

MEDIA RELEASE

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LowCVP Conference highlights policies needed to tackle urgent city-level pollution and climate challenges

With road transport squarely in the spotlight as a key to tackling both air quality and climate challenges, the Low Carbon Vehicle Partnership is launching a new multi-faceted work programme which aims to speed the transformation to cleaner vehicles and fuels.

The multi-stakeholder body announced its action plans for the next two years to a packed Annual Conference at London's City Hall. The LowCVP brings its unique partnership approach to breaking down barriers and identifying the 'individual brush strokes' needed to complete the 'big picture' in terms of future mobility.

The Conference – *Cities in Motion: Tackling the Climate and Pollution Challenge* – has attracted over 200 delegates who will hear opinions from stakeholders with diverse views, including representatives of the London Mayorality, Client Earth, Department for Transport, Ford, John Lewis, UPS, Shell, Nottingham City Council and the City of Oslo.

Speaking in preparation for the Conference, **LowCVP's Managing Director Andy Eastlake** said: "Cities of the future need clear and effective policies to drive a rapid move to the most efficient mobility solutions possible while providing a range of options for every user.

"The urgent challenge of tackling air pollution has created a new dynamic in our attempts to deal with the longer-term threat of climate change. We need to ramp-up efforts to develop effective technologies that meet both challenges as well as implementing the right mix of policies to speed their introduction to the market."

"Through its unique stakeholder partnership approach, the LowCVP gets involved in the detailed 'nitty-gritty' of policy, working to turn the politicians' rhetoric into reality."

The LowCVP and its members have identified key ambitions and actions for the next two years:

- Transforming the bus market – every new bus to meet the Low Emission Bus standard
- Policy and information for low emission cars – ULEV sales to exceed 5% of total market
- Making low emission commercial vehicles the obvious choice – at least 5% of new commercial vehicle to be ULEVs
- Low carbon fuels and infrastructure fit for the future – Delivery of the Renewable Energy Directive with maximum greenhouse gas reduction

- New vehicles innovation for a new mobility future – Creation of a vibrant UK supply chain and ULEV ‘L-Category’ (micro vehicles) market

Sadiq Khan, the Mayor of London, who supported today’s LowCVP Conference said: “Toxic air pollution is one of the greatest health challenges of our generation. Cities are at the forefront of tackling pollution and climate change which is why, in London, I’m doing everything from upgrading the capital’s buses to the cleanest fleets, to delivering new charges for the most polluting vehicles and ensuring new taxis will be zero-emission capable from 2018.

“Over the coming years I want to see the capital moving towards a zero-emission future, with only the greenest vehicles and more focus on walking and cycling. By working in partnership will we be able to unlock new greener vehicle economic opportunities for London and help tackle our filthy air once and for all.”

Transport Minister Jesse Norman said: “We are determined to improve air quality in towns and cities and have committed more than £2 billion since 2011 to encourage greener transport initiatives.

“We are already making headway towards requiring almost all cars and vans to emit zero emissions by 2050, as well as providing grants for innovative advanced biofuels projects.

“The number of ultra-low emission vehicles on our roads is now at record levels, and we continue to invest in infrastructure for cleaner buses and taxis, and electric car charging.”

Over the next year the LowCVP will work, in particular, on the hard-to-tackle freight sector as well as introducing a new focus on taxis and private hire vehicles, and coaches.

Building on the experience of its very successful bus group, the LowCVP will support the creation of the new market for ultra low emission commercial vehicles, taking this from just a handful of electric vans into a real opportunity for low carbon freight and delivery across this vital segment of the UK transport sector.

The growth in uptake of electric vehicles creates challenges for the electricity supply system, particularly in densely populated cities. The LowCVP is leading a new group which brings together key stakeholders from the energy supply, distribution and storage industries, motor industry, equipment suppliers and others to map out a path to higher EV usage that is integrated with an EV-ready smart-grid and which is not constrained by bottle-necks in power supply.

Motorists face challenges in understanding which way to turn in terms of choosing lower emission vehicles. The transition to the new emissions test cycles for cars (WLTP and RDE) present further challenges in terms of stakeholder understanding as well as in terms of the interaction of the new figures with policy mechanisms designed to encourage the uptake of cleaner, low carbon vehicles. The LowCVP is at the centre of developing the next generation of consumer information to bring clarity to complex new data. The Partnership is working with government to set the trajectory of transition for tax and other central policy instruments and will also work with stakeholders to ensure the transition to the new test cycles is as smooth as possible.

Transforming the UK bus market by 2020, is well under way with uptake of electric and advanced hybrid and low emission buses now well over 50% of new sales. LowCVP will be working with the

Department for Transport to refresh the criteria and enhance the assessment process of buses will ensure this sector remains the most advanced and ambitious ULEV category in the country.

At the heart of the LowCVP's philosophy is innovation; in policy, collaboration, information, assessment, as well as in technology. An innovative vehicle market, as yet largely unexploited in the UK, exists in the 'L-Category' sector. LowCVP will publish its collaborative study showing the opportunity's in this area, aiming to create a sustainable market and UK opportunity for ultra low emission micro vehicles.

In 2017-18 the Partnership will engage nearly 200 member organisations and stakeholders in these, and a series of other, initiatives to drive forward progress in cutting carbon and reducing polluting emissions from road transport.

Andy Eastlake added: "Partnership is at the core of LowCVP's work. Since its inception around 15 years ago, good progress through partnership has been made in tackling emissions from some, more obvious, segments of the road transport 'market' including buses and cars. This year will see some of the focus move more strongly to other segments where progress has generally been slower but which must begin to contribute more if our 2050 target for nearly full decarbonisation is to be met."

ANNEX – LowCVP Work Programme Aims and Project Activities

Aim: Accelerating the uptake of low carbon, low emission cars

- ***Project: Develop frameworks for the transition to new test cycle (WLTP and RDE-certified) vehicle information***
The introduction of WLTP and RDE in Sept 2017 has created significant uncertainty across industry and government about how this will impact on existing policy mechanisms. LowCVP's group will create a core transition plan working with stakeholders to establish the most effective approach.
- ***Project: Consumer information V2***
To survey the attributes and elements of consumer information which most resonate with consumers, encouraging them to make lower carbon choices. To develop both an information campaign and revised information portal/label to provide next generation fuel economy data in an accessible format.
- ***Project: Best Practice Policy Guide***
Building on past work, engaging with local authorities directly and via partners, LowCVP aims to create a common "toolkit" approach to local incentives and policy. The Guide will be updated and revised to incorporate Clean Air Zone schemes and WLTP revisions, once clearly established.

Aim: Encouraging the introduction of low emission taxis and private hire vehicles

- ***Project: Low Emission Taxi Guide***
Building on the very successful models of the LowCVP's Low Emission Bus Guide and Low Emission Van Guide (2 editions), this guide will bring together the latest technology solutions and retrofit options available to the taxi and private hire industry. It will also provide guidance for local authorities on practical licensing options to encourage uptake.

Aim: Transforming the bus and coach markets

- **Project: Development and refinement of the Low Emission Bus scheme**
Building on successful LEB activity in 2015 and 2016, the LowCVP will continue to work closely with government to revise criteria and refresh the information and guides for Low Emission Buses. LowCVP will also continue to provide expert support to ensure the new rounds of funding deliver maximum emission and carbon benefits and value for money.
- **Project: Low emission coaches**
The coach market is facing significant challenges with the emissions focus of inner city operation being similar to buses, but the fuel economy challenges of long haul operation more like trucks. LowCVP will apply its expertise to review the opportunities for this market to meet AQ and carbon reduction targets.

Aim: Defining and promoting low carbon commercial vehicles

- **Project: Supporting reliable low emission truck evaluation**
Building on the HGV accreditation scheme, the LowCVP will establish a robust information portal (similar to its work on buses) and grow the portfolio of resources and technologies identified through the accreditation and clean vehicle testing processes. LowCVP will also work with government to build the evidence base for low emission HGVs.
- **Project: Refuse truck and construction cycles (LoCITY supported)**
The bespoke and unique nature of some common truck applications (such as refuse collection) requires a bespoke testing approach to ensure that technologies are effective in the real world. LowCVP has a solid track record of developing such processes independently and collaboratively.
- **Project: Researching the VECTO Tool**
UK officials have requested that the LowCVP provides support to a programme to review the validity and UK relevance of the VECTO Tool (to be used to assess CO₂ emission of New HGVs). This has particular relevance in the light of the Brexit vote.
- **Project: Low Carbon Truck Promotion**
Replicating the successful Low Emissions Bus Depot at LCV 2016, LowCVP aims to encourage the commercial vehicle sector to engage with the LCV show in 2017 to help promote the opportunities to the SME and supply chain industry.

Aim: Delivering the Renewable Energy Directive (RED) greenhouse gas savings

- **Project: Introducing E10 petrol (NB: timing subject to ministerial decisions)**
The LowCVP will progress with the next steps of E10 (fuel 90% petrol:10% ethanol) deployment activity, including a robust and independent testing programme and work to ensure delivery of the maximum GHG saving potential by 2020. In addition, a communications strategy to facilitate the potential effective market introduction of E10.
- **Project: Framework for low carbon sustainable fuels**
Building on the Transport Energy Task Force recommendations to develop a framework for advanced fuels which is based on minimising greenhouse gases and maximising sustainability.

Aim: Increase EV uptake through development of recharging infrastructure

- **Project: Working to develop a low carbon EV-ready powergrid**

To increase the uptake of electric vehicles a substantial development of the infrastructure is required. LowCVP's EV Network Group aims to map the challenges and current activity under way across the UK, in order to optimise the effectiveness of public funding. The EV Network Group has been endorsed by OLEV to deliver key cross-sector policy areas to maximise electric miles driven.

Aim: Creation of a UK low carbon 'L category' (micro vehicle) market

➤ ***Project: Definition of the 'L-category' market opportunity and challenges***

The LowCVP is nearing completion of its self-funded report into the 'L-category' market. LowCVP aims to disseminate this work and through further external funding, establish an 'L-category' working community to build on the opportunity.

Aim: Increase engagement of the low carbon SME community

➤ ***Project: SME focused workshops and technology challenges***

The LowCVP will work with its very well established and active SME community to engage with the Innovate/APC funding streams to ensure greater depth to the UK low carbon supply chain. Continuing the successful programme of activity in 2016, the LowCVP will run a series of events directly focused on this community and specific technology areas.

NOTES TO EDITORS

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About the LowCVP

The LowCVP is a public-private, not-for-profit partnership that exists to accelerate a sustainable shift to lower carbon vehicles and fuels and create opportunities for UK businesses. The LowCVP has been - and continues to be - mainly funded by the Department for Transport but with increasing contributions via membership fees and sponsorship/project income. Approaching 200 organisations are members, from diverse backgrounds including automotive and fuel supply chains, vehicle users, academics and environment/not-for-profit bodies. For more information visit: www.lowcvp.org.uk