?
A: WHO has a wealth of information in this area, see Global Health Observatory Data for more information (https://www.who.int/gho/phe/outdoor_air_pollution/exposure/en/)

Similar to the question above, Measuring the emissions and sulphur level is not going to give you much more information than you already have. The Global Health Observatory Data gives you an indication. It is wiser to spend time understanding the (estimated) environmental impact and implement strategies to reduce the impact.

Q. Can we export reports from the Clean Fleet toolkit without being a member?
A: Yes, you can export your data and access the visuals as well. Fleet Forum members have the additional benefit of being able to save your data and return to it later.

Q. Each of the Mission is closely connected to the area Security assessments. Electric vehicles are not even the option for such a discussion in case of a middle-security level. Any ideas?
A: It might not be possible to operate electric vehicles in all contexts. However, not all aid and development activities are taking place in the deep field. Capital cities are good examples of contexts where many programmatic activities (capacity building, monitoring and evaluation, administration etc) take place and these might be good locations and activities to start examining.

Develop strong arguments for electric vehicles (for example, show the payback period, highlight the opportunity for your organisation to show leadership in country and link electric vehicles to your organisation’s sustainability strategy). Use these arguments to challenge the perception of your peers.

Q. Very interested to know more about how the calculations are made. Do they compare our actual fuel efficiency to the design/intended fuel efficiency of the vehicle? Or is it a simpler calculation, that applies a theoretical saving (4%, 7%, etc) to the current fuel efficiency?
A: Yes, it is the simple calculation that applies a theoretical saving (4%, 7%, etc) to the current fuel efficiency. Otherwise you have to make calculations for each vehicle brand / make / model / year of manufacturing.

Q. Does the tool calculate tank-to-wheel or well-to-wheel emissions? I think this is particularly interesting for offsetting of electric/hybrid?
A: The Clean Fleet Toolkit asks for an estimate % of electricity produced in your country from fossil fuels. It is used to estimate the emissions of the hybrid / electric vehicles. You can see it when you key in data at Battery electric vehicles (pure plug). If your % of the approx electricity is set to a
100% (meaning that all of the electricity is produced using fossil fuels), you still have CO2 impact, even though your fuel consumption is zero. If you set the % approx electricity to 0% the emissions go to zero as well.

According to a range of studies doing a ‘well-to-wheels’ analysis, an electric vehicle leads to significantly less pollution than a conventional vehicle with an internal combustion engine. In other words, electric vehicles don’t replace the tailpipe with a smokestack, even if the power plant’s fuel is ‘dirty’. More information can be found at: https://cleanfleet.fleetforum.org/electric-vehicles

Q. Where can I find the link to the Knowledge Platform?
A. https://knowledge.fleetforum.org

Q. Where can I find the link to the other webinars?
A. https://knowledge.fleetforum.org/knowledge-base/articles/webinars

Q. Where can I find the agenda for the upcoming webinars?
A. https://www.fleetforum.org/webinars-2020