

Accelerating the Shift to Low Carbon Vehicles and Fuels

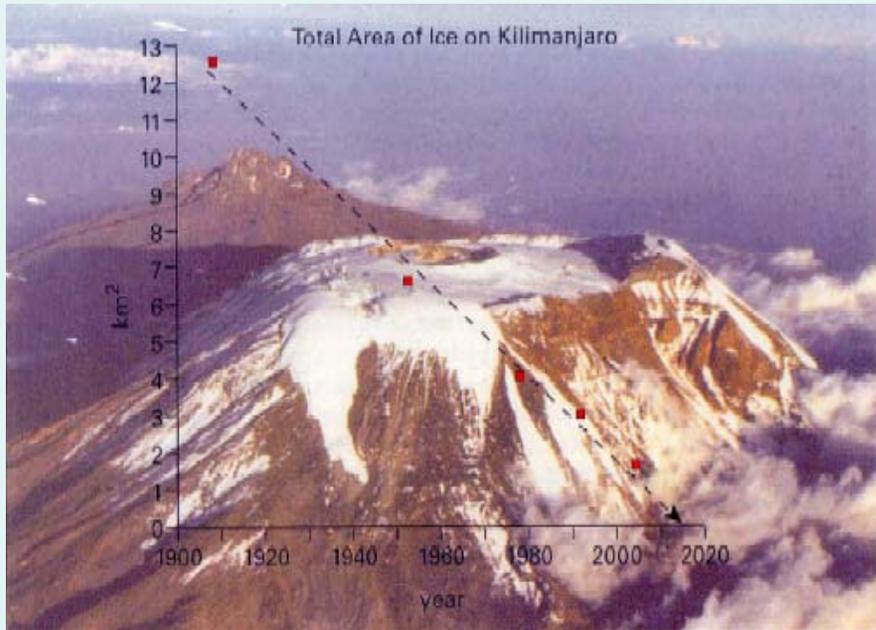
LowCVP Strategy to 2007

10th February 2005
LowCVP Conference

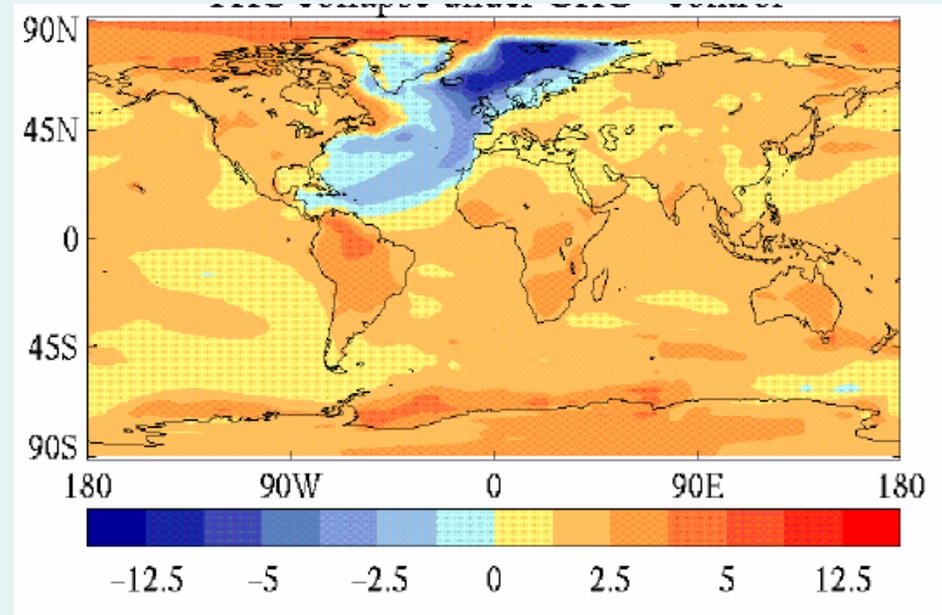
Greg Archer
LowCVP Director

CO2 concentrations may reach damaging levels within 10 years

Decline of ice cover on Kilimanjaro



Halting of the Gulf Stream

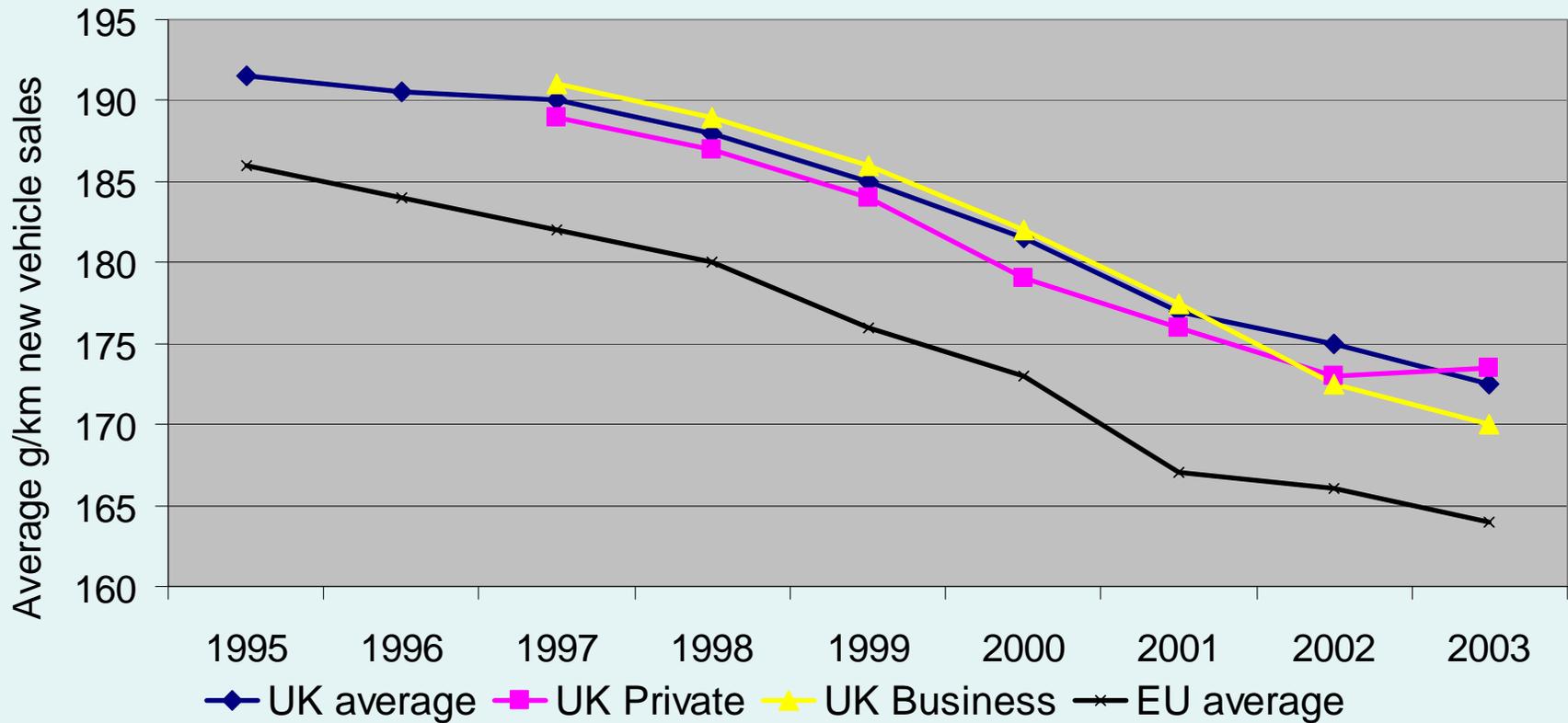


<http://www.stabilisation2005.com/day1/Schneider.pdf>

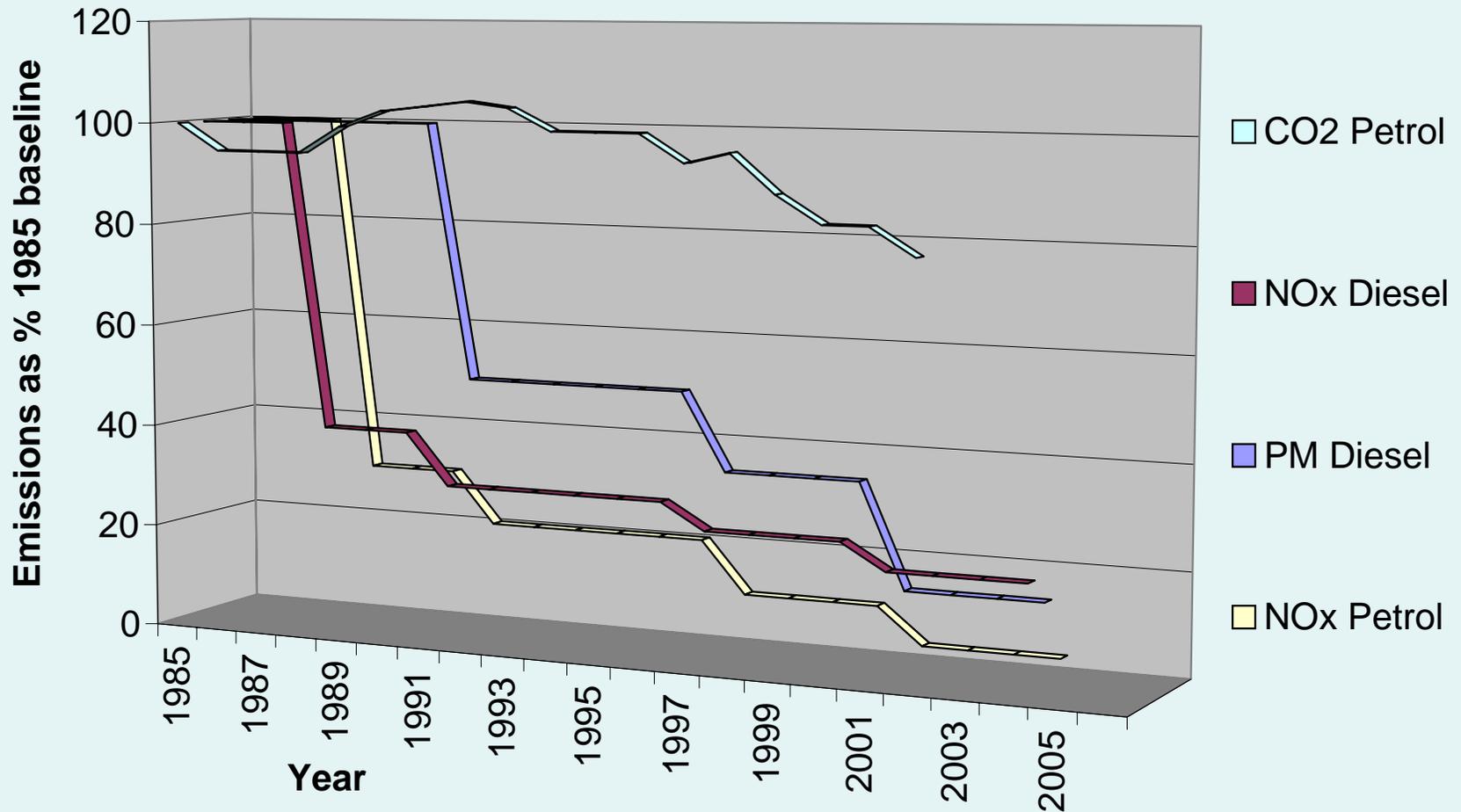
http://www.stabilisation2005.com/33_Richard_Wood.pdf

UK emissions have declined by c10% since 1995 but remain above EU average

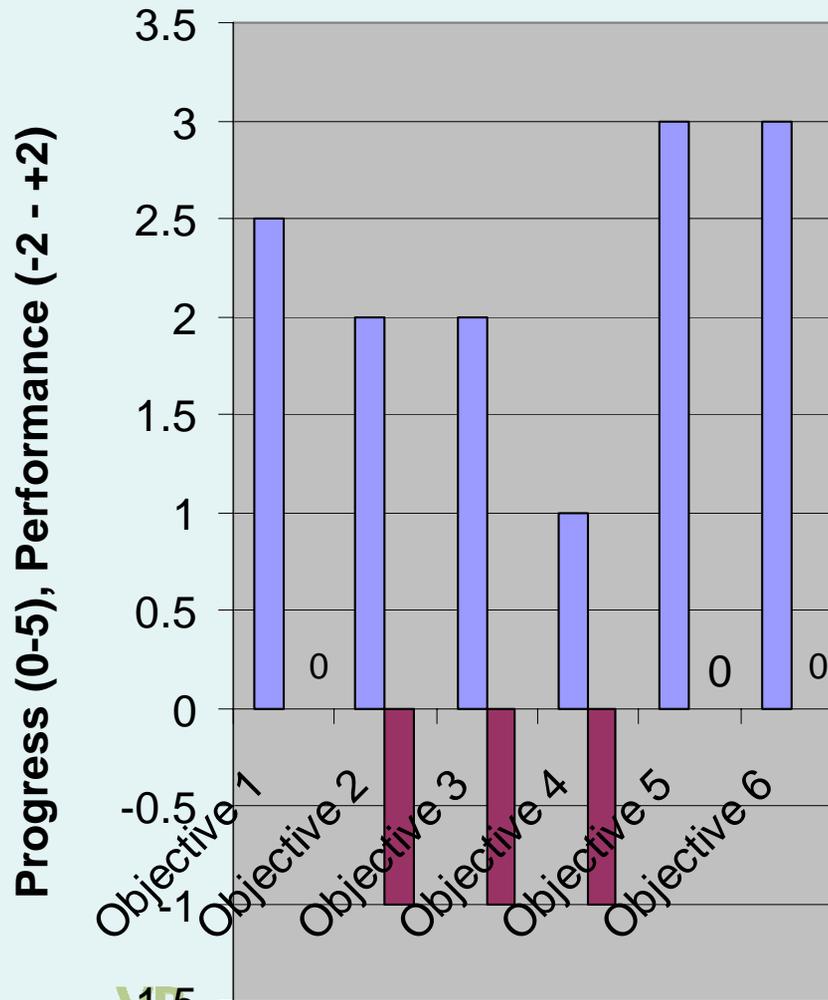
Fleet average emissions for new vehicle sales



Historic improvements in air quality emissions demonstrate the capacity of the oil and auto industries to respond to the challenge



Some or Good progress has been made on most LowCVP objectives - but performance is below members aspirations



Progress

- 0 = No progress made
- 1 = A little progress
- 2 = Some progress
- 3 = Good progress
- 4 = Almost achieved
- 5 = Achieved

Performance

- 2 = Much more progress should have been made
- 1 = More progress should have been made
- 0 = Expected progress made
- 1 = More progress made than would be expected
- 2 = Considerably more progress made than expected

Strategic priorities

- ❑ The mission and aims of the Partnership must be focussed and a set of quantitative, time bound objectives defined against which to track progress
- ❑ The Partnership must extend its sphere of influence and profile to ensure that decision makers across industry, Government and key European institutions are aware of the outcomes Partnership initiatives and thinking
- ❑ The work programme must more closely reflect key priorities; and working structures evolve to provide an efficient system for delivering the Partnership's activities
- ❑ The Partnership must establish more secure financial and ownership structures
- ❑ There must be greater transparency as to what membership of the Partnership means and who is eligible to join

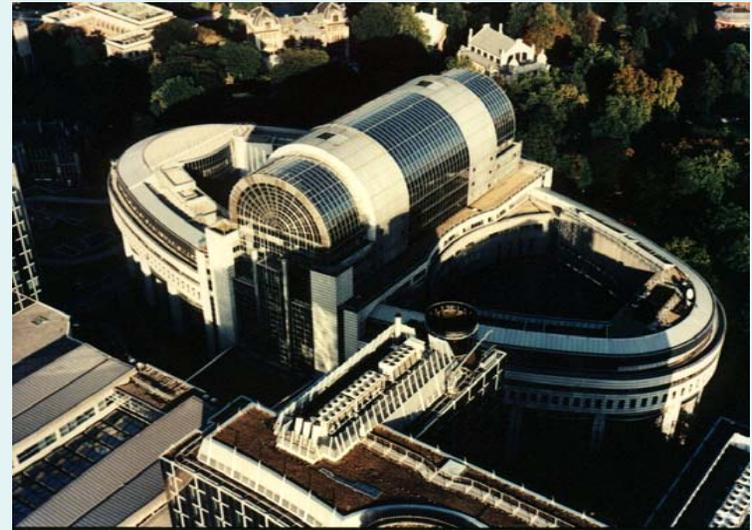
Accelerate a sustainable shift to low carbon vehicles and fuels in the UK and thereby stimulate opportunities for UK businesses

- Facilitate cross-sectoral engagement between industry and other stakeholders**
- Encourage research, demonstration and commercialisation of low carbon automotive technologies in the UK and assist UK businesses participate in emerging markets**
- Contribute towards the setting, and achievement, of UK Government's targets for carbon reduction from the road transport sector**
- Deliver an effective flow of information within and between industry and other stakeholders**

The Partnership must extend its sphere of influence

Strengthen relationships with -

- Parliamentary committees and groups
- Treasury and Cabinet Office
- European Parliament and Commission
- Key European trade and environmental organisations
- Additional UK environmental groups, fleet operators and biofuel suppliers



Work Programme 2005



- Determination of the policy suite to stabilise and then reduce road transport emissions
- Feasibility of including road transport within the European Emissions Trading Scheme
- Technical seminar programme
- Biofuels accreditation and obligation
- Light Goods Vans
- Increasing demand for low carbon passenger cars
- Development of the Bus Programme
- Development of Enhanced Capital Allowances for energy efficient equipment
- Support for the Centre of Excellence

Diversified funding and more transparent, membership and ownership structures

- Diversify and increase funding to establish a project fund
- Increase membership benefits
- Define membership core values and responsibilities
- Examine ownership arrangements and operating costs



In conclusion...

- ❑ The Partnership has made good progress since being established in 2003.
- ❑ Future priorities are for the Partnership to -
 1. Focus the activities of the Partnership on its revised mission and aims
 2. Extend its sphere of influence and profile
 3. Evolve the work programme to reflect priorities and working structures to deliver an efficient system for completing projects
 4. Establish more secure financial and ownership structures
 5. Introduce greater transparency as to what membership means and define eligibility criteria
 - 6. Accelerate a sustainable shift to low carbon vehicles and fuels in the UK and thereby stimulate opportunities for UK businesses**