LowCVP 2019 Annual Conference – Wrap Up

Future Fuels on the Road to Zero

London 8th July 19

LowCVP
Low Carbon Vehicle Partnership

Andy Eastlake

Managing Director

2018 – The Road to Zero.

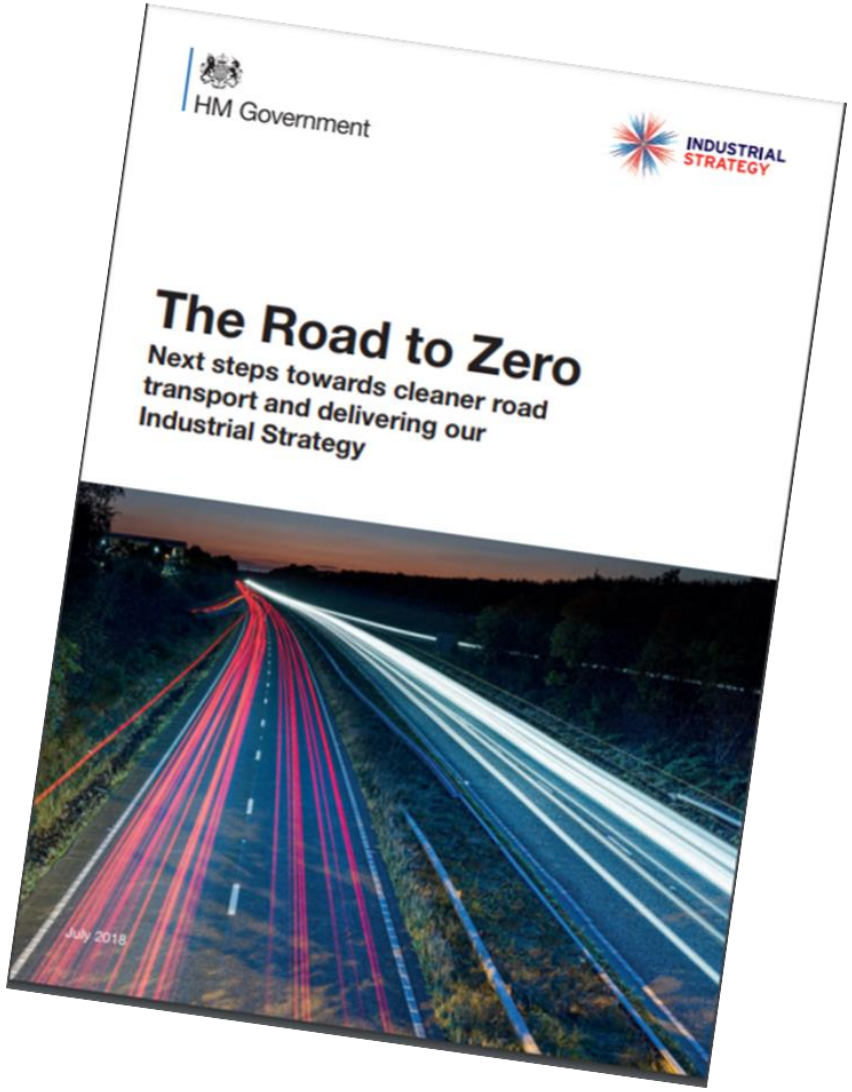
- 2040 ‘EZEV’ target - All new cars and vans to be effectively zero emission (at the tailpipe) by 2040

Long-term ambitions

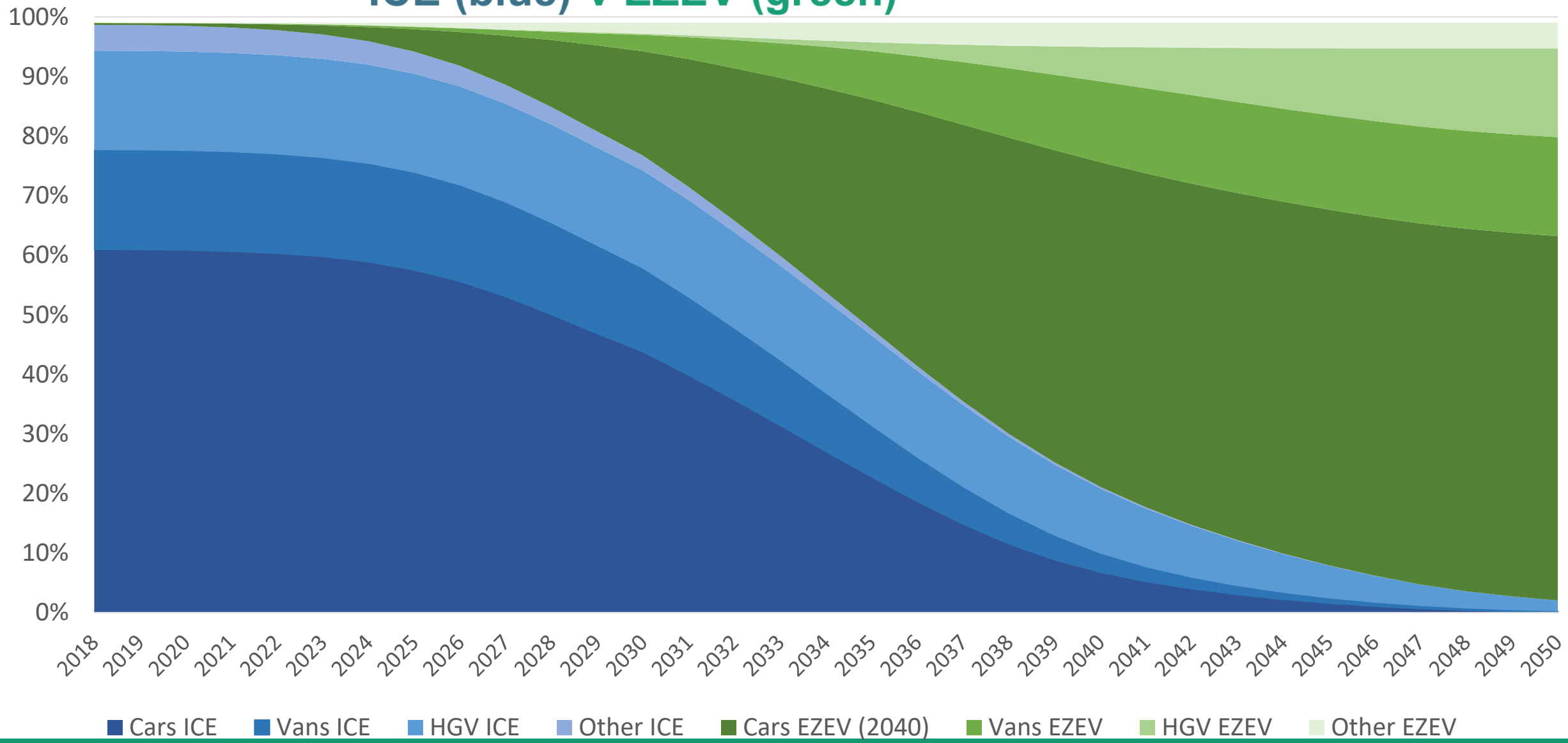
Our mission is to put the UK at the forefront of the design and manufacturing of zero emission vehicles, and for all new cars and vans to be effectively zero emission by 2040. As set out in the NO_2 plan, we will end the sale of new conventional petrol and diesel cars and vans by 2040. By then, we expect the majority of new cars and vans sold to be 100% zero emission and all new cars and vans to have significant zero emission capability. By 2050 we want almost every car and van to be zero emission.

We want to see at least 50%, and as many as 70%, of new car sales and up to 40% of new van sales being ultra low emission by 2030.

We expect this transition to be industry and consumer led, supported in the coming years by the measures set out in this strategy. We will review progress towards our ambitions by 2025. Against a rapidly evolving international context, we will seek to maintain the UK’s leadership position and meet our ambitions, and will consider what interventions are required if not enough progress is being made.



Estimated Road transport GHG contribution in use to 2050 - ICE (blue) v EZEV (green)



2019 - Net Zero for Road transport

- •**Electric vehicles.** By 2035 at the latest all new cars and vans should be electric (or use a low-carbon alternative such as hydrogen). **If possible, an earlier switchover (e.g. 2030) would be desirable**, reducing costs for motorists and improving air quality. This could help position the UK to take advantage of shifts in global markets. The Government must continue to support strengthening of the charging infrastructure, including for drivers without access to off-street parking.

- • **HGVs.** The Government will need to make a decision on the required infrastructure for zero emission HGVs, with international coordination, in the mid-2020s ready for deployment in the late 2020s and throughout the 2030s. To help prepare for that, trials of zero emission HGVs and associated refuelling infrastructure are now needed. Vehicle and fuel taxation from the 2020s onwards should be designed to incentivise commercial operators to purchase and operate zero-emission HGVs.

- •**Almost all HGVs and heating of buildings must be low-carbon by 2050.** These were already desirable goals for an 80% target, but will be necessary for a net-zero target.

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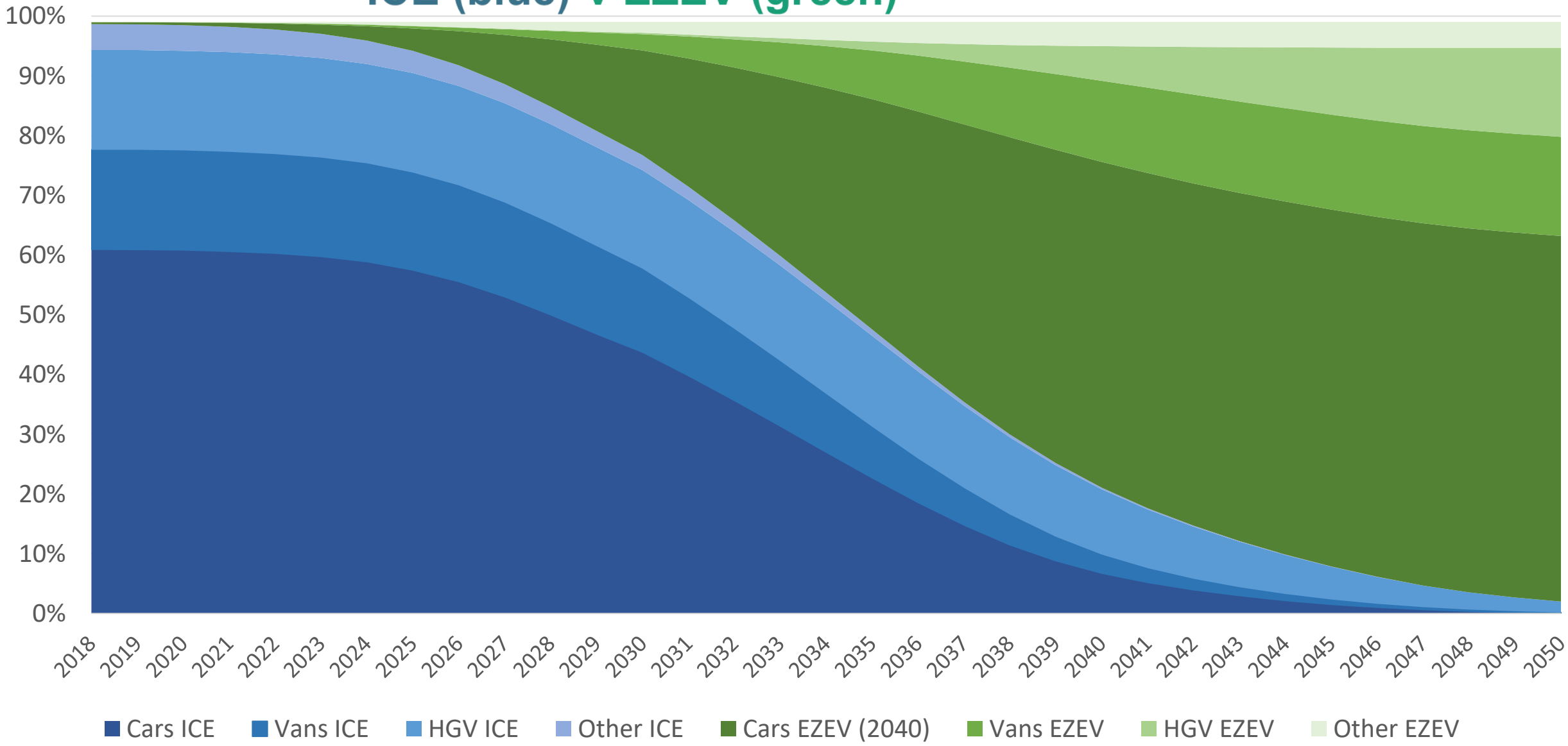

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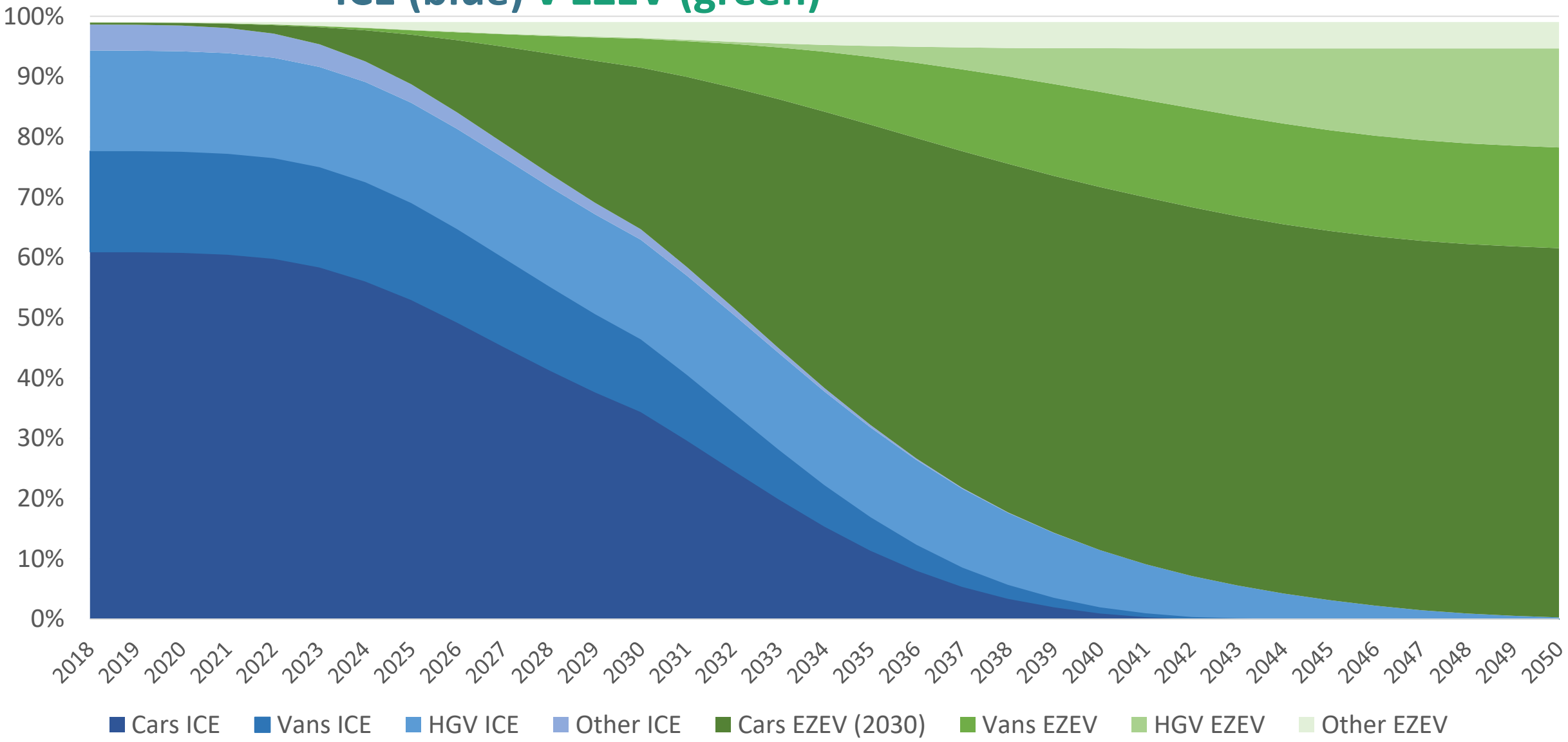
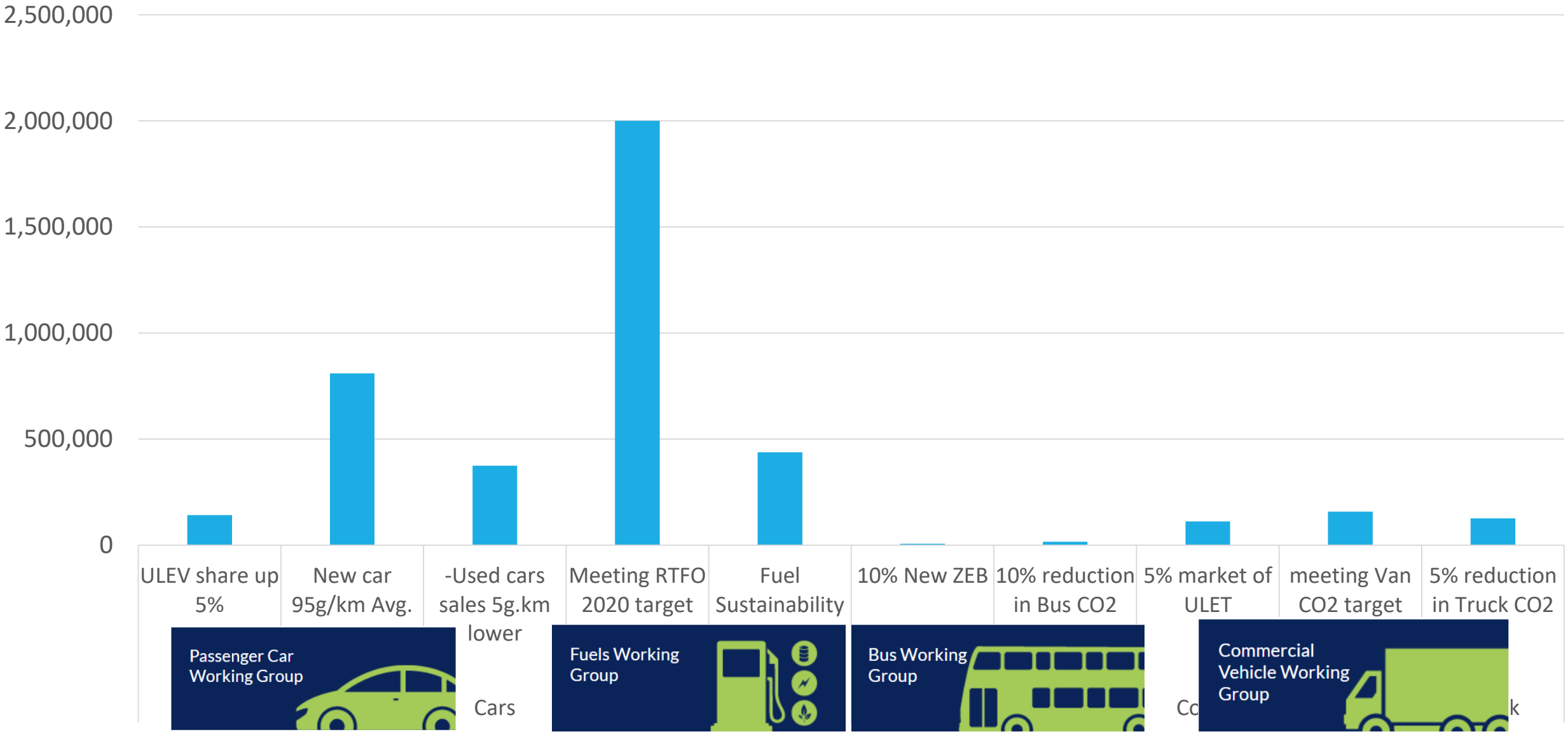


Tonnes CO_2e saving p.a. v 2018 (estimated potential)



Passenger Car Working Group

The Road Transport Emissions Advice Group

Collaboration with the finance and leasing

Refreshing the Used Car Label

Evolving Car Buyer Information

WLTP Automotive Industry and Consumer

Developing the frameworks for the transition to WLTP certified vehicle information

Fuels Working Group

Review UK Well-to-Tank GHG emission conversion factors including update recommendations

E10 introduction toolkit and campaign

Carbon & sustainability criteria study for other bioenergy sectors

Future of thermal powertrains and low carbon fuels – strengthening R&D collaboration

Stimulating the take-up of high blend biofuels

New Fuel Labelling Launch Campaign

Commercial Vehicle Working Group

Van WLTP market preparation and LEVG promotion

Developing ULET Standards

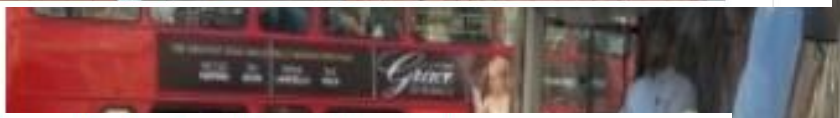
Supporting the LEFT Testing

Supporting the Road to Zero 15% industry commitment

Commercial Fleet and Depot Electrification

Bus & Coach Working Group

ULEB Scheme Support and LEB Guide Refresh



Kickstarting Ultra-Low Minibus and Coach Markets

Zero Emission Bus Workshops

Bus Service Operators Grant (BSOG) reform in England

CATAPULT Energy Systems

LowCVP Low Carbon Vehicle Partnership

Office for Low Emission Vehicles

Electric Vehicle Energy Taskforce

About Objectives Work Programme Latest News Resources Events Submit your interest

Joint Working Group Projects

Stimulate Powered Light Vehicle Market in the UK

Clean Vehicle Retrofit Accreditation Scheme

Life Cycle CO2e analysis and policy integration

Complex challenges need strong partnerships

LowCVP
Low Carbon Vehicle Partnership

Connect
Collaborate
Influence

Thanks