

*Incentivising low-carbon vehicles in London
through the Climate Change Action Plan*

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Mark Evers
Transport for London

London's CO₂ footprint



**Ground Based
Transport**



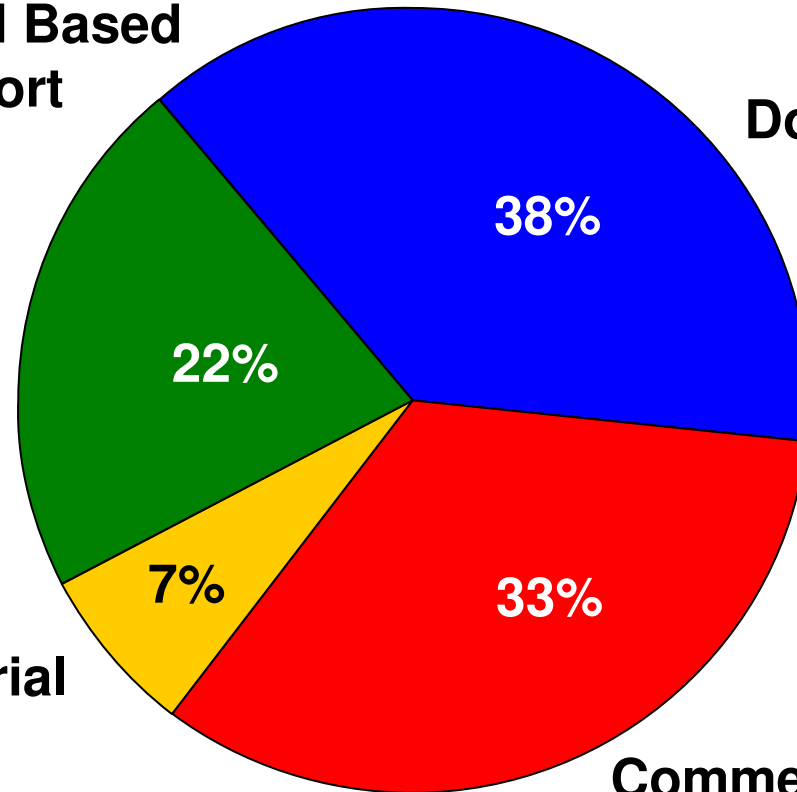
Domestic



Industrial



**Commercial
and public sector**



2006: 44m tonnes CO₂

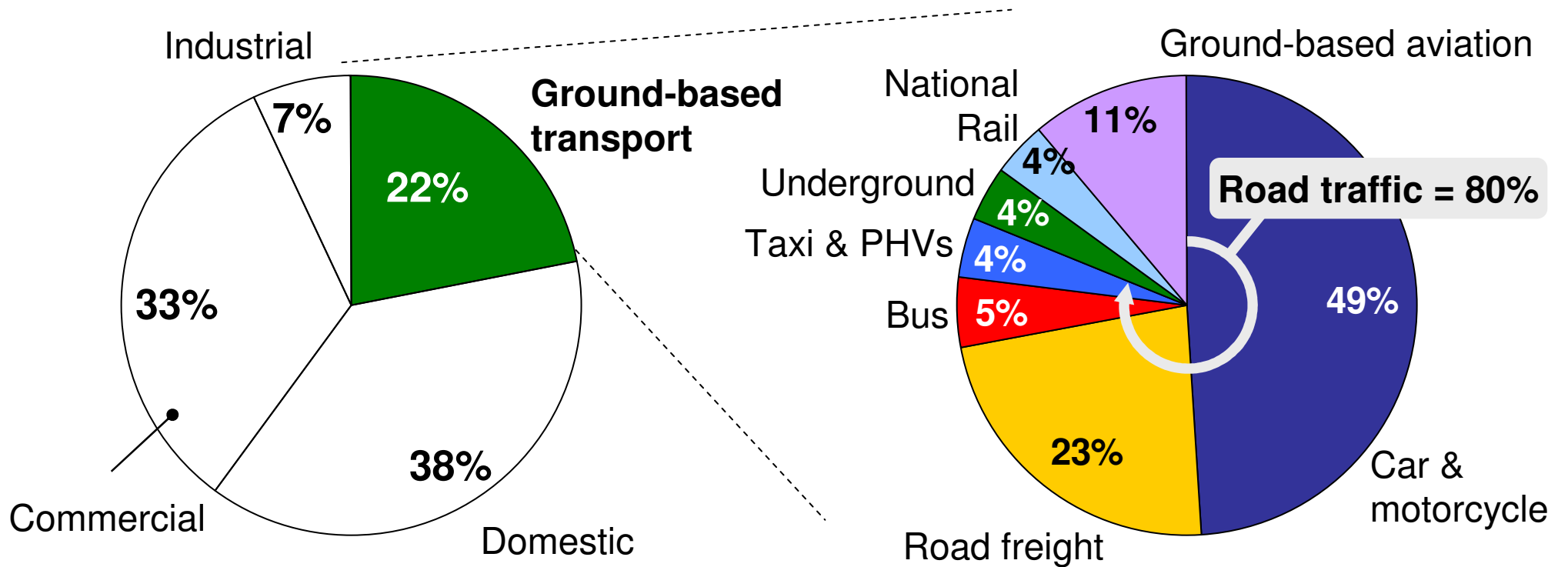
Road transport accounts for 80% of sector emissions

All sectors

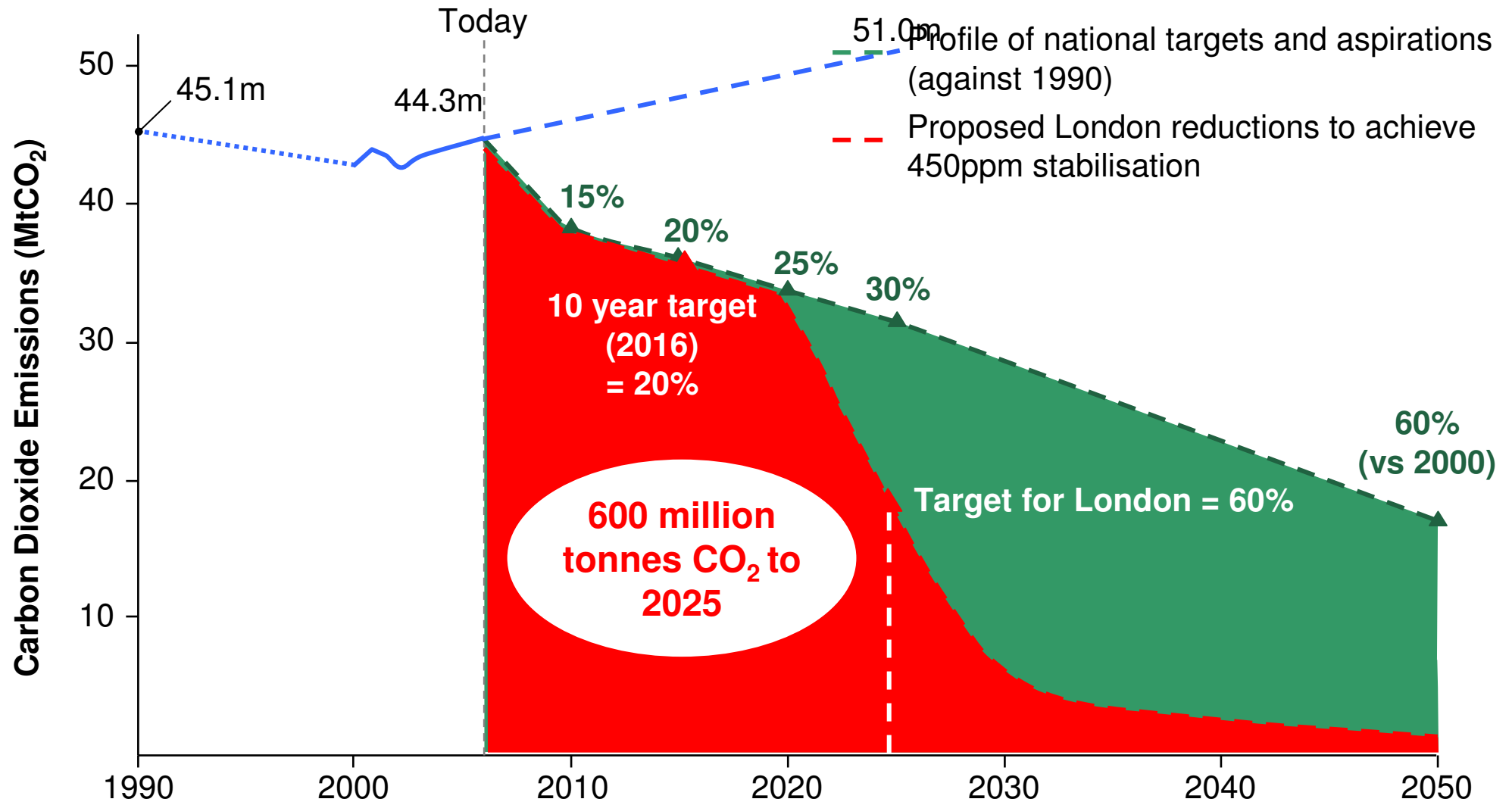
44 million tonnes CO₂

Transport sector

100% = 10 million tonnes CO₂



As London grows, emissions will rise if left unchecked



Growth must be accommodated while achieving challenging CO₂ targets

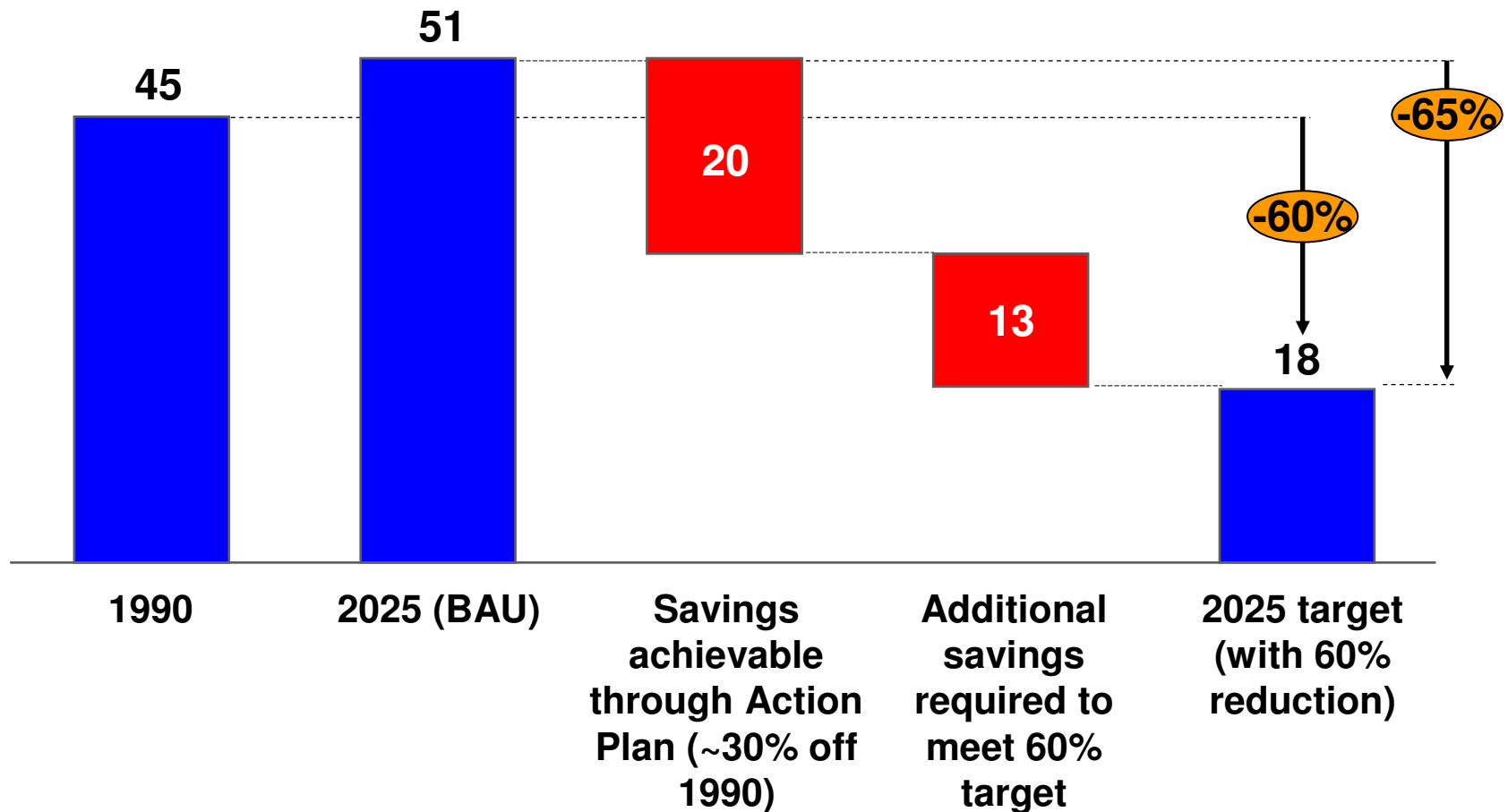
60%

**CO₂ reduction target
for London by 2025**

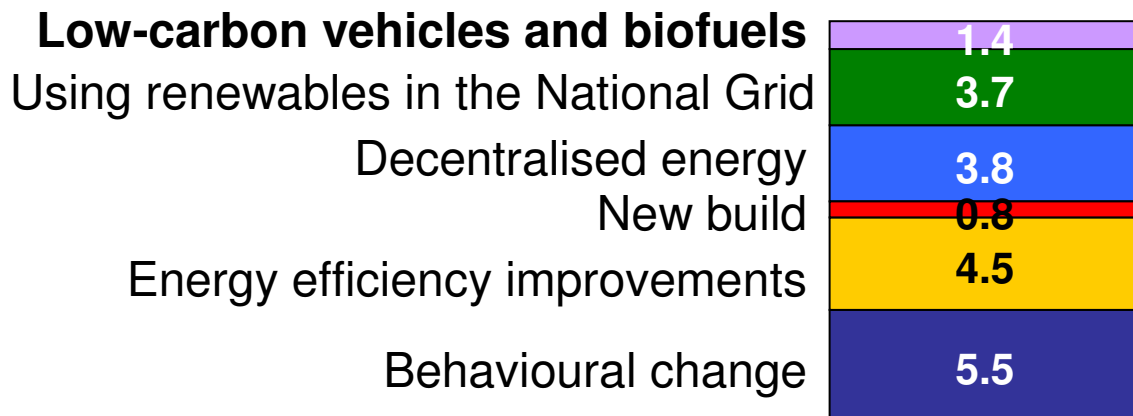
- Existing targets are very challenging
- Science suggests tougher targets needed
- Success requires contributions from all sectors – including transport!

33 million tonnes must be cut from business as usual projections by 2025

million tonnes CO₂



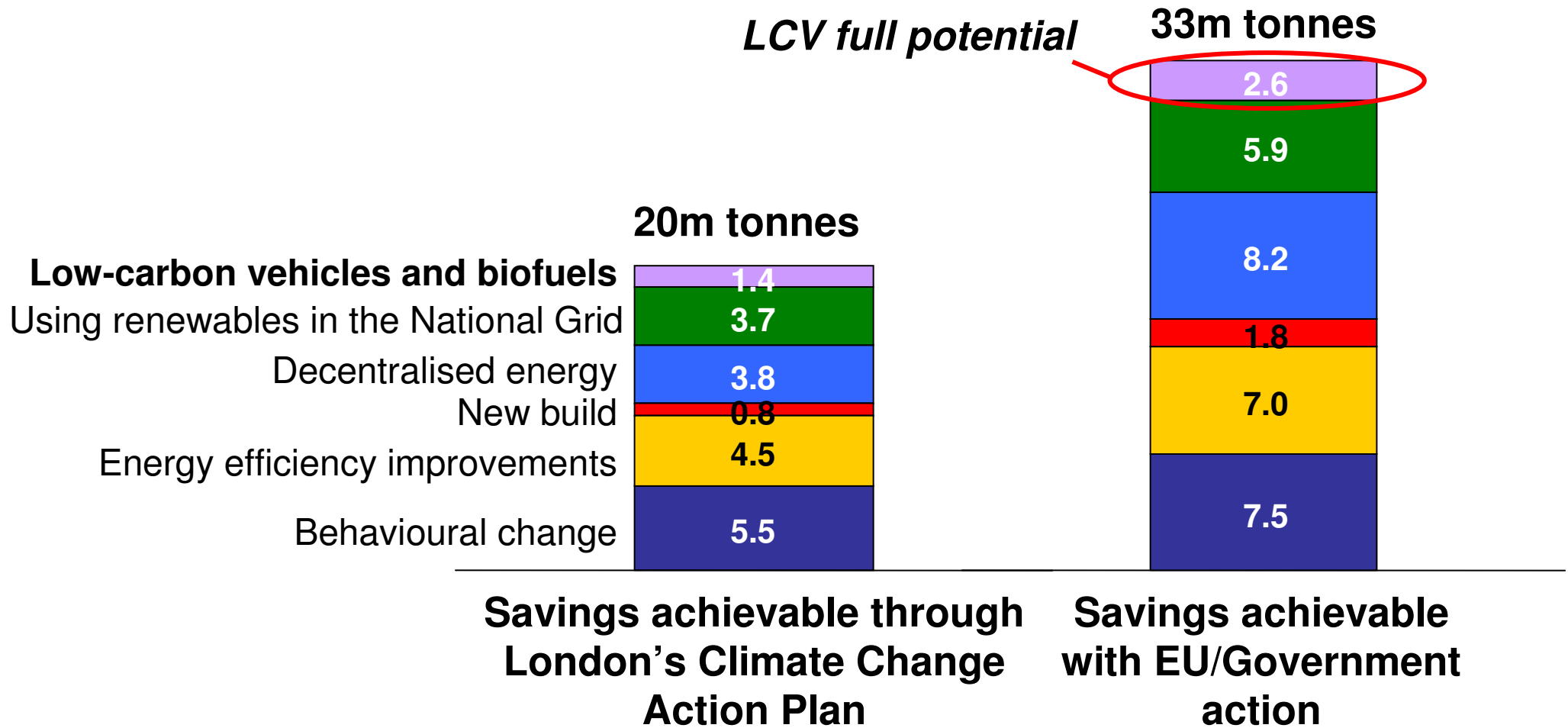
Target 2025 reductions are achievable – but not through action in London alone



**Savings achievable through
London's Climate Change
Action Plan**



Target 2025 reductions are achievable – but not through action in London alone

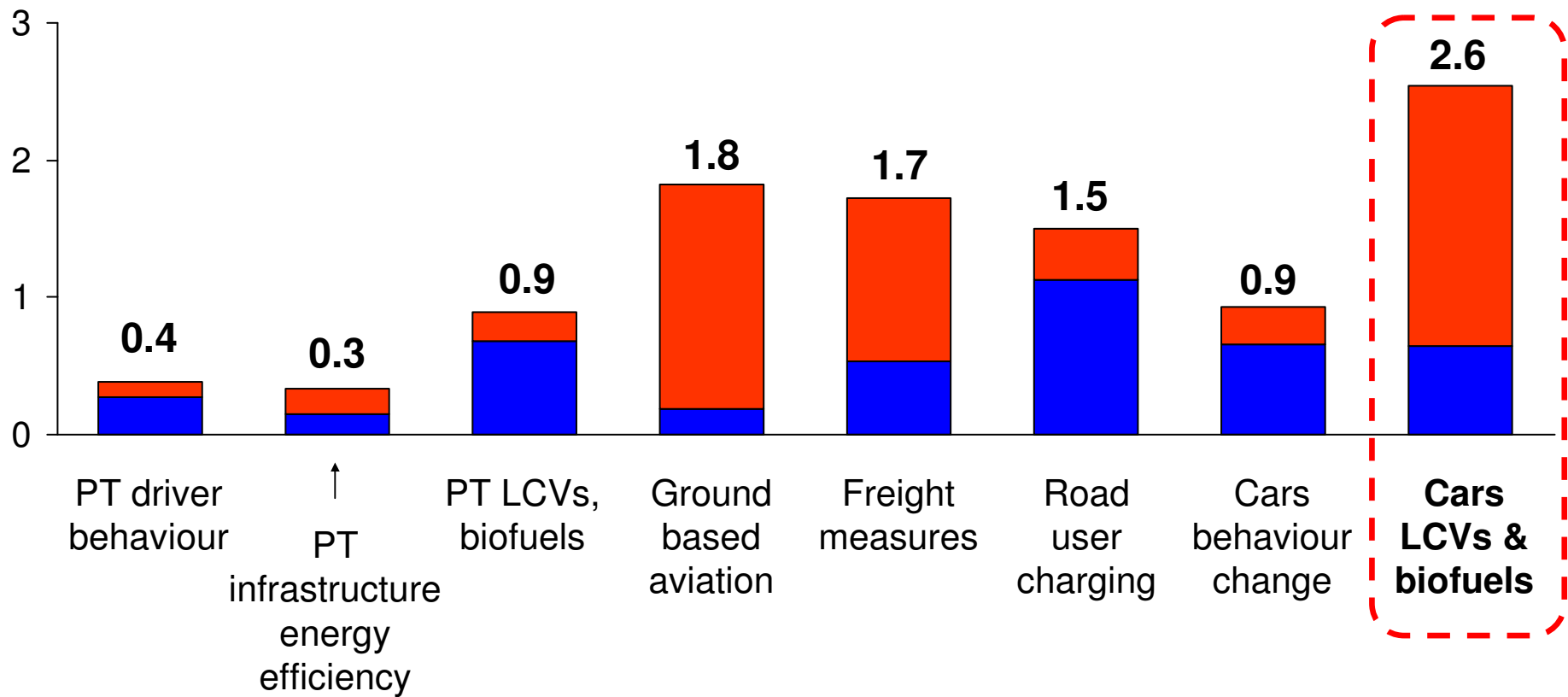


Transport CO₂ savings by measure

Transport sector

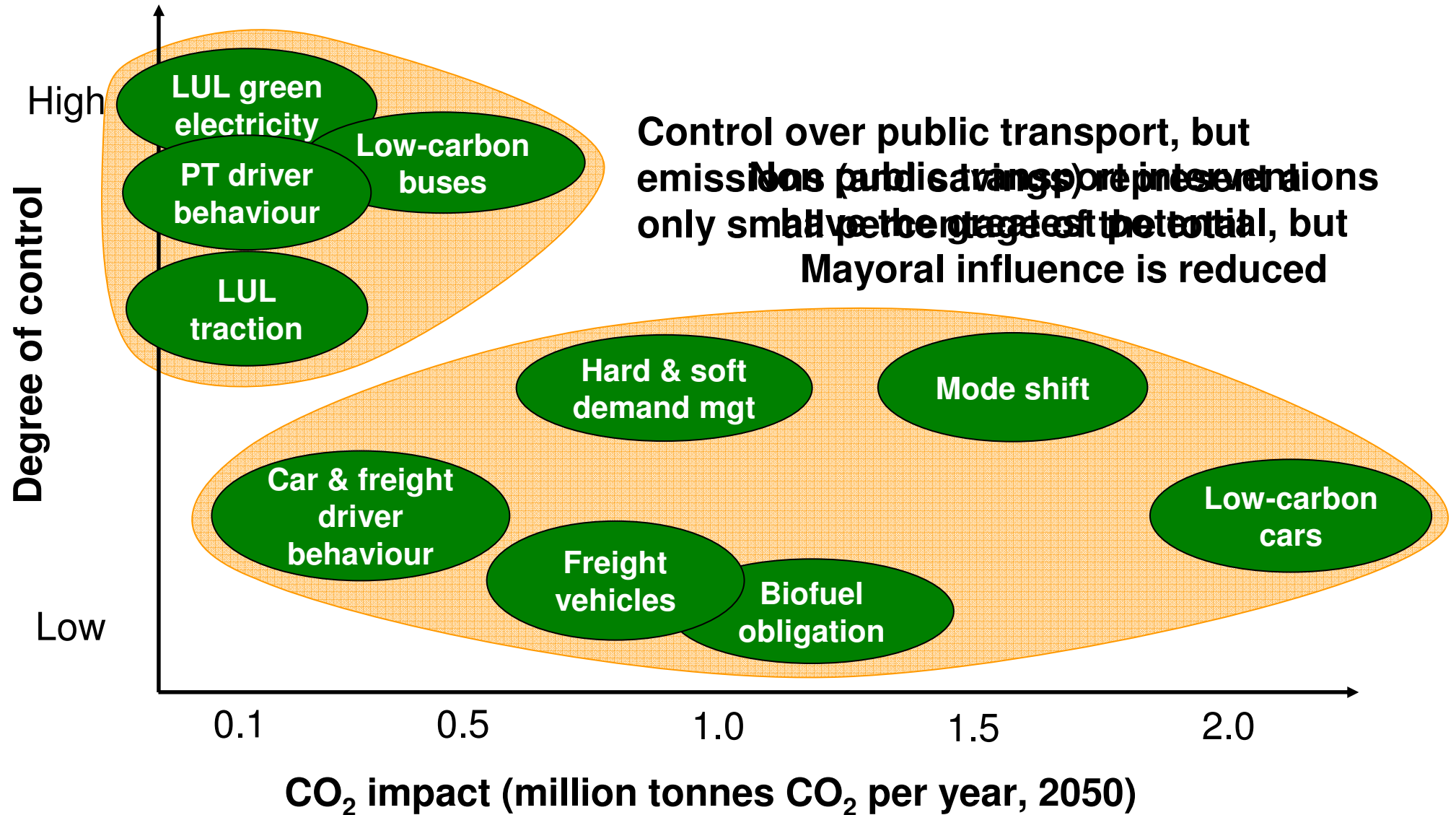
million tonnes of CO₂ per annum by 2025

- Savings achievable through Action Plan
- Maximum saving possible

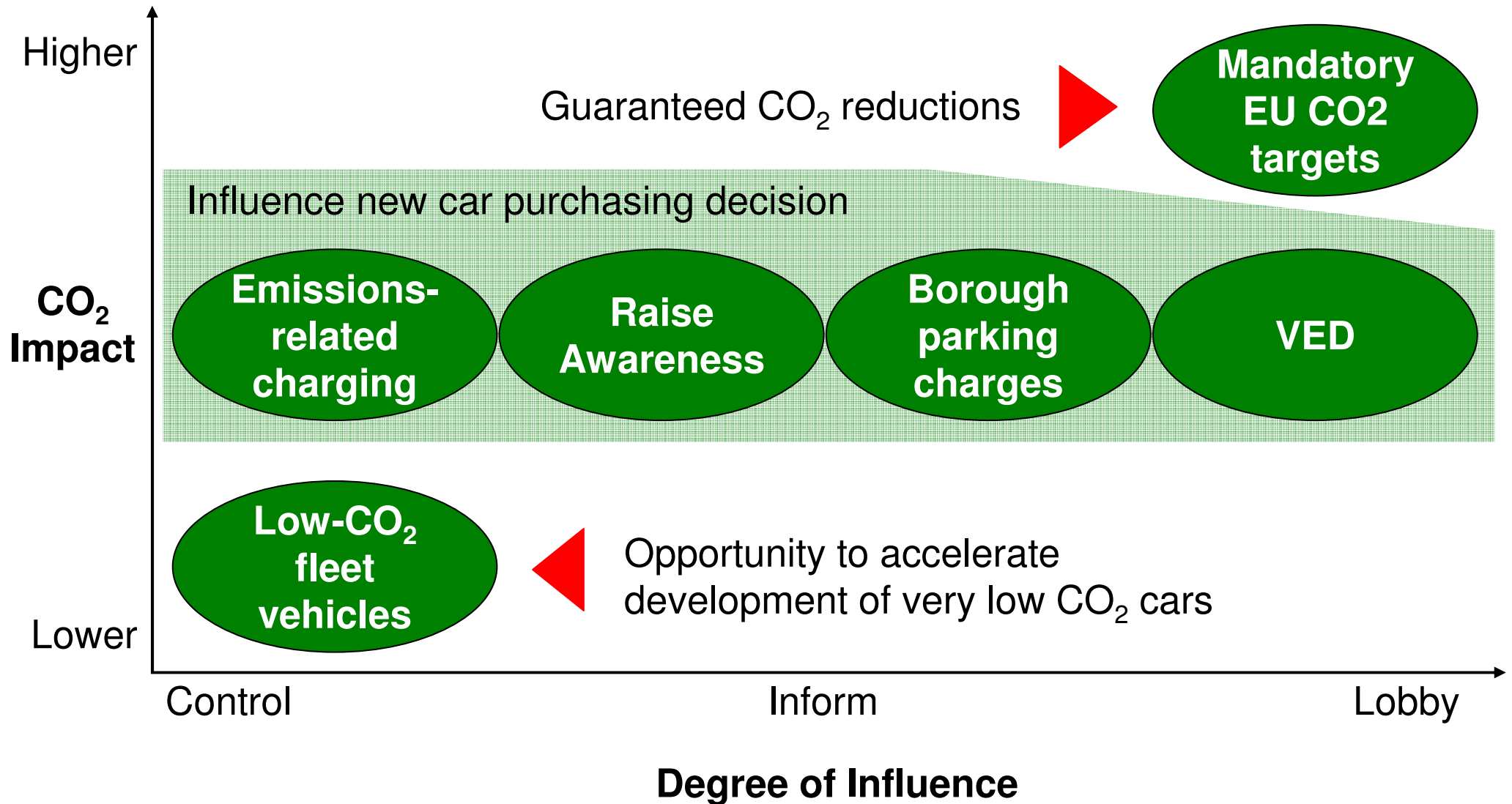


Reduction Opportunities

Degree of Mayoral control over key CO₂ reduction opportunities



Opportunities to accelerate uptake of low-carbon vehicles

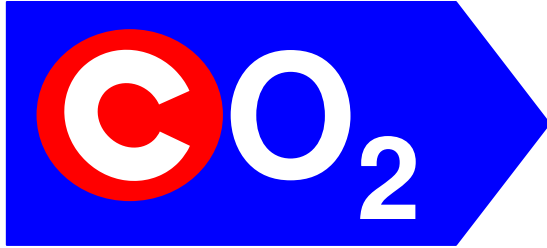


Utilising the GLA Group vehicle fleet

TfL Climate Change Fund

- £25m over 3 years to help meet Climate Change Action Plan targets
- Funding approved: **Low-carbon vehicle project (phase 1)**
 - £2.6m over 3 years for 14 vehicles and supporting infrastructure (additional £1.4m BERR funding)
 - Hydrogen fuel cell and hydrogen internal combustion
 - Motorcycles, small and larger cars
- **Phase 2:** additional vehicles – building on hydrogen-related findings and trialling other technologies (e.g., plug-in hybrids)

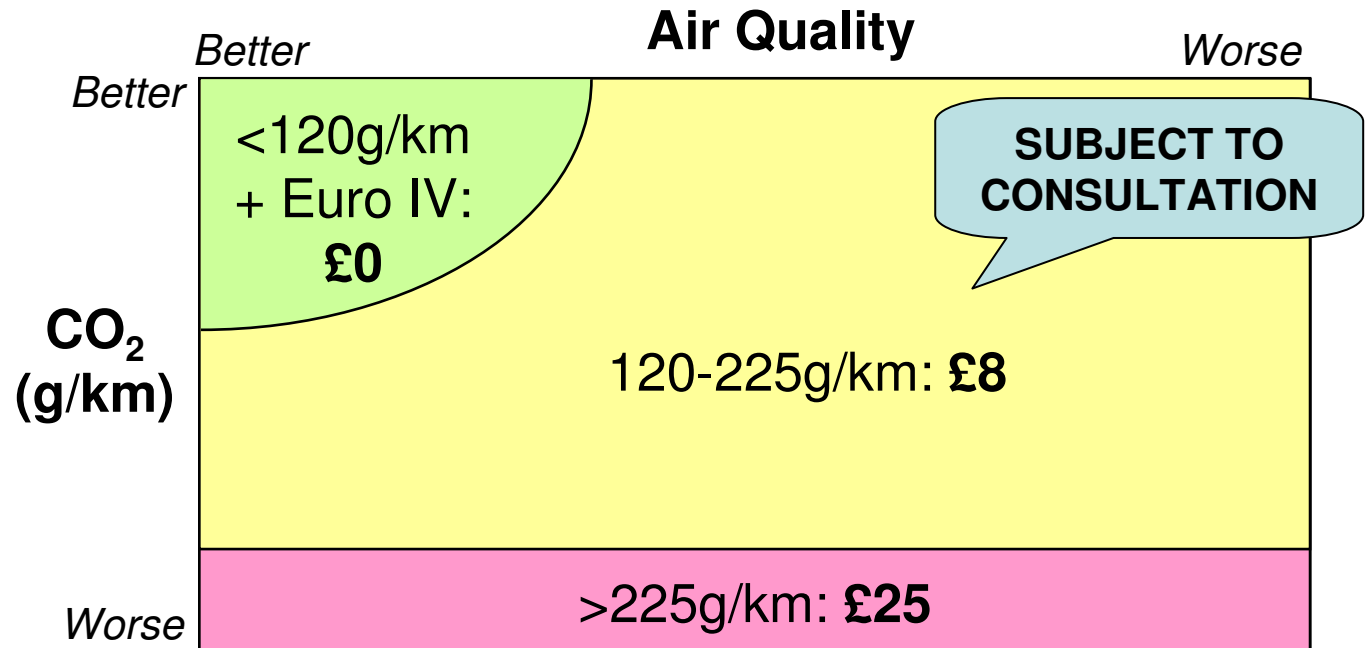
Emissions-related charging



Current scheme has reduced CO₂ emissions within the zone by 16%

Next step:

Emissions-related charging



90% residents' discount withdrawn for cars with CO₂ emissions >225g/km



**A proposal to link the
Congestion Charge to car CO₂ emissions**

Consultation:

- Closed 19th October 2007

Proposed implementation:

- 4th February 2008 – introduction of discount
- 6th October 2008 – introduction of higher charge
- By 2010 – review of charges

Travel & Leisure

Getting from A to B the green way.

- Londoners' tips →
- Order a toolkit →

Travel & Leisure

BUYING A NEW CAR



Drive greener



Buying a new car



Oystercard



Wherever you holiday

Gas guzzling SUV or electric city car? The car you drive says a lot about you. It can also make a real difference to climate change. Smaller cars with smaller engines generally emit less CO2 and air pollution, but compare the emissions and fuel efficiency figures to make sure.

Increasing public awareness of the importance of buying low-carbon vehicles is essential



Support and pressure at all levels of government is critical

Local



- Support for innovative boroughs and encouragement for all to adopt good practice

National



- VED
- Carb

Demonstrating leadership through action is key to establishing credibility and ensuring London's voice is heard

International



- Mandatory CO₂ targets for passenger vehicles



World's first double-decker hybrid now operating on Route 141

LONDON^C₂

Action Today to Protect Tomorrow
The Mayor's Climate Change Action Plan

Changing the way Londoners travel

Operating vehicles more efficiently

**Promoting lower-carbon vehicles,
infrastructure and fuels**

www.london.gov.uk/mayor/environment/climate-change