



## LowCVP News Release

9 July 2018

### **LowCVP welcomes statement of intent towards zero emissions “Partnership at the heart” of Government’s ‘Road-to-Zero’ strategy**

- LowCVP to play a central role through EV Energy Task Force and definition of ULEVs
- Key contribution to vital HGV, van, bus and taxi agendas, incl. retrofit
- Facilitation of key emissions-related information for consumers

The Low Carbon Vehicle Partnership – the stakeholder partnership which exists to accelerate a sustainable shift to lower carbon vehicles and fuels - welcomes the Government’s Road to Zero strategy which lays the foundations and pathway for the transition of the road transport sector to zero carbon and pollution at the tailpipe.

The LowCVP also welcomes the clear acknowledgment that Government cannot deliver these ambitions alone. Transport Secretary **Chris Grayling** said: “At the heart of this strategy is a commitment to work in partnership with industry, businesses, academia, environmental groups, devolved administrations, local government, consumers and international partners.”

For fifteen years, the LowCVP has been working with government and around 200 stakeholder members to facilitate the rapid introduction of low carbon, low emission vehicles and fuels, with a focus on robust and independent evidence to support the policies, and a broad approach to ensure support across all stakeholders.

The Road-to-Zero strategy places even greater emphasis on partnership and cross-sectoral collaboration, for example in the form of the new EV Energy Task Force (EVET) - which will bring together key stakeholders to ensure the energy system can meet future demand in an efficient and sustainable way – and which the LowCVP will convene.

LowCVP’s Managing Director, **Andy Eastlake**, says: “There’s every reason to believe that the ‘Road to Zero’ objectives can not only be achieved, but significantly surpassed.

“‘Effectively zero emissions’ by 2040 is 22 years away so we welcome the push for most of the fleet to be ULEVs by 2030; the average driver will have several vehicles over this period. It’s important, though, to develop a range of products suited to different drivers needs. The new vehicles being sold today will be a distant memory in 2040.”

“This revolution in mobility and in the technologies we use to get us around can only be achieved if people – government, businesses and householders - work together and pull in the same direction. The strategy helps by focusing us all on where we need to get to and, importantly, also includes some interim steps.”

Key areas of the Road-to-Zero strategy in which the LowCVP already is, or will be, closely involved include:

- The new EV Energy Task Force (EVET) which will put engaging the electric vehicle user at the heart of preparing the electricity system for the mass take up of electric vehicles, ensuring that costs and emissions are as low as possible, and the opportunities for vehicles to provide grid services are maximised.
- The new Road Transport Emissions Advice Group (RTEAG); bringing government, industry and consumer groups together to help ensure clear and consistent consumer messaging and advice on fuel and technology choices including in relation to the ULEV definition, the new WLTP tests and vehicle/fuel labelling.
- The retrofit agenda; ensuring that existing buses, coaches, HGVs, vans and black cabs are as low emission as possible.
- Taxis: the LowCVP is in the process of publishing an Ultra-low Emission Taxi Guide.
- Buses: to build on already significant progress with key impacts on air pollution as well as decarbonisation.
- The fuels agenda, including E10, renewable diesel and biomethane; ensuring that fuels maximise their contribution to lower emissions while guarding against undesirable and indirect consequences.
- Helping to set a clear pathway to reducing emissions from the key freight sector, now responsible for over 30% of the CO<sub>2</sub> emissions from road transport. LowCVP will build on progress already made to verify and accredit the performance of future technologies.

**Andy Eastlake** adds: “Success will only be achieved by considering the whole picture; and accepting that real change only comes from taking a holistic approach that respects how everyone involved will be affected; not just the policy makers or transport industry, but the UK’s millions of businesses, households and individuals.”

“The LowCVP’s great strength lies in being able to help bring this all together.”

**NB The LowCVP’s Annual Conference, which takes place next Thursday, 12 July in Westminster will provide an early opportunity to hear more key stakeholder views on the ‘Road to Zero’.**

The Conference – ‘People, Policy or Product – how far can consumers take the drive to zero emissions’ – will focus on the need to take consumers with us along the journey, so they don’t act as a brake on progress; that there is ‘demand-pull’ as well as ‘supply-push’ for cleaner vehicles and fuels. More:

[lowcvp.org.uk/events/conference](https://lowcvp.org.uk/events/conference)

## NOTES TO EDITORS

The LowCVP ([www.lowcvp.org.uk](https://www.lowcvp.org.uk)), which was established in 2003, is a public-private partnership that exists to accelerate a sustainable shift to lower carbon vehicles and fuels and create opportunities for UK businesses. Nearly 200 organisations are engaged from diverse backgrounds, including automotive and fuel supply chains, government, vehicle users, academics, environment groups and others.

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