

Following slides are for
background info

Consultation on 2035 ICE Phase Out

PCWG Meeting – 9th June 2020

Virtual Meeting – Microsoft Teams



LowC^{VP}
Low Carbon Vehicle Partnership



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Consulting on ending the sale of new petrol, diesel and hybrid cars and vans

- In the Road to Zero, the UK Government announced to end the sale of conventionally powered vehicles by 2040.
- Following CCC recommendations, it is proposed to move the date forward at least 5 years to 2035 (or earlier if feasible) and include ending the sale of hybrid vehicles as well.
- Five questions DfT are currently seeking views on:
 1. the phase out date
 2. the definition of what should be phased out
 3. barriers to achieving the above proposals
 4. the impact of these ambitions on different sectors of industry and society
 5. what measures are required by government and others to achieve the earlier phase out date

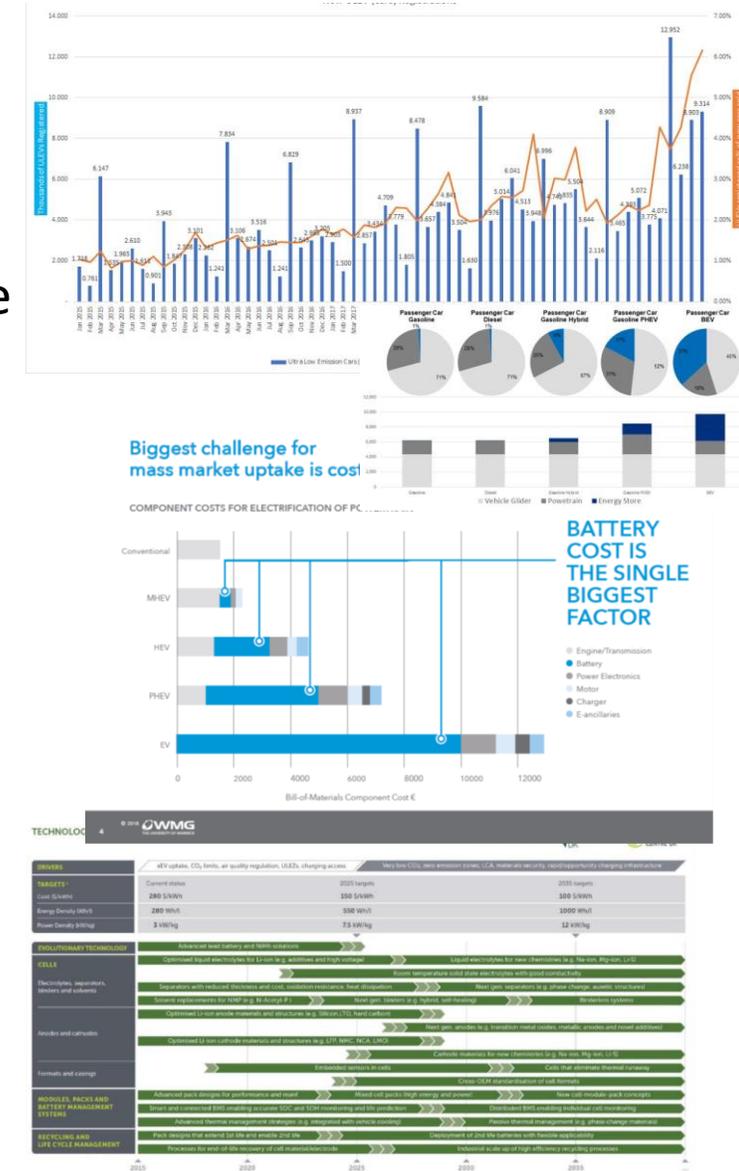
LowCVP's Approach

Collected background research from previous LowCVP projects, partner activities and publications, public policies in other countries etc

Starting with the assumption that ICE and Hybrids will be phased out, work backwards through the questions to establish what measures will be required to achieve this and figure out what date it could all be done by.

Proposed to tackle the questions by thinking of three scenarios:

- 1) The “Cliff Edge”** – End of sale of petrol, diesel & hybrid cars and vans on a single date (2035 say)
- 2) Technology Led** – a staggered, technology led phase out, such as tackling small city cars (easier from a technology perspective), allowing for more time for larger 3.5t vans for example.
- 3) Mobility Paradigm Shift** - A joined up approach thinking about low carbon journeys rather than just low carbon vehicles (reduces pressure of passenger car sector to do it all by itself)



Scenario Matrices

Scenario

Breaking down the implications for each scenario and constructing a matrix to record how the different challenges will need to be met and what affect it will have.

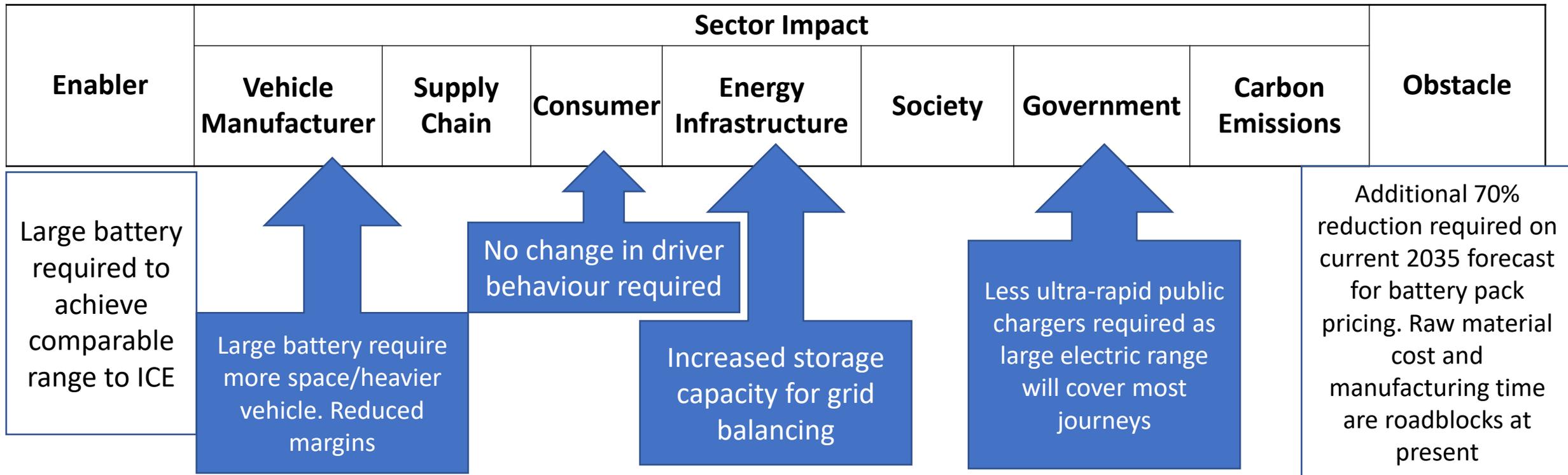
Challenge

Enabler	Sector Impact							Obstacle
	Vehicle Manufacturer	Supply Chain	Consumer	Energy Infrastructure	Society	Government	Carbon Emissions	

Blank Matrix for use ahead of Workshop can be [downloaded here](#)

Scenario Matrices – EXAMPLE

Scenario	One – The “Cliff Edge” End of sale of petrol, diesel and hybrid cars and vans
Challenge	Production and sale of ~2.0m new battery electric vehicles (BEV) per annum with zero tail pipe emissions - ~1.5m passenger cars - ~ 400k vans



Conclusions? – A handful of first thoughts

- Rapid phase out of ICE is possible in several sectors/uses if ambitious policies with real teeth are implemented.
- Some uses/areas may need longer (heavy vans, longer distance utility) and may be dependent on technology developments over next 10-15years (battery spec)
- Govt should remain tech neutral but be clearly objective/outcome focussed. (Vehicle policy - Zero tailpipe emissions) (Area - Zero(tailpipe)Emission Zones).
- Energy must be factored into objectives.
- New mobility metrics are required to shape behaviour (zero emission journeys).
- Targets must apply across all mobility/vehicle sectors to avoid unintended consequences. (e.g. register ICE van as an HGV, or an ICE L-Category)
- Clean Air/Zero Emission Zones - rapidly but consistently implemented across UK
- Progressive cap on CO₂ levels, with the highest emitters paying more for road to zero
- Progressive incentives for lower CO₂ emission vehicles
- Distributed energy generation/charging embedded into Building Regs etc
- Promotion of lower energy mobility choices (mass transit, integrated active travel etc)

Next Steps

- Collate feedback from members
- Fill in the matrices for all scenarios
- Create document that can be used to feed into this consultation and the larger Transport Decarbonisation Plan later in the year.
- LowCVP will be holding “Online Workshops” open to all members to discuss in more detail
 - Car focussed – Friday 12th June
 - Van focussed – Friday 19th June
- Potential to have a “fringe event” around the LowCVP Annual Conference, week beginning 13th July