



Department
for Transport

Reducing road transport emissions

Vicky Edmonds

Deputy Director Environmental Strategy

Department for Transport

Low Carbon Vehicle Partnership Annual Conference

27 June 2017



Efficient use of transport is critical..and has far reaching benefits for the UK

Support jobs, innovation and growth



Investment in new technologies in the motor industry will enable the UK to become a world leader in this sector and create significant job opportunities.

Increase energy security



Diversifying public and private transport can increase UK self reliance, and improves energy security.

Increase business efficiency



More efficient driving reduces fuel costs and emissions. Business and public fleets can save thousands of pounds per year.

Improve public health



Cutting harmful tailpipe emissions will lead to health benefits due to improved air quality.

Reduce the cost of living

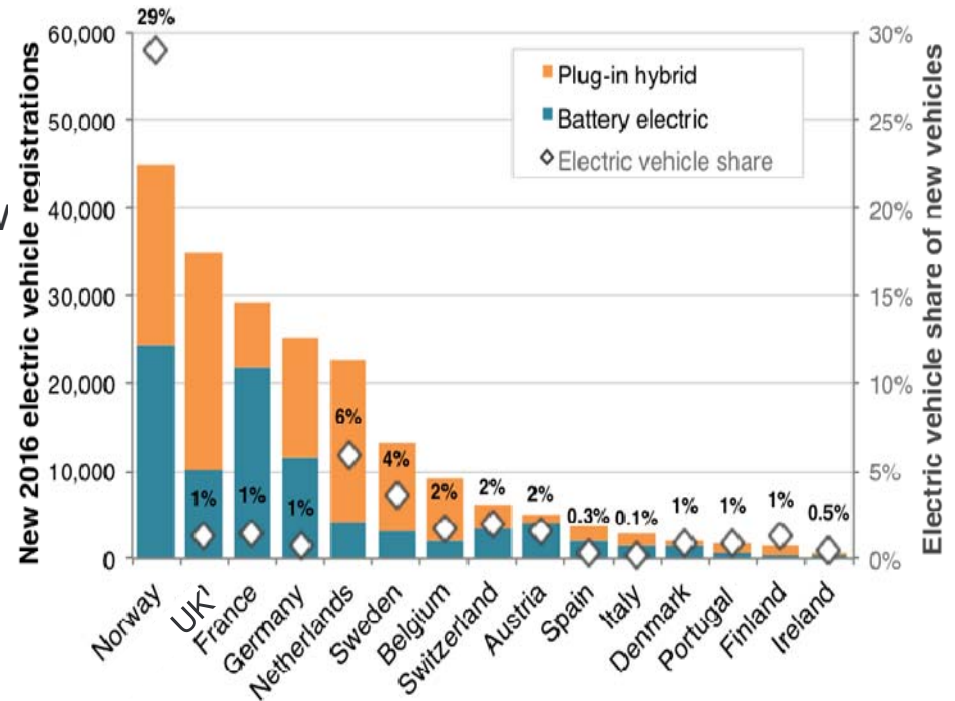


Greater fuel efficiency of new cars saved consumers equivalent of **14p per litre** compared to a new car sold in 2009.



The long term solution is electrification

- The UK has ambitious long term goals and has committed significant funding to support this
- £290m at 2016 Autumn Statement 2016 to support low emission vehicles:
 - Cleaner buses and taxis
 - Charging infrastructure and grants for electric vehicles
 - Research and development



2020

3-7% new cars to be ultra low emission vehicles

2040

All new cars and vans to be zero emission vehicles

2050

Nearly all cars and vans to be zero emission vehicles

Office for Low Emission Vehicles

Dedicated DfT/BEIS policy and delivery unit

c.£400m

2010-2015

£600m+

Spending Review 2015

£270m

Autumn Statement 2016



Department
for Transport

For cars and vans (and buses) the pathway is clear

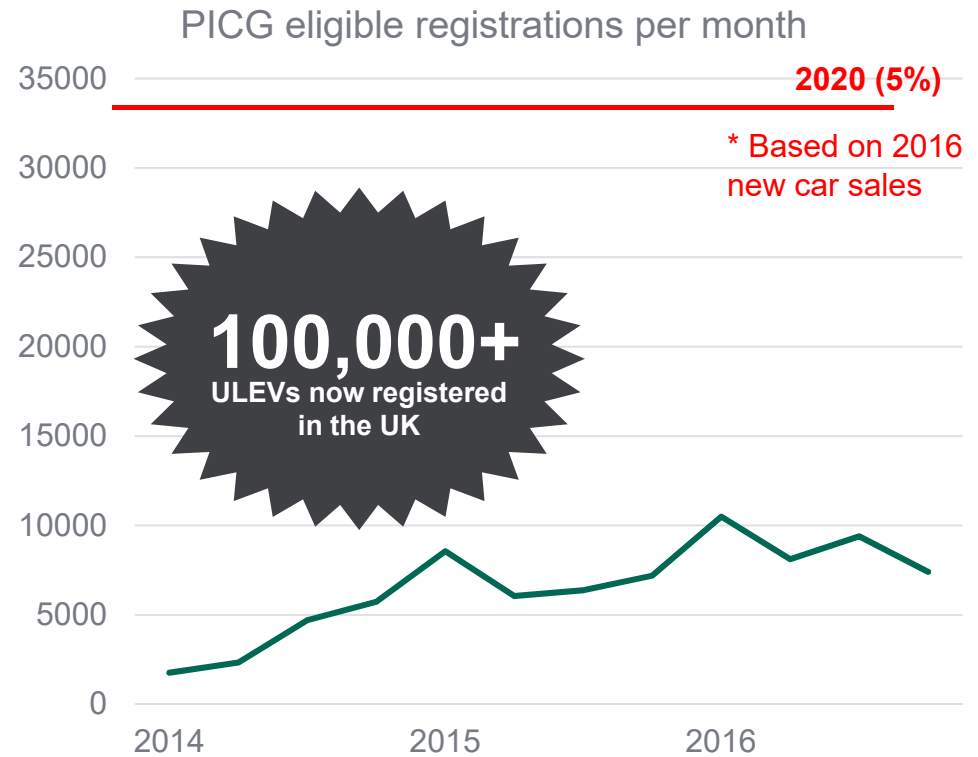
- Over 100,000 ultra low emission vehicles (ULEVs) now registered in the UK – the EU’s leading market
- The Plug In Car Grant has proved very effective, driving increased ULEV uptake.
- Tougher global regulations will reduce average car and van emissions and encourage ULEVs



Europe’s largest network of rapid public chargepoints, and over 75,000 domestic chargepoints



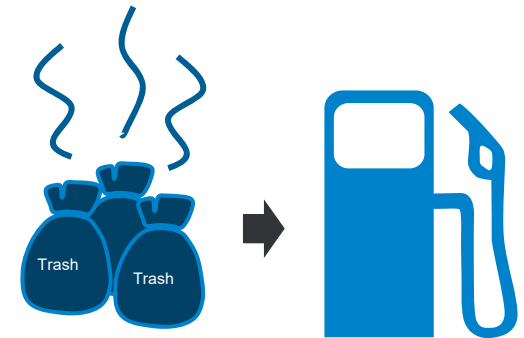
Nissan’s electric LEAF built for Europe in Sunderland, and Geely’s new electric black cab in Coventry



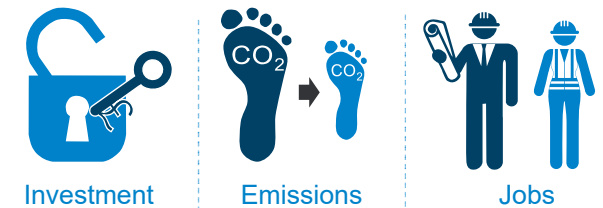


We need a clear pathway for how we are going to get there for all vehicles

- Investing more in stimulating production of advanced low carbon fuels
 - Will remain a vital part of the UK's existing and future transport energy mix
 - Up to £40m funding to support demonstration projects and competition



- How can we support the freight and logistics industry to a future where a mixture of electric – and most likely hydrogen – are the primary power sources?





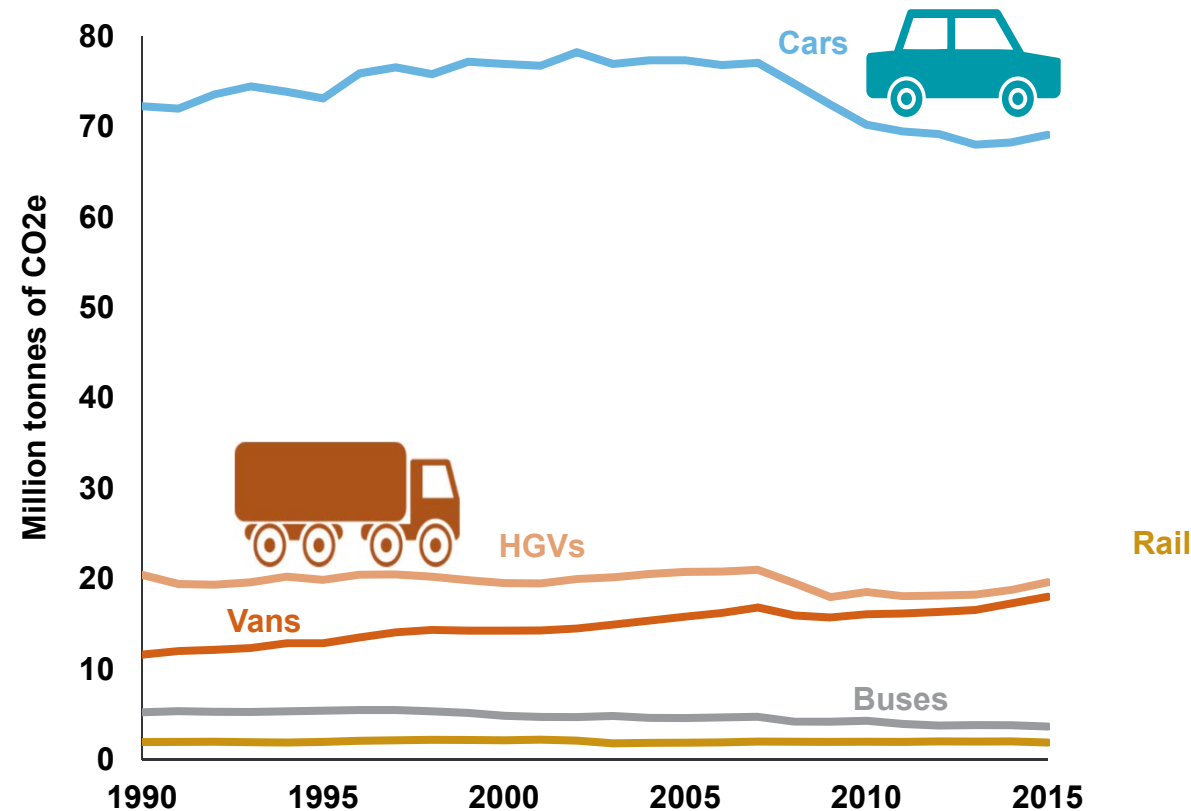
Reducing HGV emissions is challenging but vitally important

DfT's 2017 Freight Carbon Review:

- improved vehicle, driver and operational efficiency,
- alternative fuels and,
- in the longer term, electrification – and probably hydrogen.

Key questions remain:

- Can more be done in the short term to improve efficiency across the sector?
- How can we support efforts across the industry to do this?
- What does the specific fuel pathway for freight look like?



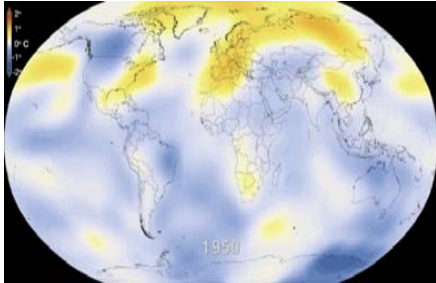


Road Transport Energy Strategy: key drivers



Air Quality:
pollutant emissions

Climate Change:
carbon emissions



Energy Security:
security of supply

Energy Strategy

Sustainability:
social, economic and environmental

Industrial Strategy:
economic benefits

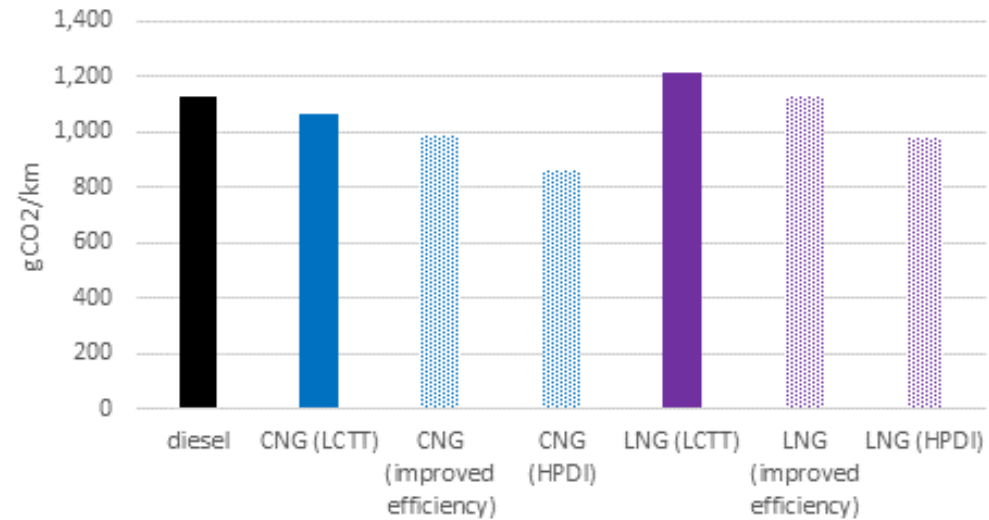




What are the short, medium term and long-term energy pathways for road transport?



HGV emissions - diesel vs methane



How much should we support gaseous fuels?
And how long for?

Is catenary and dynamic charging the future?
How can we test that in the UK?

Catenary



Inductive under road



On road conductive





And there are still key challenges to getting the full vehicle road fleet using electric and hydrogen

- What infrastructure is needed for the mass market transition to electric vehicles (including alternative fuels), and what should the Government's role be in this?
- How can we maximise the opportunities and minimise the risks for our energy system?
- What is the best approach to regulation of vehicle manufacturers to achieve our goals as Britain leaves the EU?





Department
for Transport

We want your thoughts

- On infrastructure
- On roll-out of alternative fuels and vehicles
- On regulation

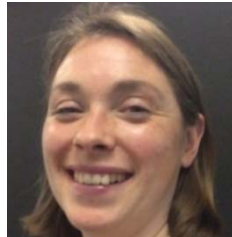
Comments and views welcome!





Department
for Transport

Environmental Strategy Division in DfT



Joint Air
Quality Unit

Vicky Edmonds, Deputy Director,
Environmental Strategy



Jenny Laber (l) and Catherine Lovell
(r), Transport Energy Strategy



Tim Deverell, Head
of Climate Change



David Pryke, Head
of Efficient Driving