

*Encouraging local, low carbon,
transport solutions*

**National Association of Councillors
Tackling Climate Change - Protecting our Environment
York Conference**

22nd January 2010

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Low Carbon Vehicle Partnership

Accelerating a sustainable shift to low carbon vehicles and fuels in the UK

Stimulating opportunities for UK businesses

Renewable Fuels Agency

Carbon and Sustainability Reporting Within the Renewable Transport Fuel Obligation

Technical Guidance Part One

Office of the Renewable Fuels Agency V1.2

August 2008

cenex

ACT ON CO₂

LowCVP 'Low Carbon Road Transport Challenge'

Proposals to reduce road transport CO₂ emissions in the UK to help mitigate climate change

June 2008

Fuel Economy	Low Carbon Car
115-130 mpg (litres/100 miles)	
107-115	
97-107	
87-97	
77-87	
67-77	
57-67	
47-57	
37-47	
27-37	
17-27	
1-16	
Fuel used (predicted) for 1000 miles	£662
VED for 12 months	£50

LowCVP Accelerating the Shift to Low Carbon Vehicles and Fuels

Low Carbon Transport Innovation Strategy

low carbon vehicle partnership

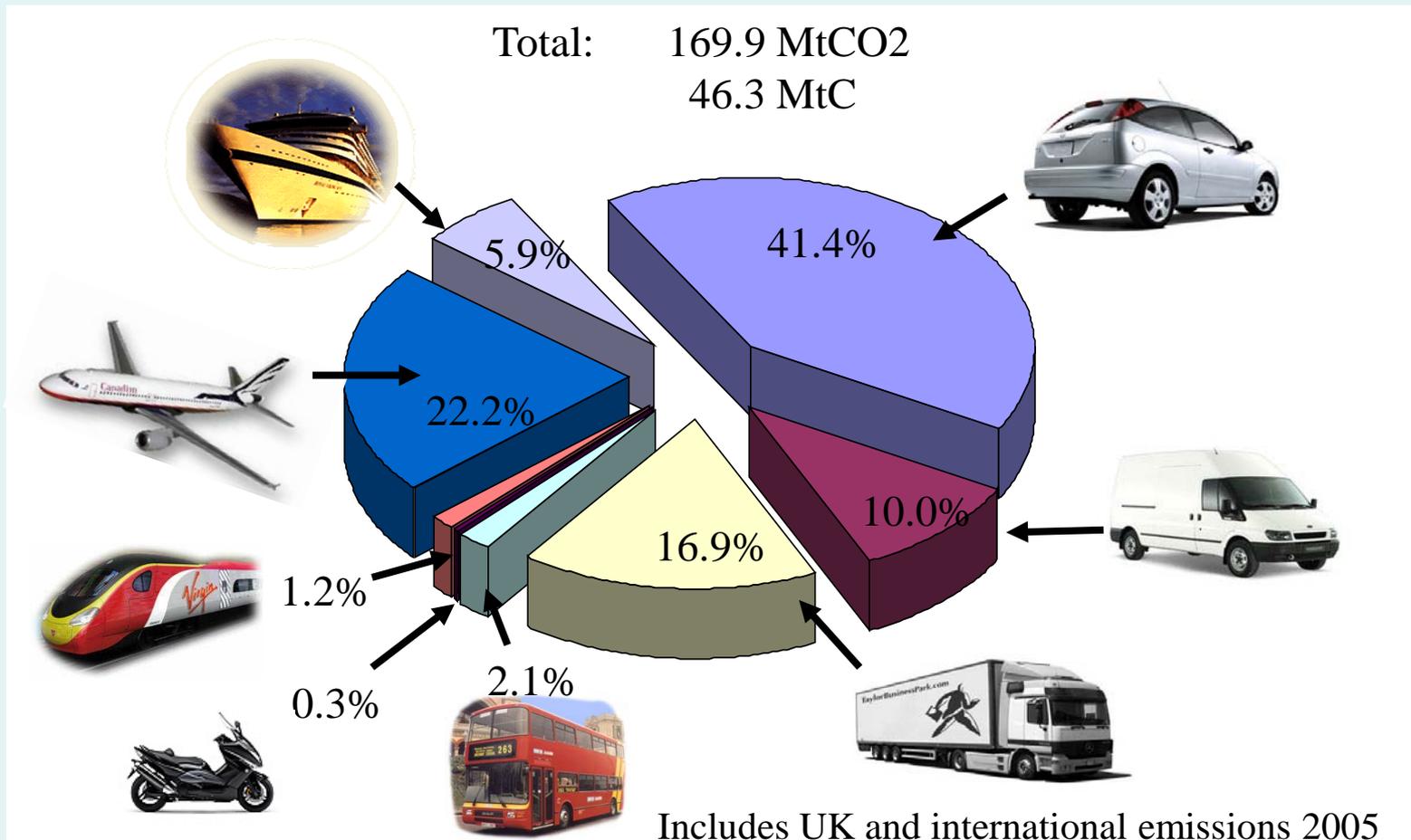
low carbon vehicle partnership

Scope

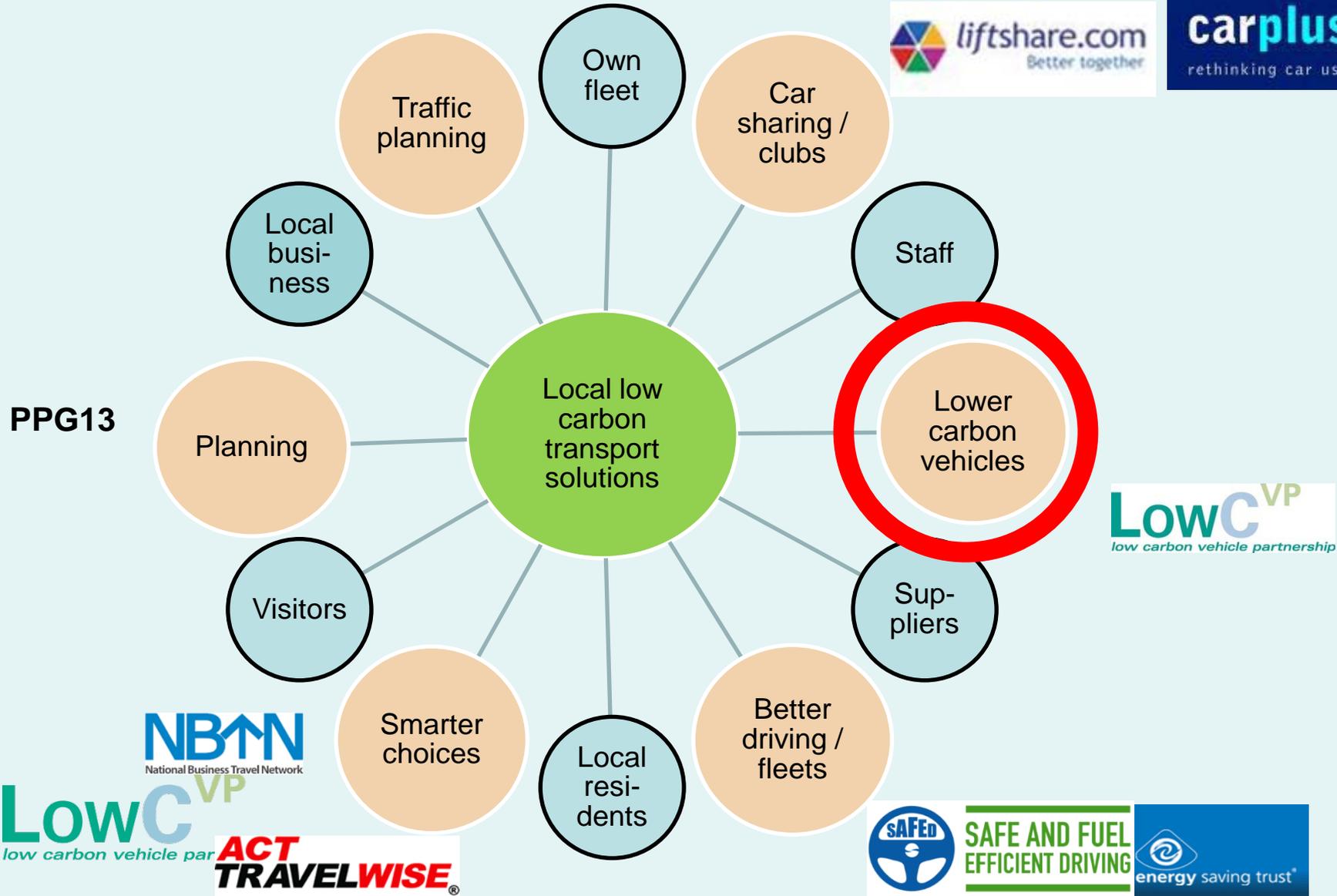
- ❑ The contribution of transport to greenhouse emissions
- ❑ Emissions reductions approaches for local authorities
- ❑ Technology options
- ❑ Local action to promote, procure and support low carbon options
 - Available support
 - Local case studies
- ❑ LowCVP local authority network
- ❑ Key messages



CO₂ from transport contributes about a quarter of the UK's emissions



There are a wide range of approaches and audiences for local, low carbon transport initiatives



PPG13

Lower carbon models are now available in every market segment - but consumer demand remains weak

Local authorities can make a valuable contribution to promoting low carbon options



Smart for two 88g/km



Prius 3 89g/km



Volvo S80 104g/km



Lexus RH450 148g/km



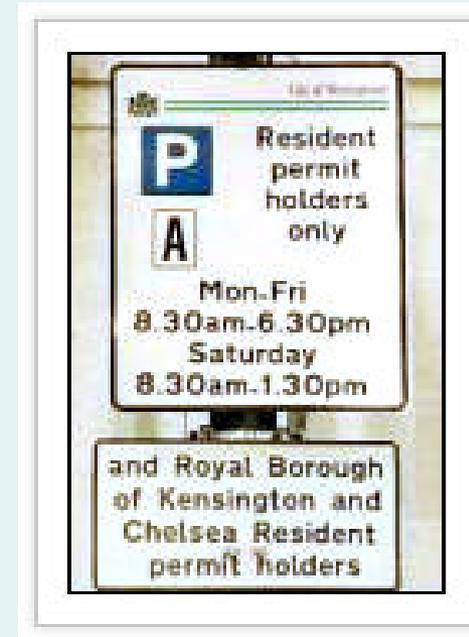
VW Passat 118g/km



Volvo V50 104g/km

There are a range of options available for local authorities to promote lower carbon models

- ❑ Strengthen authority fleet management and policies
 - Greenfleet advice - EST
 - Carbon footprinting
- ❑ Require high standards of fleet management from major / relevant suppliers
 - Motorvate
- ❑ Eco-driving training for staff
- ❑ Differential charging for residents parking
 - Richmond, Edinburgh, York, Brighton
- ❑ Differential parking charges
 - Richmond



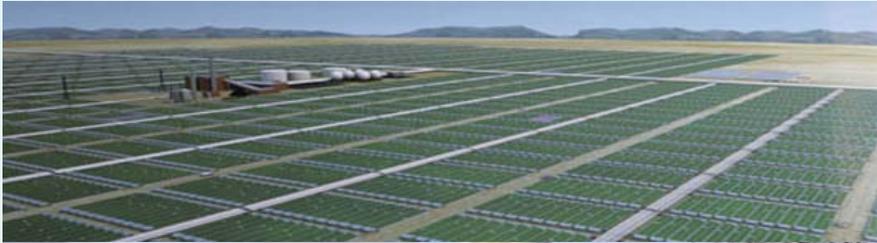
New incentives and powers for local authorities have created new opportunities for deployment of carbon buses

Local authorities can:

- ❑ Make use of the new low carbon bus supplement of 6p/km
 - Natural gas (biomethane) buses receive 100% duty exemption (19.26p/ kg)
- ❑ Encourage LC buses through their PTE's
- ❑ Specify LC buses on Controlled Routes
- ❑ Buy or specify LC buses for own use – e.g., ride and drive, school buses
- ❑ Use strengthened powers in Local Transport Act for Integrated Local Transport Authorities & Quality Contracts



There are more & less sustainable ways of producing biofuels



Algal biofuel production
>90% GHG-saving
No indirect effects



British Sugar Wissingham
Ethanol from sugar beat
c60% GHG-saving
Indirect effects possible



US Corn
Minimal GHG-benefits
Significant indirect effects



Matto Grosso – Brazil
Deforestation for soy
GHG-emissions

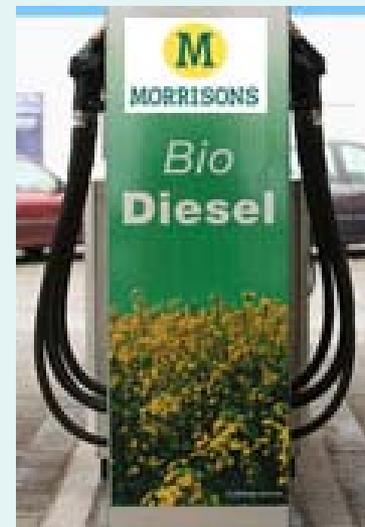
Fully sustainable



Totally unsustainable

There are a range of approaches through which local authorities can promote biofuels

- ❑ Examine fuels use of biomethane for refuse trucks
 - Infrastructure grants available
- ❑ Deploy higher blend biofuels in own-fleet
 - But duty incentives being removed
 - Specify sustainability requirements
 - Check warranties
- ❑ Offer incentives for low carbon vehicles to those operating high blend biofuels
- ❑ Consider bioethanol, biodiesel or biomethane in buses



There is global momentum towards electrification of transport

- ❑ EVs address key geopolitical concerns:
 - Climate
 - Energy security
 - Peak oil

- ❑ Early consumer interest as sustainable, cool, high technology products

- ❑ Substantial public funding of RD&D

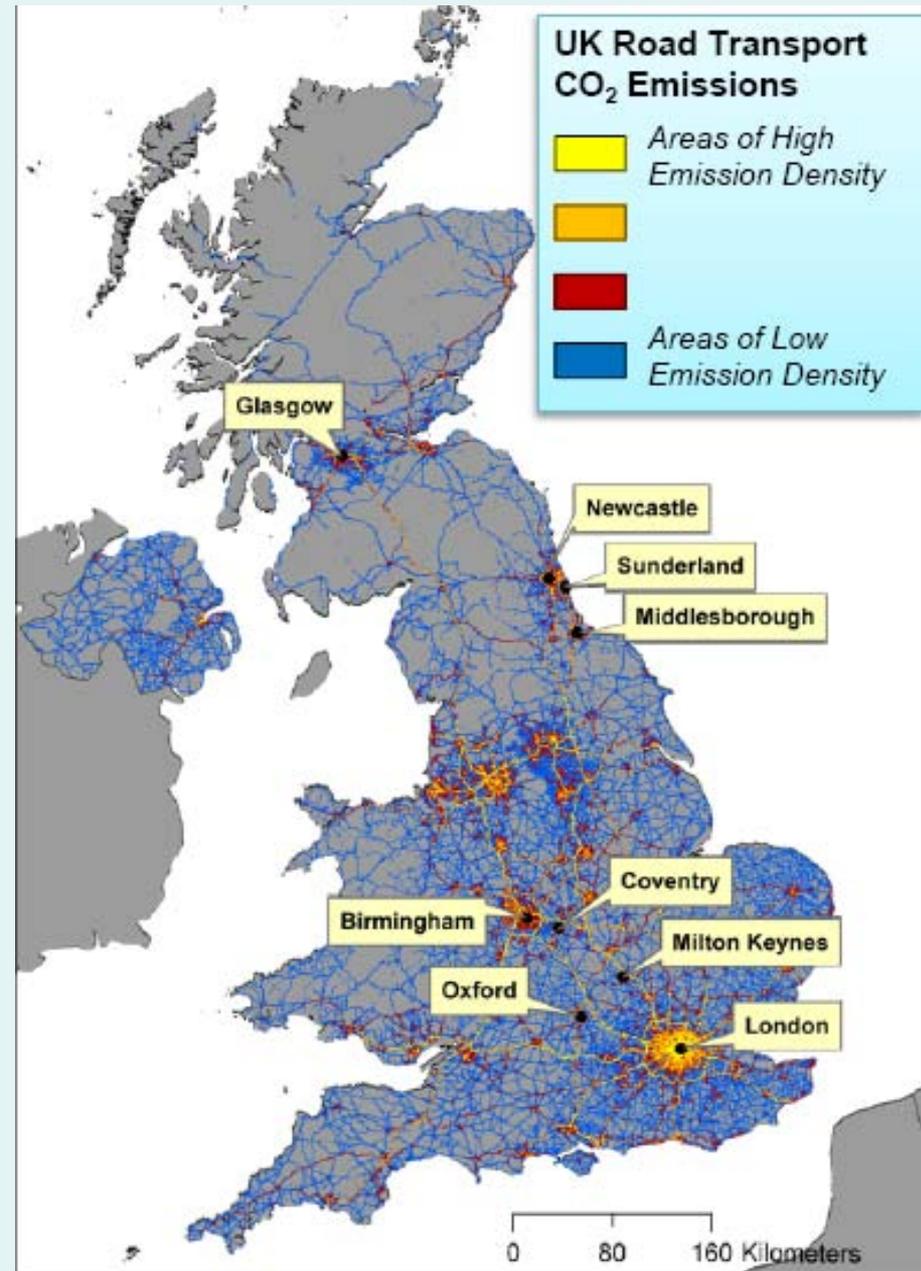
- ❑ Investment & commitment from global OEMs

But ... early visionary vehicles do not create a mass market



There are a range of ways local authorities can support the shift to EV:

- ❑ Participate in the Plugged-in-Places scheme
- ❑ Install recharging points in public car parks
 - Infrastructure grants available
- ❑ Offer free parking for EVs
- ❑ Procure vehicles for own-fleet use
- ❑ Participate in the £20M low carbon vehicle Public Procurement Programme
 - Not just EVs
- ❑ Look for to participate in future demonstration programmes
 - TSB



Join the LowCVP - Local Authority Network

- ❑ Advice on govt. initiatives that can benefit LAs
- ❑ Co-ordinate and communicate innovative solutions eg. biofuels, EVs, road pricing, procurement
- ❑ Develop new programmes with and for LAs
- ❑ Catalyse action between business and government tiers
- ❑ Join us and join up to low carbon vehicles!



Summary – local action can make a significant contribution to decarbonising transport

- ❑ Examine the options to support LC-technologies
 - Greening own-fleet
 - Requiring green options from suppliers
 - Supporting green innovation
 - Promoting LC-options to local communities
 - Deploying biofuels and electric recharging points
- ❑ LC technologies complement other LC-transport solutions:
 - Smarter choices
 - Planning
 - Supporting car-clubs, car-sharing
- ❑ Join the LowCVP Local Authority Network



Thank you for your
attention

Any Questions?

020 3178 7860

The Low Carbon Vehicle Partnership

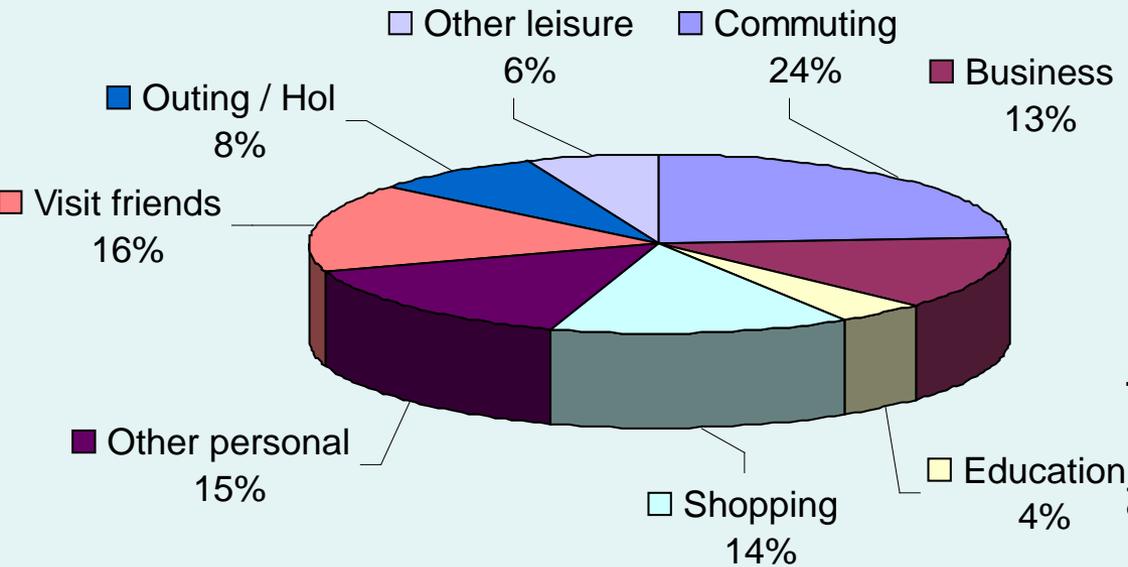
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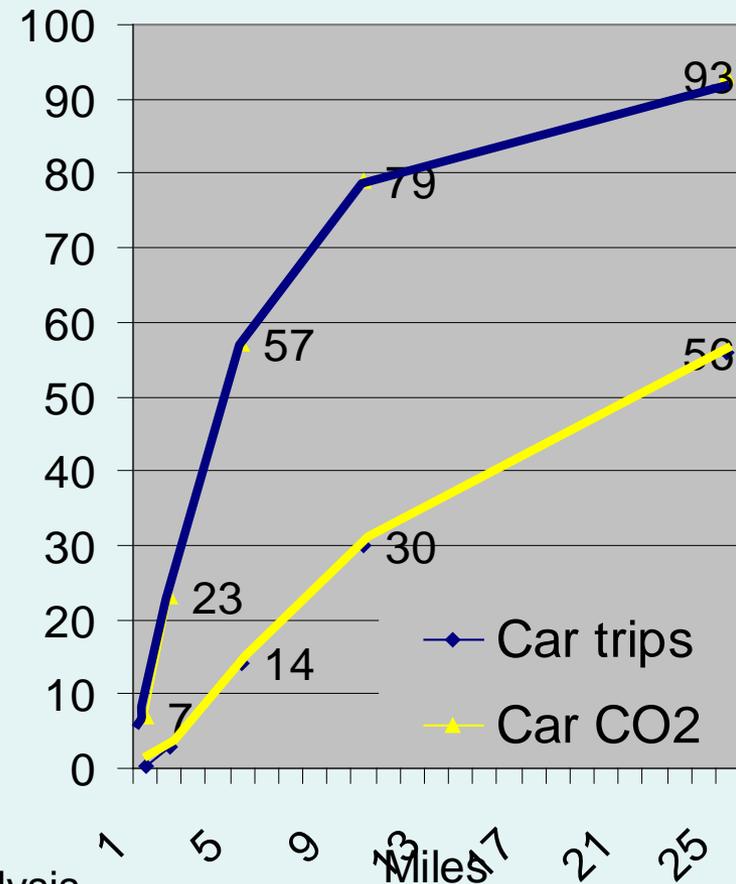


Multiple short journeys contribute relatively little to CO2 emissions

CO2 emissions by journey purpose



Cummulative Car Journeys



Hydrogen fuel cell vehicles offer significant but still distant prospects

Key challenges:

- ❑ Higher costs per unit of energy
 - Adequate price of carbon mitigation
- ❑ Supply of renewable hydrogen
- ❑ Development of refuelling infrastructure and practical storage
 - Chicken and egg supply problem
- ❑ Supply of a range of affordable vehicles
 - Fuel cell costs, durability and reliability
- ❑ Improving public acceptability
- ❑ Alternative LC-options
- ❑ RD&D funding



Green Fleet Advice

SAFED



Recent DfT guide provides local authorities with advice on delivering sustainable low carbon travel

- ❑ Details the policy and planning context
- ❑ Menu of sustainable travel initiatives
- ❑ Getting started advice
- ❑ Effective delivery
- ❑ Programme evaluation
- ❑ Case studies

- ❑ Limited guidance on opportunities for low carbon vehicles and fuels

Biomethane buses receive additional support under new UK subsidy arrangements

- ❑ Natural gas buses receive 100% duty exemption (19.26p/ kg)
- ❑ From 2010-13 the duty differential on NG will be retained
- ❑ Biogas buses now receive additional 6p/km payment as a low carbon emission bus
 - c£3k pa

