

Government Initiatives on Transport Emissions

The Climate Change Bill – Implication for Business

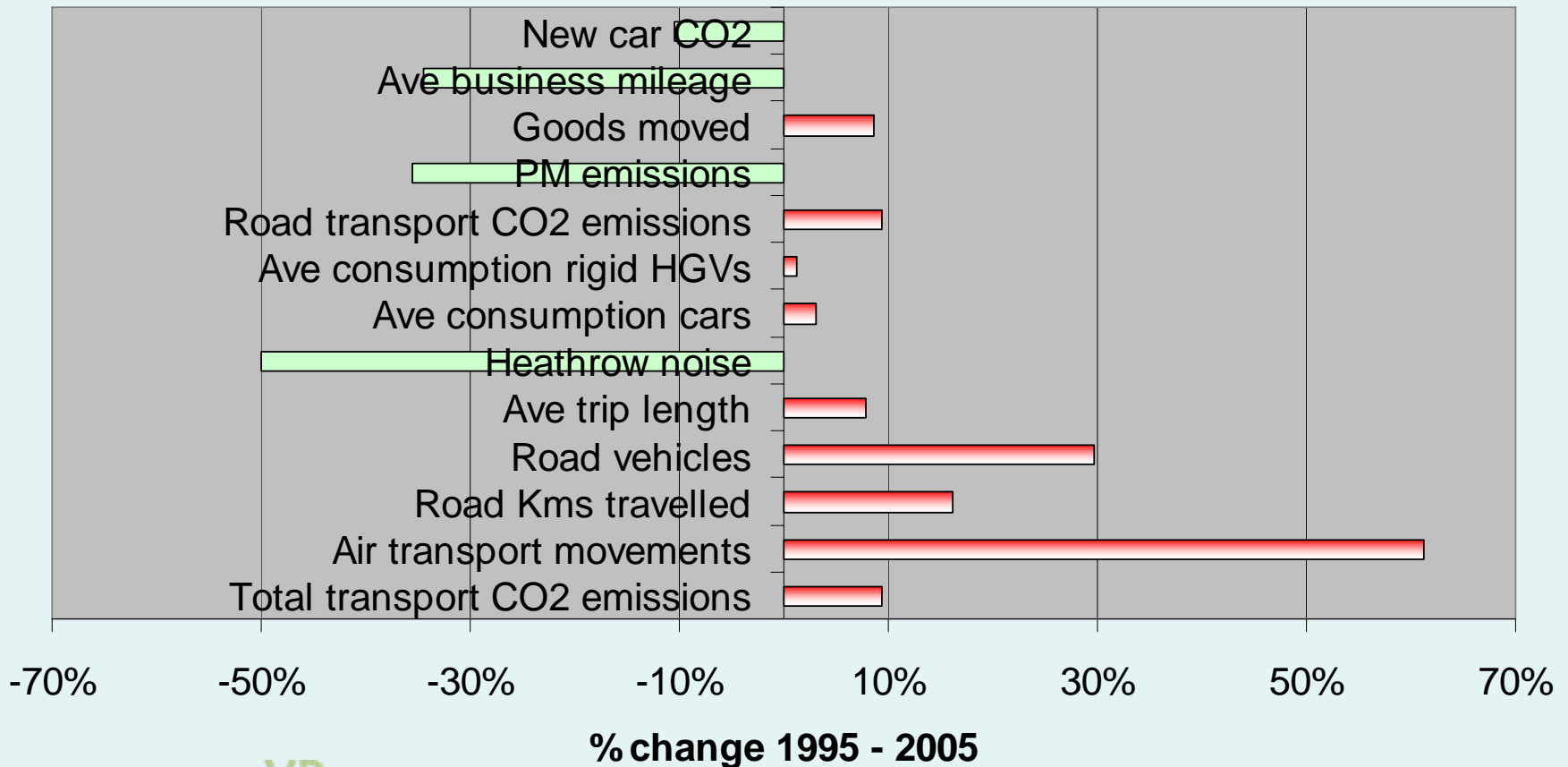
Cavendish Conference Centre, London

24th April 2008

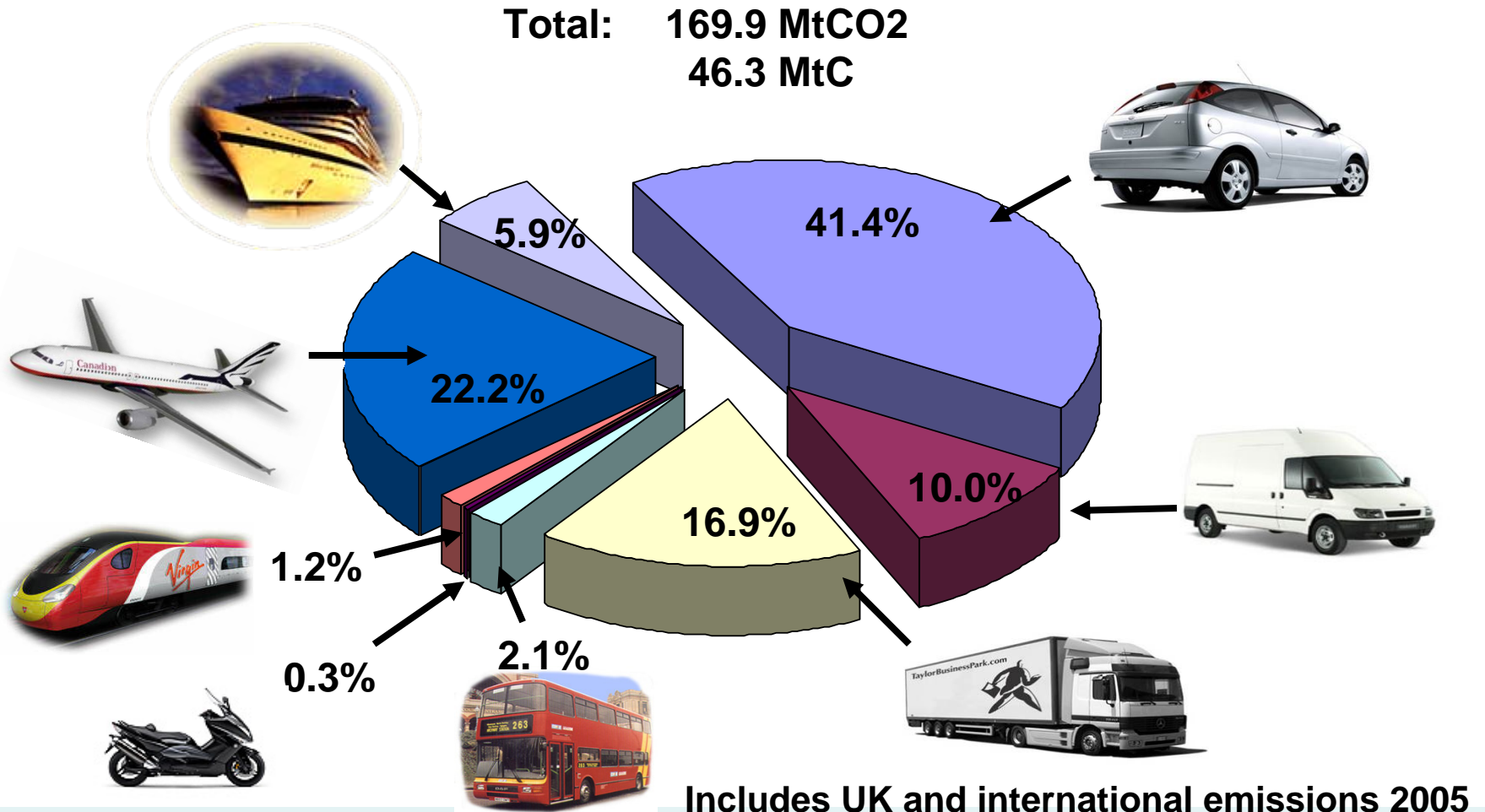
Greg Archer, Director, Low Carbon Vehicle Partnership

Road transport indicators show predominately unsustainable trends

% Change in road traffic metrics 1995 - 2005



Road transport contributes over 75% of transport emissions



*Carbon pricing, regulation and trading policies predominate
– but road pricing is focused on alleviating congestion*

Renewable Transport
Fuels Obligation



VED and Company
Car taxation



New car CO2 regulation



Aviation within
the EU ETS



Substantial new investment in encouraging road transport technology and innovation – but coordination is weak

Technology Strategy Board

Driving Innovation

Department for
Transport



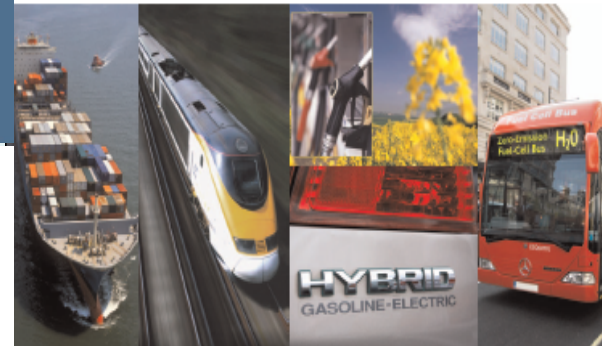
Low Carbon Transport
Innovation Strategy



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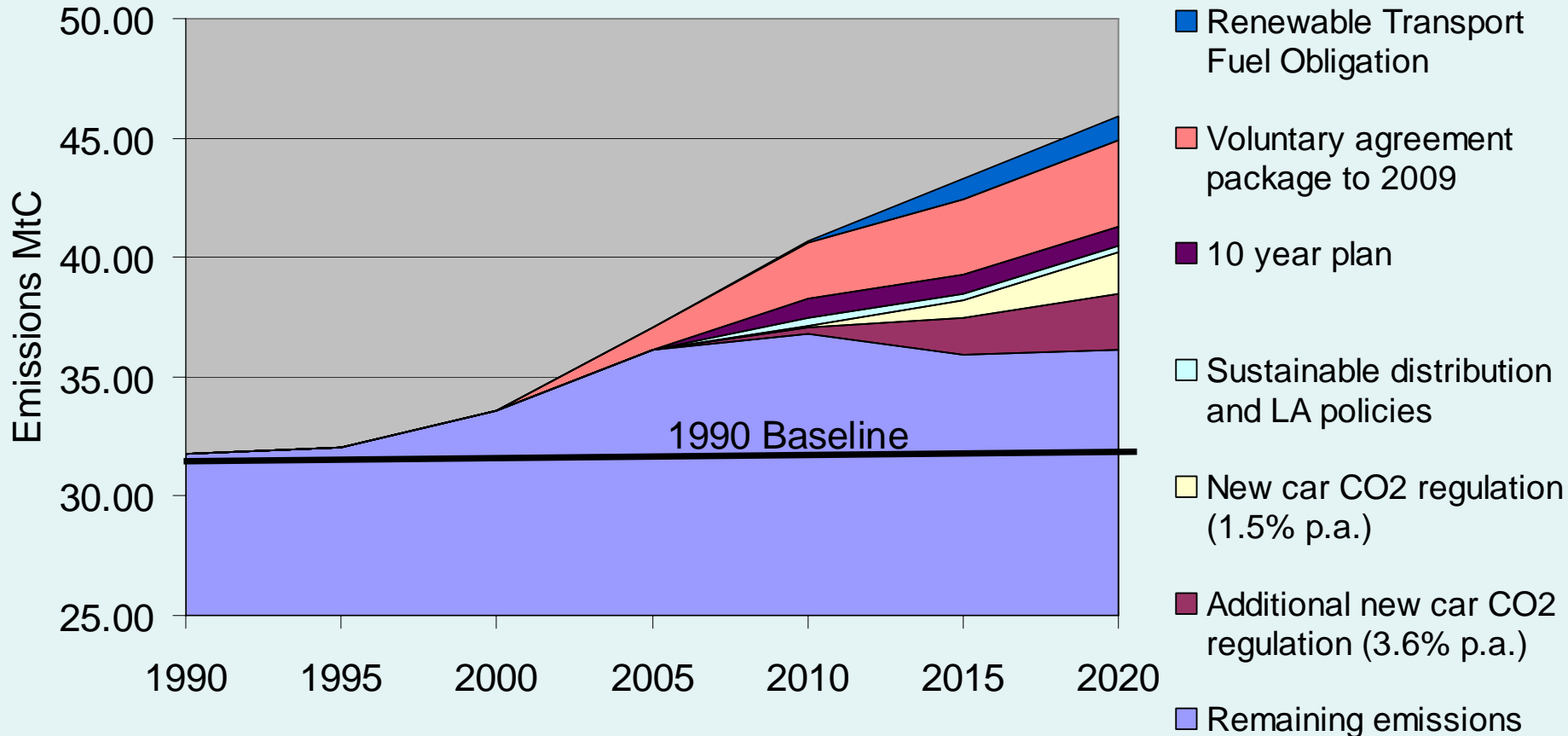


May 2007

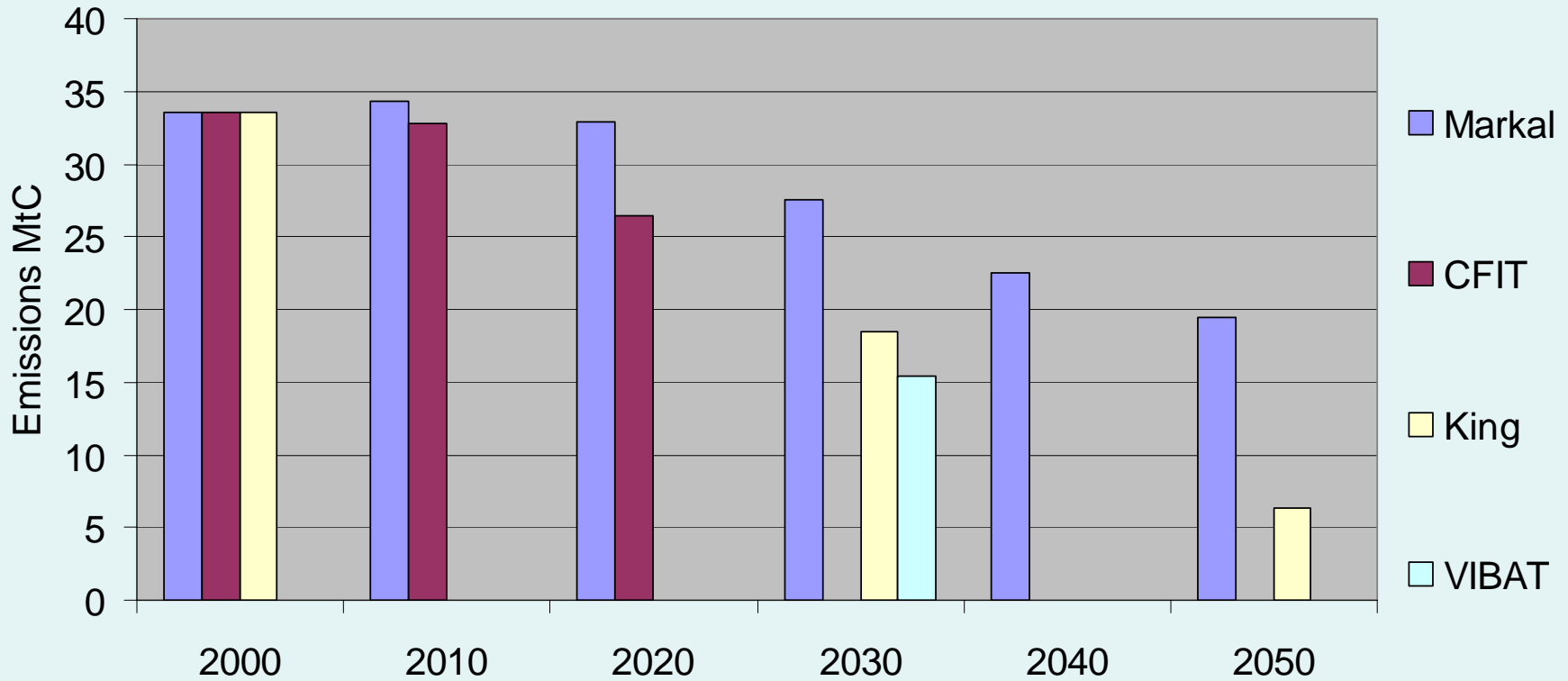
Measures to encourage behaviour change are constrained by political insecurities they will be seen as "anti-car"



Policies are projected to stabilise transport emissions at 2005 levels by 2020

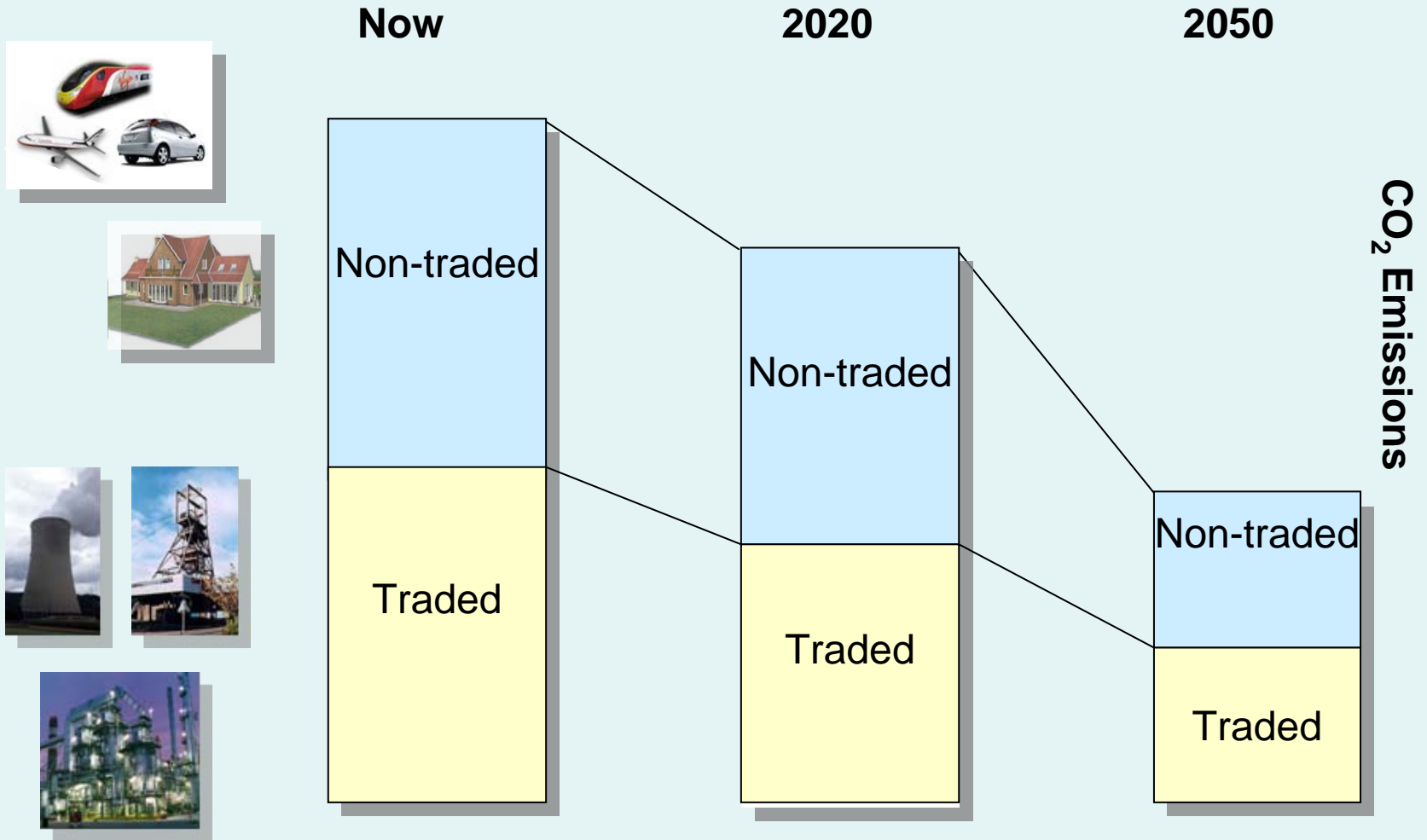


Comparison of DfT projections with other studies shows a range of additional policy options could be pursued



Note: King Projection assumes 50% 2030 reduction and 90% 2050 reduction for all road transport (not only cars)

Climate Change Bill will constrain transport emissions but Government continues to oppose a sectoral target



Conclusion – huge unrealised opportunities

- ❑ Policies across Government increase demand for travel
- ❑ Reducing emissions just one of 5 priorities for DfT
- ❑ Emissions projected to stabilise to 2020 then reduce rapidly
 - But a range of earlier opportunities are available
- ❑ Existing policies are directed in the right areas – but lack vigour
- ❑ Road pricing could deliver significant emissions reductions – but won't as a congestion measure
- ❑ Measures to encourage behaviour change are constrained by concerns they appear “anti-car”
- ❑ For road transport the issue is market penetration of new technologies – not their availability
 - Dearth of policies addressing vans and HGVs
 - No silver bullets
- ❑ Mode shift constrained by historic under-investment in infrastructure and high costs
- ❑ Aviation policy “predict and provide” with increasing emissions traded with other sectors
- ❑ The Climate Change Bill will constrain transport CO2 emissions – but a sectoral target is needed as a focus of policy

Any Questions?

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