

# Accelerating the shift to low carbon vehicles and fuels

**All Party Parliamentary Renewable Transport Fuels Group**

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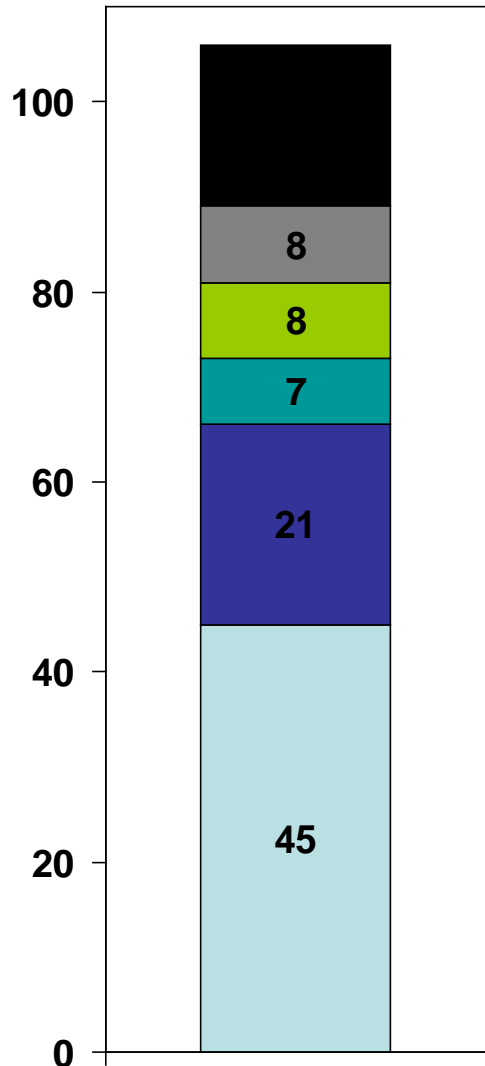
# *LowCVP is the only multi-stakeholder, membership organisation working to accelerate the shift to low carbon vehicles and fuels*

- ❑ Diverse membership and perspectives
- ❑ Close relationship with key Departments
- ❑ Track record of successful initiatives and policy interventions
- ❑ Examines barriers to vehicle and fuel issues across the innovation chain
- ❑ Work programme focused on
  - Early market adoption
  - Supporting UK technology SMEs



# 100+ new Partners including ....

## LowCVP Partners



■ NGO / Other

■ Research / academia

■ Gov & Public

■ Operator

■ Energy

■ Automotive



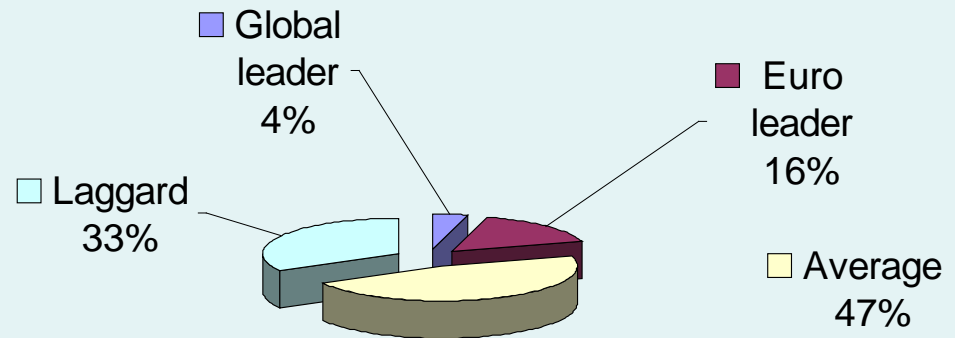
*5 key messages*

# Government is failing to provide adequate leadership

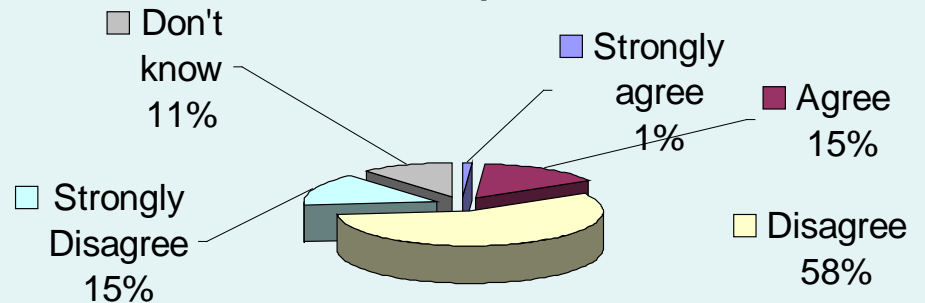
Ranking of the relative contribution of stakeholders to reducing UK transport emissions:

1. European Government
2. UK Government
3. Motor Industry
4. Environmental Groups
5. Local Government
6. Fuels Industry
7. Drivers

In a global context, how is the UK doing in terms of its initiatives to cut carbon from road transport?



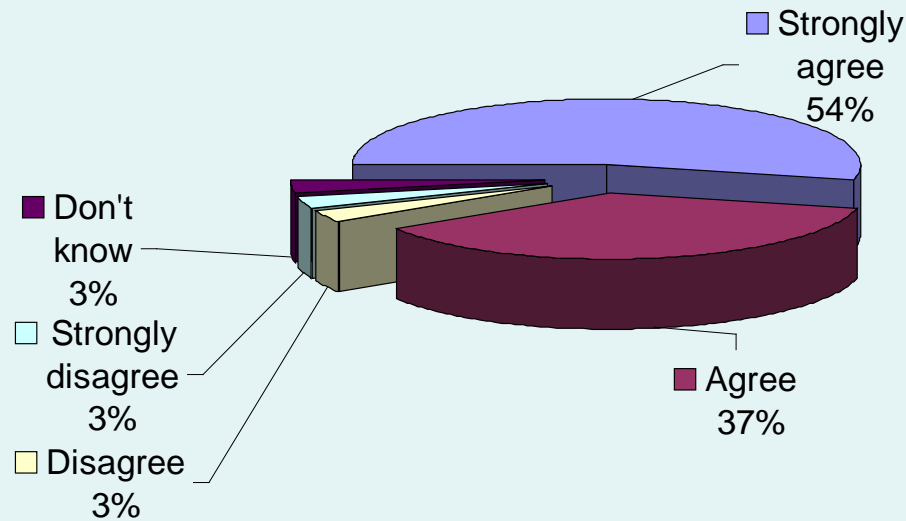
The UK Government currently gives sufficient priority to environmental and, specifically, low carbon transport issues



# *A consistent strategy, with targets, is needed to decarbonise transport*

- *91% want a target for road transport emissions*

**As part of the implementation of the Climate Change Act should there be specific sectoral targets for carbon emissions from UK road transport**



## **Relative ranking of policy options to reduce emissions.**

- Measures to:
  - Reduce new car emissions 80%
  - Support specific technologies 57%
  - Reduce the C-intensity of fuels 50%
  - Reduce demand for travel 46%
  - Promote mode shift 43%
  - Encourage eco-driving 38%
  - Price road-use 33%
  - Improve freight distribution 33%
  - Increase use of IT 33%
  - Encourage shared car ownership and use 32%

% ranking in top-3 options

## *Policy should support a portfolio of promising technologies*

- ❑ Government should not “pick technology winners”
  - 61% agree
  - 25% want Government to support a “technology portfolio”
- ❑ Need to build a wider consensus around the NAIGT “Roadmap”



*There are no silver bullets -  
- technologies are suited to different applications and  
must be complemented by other measures*

Electric

- Urban delivery
- City, 2<sup>nd</sup> car

Plug-in hybrid

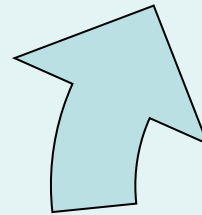
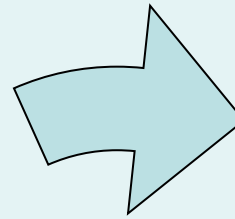
- Inter-urban driving

Biomethane

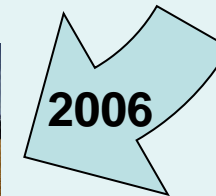
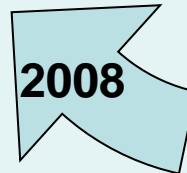
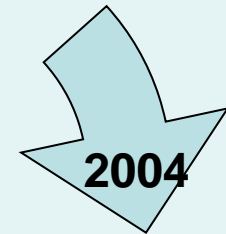
- Inter-urban freight

Biofuel

- Range extender
- Gasoline substitute

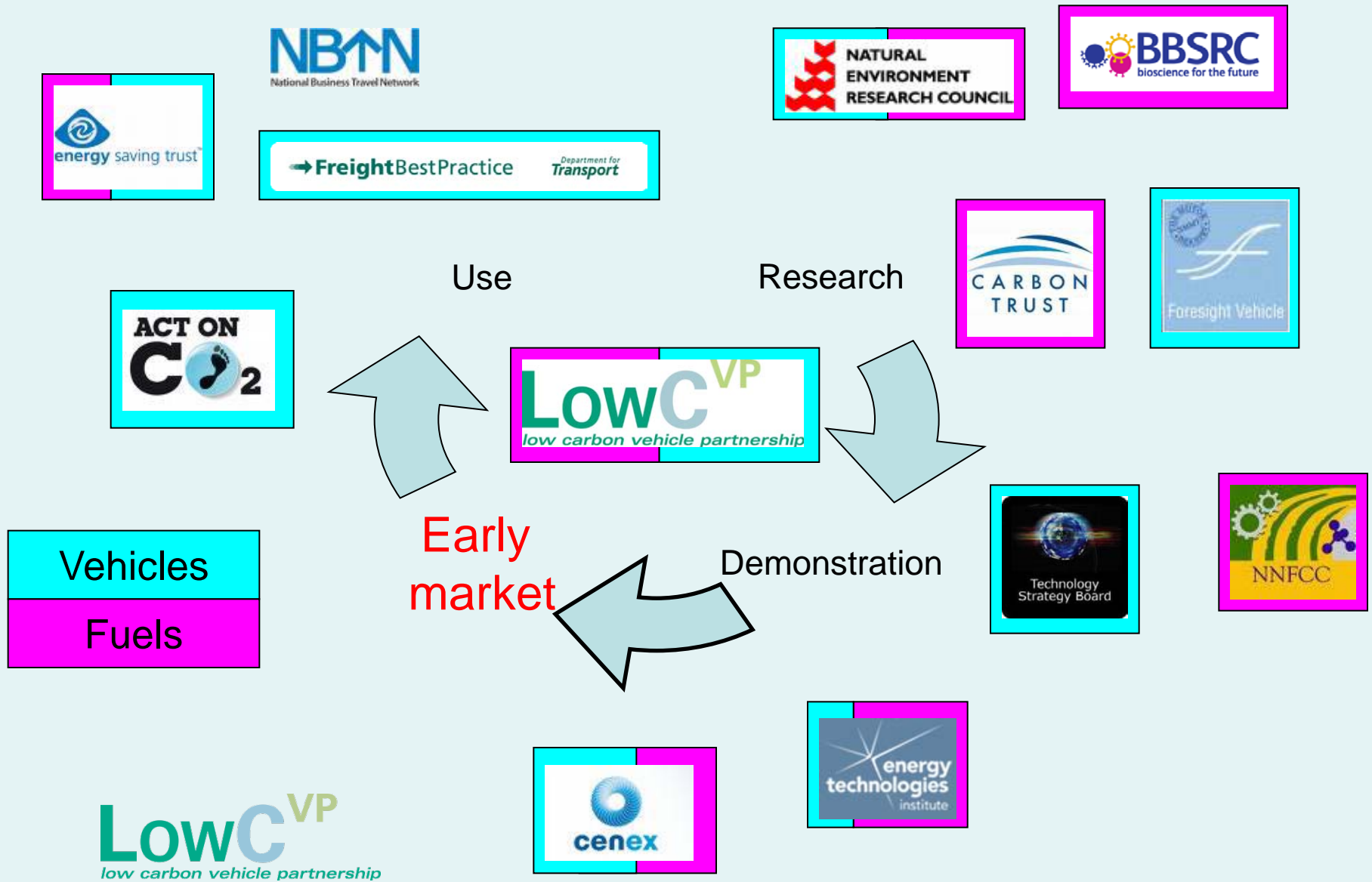


***Pasts  
fashions  
show there  
are no silver  
bullets***





# The way forward is through partnership



## 5 key messages

- ❑ Government is failing to provide adequate leadership
- ❑ A consistent strategy, with targets, is needed to decarbonise transport
- ❑ Policy should support a portfolio of promising technologies with low lifecycle emissions
- ❑ There are no “silver bullets”
- ❑ The way forward is through partnership



# Thank You

## Any Questions?

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