

Clean, Low Carbon Transport: The Government Perspective

Malcolm Fendick

Head of Transport Environment and Taxation Division

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- Climate change - a long-term challenge for Government
 - Energy White Paper set us on path to 60% CO₂ reduction by 2050
- Transport:
 - is a major source of local air pollution and noise
 - produces ~25% of the UK's Carbon Dioxide emissions
- Increasing demand for travel puts more pressure on transport system

Transport Strategy

Department for
Transport

- 10 Year Plan sets out overall transport policy
- Objectives to:
 - tackle congestion
 - improve reliability
 - make journeys safer
- And address environmental and social issues
- Government is increasing people's choice about how they travel

Transport and the Environment

Department for
Transport

- Aim to:
 - reduce vehicle emissions - CO₂ and Air Quality
 - reduce the need to travel, using planning policies
 - promote alternatives to the car
 - reduce Strategic Road Network's environmental impact
 - reduce traffic's impact on communities

Powering Future Vehicles Strategy

Department for
Transport

- 2002 cross-Government strategy to achieve shift to clean, low carbon transport.
- Focussed on low carbon goal, not specific technologies
- Key objectives to:
 - Promote the development and take-up of clean low carbon vehicles and fuels; and
 - Maximise the benefit for the UK automotive industry

Powering Future Vehicles Strategy

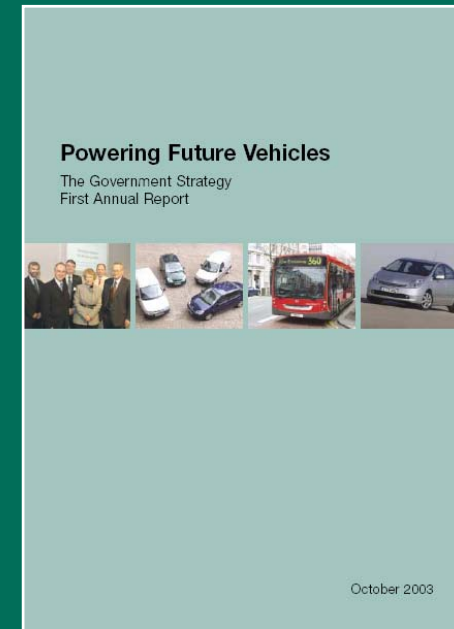
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- Key measures include:
 - CO₂-linked Company Car Tax and Vehicle Excise Duty
 - Rolling three-year duty incentives for cleaner fuels
 - 20p/litre duty incentives for biofuels - set for three years
 - TransportEnergy grants for consumer and fleet uptake of technologies
 - New Vehicle Technology Fund for Research, Development and Demonstration projects
 - EU Voluntary Agreements on average new car CO₂ emissions

Powering Future Vehicles Strategy

Department for
Transport

- First Ministerial Annual Report published October 2003; demonstrated good progress
- Highlights included:
 - Low Carbon Vehicle Partnership up and running
 - Winners of the Ultra Low Carbon Car Challenge
 - HyTrans demonstration hybrid diesel light goods vehicles
 - Low Carbon Bus Programme



Low Carbon Vehicle Partnership

Department for
Transport

- Driving forward clean low carbon agenda
- Engaging key stakeholders
- Celebrated successes at first Annual General Meeting in January
- Shortly to submit proposal on Low Carbon and Fuel Cell Centre of Automotive Excellence



Over next 10 years or so...

- Significant scope for further vehicle fuel efficiency improvements
- Continuing key role for Voluntary Agreements...
-with continued development of supportive taxation and continued support for industry R,D&D
- Plus increasing use of biofuels
- Some further tightening of air quality emissions standards

Longer term

- Ultimate goal a very low, or zero, carbon transport economy
- 2003 Energy White Paper built on PFV foundation, identifying two prospective candidates:
 - Fuel cell vehicles running on renewable hydrogen
 - Large-scale use of biofuels - both today's biofuels, and tomorrow's biomass-based liquid fuels
- But many unknowns - technical and financial
- Government is carrying out an assessment of these and other issues - details at <http://www.dti.gov.uk/energy/sepn/futuretransport.shtml>

Conclusion

- Transport is a major source of greenhouse gases, air pollution and noise
- Government is committed to reducing environmental impacts
- Powering Future Vehicles has provided impetus to clean, low carbon agenda, but significant challenges remain
- LowCVP will be important in addressing challenges
- In the longer term, major changes to vehicle and fuel technologies may be necessary