

REA - Reset Transport

Sustainable mobility to 2030 and beyond

Reality check - Are we on track?

11 January 2017



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Managing Director

LowCVP is a public-private partnership that exists to accelerate the shift to low carbon vehicles and fuels whilst protecting air quality



Buses



Commercial vehicles



Fuels



Passenger cars



Innovation

Creating Communities

Gathering multiple stakeholders to address common challenges/objectives

Building Understanding

Researching market barriers, evidence to inform policy, measures to increase market take-up

Influencing Policy

Defining measurement processes, designing incentive schemes, creating policy guidance

Accelerating the Market

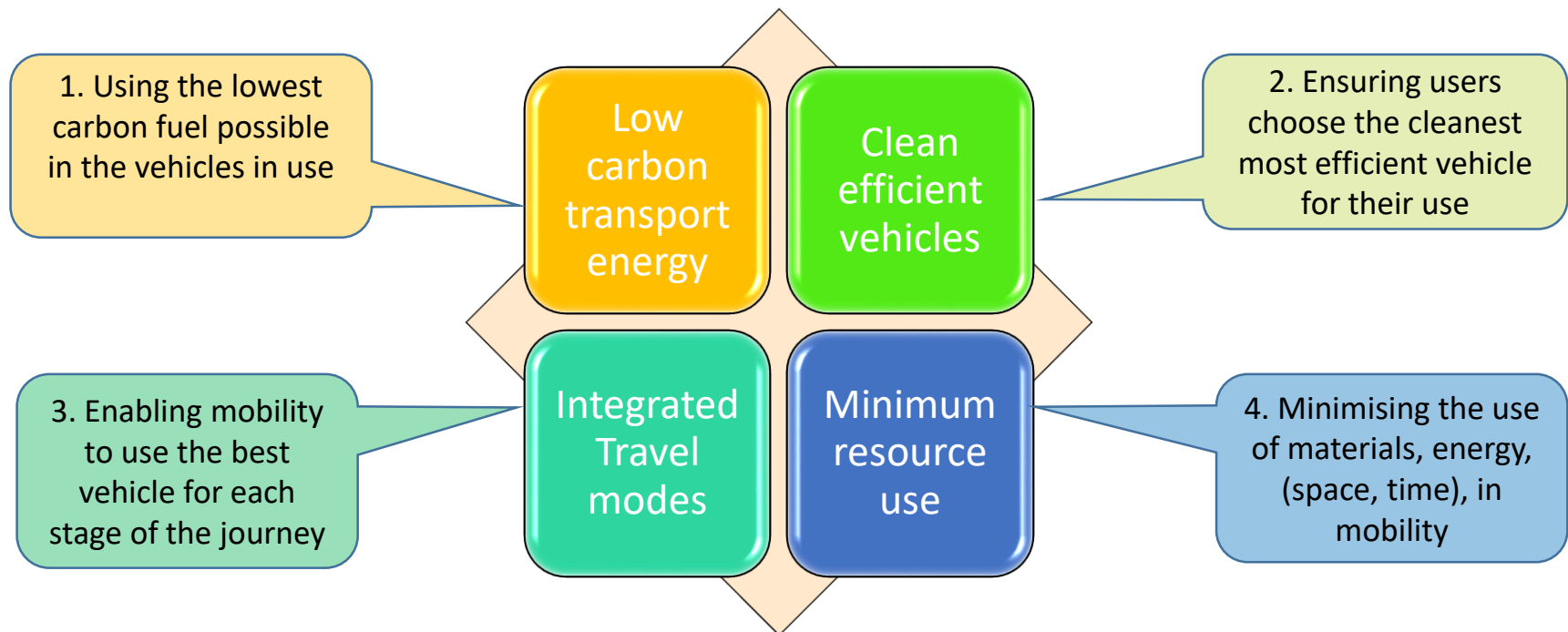
Promotion of common policies, fleet operator guidance, outreach to delivery partners

The internal LowCVP team vision:

“Sustainable and efficient global mobility with zero life-cycle impact”

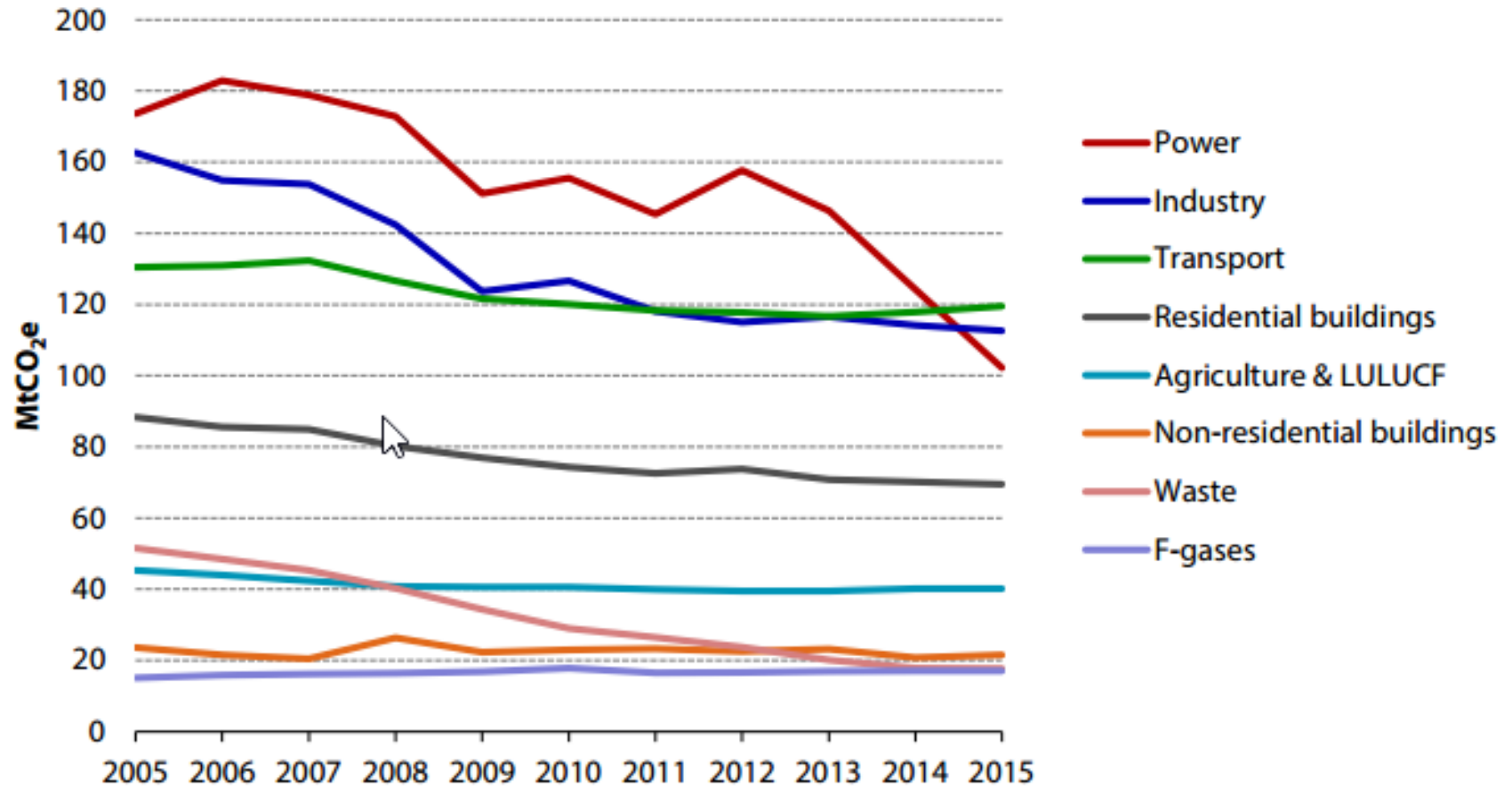
Our public Mission:

To accelerate a **sustainable shift** to **low carbon vehicles and fuels** in the UK and thereby stimulate **opportunities for UK businesses**”.



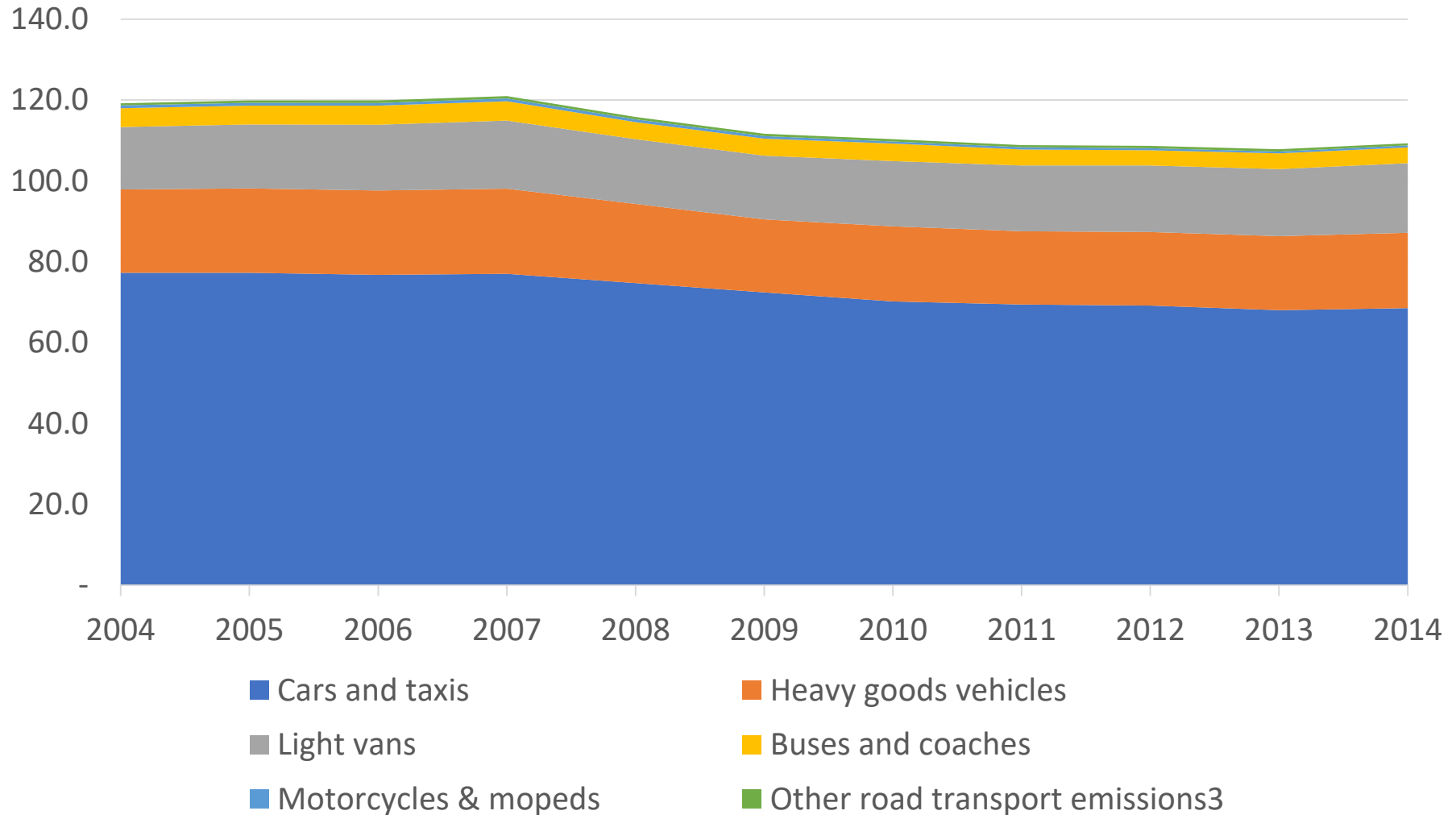
Are we serious about transport?

Figure 1. Progress reducing emissions since 2012 has been almost entirely due to the power sector



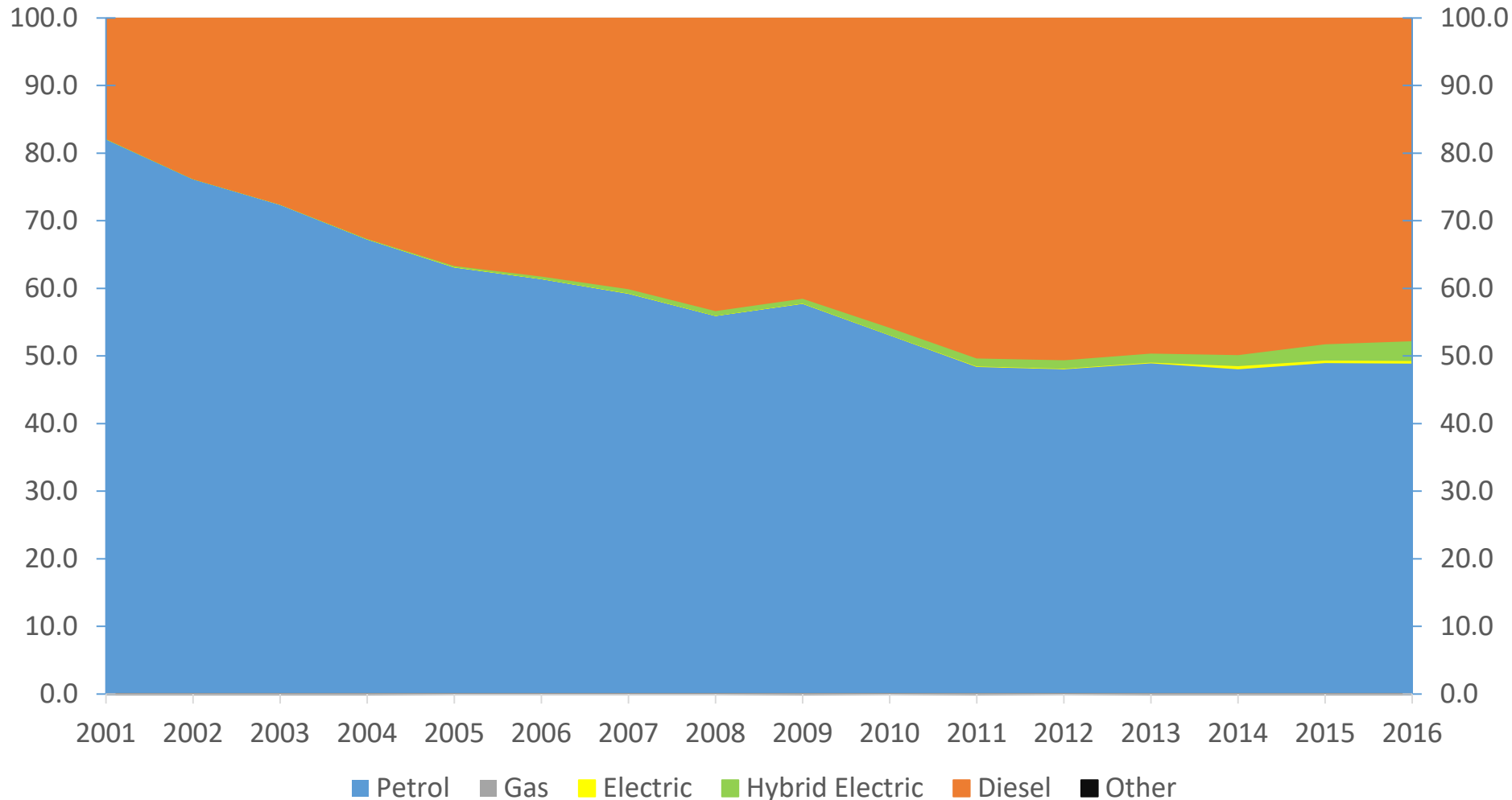
Are we clear where to focus?

GHG emission by transport mode (DfT ENV0201)



Are we clear about vehicle demand?

New car sales by propulsion type (DfT VEH0253)



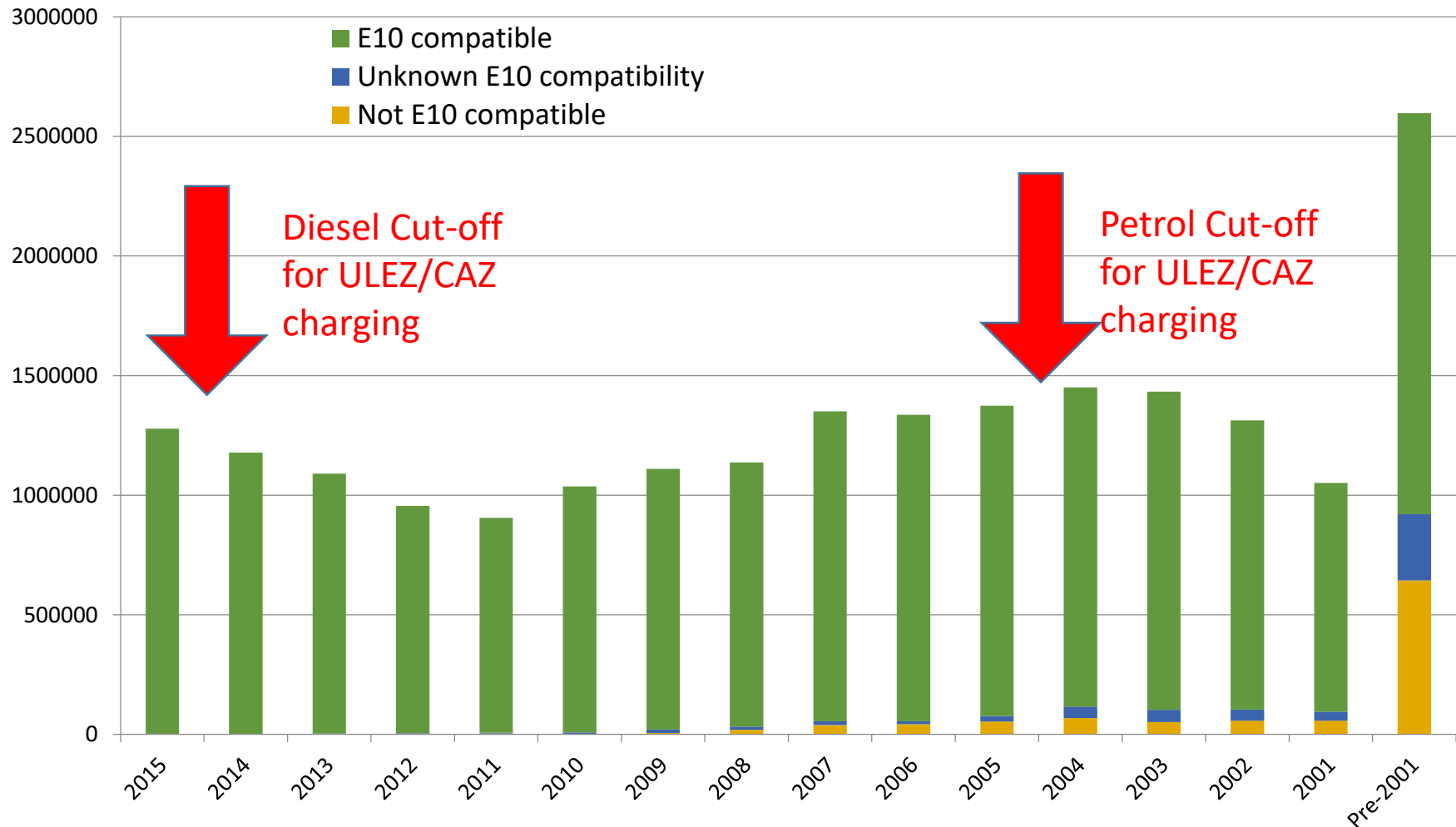
Are we maximising the opportunities?

E10 compatibility in petrol car fleet (SMMT data)



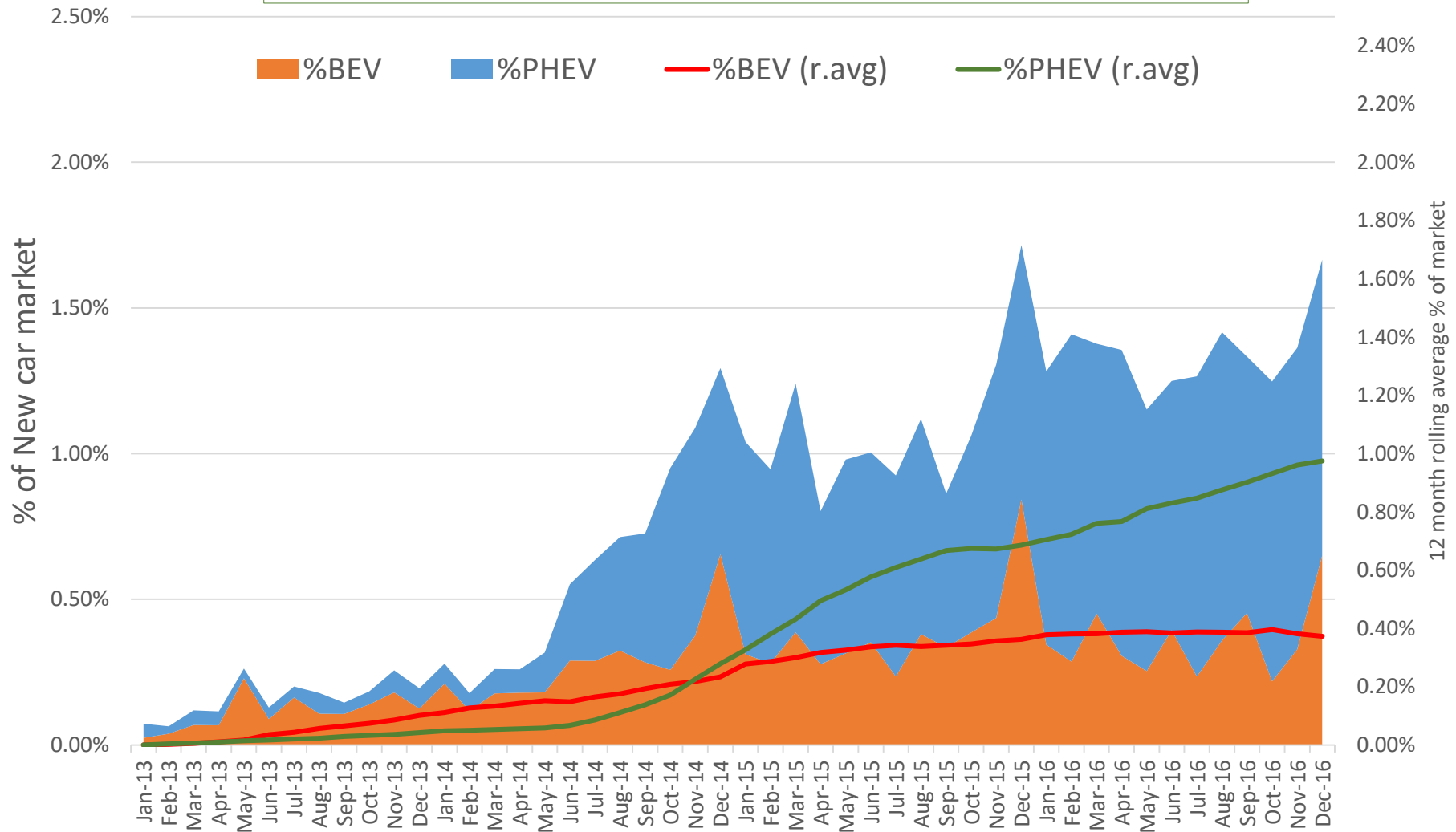
Are we serious about Air Quality?

E10 compatibility in petrol car fleet (SMMT data)



Are we realistic about electrification?

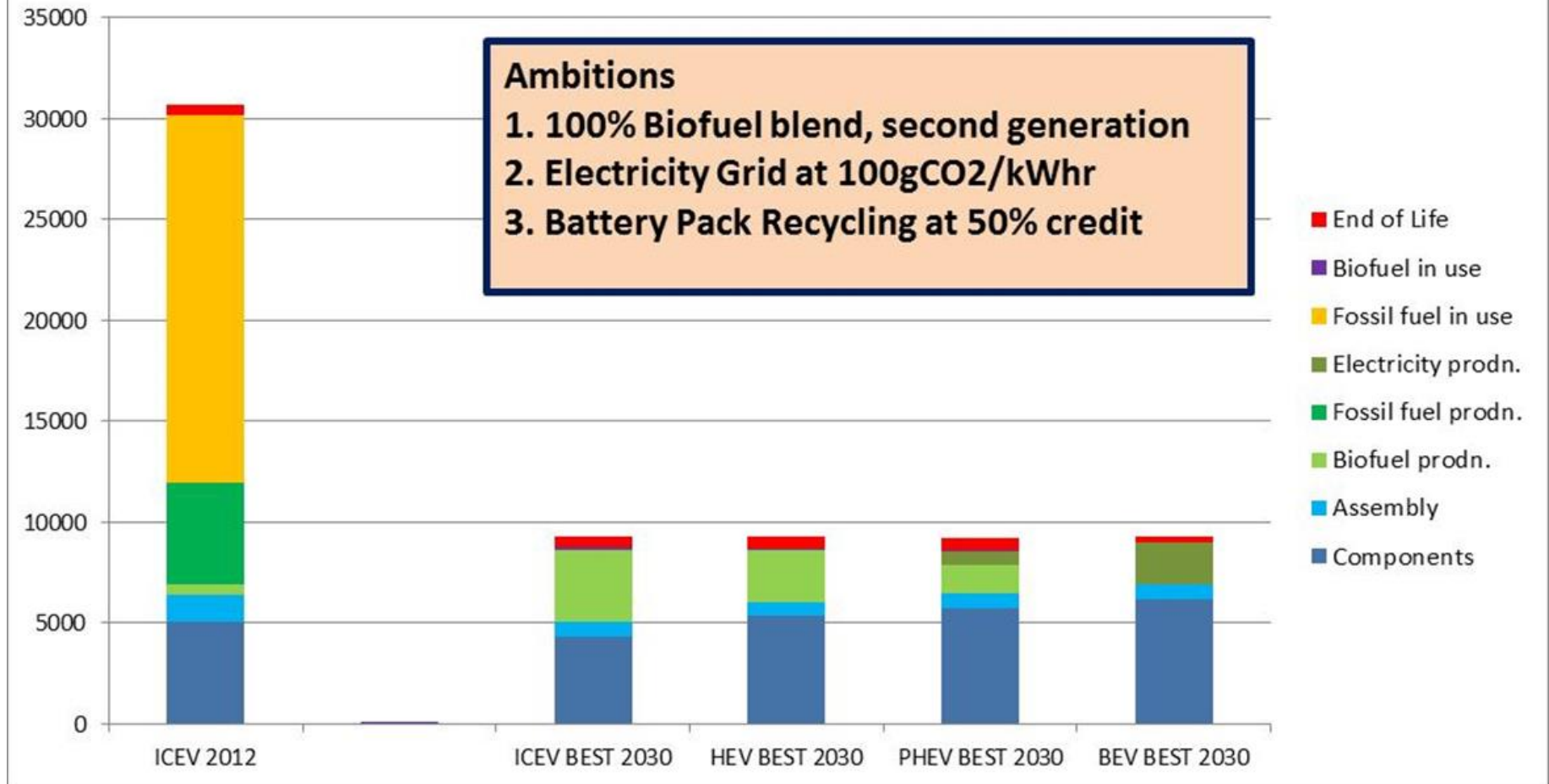
ULEV car market growth (SMMT data, LowCVP analysis)



Are we comparing all the options?

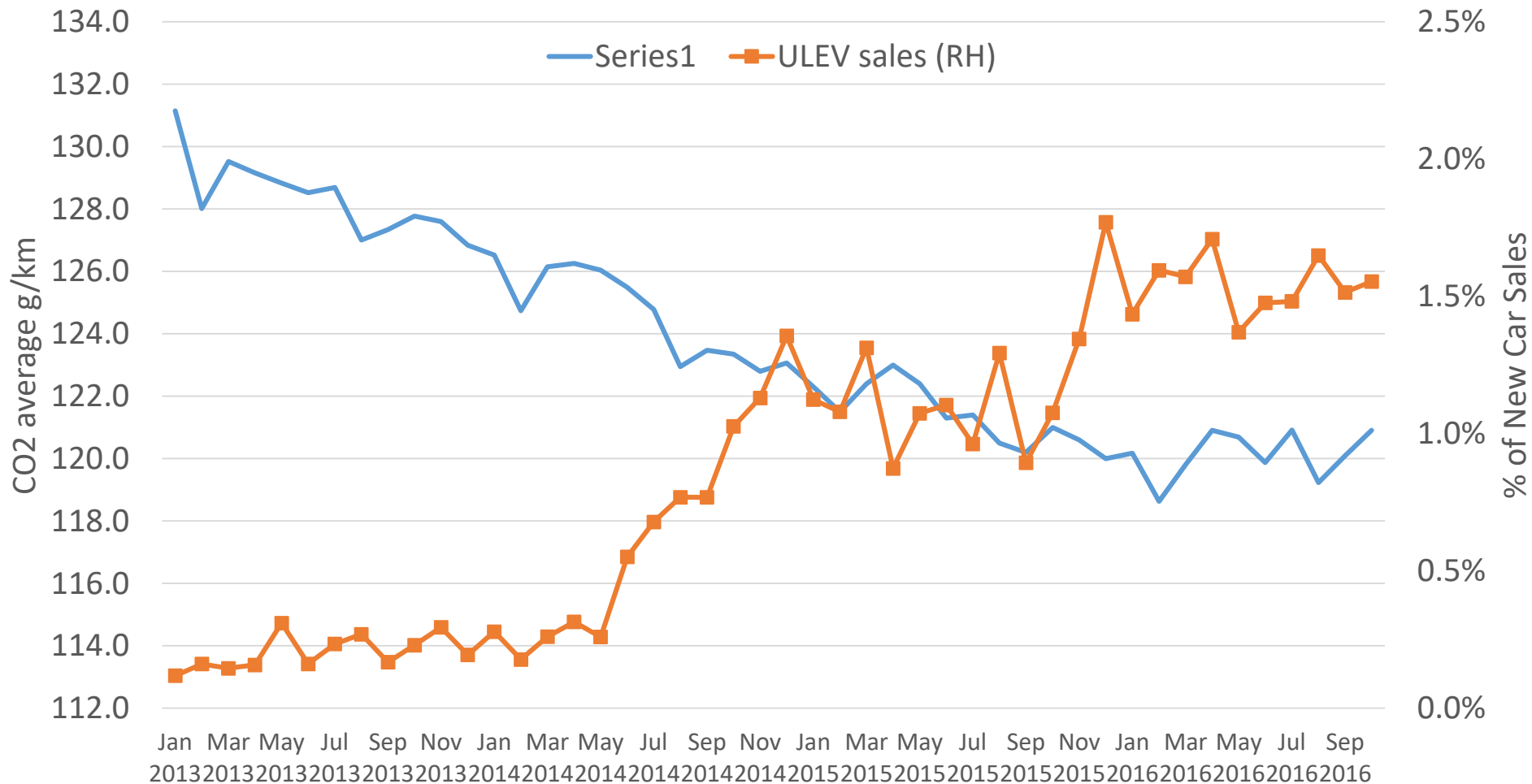
CO₂eq Life Cycle Impact 'Best' case 2030 using 'ambition' policies

(source LowCVP 2013)



Are we helping consumers choose clean?

New Car CO₂ and %ULEV sales data to Oct 2016 (DfT VEH0150)



Are we stimulating demand?

Supply side carbon drivers

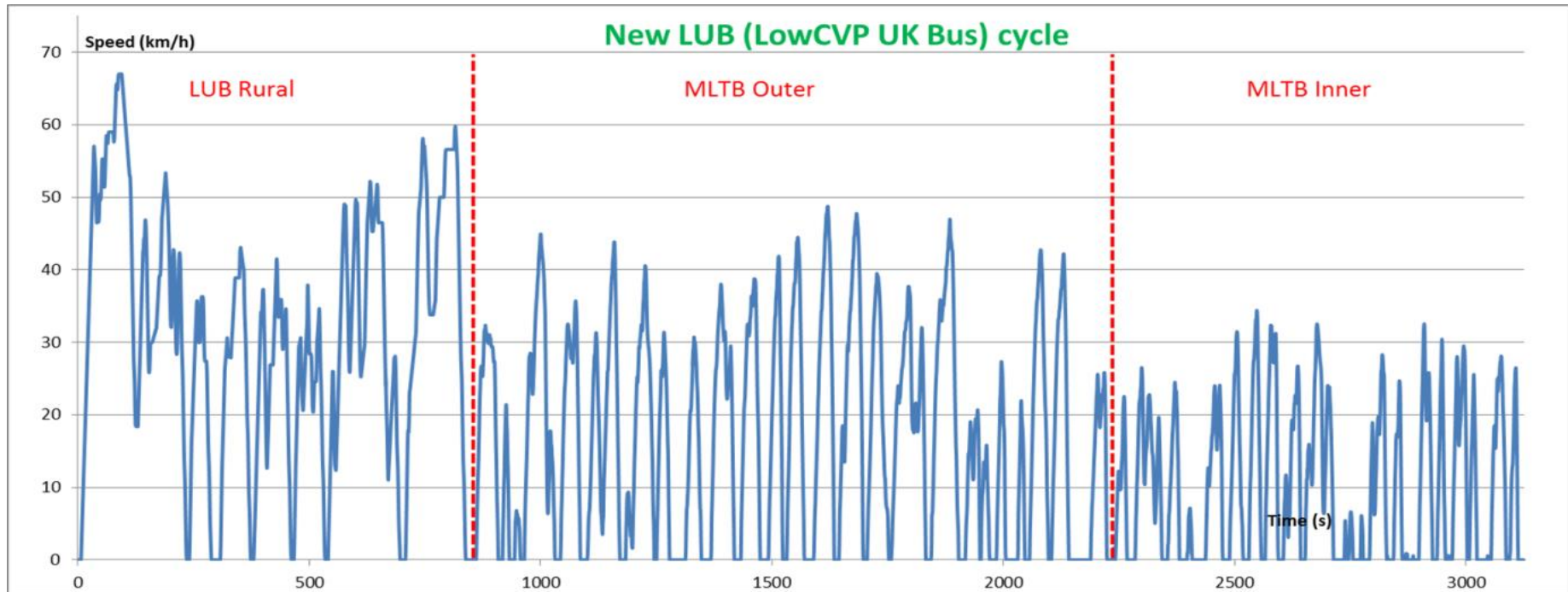
- Fuels (to 2020 only)
 - RTFO
 - FQD
 - Limited innovation support
 - No investment case
- Vehicles
 - New car CO₂ (to 2021?)
 - End of Life Directive
 - New test cycle
 - Potential CO₂ for HDVs
 - Production CO₂ measures
 - Clear long-term objective
- Infrastructure
 - Grants
 - AFID (Directive)

Demand side carbon drivers

- Fuels
 - Punitive fuel taxation
 - No low carbon choice/info
 - No tax on Electricity
 - Static fuel duty
 - Lack of high blend benefit
- Vehicles
 - Plug-in grants
 - First year VED
 - Neutral subsequent VED
 - Company Car tax
 - *Unclear use of term "ULEV"*
 - *Untrusted mpg data*
- Infrastructure
 - Uncoordinated network/offer
 - *No on-street solution*

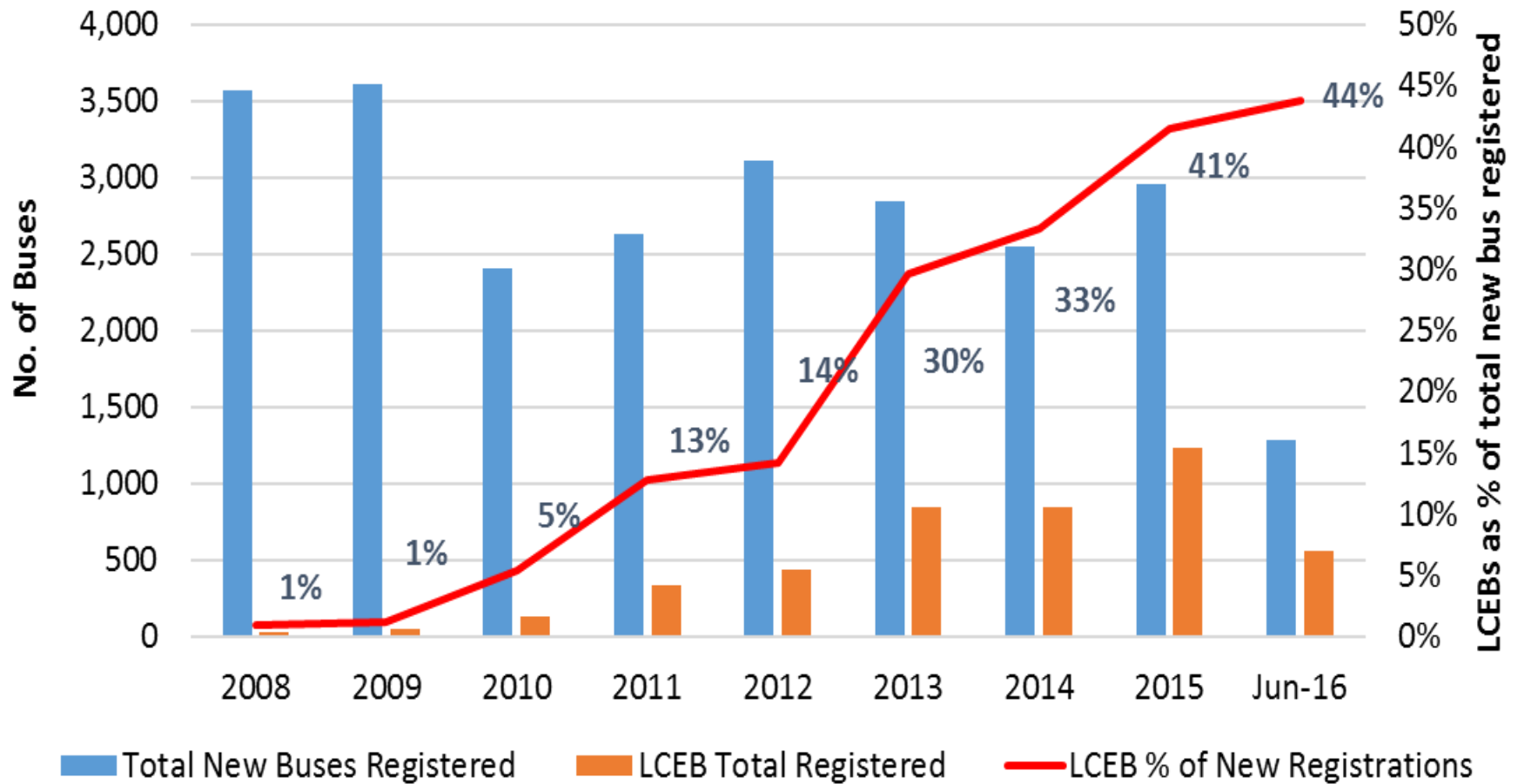
Are we measuring correctly?

- Representative Test
- Greenhouse Gas AND Air Quality emissions
- Well-to-Wheel, incl fuel footprint.
- *Progressing to Whole-Life Carbon, and utilisation metric*



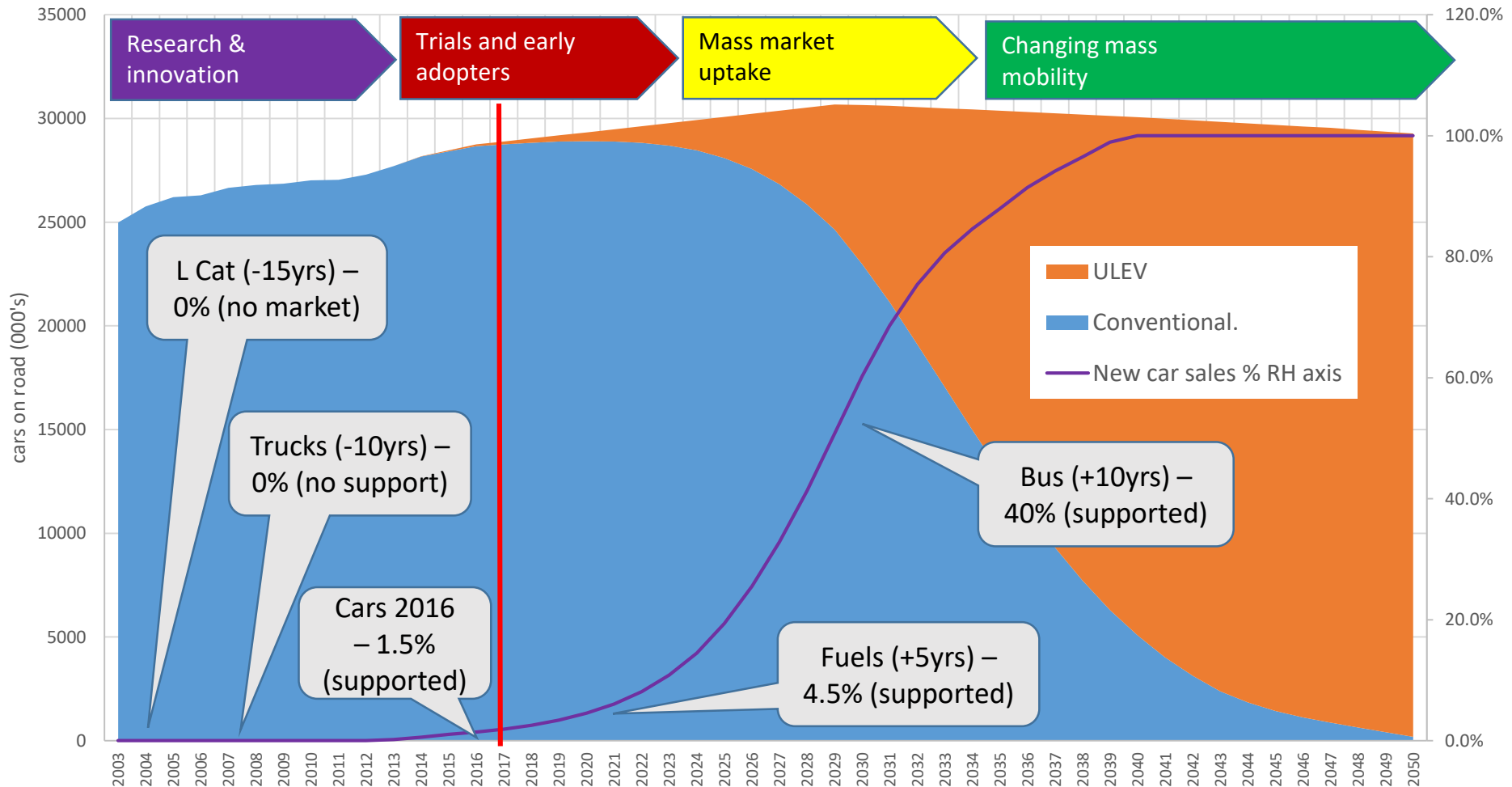
Are we learning what works?

New Bus market in UK, LEB uptake (LowCVP analysis)

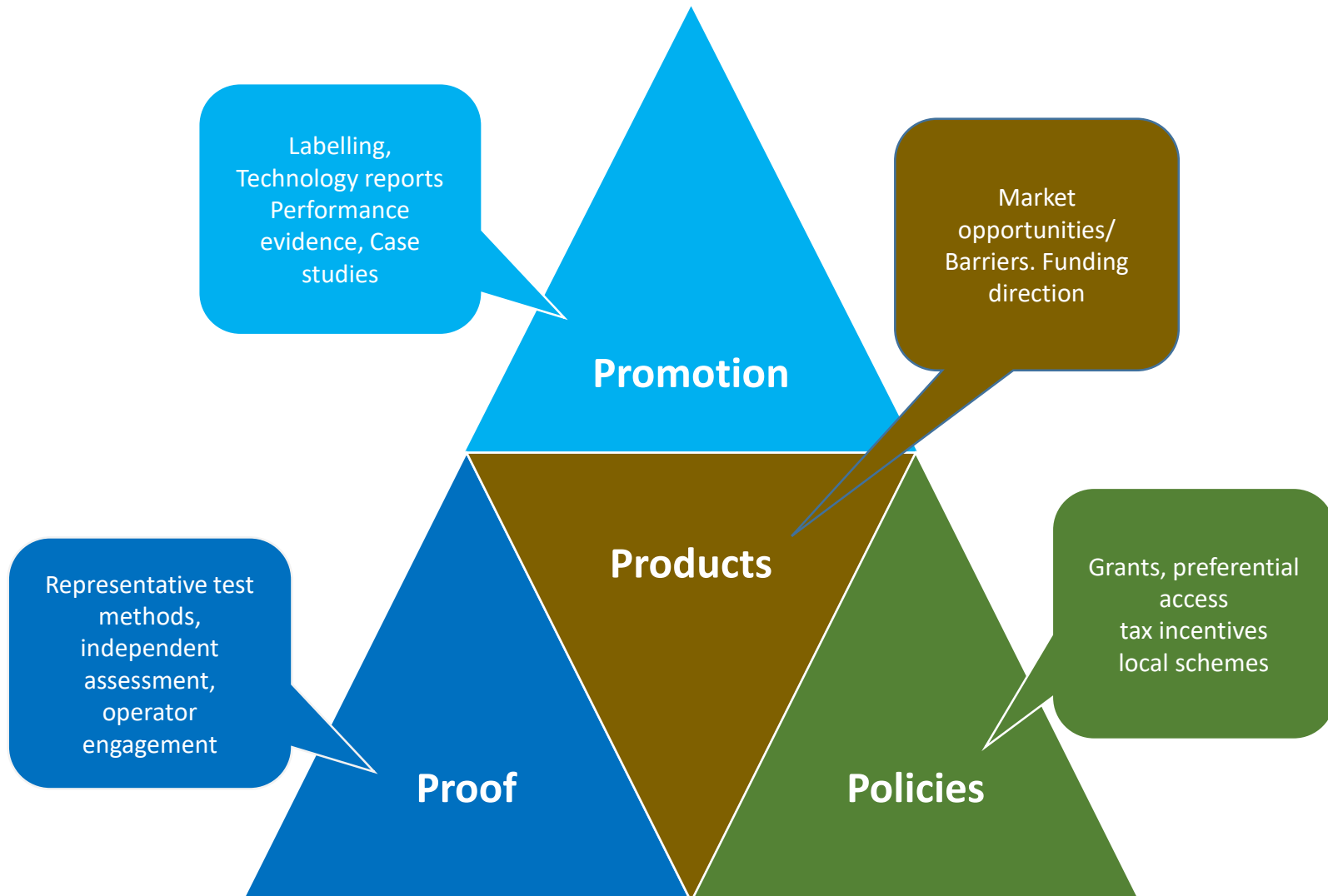


Are we making the transition?

ULEV and Conventional vehicle parc transition – Indicative trend (LowCVP)



Are we supporting the market?



Are we planning for the future?



Are we going to succeed?

- Be bold! ambitious on carbon saving and policy
- Be honest and accurate with measures, data and evidence
- Be comprehensive in assessment (AQ, GHG)
- Be realistic about pace
- Be decisive and move more quickly
- Be prepared to evolve (policy, technology, targets)
- Be carbon objective specific and technology neutral
- Be engaging and clear with consumers/users

Maybe – through collaborative working in an ambitious (Low Carbon Vehicle) Partnership

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