

# The Low Carbon Vehicle Partnership

Promoting the shift to clean,  
low carbon vehicles and fuels

**Energy in Motion Conference**

**Amsterdam 19<sup>th</sup> October**

**Greg Archer**

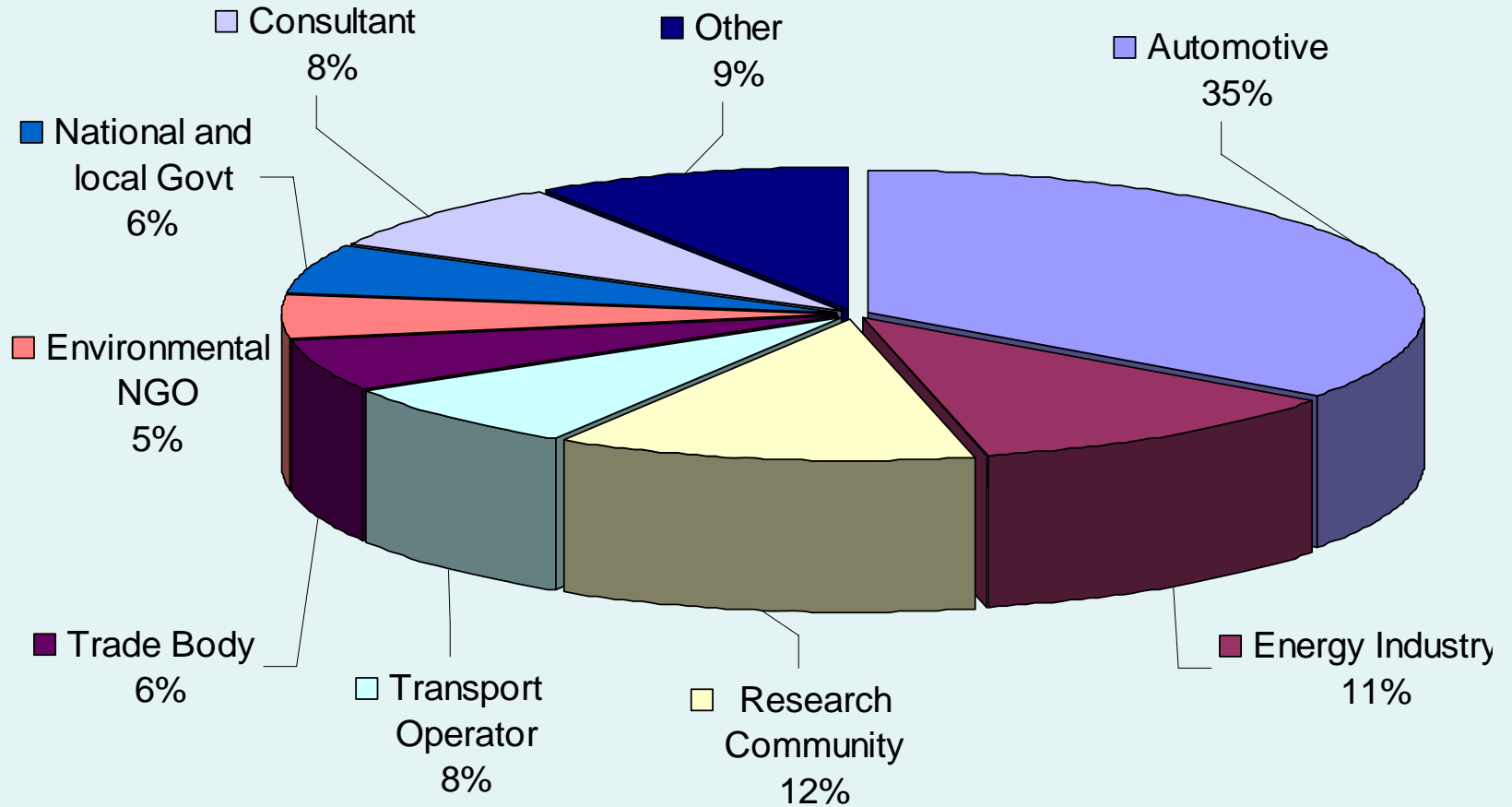
**Director, Low Carbon Vehicle Partnership**

## *LowCVP mission and objectives*

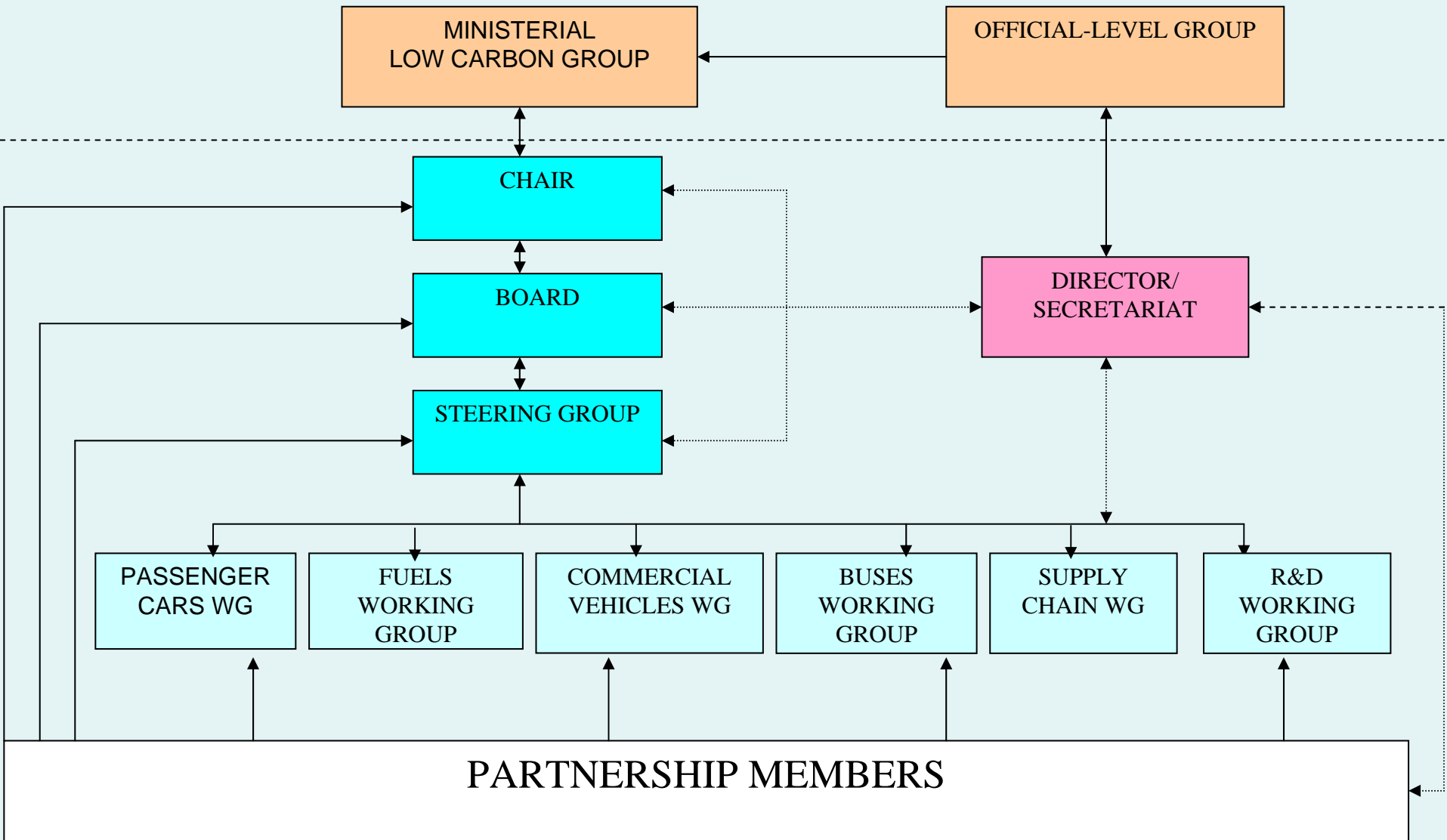
“to promote the UK’s shift to clean, low carbon vehicles and fuels while maximising the economic, social and environmental benefits and the potential to create competitive advantage for the UK from the shift.”

- ❑ Proactively engage in delivering low carbon vehicles and fuels
- ❑ Contribute to the achievement of UK Government targets for road transport carbon reductions
- ❑ Provide input and advice on Government policy
- ❑ Provide a forum for stakeholders to share knowledge and information
- ❑ Support UK businesses to achieve competitive advantage in the low carbon markets of the future

# 141 Members & growing



# Low Carbon Vehicle Partnership

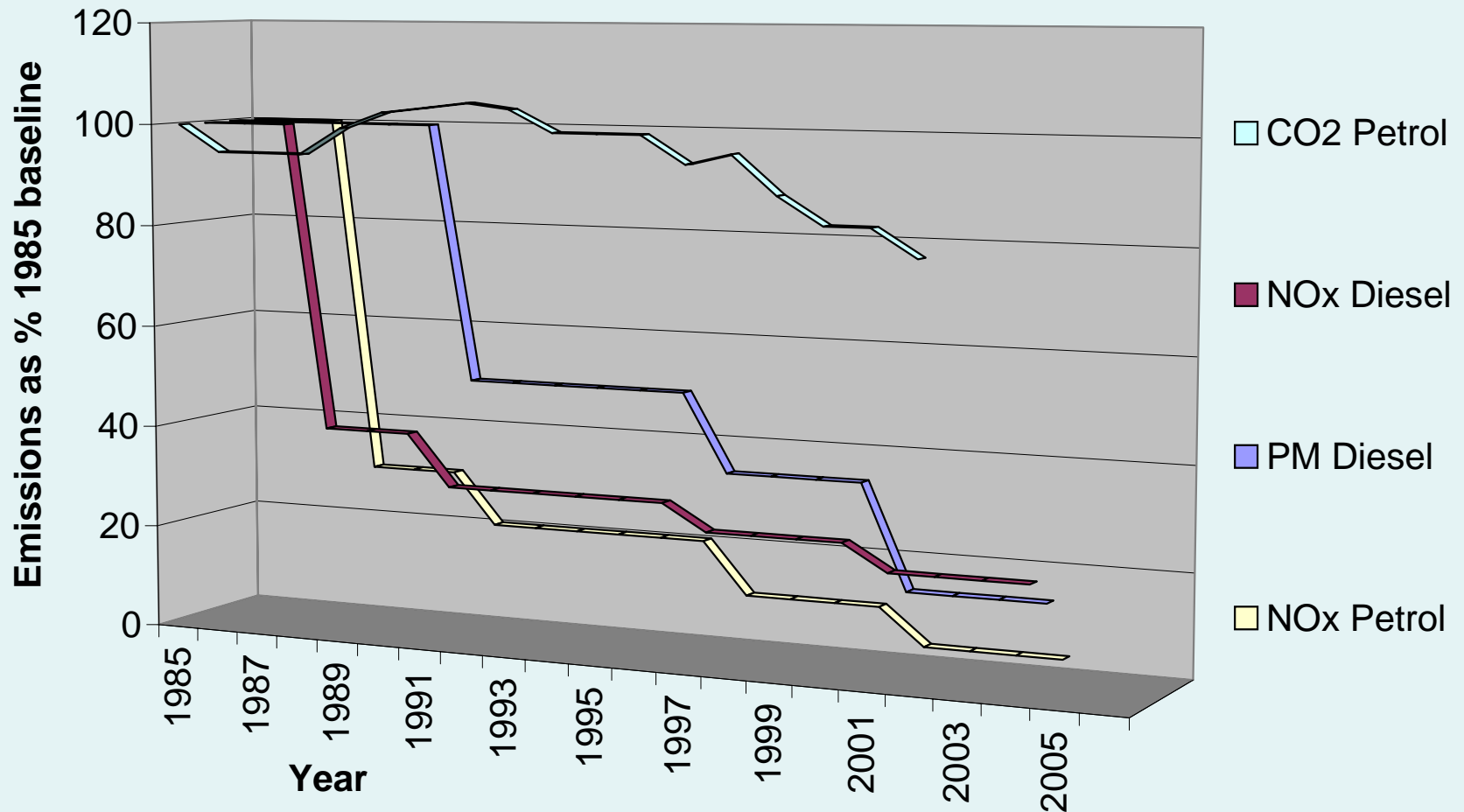


*“The worlds greatest environmental challenge:  
climate change”* *Tony Blair UK PM*

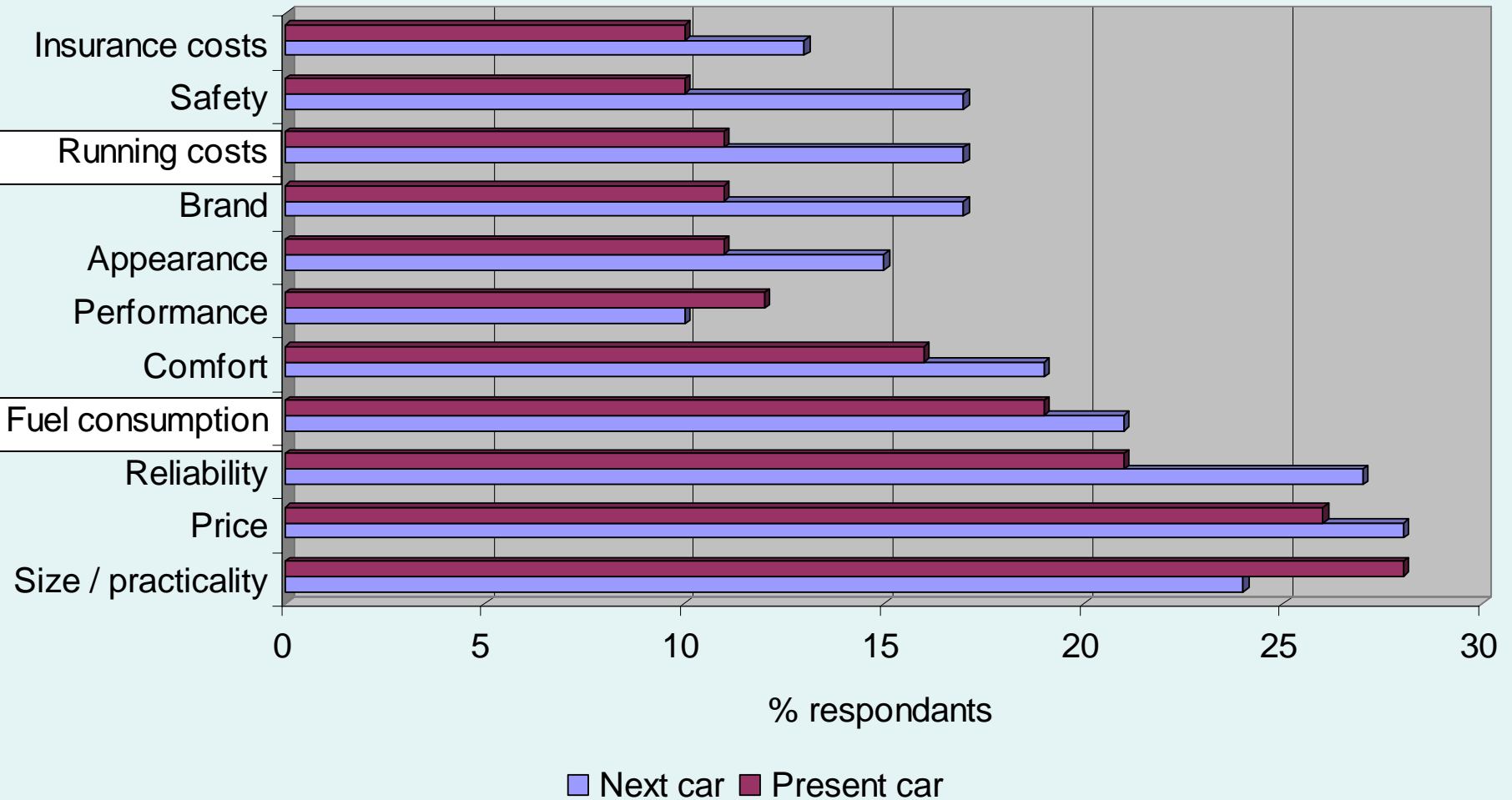


AEW1718-120 Photographs by Emily Whitfield-Wicks 16-08-04  
Flash flood rips through Boscastle, Cornwall.

# Significant improvements in regulated exhaust emissions are not matched by those for CO<sub>2</sub>



# Important factors in choosing a car



# Voluntary car labelling scheme

- Voluntary Scheme to be launched in summer 2005 – ahead of EU scheme
- Collaboration between LowCVP, UK Government and SMMT
- Bands linked to UK Vehicle Exercise Duty CO2 categories
- Consistent with European Energy Efficiency labels

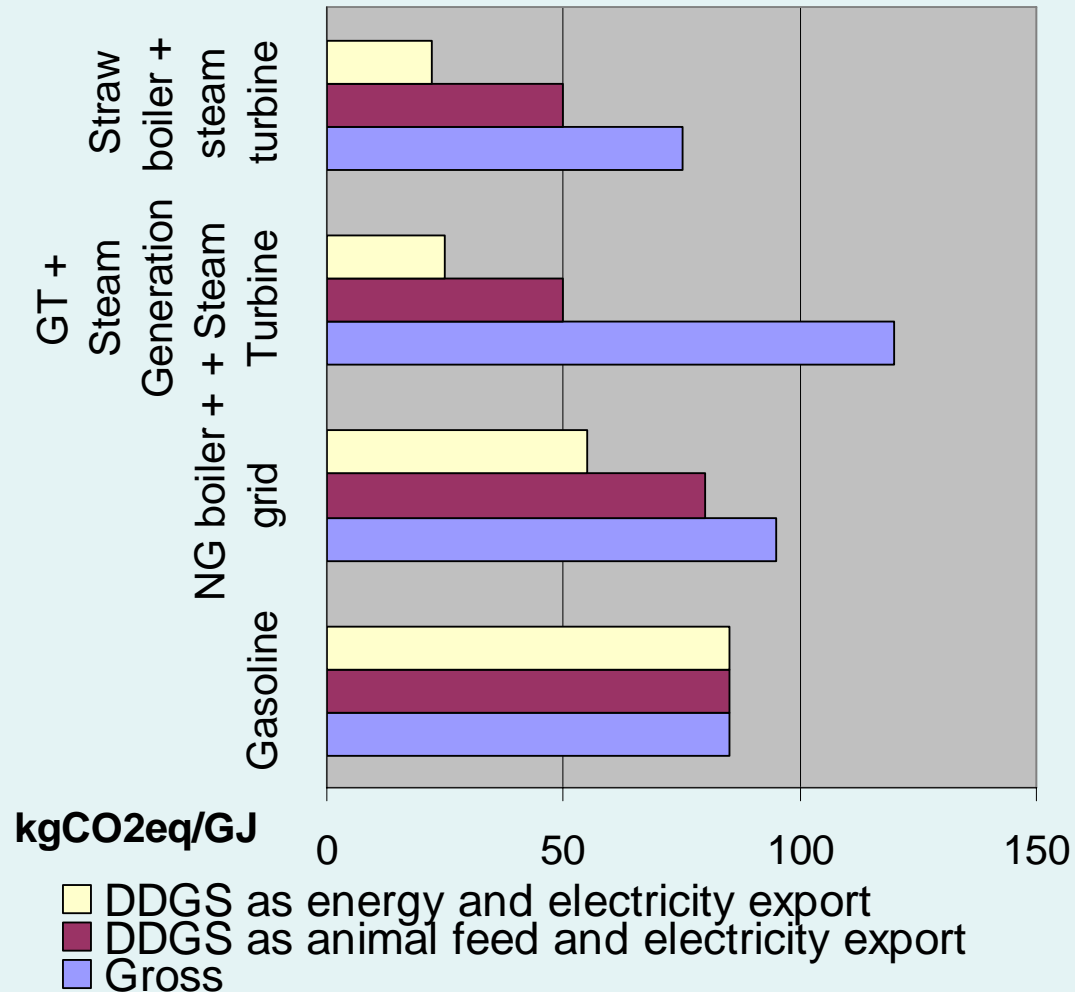


| <b>Fuel Economy</b>  |  |
|--|--|
| Make/ Model  | <b>Ford Fiesta 1.4 ZETEC 16V 3 Door 16" Tyre</b> |
| Fuel Type  | <b>Petrol</b>                                    |
| Engine capacity (cc)   | <b>1399</b>                                      |
| Transmission Type  | <b>5 speed manual</b>                            |
| <b>Carbon dioxide emissions</b>  |  |
| grams per kilometre  | VED bands equivalents                            |
| A: <100  | AAA  |
| B: 101-120   | AA   |
| C: 121-150   | A  |
| D: 151-165   | B  |
| E: 166-185   | C  |
| F: 186+  | D  |
|  | <b>D (158g/km)</b>                               |
| <b>Running Costs</b>   |  |
| The fuel cost of running this car for 10,000 miles (16,000 km) is approximately:   |  |
| <b>£858</b>  |  |
| Calculated on a combined (town centre and motorway) drive cycle with a base fuel price of 80 pence/litre. Fuel costs may differ from this due to driving behaviour as well as other non-technical factors.   |  |
| There are other costs apart from fuel costs including road tax (vehicle excise duty - VED). The 12-month VED for this car is currently:  |  |
| <b>£125</b>  |  |
| <b>Further information</b>   |  |
| A free guide on fuel economy and CO2 emissions which contains data for all new passenger car models is available at any point of sale and on the web at: <a href="http://www.vca.gov.uk">www.vca.gov.uk</a> . Some specifications of this make/model may have lower CO2 emissions than this. Check with your dealer. |  |
|  |  |
|  |  |



## Consolidation of 3 WTW bioethanol from wheat studies

- Consensus reached on almost all aspects of methodology
  - N2O and DDGS credits to resolve
  
- All models show lower WTT energy/emissions than gasoline
  - Fuel production methods have a significant impact
  - The most efficient models are the most costly



# Accreditation of biofuels

- ❑ Impacts of land use changes of growing biofuels examined
  
- ❑ Principles underpinning biofuels accreditation:
  - Auditing of biofuels carbon balance
  - Sustainable bioenergy crop production
  - Protection of primary ecosystems
  - Management planning and Environmental Impact Assessment
  
- ❑ Accreditation mechanisms being developed



# *Centre of Excellence for Low Carbon and Fuel Cell Technologies*



Holywell Campus,  
University of Loughborough

- ❑ To be launched in Spring 2005, Loughborough, Leicestershire
- ❑ Industry led organisation supported with initial €10M seed funding for 5 years
- ❑ Address market failures of linking academia, supply chain and OEMs
- ❑ Demonstration of UK expertise
- ❑ Knowledge Networking
- ❑ Research Coordination

## *Should there be an EU LowCVP?*



- ❑ Consensus building between multi-stakeholder organisations is rewarding but difficult and often slow
- ❑ Consensus is best reached through evidence-based decision making
- ❑ Engagement with industry delivers more effective policies
  - Voluntary agreements and partnerships are an attractive option to regulation, but are most effective where this remains a clear option
- ❑ Motor industry DG Enterprise bilateral discussions would be enhanced by inclusion of oil companies and NGOs
- ❑ Accountability for targets must be sector specific

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