

# Opportunities in the UK for Light Electric Vehicles

**LowCVP**  
Low Carbon Vehicle Partnership  
Connect | Collaborate | Influence



2<sup>nd</sup> World Light Electric Vehicle Summit  
Rotterdam, 22<sup>nd</sup> & 23<sup>rd</sup> November 2017

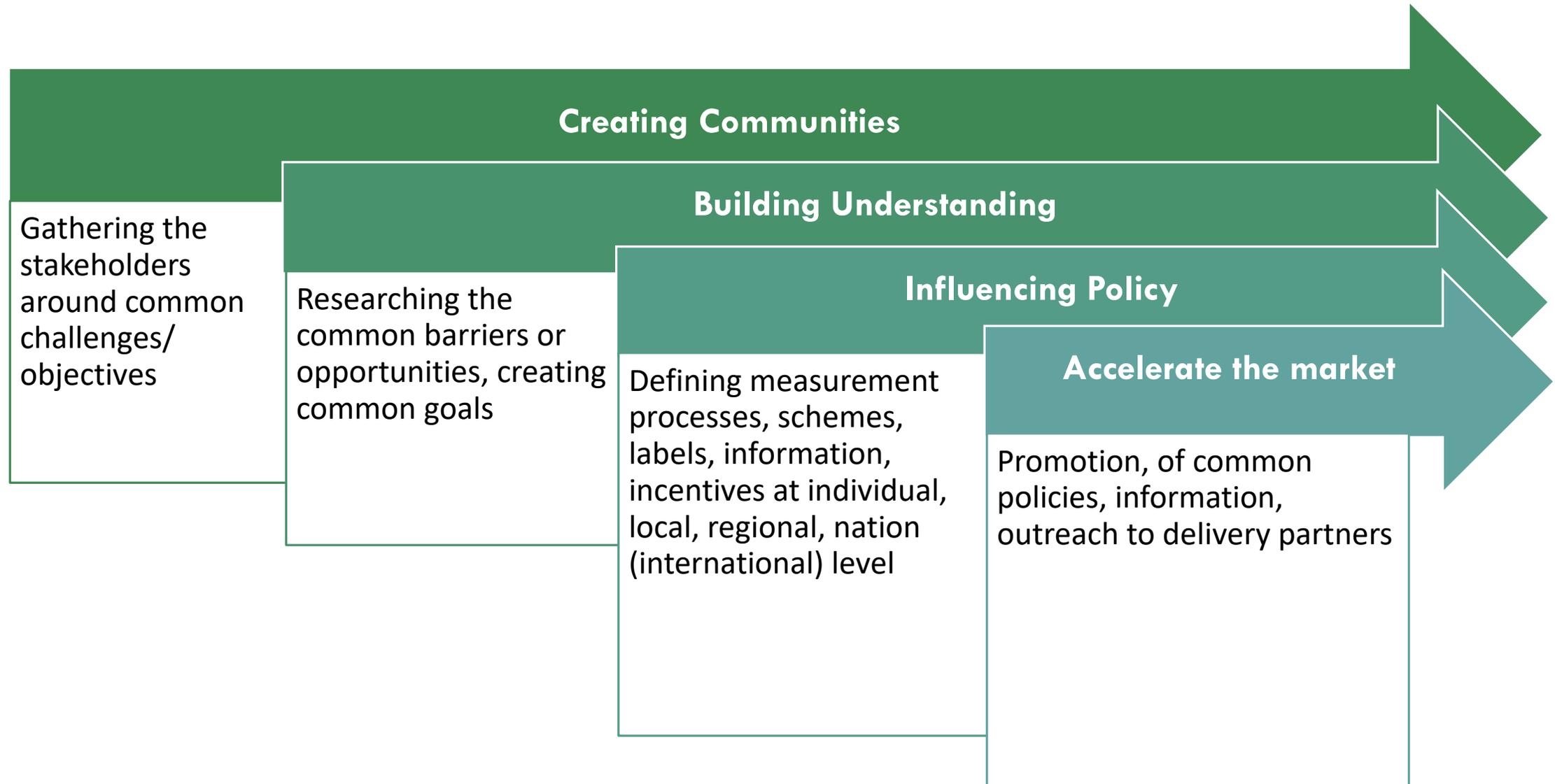
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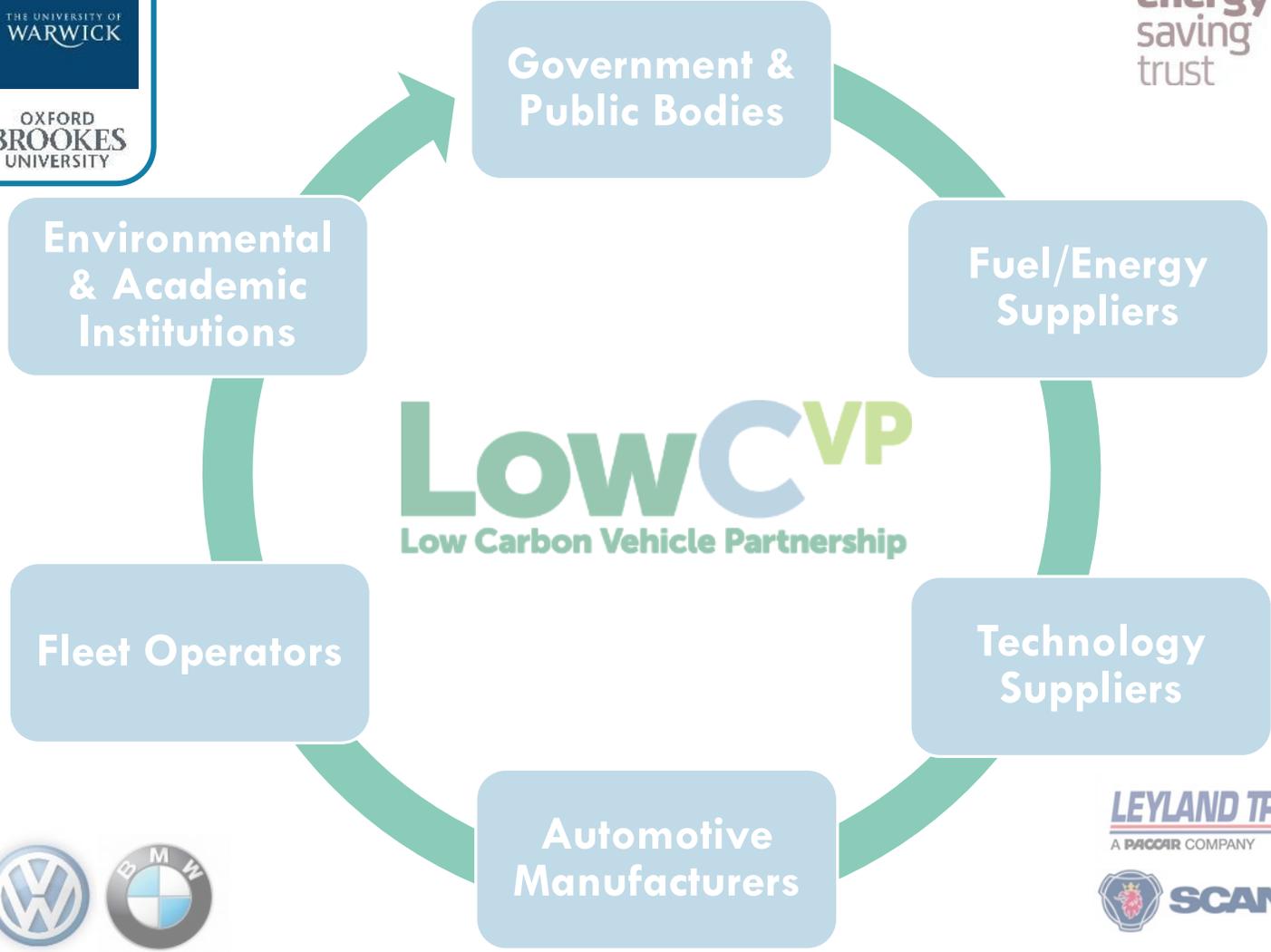
# Introduction – What is the LowCVP?



**A unique public-private membership organisation,  
building evidence and creating robust policies & innovation in the UK**

# Introduction –How the LowCVP Operates





*And Many More...*

Two key problems on the agenda: Carbon Emissions and Air Quality.



Department  
for Transport

By 2050 *“for almost every car and van to be zero emission  
and an 80% reduction in CO<sub>2</sub>”*

A lot of work is taking place to tackle these issues.

Light Electric Vehicles have a high potential to be a low carbon form of transport – they offer a more efficient use of energy than heavier M category cars.

If they are to be battery electric, that also solves issue of tailpipe NOx emissions that are currently choking our cities.



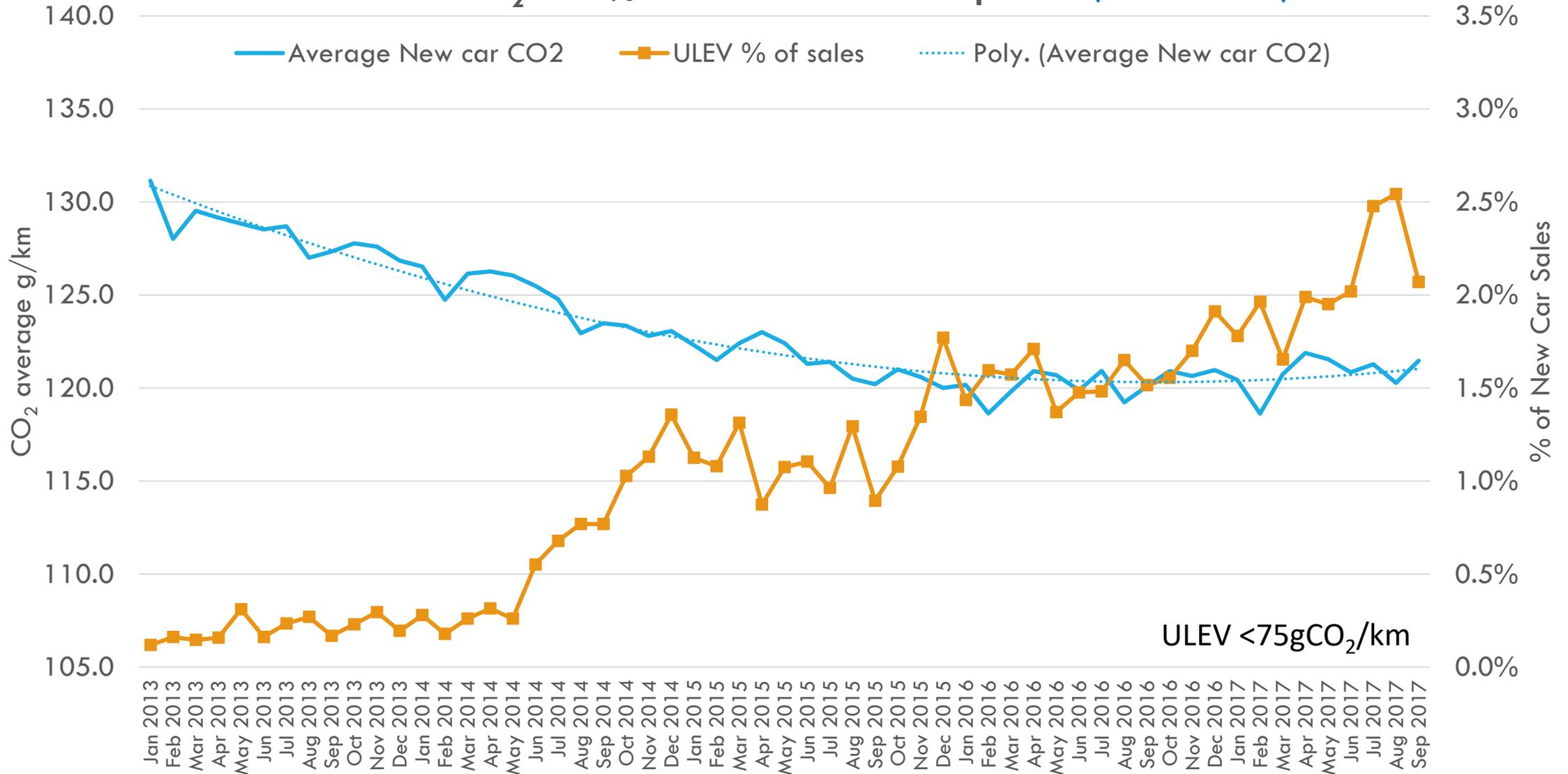
# Worldwide Market

- What is the global market like?



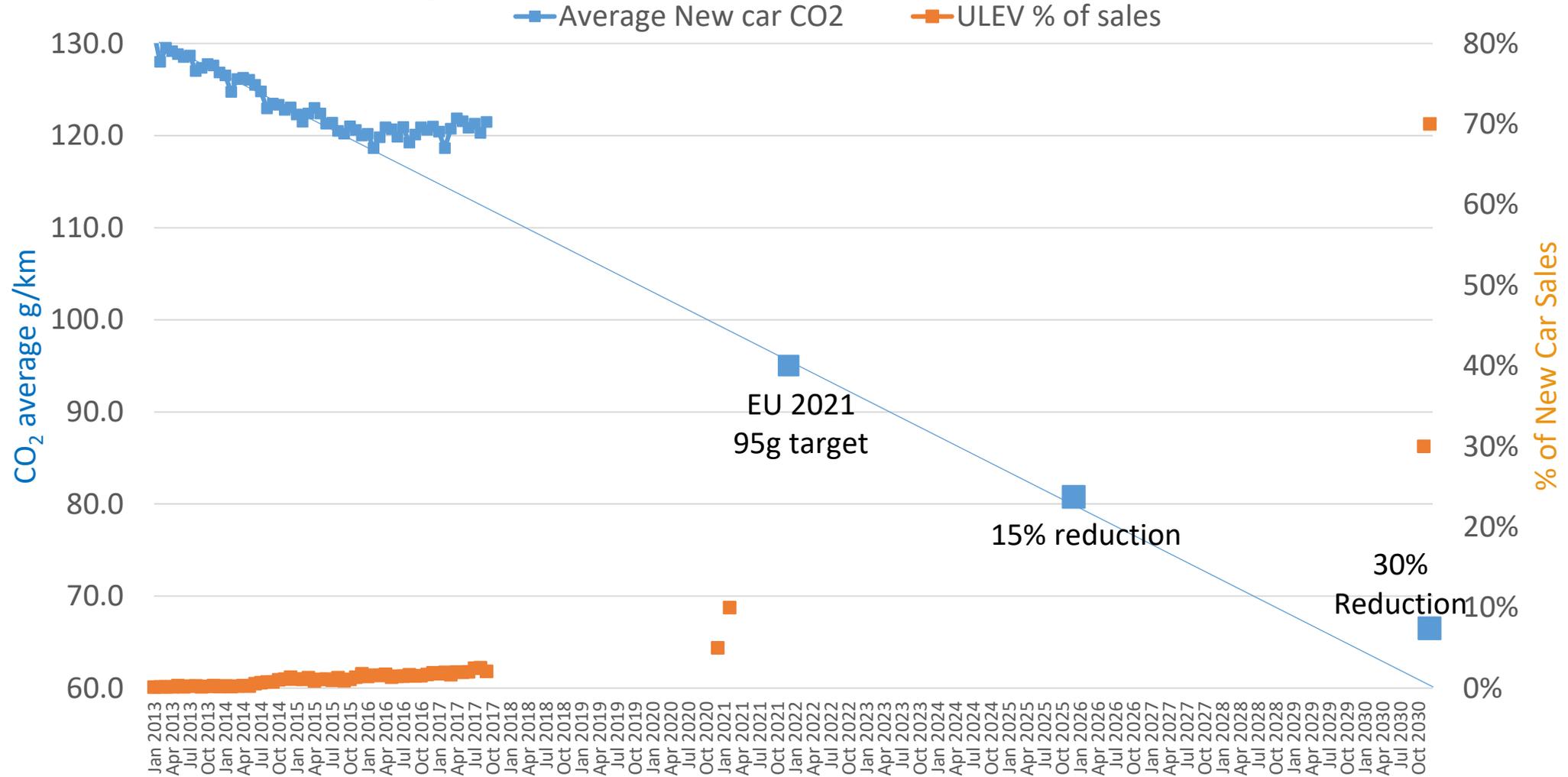
# UK Ultra Low Emission Vehicle (Car) Sales

New Car CO<sub>2</sub> and %ULEV sales Data to Sep 2017 (source DfT VEH0150)



ULEV <75gCO<sub>2</sub>/km

### New Car CO<sub>2</sub> and %ULEV sales - data to Sep 2017 *(source DfT VEH0150)*



# Challenges

- **Policy** – What Funding/ grants are available?
- **Regulation** – What's currently getting in the way?
- **Demand** – Why is there no (perceived) demand for this in the UK?

# Opportunities

- Large potential for personal urban mobility, business (courier services, last mile delivery) and for general leisure uses.
- Well suited for city centre navigation. Low impact on roads, ease of navigation around narrow streets (in comparison to larger M/N category)
- Use less energy than traditional cars, as they have less mass to carry around. Therefore much more efficient transporting a single occupant/ light cargo.

But...

Should be careful that it is a category shift, not a modal shift that occurs.

Want to reverse the trend that is moving towards larger M1 vehicles, not move more people away from walking, cycling and using public transport and into individual vehicles.



# UK Niche Vehicles

The UK has a rich history of designing and building niche vehicles; an industry that is ready to scale up and be utilised more in the mass-market production of Light Electric Vehicles.



# Proposition

What could/should the UK do to tackle these challenges?

## **Short-term:**

- Raise Awareness.
- Clarify the distinction between the “Car” and the “LEV”, and how they serve different roles in different situations.
- Reassess grant structure.

## **Medium-term:**

- Clarify and improve regulations.
- Infrastructure development to encourage uptake.

## **Longer-term:**

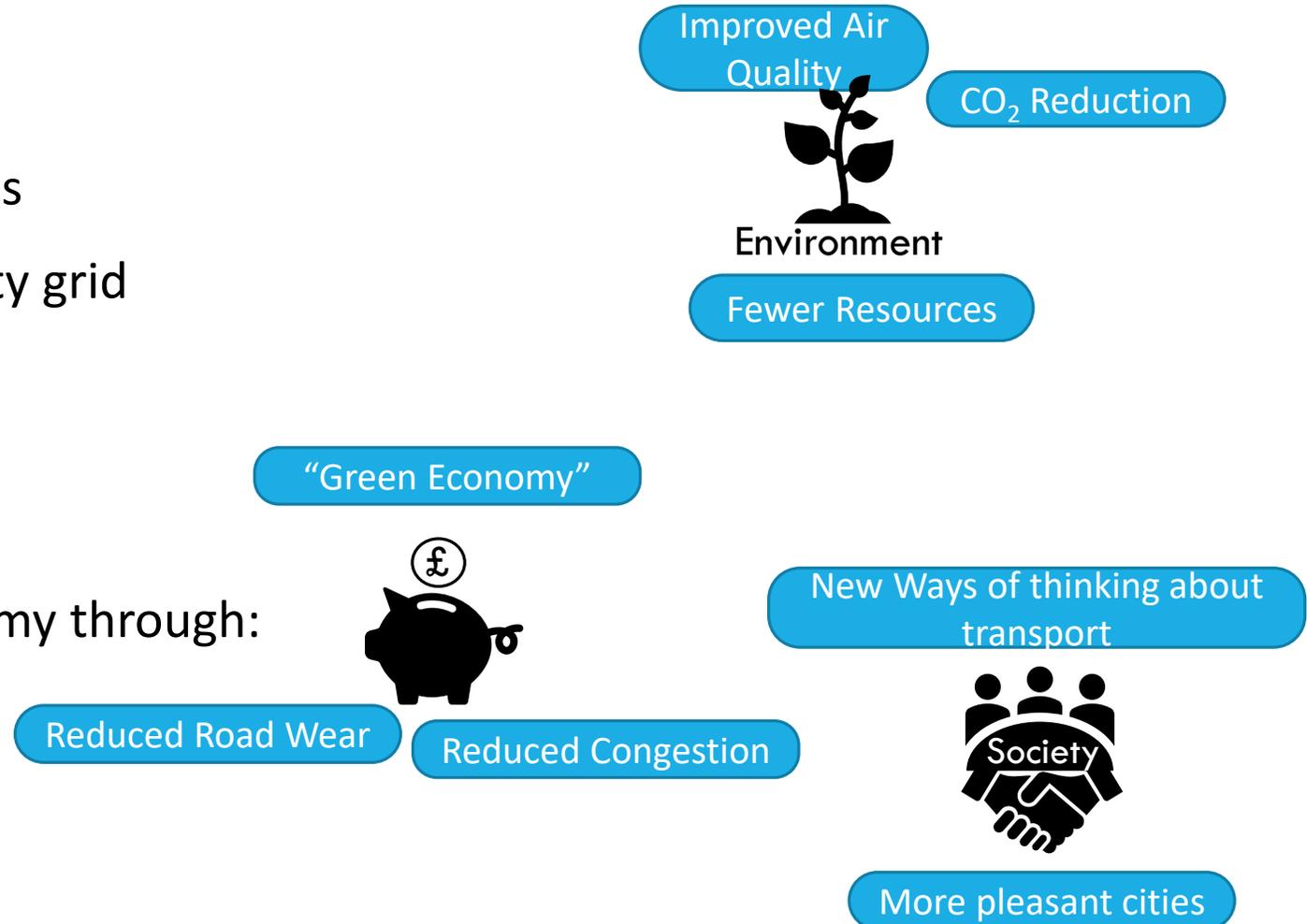
- New increased safety regulations.

# In Summary

- Easing inner-city traffic congestion
- Improving the safety of citizens
- Using fewer, lighter-weight materials
- Lessening demands on the electricity grid
- Helping reduce carbon emissions
- Improving air quality

Also potential to boost the UK economy through:

- R&D opportunities
- Manufacturing jobs
- Increased productivity



# What's next from LowCVP?

- Report to be published at the start of the new year.
- Website information hub.
- Creation of a UK “L-Category” interest/market development group to develop the market (supply and demand)
  - innovation, policy development, market creation
- Establish network to collaborate and share the information and develop research programs (Challenge Network). Help universities apply for funding under the EPSRC (not just academics, but also the wider community.)

# Thank You.



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[www.LowCVP.org.uk](http://www.LowCVP.org.uk)



Bonus Slides for Q&A