

Transforming the market for electric vehicles

public and private sector roles

The Intellect Transport and Smart Grid Conference

Thursday 5th May 2011

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Low Carbon Vehicle Partnership

Low Carbon Vehicle Partnership

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

Stimulating opportunities for UK businesses

LOWC^{VP}
low carbon vehicle partnership

LowCVP 'Low Carbon Road Transport Challenge'

Proposals to reduce road transport CO₂ emissions in the UK to help mitigate climate change
June 2006



Fuel Economy

CO ₂ emissions (g/km cycle)	Low Carbon Car
<100 A	B 117 g/km
101-120 B	
121-150 C	
151-180 D	
181-225 E	
226-275 F	
276+ G	

Fuel cost (estimated) for 12,000 miles: £662
VED for 12 months: £50

Environmental Information

Make/Model: Low Carbon Car Engine Capacity (cc): 1396
Fuel Type: Diesel Transmission: 5 speed manual

Fuel Consumption:		
Drive cycle	Litres/100km	Mpg
Urban	5.4	53.3
Extra-urban	3.8	74.2
Combined	4.4	64.2

Carbon dioxide emissions (g/km): 117 g/km
Important note: Some specifications of this model may have lower CO₂ emissions than this. Check with your dealer.

Logos: LowCVP, Department for Transport, VCA



LowCVP marketing challenge

CARS NOT CARBON

A competition to promote a greener motoring marketing

Event outline

Winners to be announced at the LowCVP Annual Conference 28th June 2007 DTI Conference Centre, Westminster

Accelerating the shift to low carbon vehicles and fuels

Logos: energy saving trust, campaign, PR WEEK, Marketing, SHANEPUBLIC, greenTV, UNEP

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LowCVP Accelerating the Shift to Low Carbon Vehicles and Fuels

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Latest news

LowCVP Annual Conference - 28 June - [agenda overview](#)

LowCVP 2007 email bulletin

Sign up for our member directory

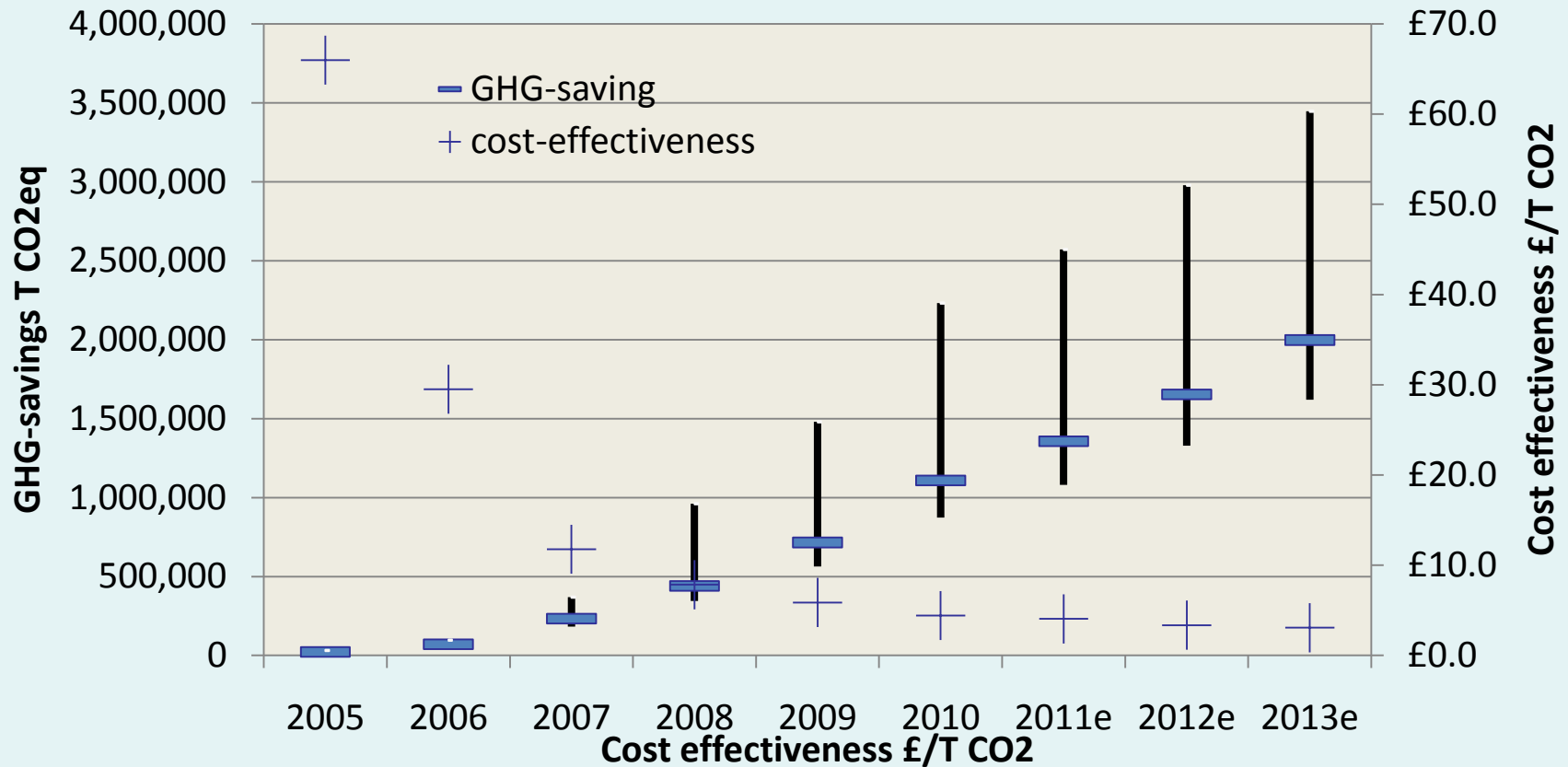
Support our new member directory

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LowCVP Carbon savings in 2010 increased by 30% to 393kTCO₂; carbon savings are being delivered at under £5/TCO₂

Cummulative CO₂ eq savings from LowCVP activities, best-estimate and range



LowCVP has played a material role in creating the largest European market for low carbon buses

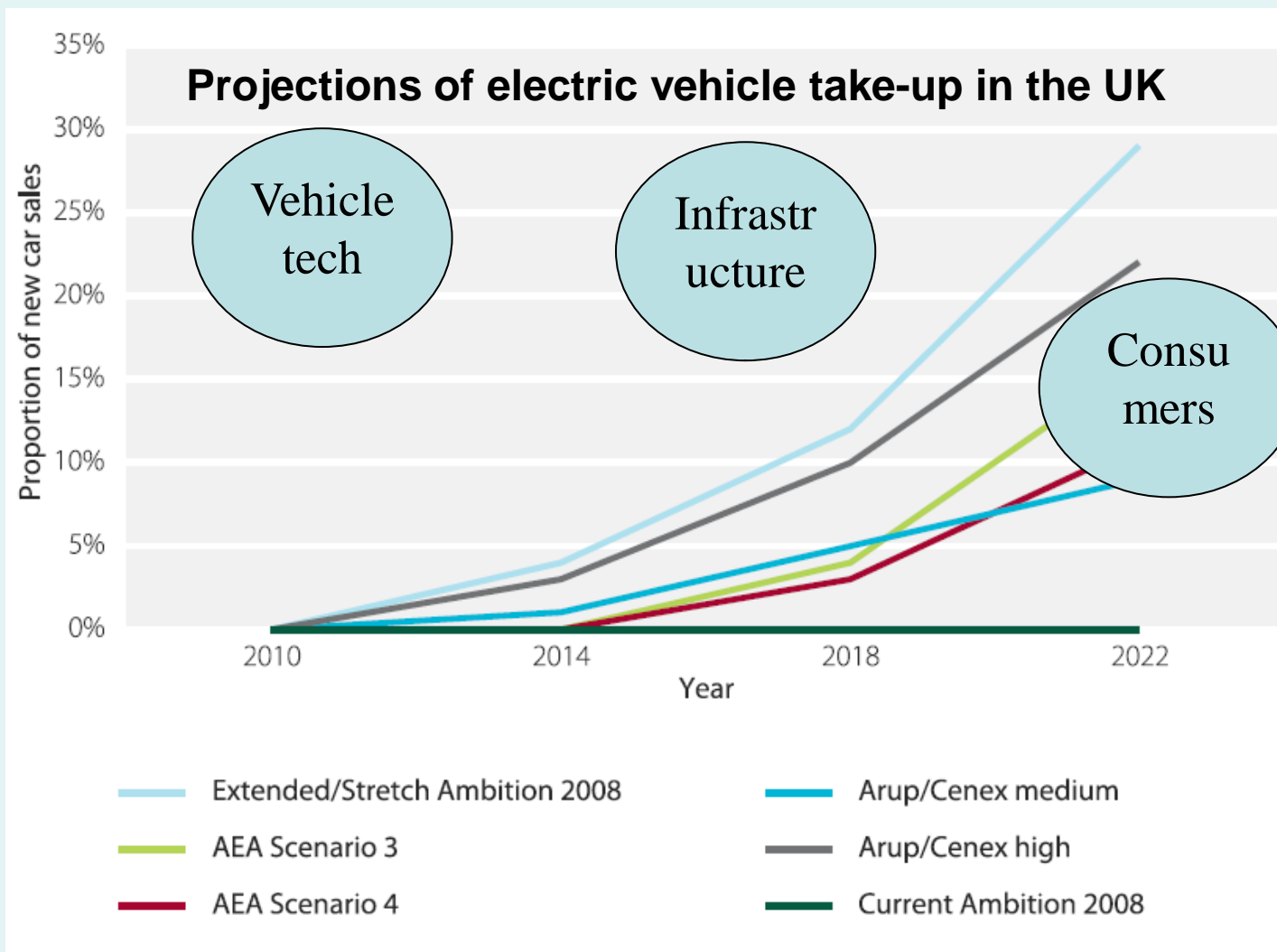
- ❑ LowCVP developed definition, test procedures and recommended incentives for low carbon buses to DfT.
 - LowCVP website provides portal for low carbon bus resources
- ❑ Low carbon buses made viable through two important incentives:
 - 6 p/km supplement available via Bus Service Operators Grant,
 - Capital grants ,Green Bus Fund and Scottish Green Bus Funds
- ❑ GBF and SGBF will support:
 - 33 bus operators across England and Scotland
 - procuring 566 low carbon buses
 - UK based bus manufacturers beneficiaries
- ❑ Low carbon buses will save 0.8MtCO₂ by 2020



Green Bus Fund and Scottish Green Bus Fund grant awards 2010

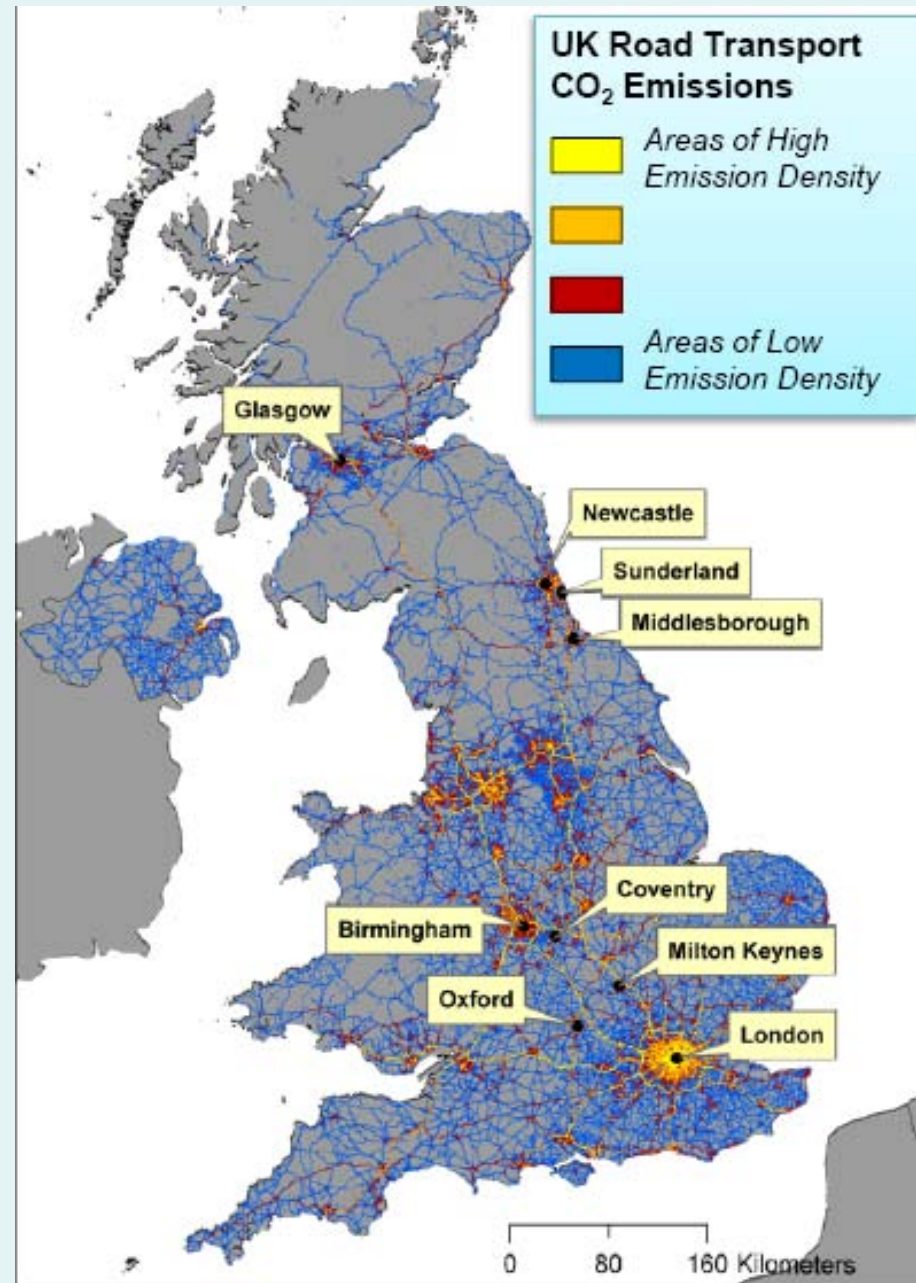


Market uptake is highly uncertain – depending upon public acceptability, battery costs / subsidies



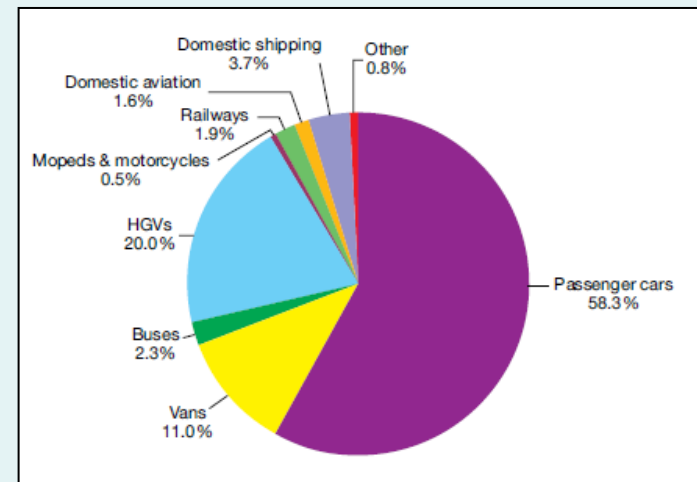
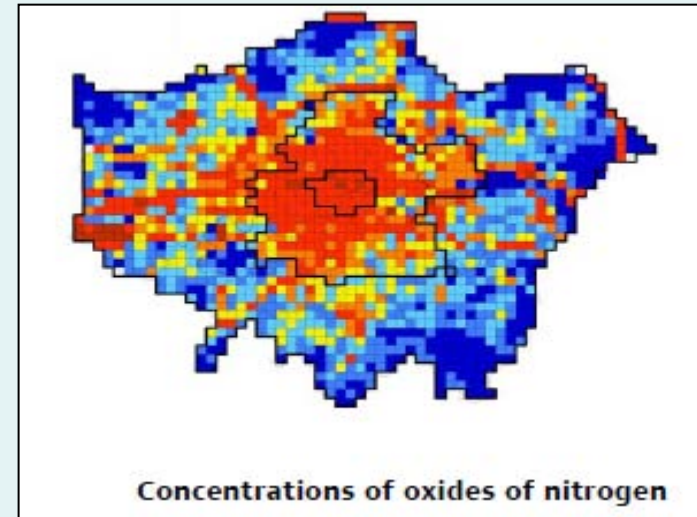
Strong UK Government support programme for electrification of transport

- ❑ Creation Office of Low Emission Vehicles
- ❑ £250M purchase support fund for cars
 - 2011-14
 - £5k per vehicle
- ❑ 140M Low Carbon Vehicle Innovation Platform
- ❑ £30M infrastructure support
 - Plugged-in-Places
- ❑ £5M Ultra-low carbon car competition
 - 340 vehicles
 - Joint cities demo programme
- ❑ £20M public procurement support for electric vans



Local authority interest is primarily driven by environmental responsibility

- ❑ Estimated 200,000 premature deaths due to poor air quality in UK.
- ❑ Duty to improve air quality rests with local authorities. EU can impose fines.
- ❑ Climate Change Act 2008 requires UK to reduce emissions by 34% by 2020 and 80% by 2050 compared to 1990.
- ❑ Domestic transport accounts for 21% of UK emissions, which have risen 12% since 1990.
- ❑ Road transport accounts for 92% of UK transport emissions.



Electric vehicles identified as a cost effective means of reducing CO2 in city regions

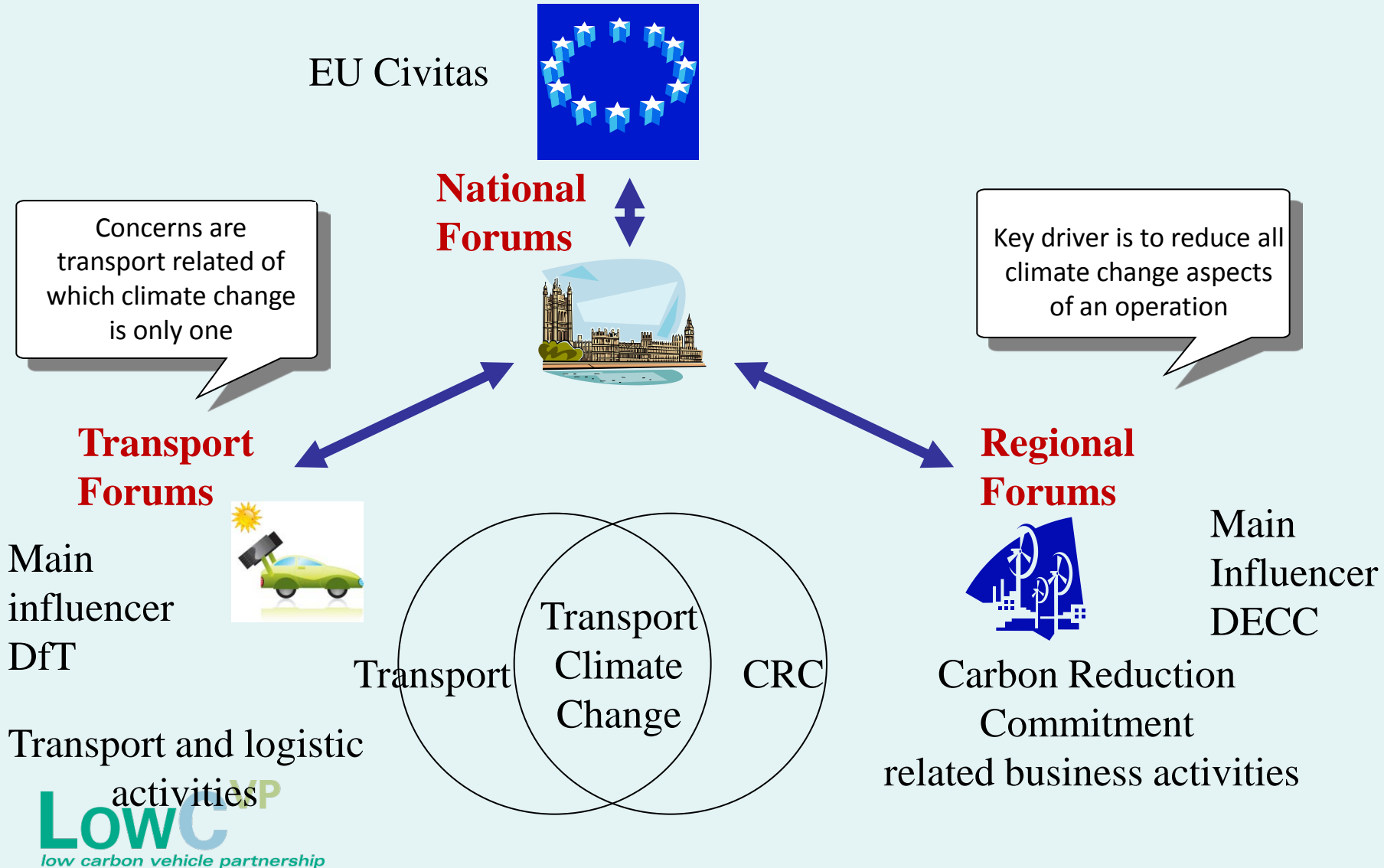
Public sector implementation cost

High cost	<ul style="list-style-type: none"> Low emission zones (targeting HGVs and large vehicles) Public transport concessionary fares and fare subsidies (targeted groups) Provision of improved bus/rapid transit infrastructure and services 	<ul style="list-style-type: none"> Roll-out of Smarter Choices initiatives and campaigns in targeted areas Improvement in bus fleet efficiency 	<ul style="list-style-type: none"> Driver training programme & awareness campaigns
Medium cost	<ul style="list-style-type: none"> Rail electrification (focus on local rail) Provision of improved walking infrastructure Provision of improved rail services Development of rail/water freight capacity and incentives Active/improved traffic management 	<ul style="list-style-type: none"> Stricter enforcement of speed limits 	<ul style="list-style-type: none"> Support to take up of electric and plug-in hybrid cars and vans through provision of charging points and/or financial incentives Provision of improved cycling infrastructure
Low cost/ Cost Neutral (N) / Revenue generating (R)	<ul style="list-style-type: none"> Public sector procurement of low carbon vehicles for own fleet Support to taxi/private hire for switch to more efficient/low carbon vehicles Road surfaces designed to reduce fuel consumption Provision of improved express bus and coach services Provision of car clubs Support and investment in local services and community hubs Review location of proposed new developments to reduce need to travel (N) Urban density increases (residential and business - N) Replacement of some conventional bus services by smaller community transport services (N) Freight efficiency through operational improvements (N) Rail efficiency (N) Producing low carbon energy from the transport assets (R) Introduction or increase in parking charges (R) 	<ul style="list-style-type: none"> Workplace parking levy (R) 	
	Low abatement	Medium abatement	High abatement
	Carbon emission reduction potential		



LowC^{VP}
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Range of forums through which local authorities are engaged are numerous



Thank You!

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