

*UK Road Transport  
Low carbon pathways to an ultra low  
carbon future.*

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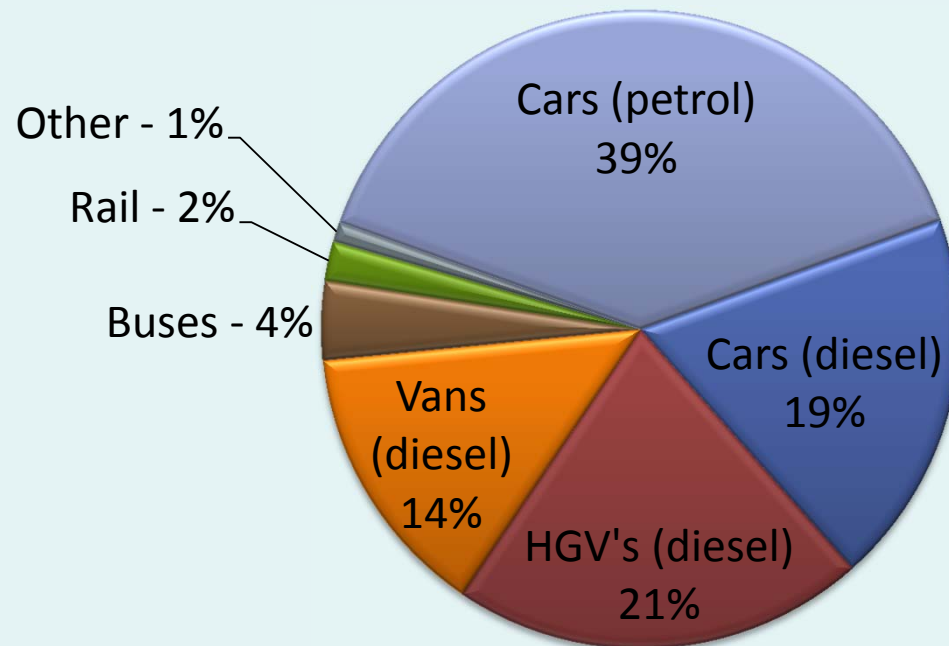
**Thursday, 27 June 2013**

## *Future technology solutions*

- ❑ Development of conventional vehicles will continue to deliver the majority carbon saving from new vehicles in the short term.
- ❑ An increasing range of options will provide flexible solutions
- ❑ Strong Hybrid, Plug-in and ultimately Hydrogen will all play increasing roles as costs come down
- ❑ Concurrently the existing norm of owning and driving a compact vehicle for every journey will change and each change provide opportunities for lower carbon
  - Autonomous vehicles, remove driver influence
  - Change to shared use/ownership enable using the lowest carbon vehicle for each task, and better utilisation of assets.

*Carbon Emissions from surface transport 111 MtCO<sub>2</sub>  
CCC transport fact sheet 2013 (data for 2011) and DfT fuel use data*

**35.5 million vehicles on the road today  
replacement rates around 7% pa.**



## *Existing fleet can make the biggest short term carbon saving*

- ❑ Retrofit technologies for commercial vehicles (Tyres, Aerodynamic equipment)
- ❑ Cleaner fuels can provide the most simple solution (least effort) to a driver with the greatest penetration in the existing fleet where compatible.
- ❑ Different options appropriate to market segments, fuelling solutions and customers
  - Bio Ethanol blend on consumer forecourts
  - Diesel on forecourt or depot based
- ❑ Conversions to Gas operation (CNG, LNG, LPG) for specific markets, high blend Bio options available

## *Creating the supportive policy environment*

- ❑ High level vision of future targets/technology
- ❑ UK success story – London bus fleet

### The needs

- ❑ Consistent and supportive long term policy for low carbon energy options into transport.
- ❑ Joining up the energy impact and the vehicle efficiency (WTW) for better industry and customer information
- ❑ Leveraging complimentary benefits (Air Quality, operating cost)
- ❑ Return of Ambition, in policies ,targets, supply and demand.