

New Policies for Transport

The Future of UK and EU Climate Change Policy

24th June 2009

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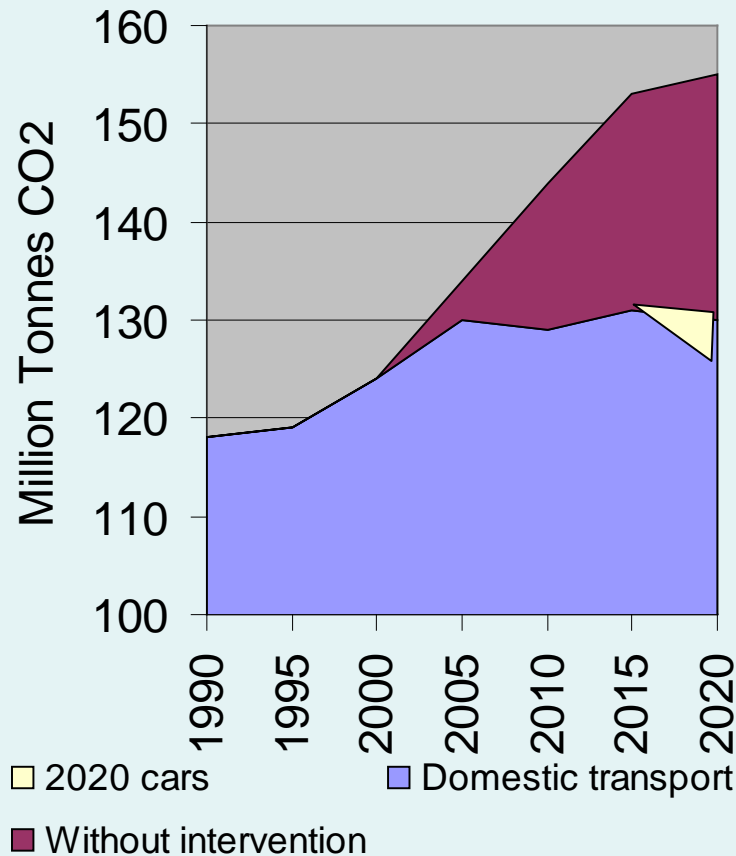
LowCVP is the only multi-stakeholder, membership organisation working to accelerate the shift to low carbon vehicles and fuels

- ❑ 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

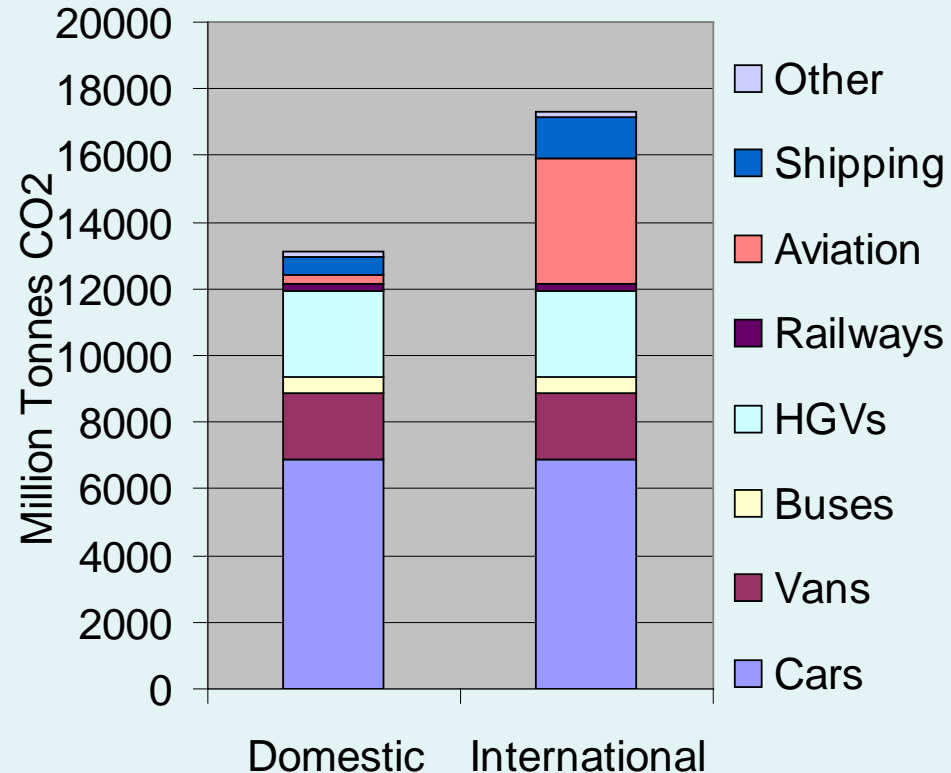


Domestic transport emissions have increased since 1990 and are projected to stabilise to 2020
International emissions are +25MT CO₂

Domestic emissions

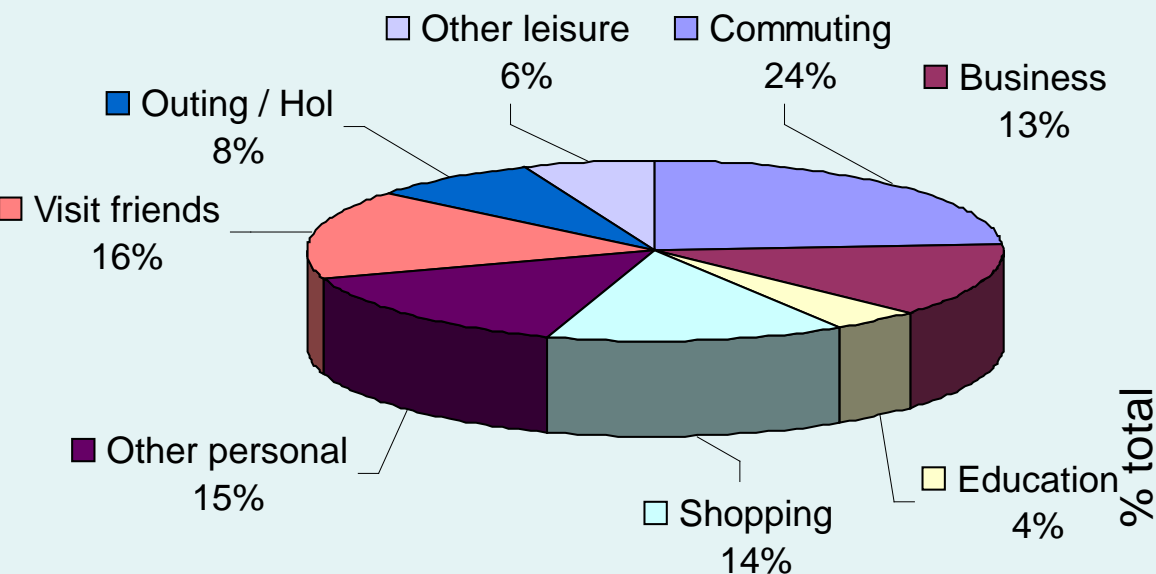


Transport emissions 2006

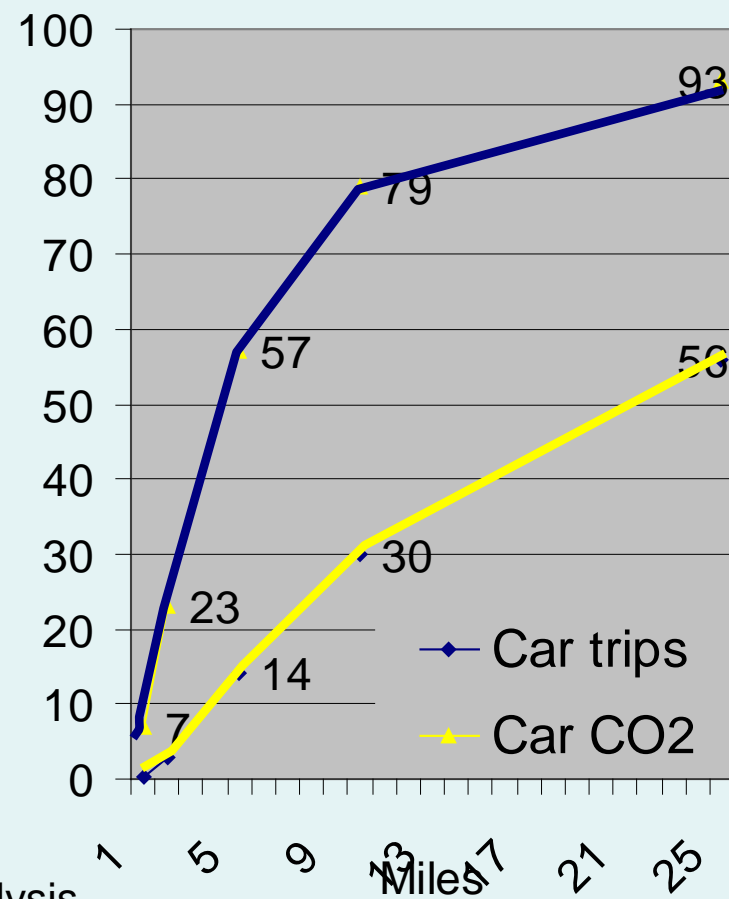


Multiple short journeys contribute relatively little to CO2 emissions

CO2 emissions by journey purpose



Cummulative Car Journeys



The current policy framework

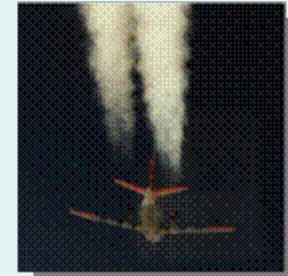
Biofuels



Taxation



Emissions Trading



Carbon pricing
(tax, trading,
regulation)

New Car CO2 standards



LC Transport Innovation Strategy



Technology
and
innovation

Smarter Choices



Consumer Awareness



Behaviour
change

DfT 2008

LowC^{VP}
low carbon vehicle partner

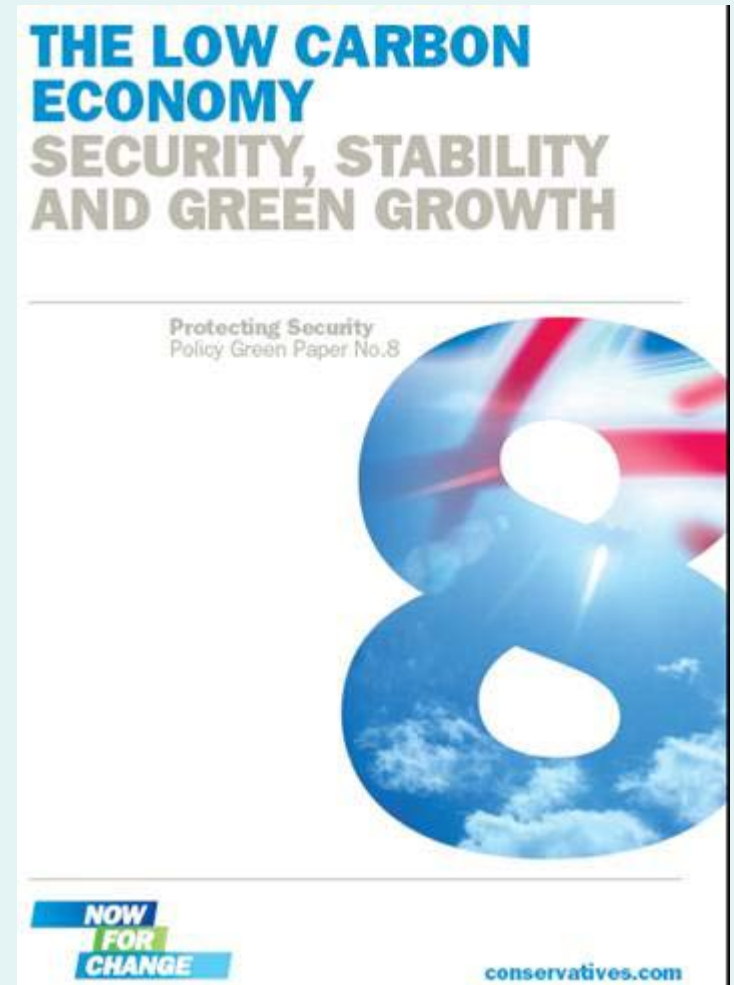
The changing policy environment

- ❑ Implementation of the Fuel Quality and Renewable Energy Directives
- ❑ Changing focus of the Act on CO₂ campaign
- ❑ Electrification of transport
- ❑ Changes to bus subsidy
 - including support for low carbon buses
- ❑ Planned airport expansion
- ❑ Further EU regulation
 - Vans
 - Consumer information



What might we expect from a Conservative Government?

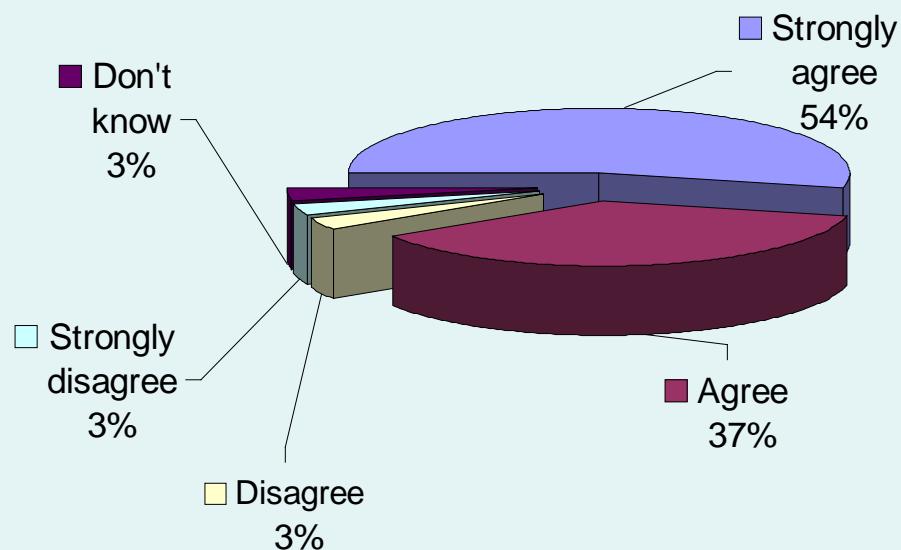
- ☐ High Speed Rail 2
- ☐ No 3rd runway at Heathrow
- ☐ New car CO2 emissions 100g/km 2022
- ☐ “Britain to lead the world towards replacement of traditional cars by electric and plug-in hybrid vehicles”
 - Recharging points to become “Regulated Assets” for Distribution Network Operators
- ☐ Transport Carbon Reduction Fund
- ☐ Stronger local emphasis upon “soft measures”
- ☐ Fair Fuels Stabiliser?



What is needed?

- ❑ A lower carbon transport strategy, with targets
- ❑ Investment in low carbon infrastructure
- ❑ Support for a portfolio of promising technologies
- ❑ Stronger and directed consumer incentives and transport price signals
- ❑ Increased business focus on reducing transport emissions
 - Transport within CRED?
- ❑ Political leadership

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



91% of LowCVP members agree

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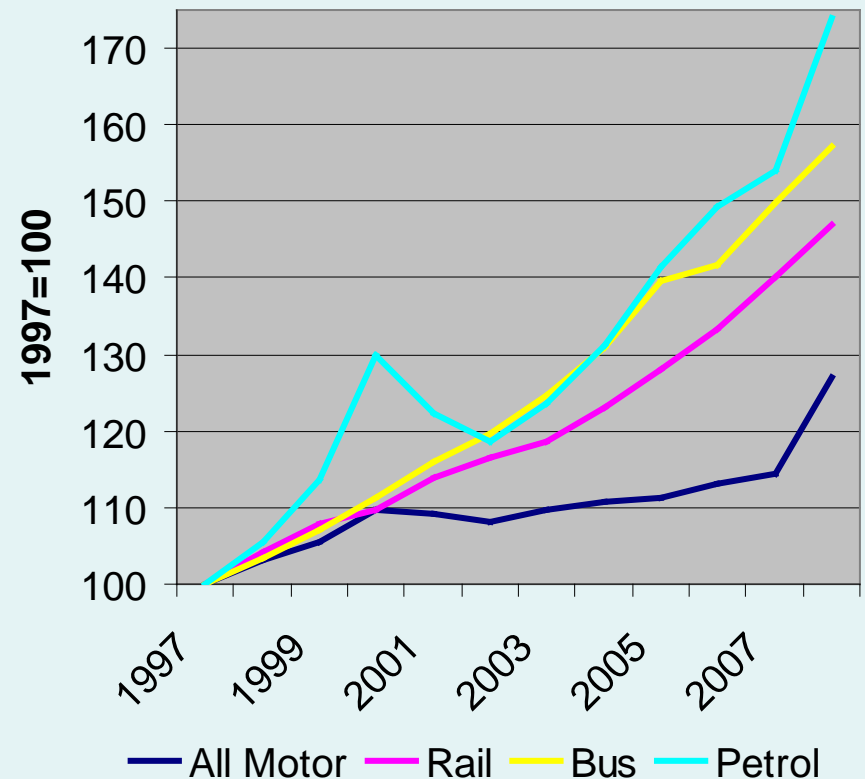
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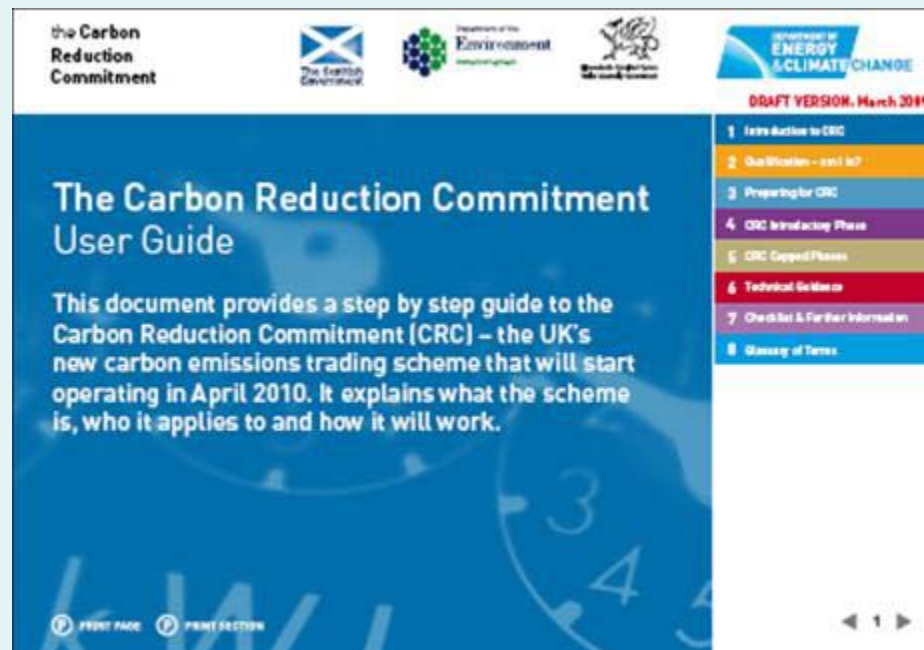
Transport cost comparison



Based upon DfT 2008

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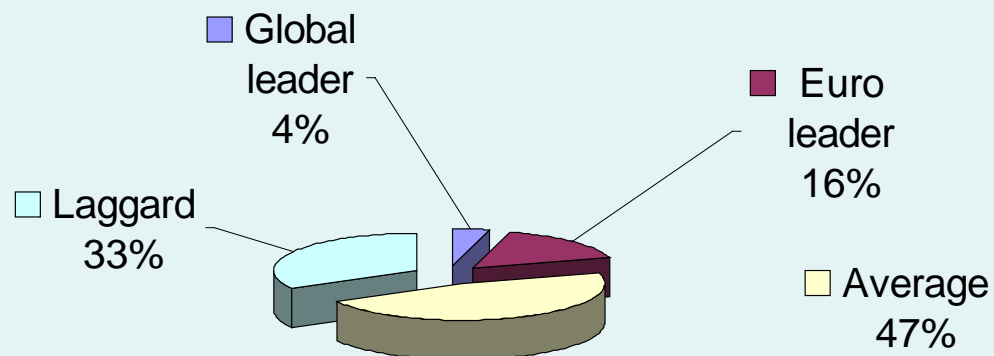
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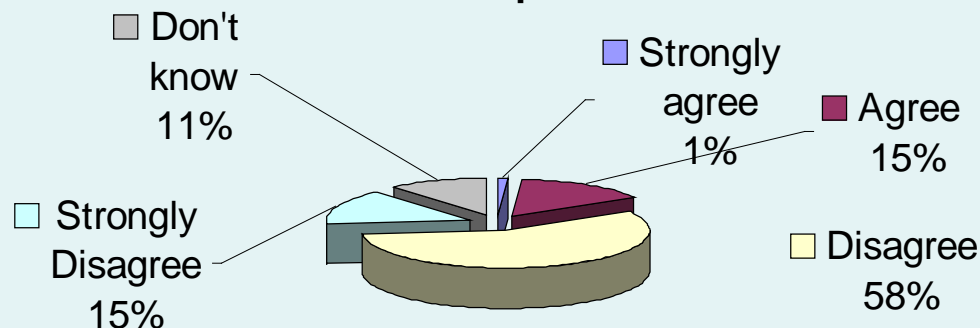
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In a global context, how is the UK doing in terms of its initiatives to cut carbon from road transport?

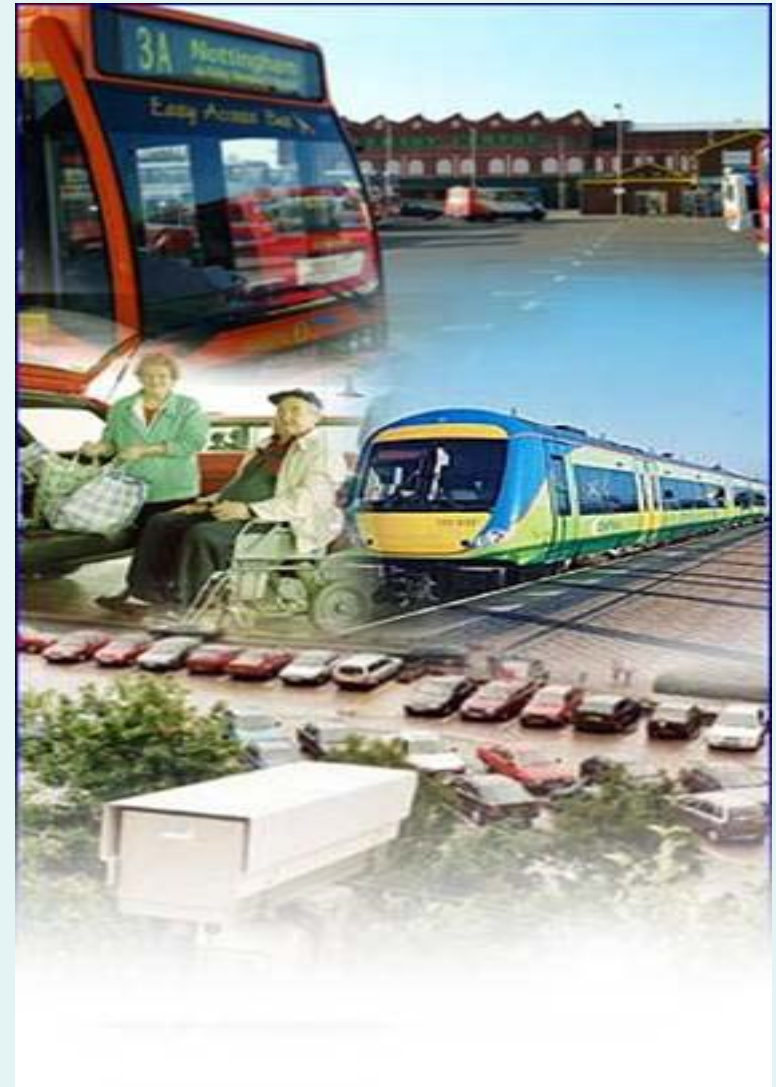


The UK Government currently gives sufficient priority to environmental and, specifically, low carbon transport issues



Key messages

- ❑ Rising transport emissions will undermine CO2 reductions in other sectors
- ❑ Current policy is piecemeal and inadequate
- ❑ Forthcoming policy developments are insufficient - some counter-productive
- ❑ We need:
 - A lower carbon transport strategy, with targets
 - Investment focused on low carbon solutions
 - Support for a portfolio of promising technologies
 - Stronger and directed price signals
 - Increased business focus on reducing transport emissions
 - Political leadership
- ❑ Technology alone will not be adequate



Thank You

Any Questions?

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The Low Carbon Vehicle Partnership

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