

Accelerating the transition to low carbon vehicles and fuels

All Party Parliamentary Motoring Group

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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

- 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**

LowCVP membership and activities

□ Industry initiatives

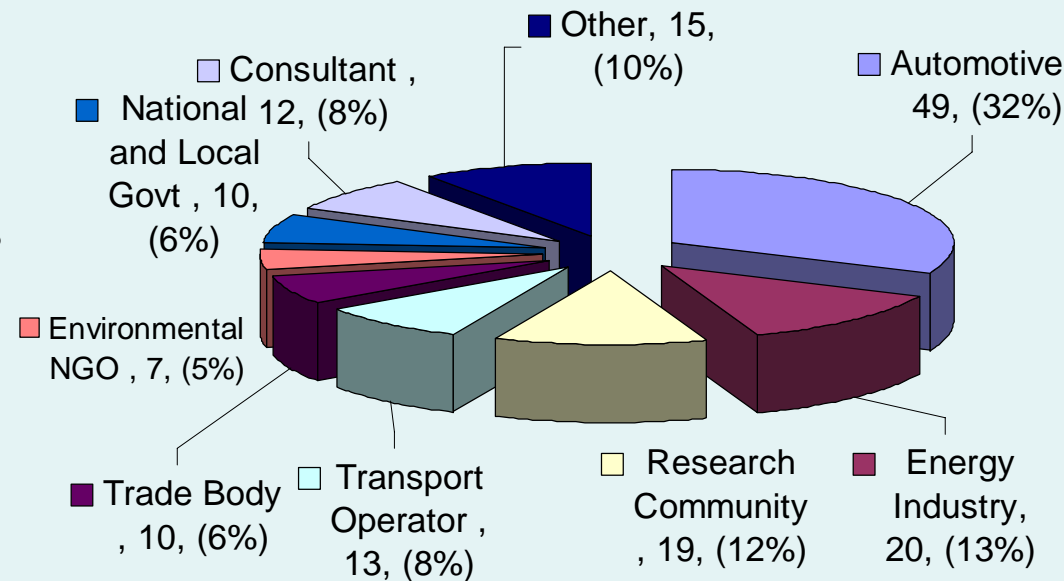
- Biofuels assurance scheme
- Car energy efficiency label

□ Advice to Government

- Testing of low carbon buses
- TransportEnergy programme
- Future of voluntary agreements
- RTFO Assurance Feasibility Study

□ Research to inform policy development

- Car buying behaviour
- R&D agenda for Cenex
- Environmental impacts of biofuels
- Climate Change Programme workshops



Key Partnership challenges

- ❑ Limited market and incentives to promote low carbon vehicles
- ❑ High cost and low availability of renewable transport fuels
- ❑ Limited UK involvement in low carbon vehicle, research, development and demonstration
- ❑ Low levels of motor industry profitability

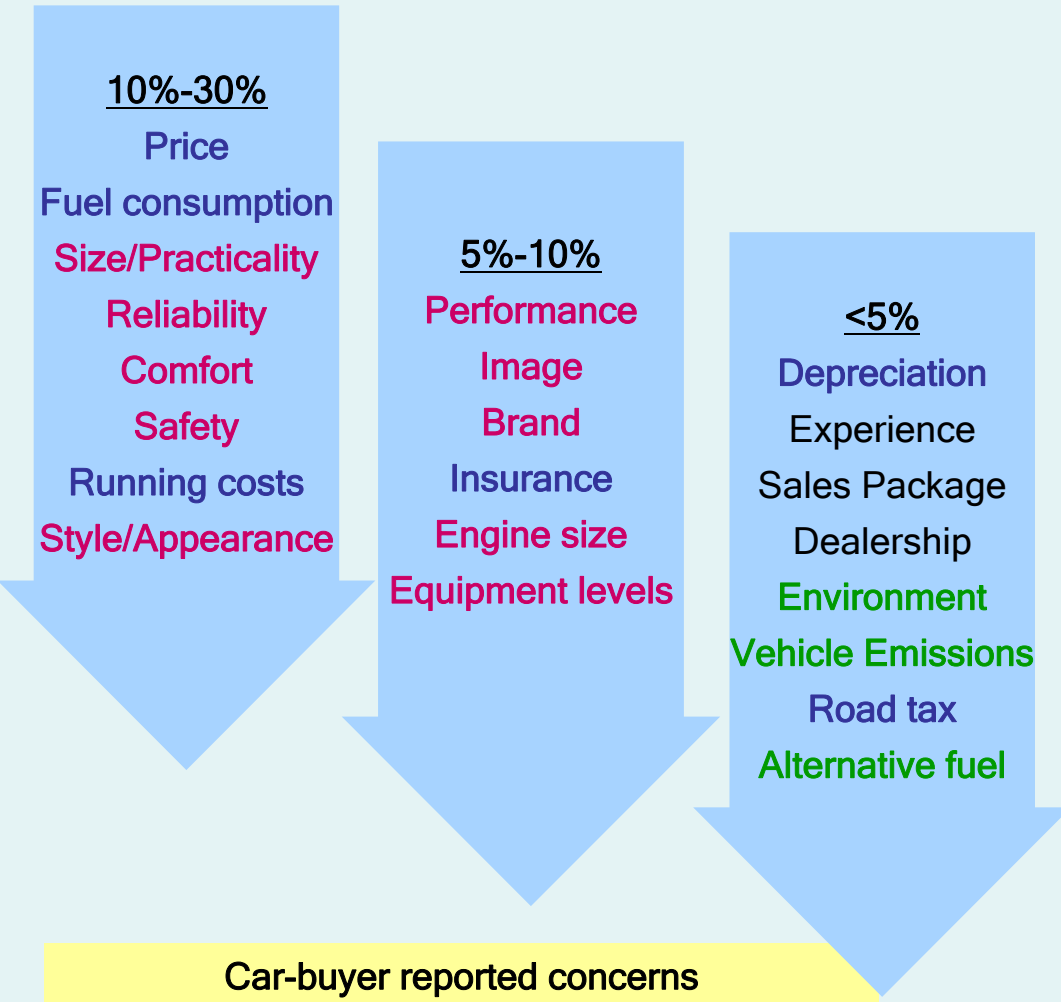


LowCVP Activities

- Industry initiatives
 - Car label
 - Biofuels assurance
- Advice to Government
 - Low carbon bus programme
 - TransportEnergy programme
 - Future of voluntary agreements
 - RTFO Assurance Feasibility Study
- Research
 - Car buying behaviour
 - R&D agenda for Cenex
 - Environmental impacts of biofuels

Fuel Economy		Ford Fiesta 1.4 TDCi ZETEC
<p>CO₂ emission figure (g/km)</p>		B 117 g/km
<p>Fuel cost (estimated) for 12,000 miles <small>A fuel cost figure indicates to the consumer a guide fuel price for comparison purposes. This figure is calculated by using the combined drive cycle (town centre and motorway) and average fuel price. Re-calculated annually, the current cost per litre is as follows – petrol 76p, diesel 78p and LPG 38p (VCA May 2004).</small></p>		£662
<p>VED for 12 months <small>Vehicle excise duty (VED) or road tax varies according to the CO₂ emissions and fuel type of the vehicle.</small></p>		£85
Environmental Information		
<p>A guide on fuel economy and CO₂ emissions which contains data for all new passenger car models is available at any point of sale free of charge. In addition to the fuel efficiency of a car, driving behaviour as well as other non-technical factors play a role in determining a car's fuel consumption and CO₂ emissions. CO₂ is the main greenhouse gas responsible for global warming.</p>		
Make/Model	Ford Fiesta 1.4 TDCi ZETEC	Engine capacity (cc): 1399
Fuel type	Diesel	Transmission type: 5 speed manual
Fuel Consumption:		
Drive cycle	Litres/100km	Mpg
Urban	5.4	52.3
Extra-urban	3.8	74.3
Combined	4.4	64.2
<p>Carbon dioxide emissions (g/km): 117g/km Important note: Some specifications of this make/model may have lower CO₂ emissions than this. Check with your dealer.</p>		

Environmental concerns are a low priority for private car buyers



❑ Whilst mpg is reported as a key decision making factor there is little evidence to demonstrate this

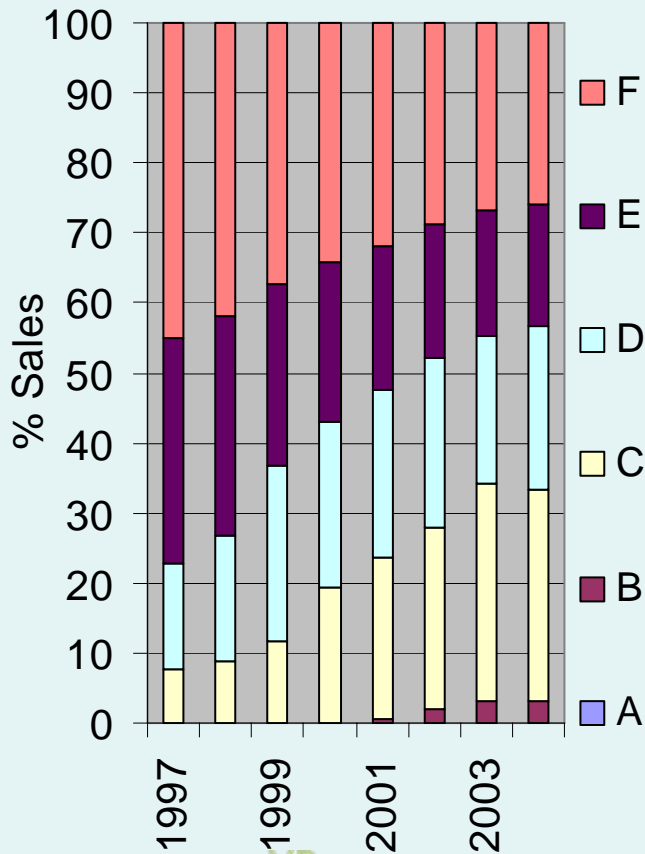
❑ Motorists have a poor understanding of vehicle running costs and will bear additional annual costs of £1-1.5k before considering downsizing their vehicles

❑ Public understanding of vehicle emissions and new technology is very limited

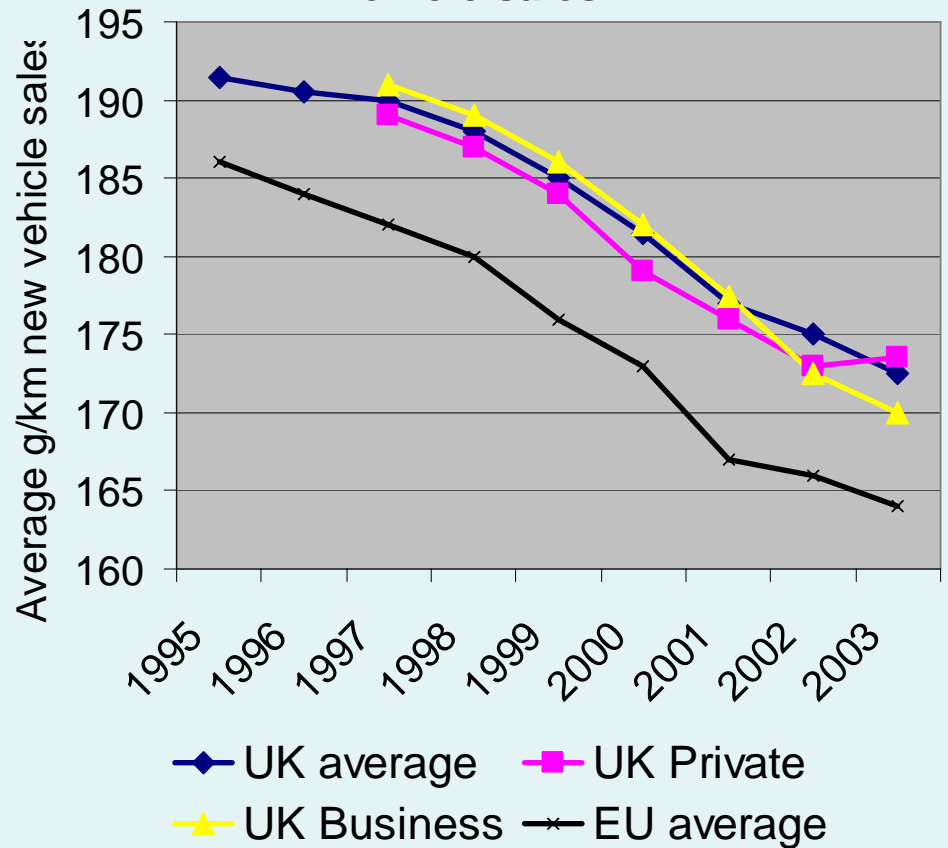
❑ Whilst motorists are concerned about climate change few understand its causes and less take personal responsibility

Progress towards reducing new car CO2 emissions is modest – further incentives are needed

New car sales by VED Band



Fleet average emissions for new vehicle sales



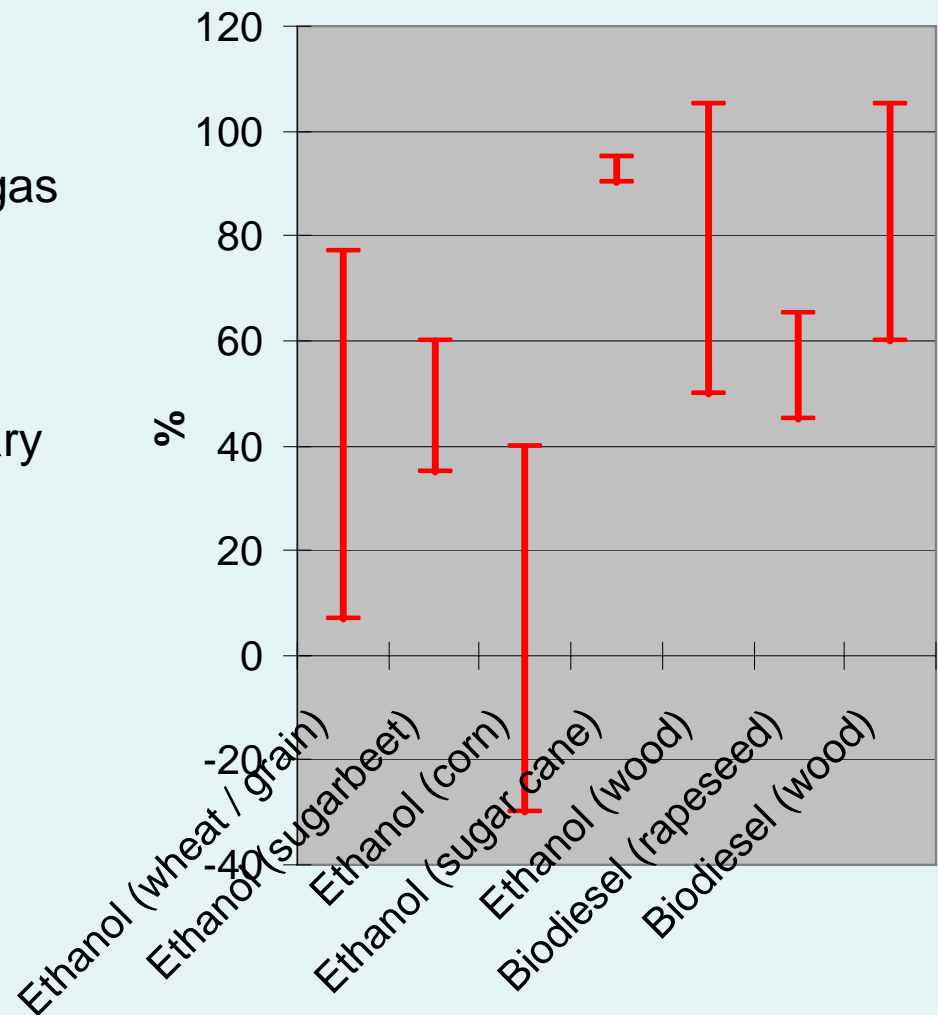
Renewable Transport Fuels Obligation

Most LowCVP members support the introduction of the RTFO

- ❑ Awarding certificates in proportional to the greenhouse gas saving achieves greater greenhouse gas saving

- ❑ The development of a voluntary assurance scheme to address wider environmental and social criteria

% WTW GHG emissions compared to petrol or diesel



Cenex - Centre of Excellence for Low Carbon and Fuel Cell Technologies



- ❑ Established April 2005, by 10 leading companies
- ❑ Intended to create stronger linkages between academia, supply chain and OEMs
- ❑ £6.5M DTI funding for 5 years (c£3M for demonstration)
- ❑ Leveraging public procurement to provide a demand pull for new technologies
- ❑ Technology and market road mapping and benchmarking
- ❑ Supply chain development
- ❑ Encourage inward investment
- ❑ A single portal and expert guidance on research funding opportunities



Holywell Campus,
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Summary

- ❑ LowCVP is focused upon accelerating progress to a market for low carbon vehicles and fuels and thereby supporting UK business
- ❑ Its work programme is focussed upon the key challenges of
 - The limited market and incentives to promote low carbon vehicles
 - High cost and low availability of renewable transport fuels
 - Increasing UK involvement in low carbon vehicle, research, development and demonstration
- ❑ Through industry initiatives, such as the car label, and advice to Government progress is being made in all areas
- ❑ Significant progress requires stronger incentives and policy drivers to change consumer behaviour and support the introduction of renewable transport fuels

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