

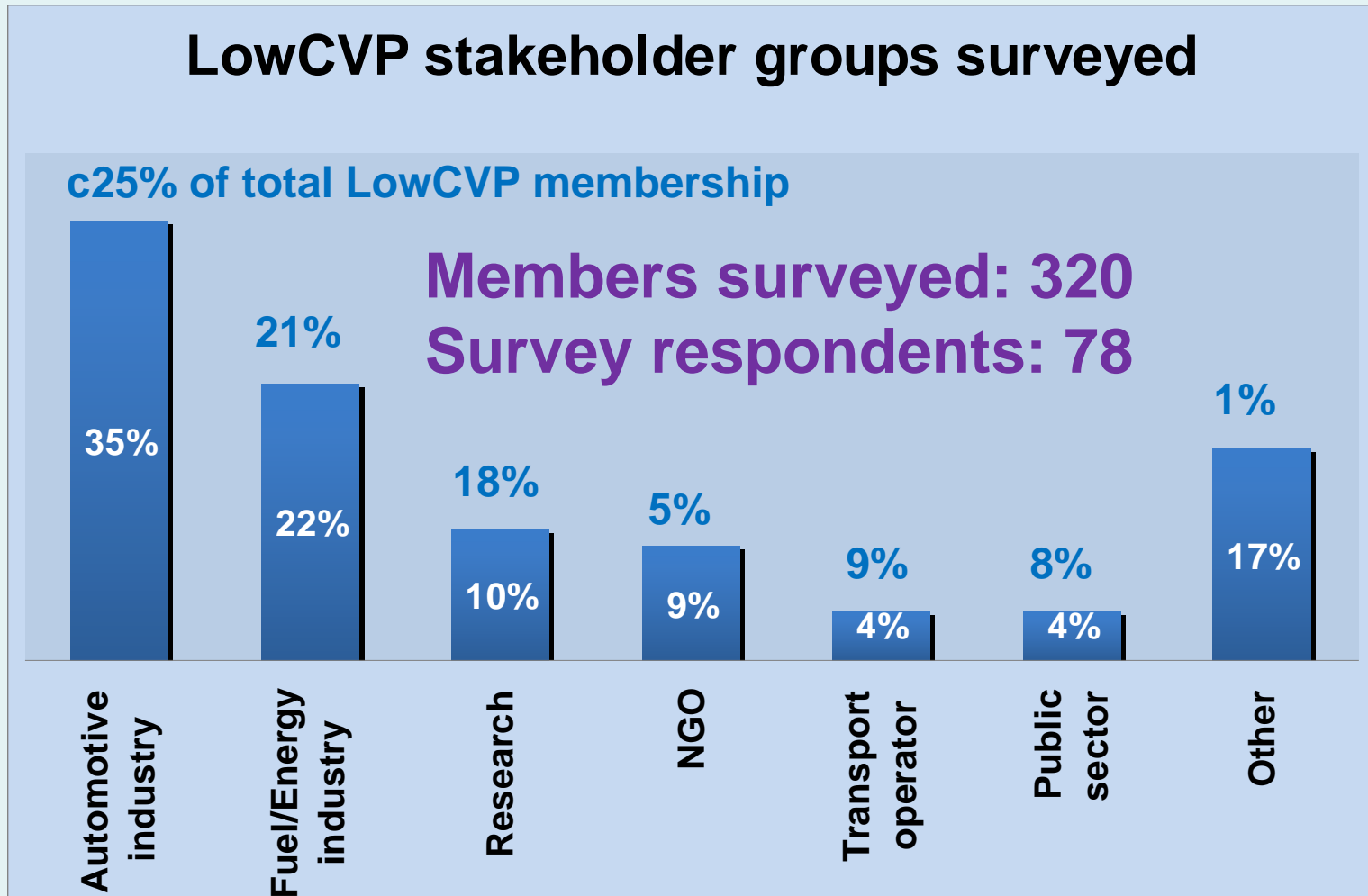
LowCVP Stakeholder Survey: 2007

LowCVP Annual Conference

28th June 2007

Greg Archer, Director

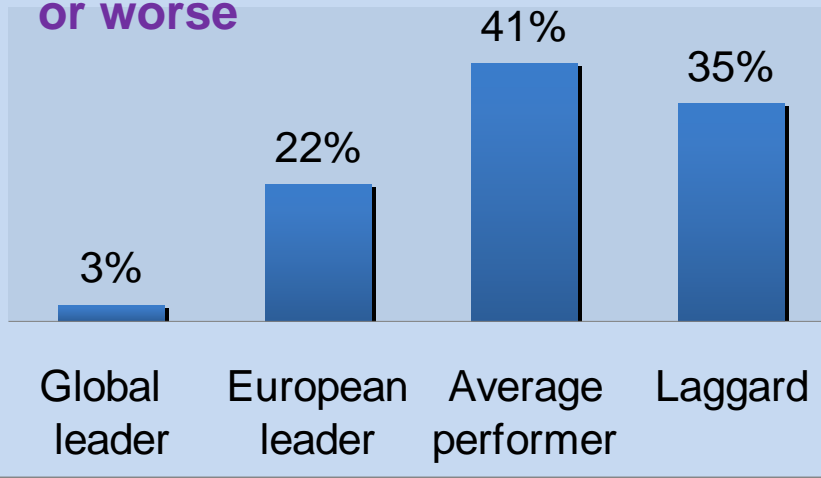
Representative survey of experts in low carbon transport issues from diverse stakeholders



*76% believe the UK is an average or poorer performer;
68% that DfT does not give sufficient priority too low
environmental issues*

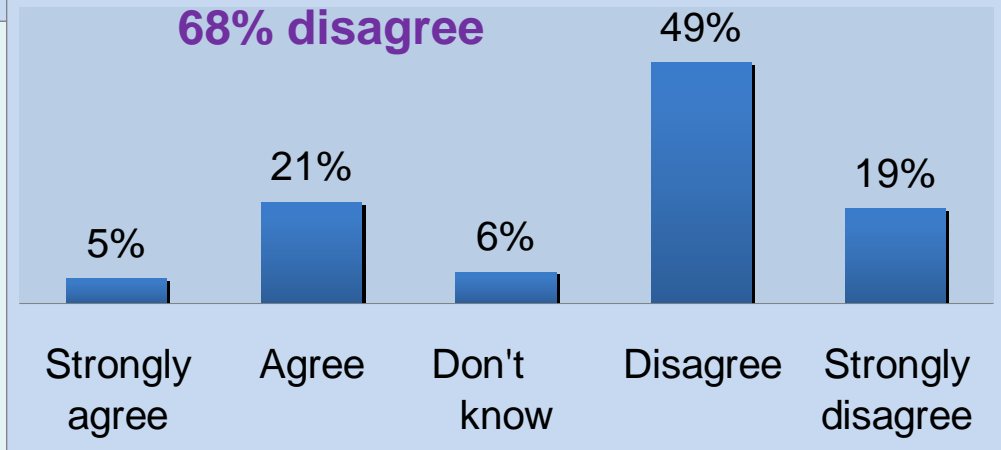
**How is UK doing in terms of initiatives
to cut carbon from road transport?**

**76% average
or worse**

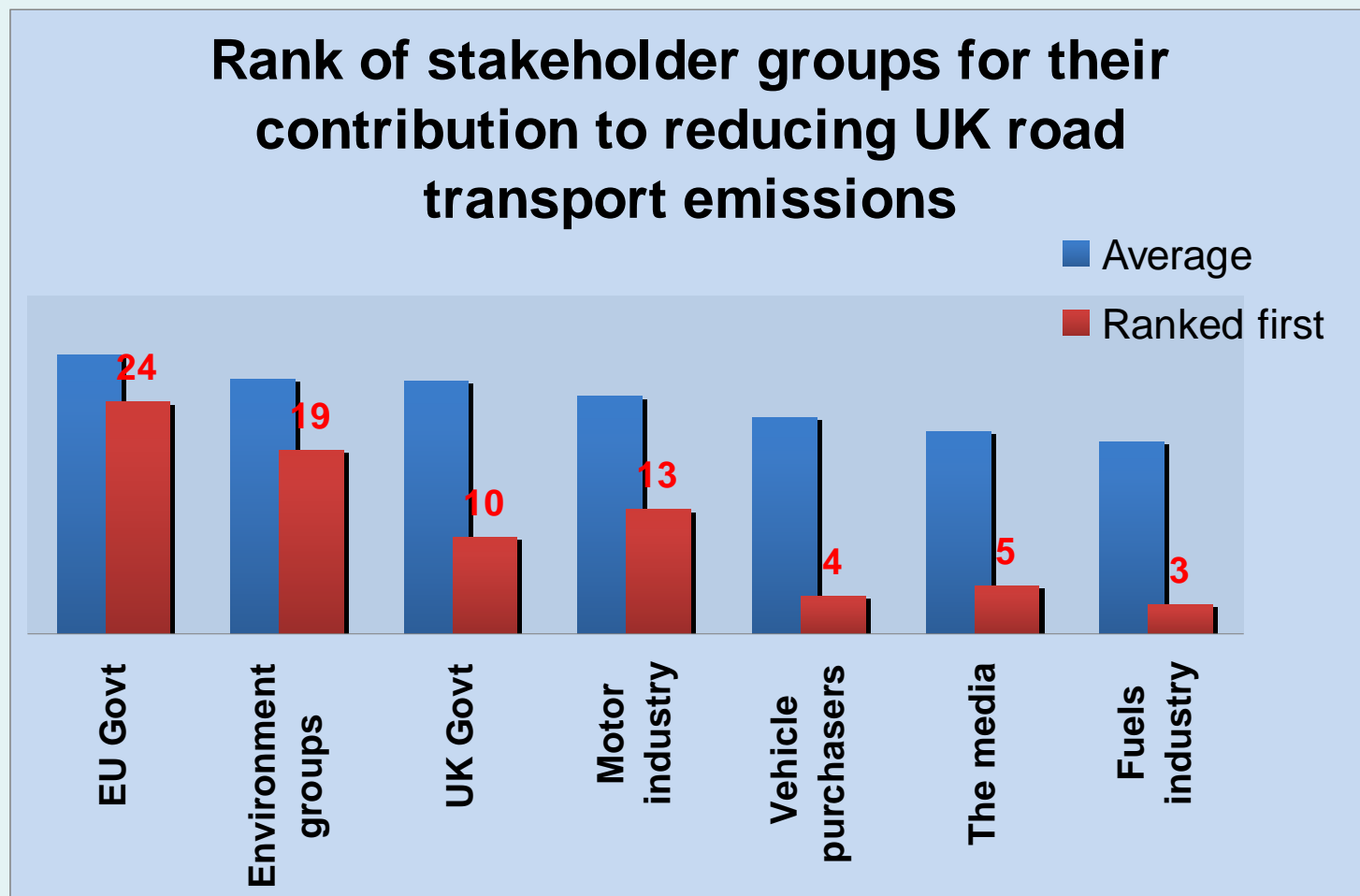


**DfT gives sufficient priority to low
carbon transport issues**

68% disagree

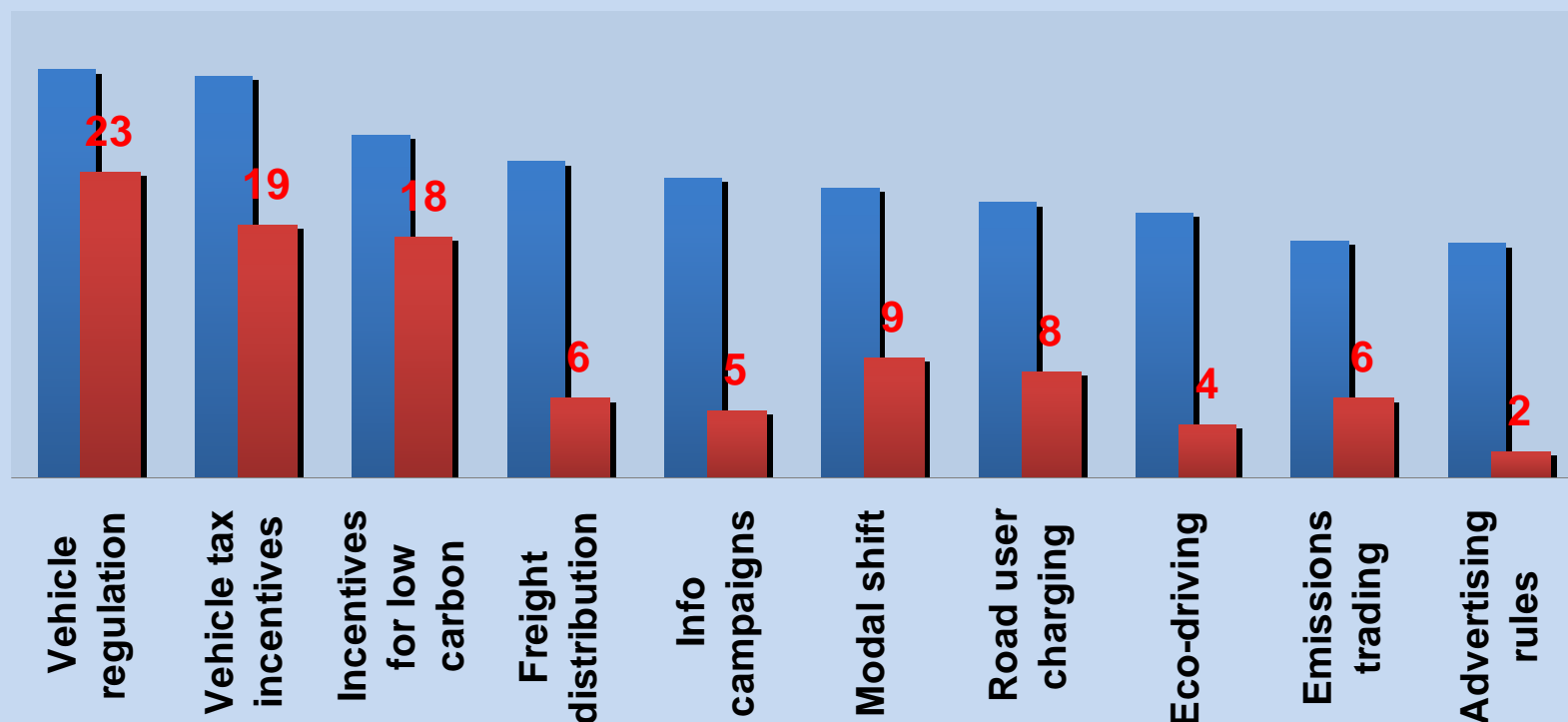


Most stakeholders perceive the EU and environmental groups have made the most contribution to reducing UK road transport emissions



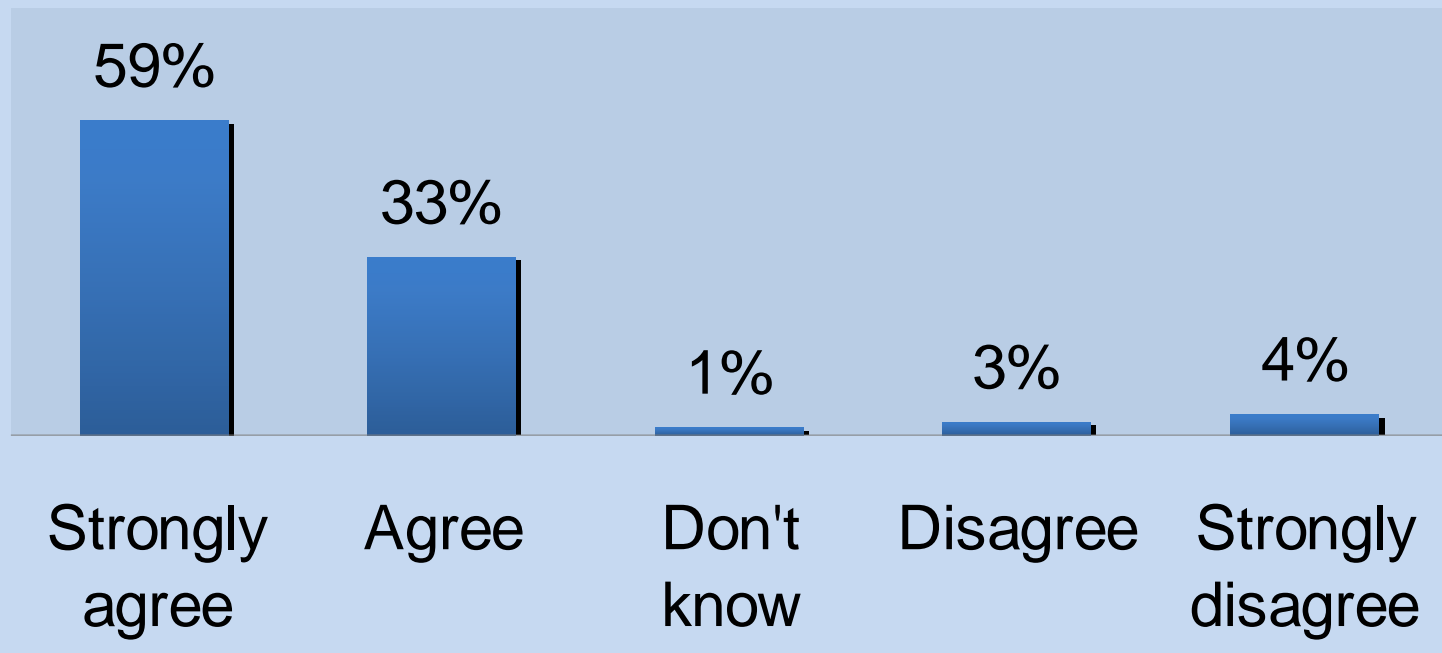
Regulation of vehicles & stronger tax incentives are seen as the top priorities

Rank of potential policies in terms of their importance to reducing transport emissions

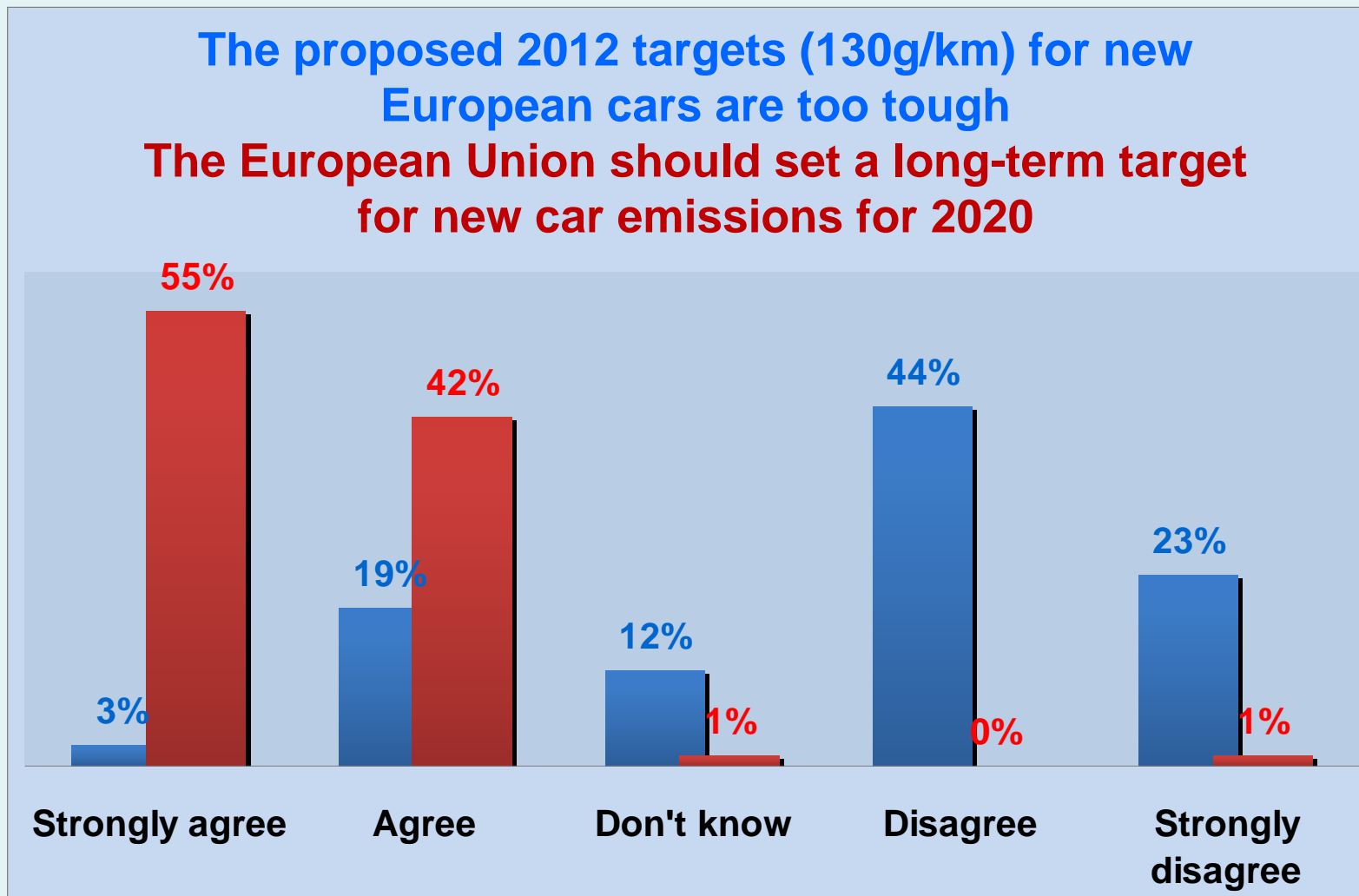


92% think there should be a target for road transport emissions in 2020

There should be a specific sectoral target for carbon emissions reductions from UK road transport by 2020

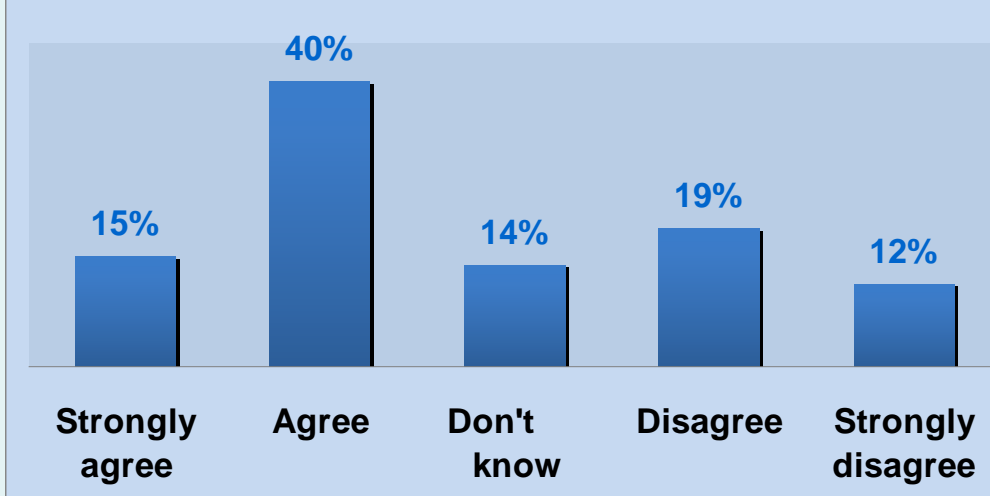


Only 22% believe proposed EU targets for cars are too tough; 98% want a long-term target to 2020

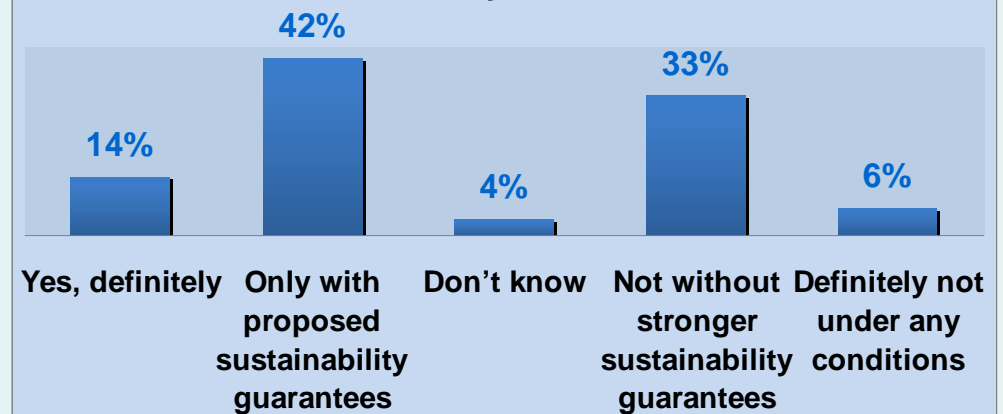


55% believe biofuels make a positive contribution; opinions are divided on higher targets

Biofuels make a net positive contribution to tackling climate change



Should the UK support the EC proposal to raise the level of biofuels as a proportion of road transport fuels use to 10% by 2020?

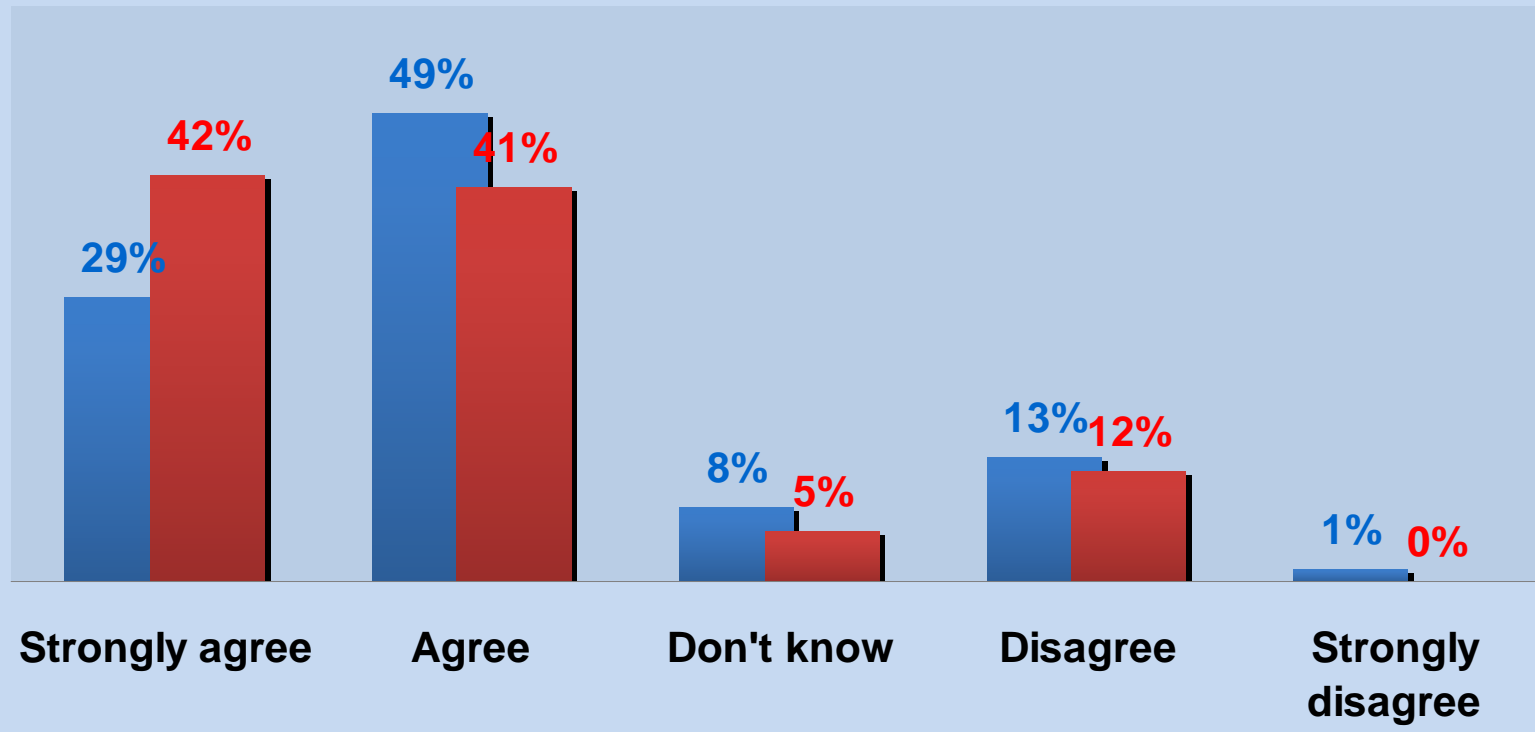


Strong support for linking road user charges and bus subsidy to CO2 emissions

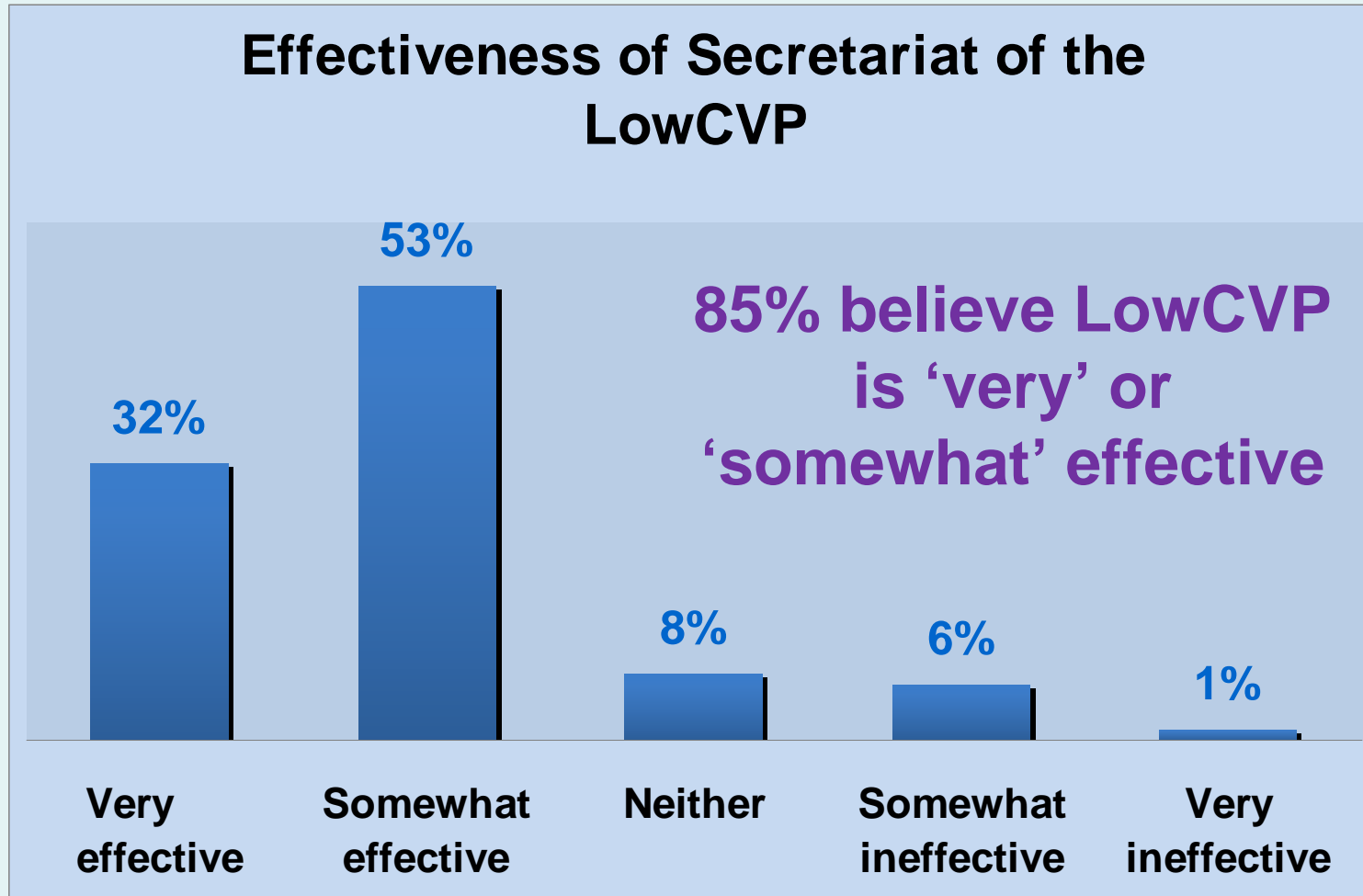
Other Policies	Agree	Disagree	Don't know
Road user charging, or other demand management schemes, should take account of CO2 in determining the cost of vehicle use	86%	6%	8%
Bus Service Operators' Grant should be replaced with financial mechanism that offers more incentive for uptake of low carbon buses	87%	1%	12%

Over 75% believe car advertising should be more strictly controlled

Content of car advertising should be more strictly regulated, to inform/encourage purchase of low carbon vehicles
Marketing of vehicles strongly influences consumer purchase choices



The LowCVP Secretariat is perceived as doing a good job by most members



In summary

- ❑ UK not generally seen as a leader
 - A third think the UK is lagging behind other countries
 - Two-thirds think low carbon transport is not a sufficient priority with DfT
 - EU seen as most progressive in bringing forward effective policies
 - 92% want a 2020 target for transport emissions
- ❑ Regulation and stronger incentives for low carbon vehicles are seen as top priorities
 - Over 75% think the proposed 130g/km target is ok
 - 98% want a long-term 2020 target
 - Over 75% want stricter controls on the way vehicles are advertised
- ❑ Just over half think biofuels are a positive development – mixed views on higher targets
- ❑ Almost unanimous support for linking road charging and bus subsidies to CO2 emissions