

## **Norman Baker Parliamentary Under-Secretary of State, Department for Transport**

### **LowCVP 10<sup>th</sup> Anniversary Keynote Speech One Birdcage Walk, Westminster. 29 January 2013**

- Thank you Neville for that introduction
- Thank you also for asking me along to join you in your 10<sup>th</sup> Anniversary celebrations.
- In the ten years since the LowCVP was established climate change policy has moved forward significantly.
- The Climate Change Act sets the frame work for activity across Government to reduce carbon emissions.
- This reflects the understanding that in climate change the global community faces a huge challenge and that the cost of not acting outweighs the cost of taking action.
- The Low Carbon Vehicle Partnership has been an important part of creating that understanding and you have made significant contributions in a number of areas in the last 10 years.
- I won't list all of LowCVP's achievements as I only have a few minutes but I would like to mention one or two of the successes that the LowCVP have had a considerable hand in.
- In particular, the successful launch and roll out of the colour-coded Fuel Economy Label for new cars was an important achievement and showed what can be done when Government, industry and other stakeholders work in partnership to achieve shared goals. The label is now displayed in over 90% of new car dealerships.
- And this was followed more recently by the launch of a similar label for used cars, which is now being distributed to car dealers by our partner companies HPI and Experian.
- The LowCVP made important contributions in helping the Government develop safeguards to incentivise the use of the most sustainable biofuels.
- And now the LowCVP plays a strong supporting role in the delivery of DfT's Green Bus Fund - which is accelerating the introduction of low carbon buses in the UK.
- The move to a low carbon motoring future is underway.

- There will be people saying that we are going too far, too fast - that de-carbonising transport is just a pipe dream....that it's unworkable or both.
- Well, to them I simply say that the status quo is not an option.
- The global reality is that transport is responsible for around a quarter of UK domestic carbon emissions. So we've got to get that down.
- Oil is getting harder to find and more expensive to buy. And there is rising demand for it.
- Right now there are more than one billion vehicles on the planet's roads (World Vehicle Population report 2011). And that number is only heading one way - and it isn't down.
- Look at China. Ten years ago, Chinese consumers bought just 600,000 cars. In 2011, the number of new cars sold in China was close to 14 million.
- So there are urgent reasons to meet the challenge and make the change...environmental, geological and demographic.
- I'd like to mention a few of the areas where I see that we are gaining real traction.
- I would like to pay tribute to the way manufacturers are reducing the emissions and improving the efficiency of conventional vehicles.
- For example. Average new car CO2 emissions have fallen by 23% since reporting began in 2000.
- There is great work being done here and it is an excellent example of what can be achieved.
- The global market for low carbon goods and services is currently worth a staggering £3 trillion a year...and that market is forecast to grow to well over £4 trillion during the next decade.
- So I'm pleased that the UK is taking lead harnessing new types of motoring technology.
- Making the most of a window of opportunity - one that won't be open forever.
- We've got the opportunity to position this country to be a global leader in the design, production and use of electric and ultra-low emission cars.

- And it's working. Nissan is building a plant to manufacture its electric vehicles and batteries in the North East.
- Britain is very definitely open for business. I believe that other investors will follow that lead.
- Decarbonising road transport is not just about the cars and vans we drive. And it is not just about electric vehicles.
- It is also about the public transport we travel on, the type of haulage we use and even the sustainability of the fuels we produce.
- That's why we're backing a revolution in bus travel with a multi-million pound Green Bus Fund...a scheme that has helped deliver more than 500 low carbon buses on routes across England.
- It's why, last year, we launched a low carbon truck demonstration trial ...over £11 million worth of funding to encourage, and assist, UK road-haulage operators to buy, and use, low carbon medium and heavy-goods vehicles, as well as to develop the necessary refuelling infrastructure.
- And it's why, through our Renewable Transport Fuel Obligation legislation, we only reward genuinely sustainable biofuels...those that deliver greenhouse gas savings and which do not cause undesirable environmental impacts.
- We are making positive progress across a broad range of fronts.
- Moving to a low carbon transport system that can support a strong UK economy is clearly a big challenge.
- Of course we can't reach our final destination overnight...it's going to take time, and we need to be in it for the long term.
- All of us know that there are some things in life that simply don't go together....that are contradictory, rather than complementary.
- But this is not the case in our efforts to de-carbonise transport and build a cleaner, greener future for motoring:
  - driving from A to B and cutting emissions
  - supporting public transport and helping the motorist
  - reducing dependency on oil and developing sustainable bio-fuels
  - boosting our economy and safeguarding our environment.
- These ambitions are not mutually exclusive; they're actually two sides of the same coin.

- With that final thought I would therefore like to thank you....
  - the LowCVP Secretariat for facilitating and helping to drive the work forward;
  - The small and hard-working secretariat, most of whom have been with the Partnership for many years
  - Graham Smith (Toyota) who chaired the Partnership for many years and who is still an active Board member
  - Neville Jackson who has chaired the Partnership for the last 4 years or so
  - Greg Archer who led the Partnership for nearly 8 years
  - Jim Skea and Konstanze Scharring for all their hard work and vision in the very early days of the LowCVP
  - The other Board members, most of whom are here today and many of whom have provided many years of excellent advice and stewardship
  - and of course to all the stakeholders that have contributed over the last 10 years.

This is the text of the speech as drafted, which may differ slightly from the delivered version.

**ENDS**