

MEDIA RELEASE

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Partnership announces work plans to keep UK at forefront of low carbon transport; programme to complement £500m Government investment

The LowCVP's 2014-15 work programme will:

- **Focus on cutting carbon and boosting growth and jobs**
- **Translate national policy into local action**
- **Develop markets for low emission technology on trucks, vans, buses**
- **Map out the low carbon transport infrastructure required**
- **Develop opportunities for low emission micro vehicles (L-category)**
- **Integrate air quality considerations alongside cutting carbon**
- **Support UK Government's transport and environmental strategies**
- **Increase life-cycle consideration of transport impacts**

The Low Carbon Vehicle Partnership (LowCVP), the multi-stakeholder organisation charged with promoting effective policy to deliver carbon reductions from all aspects of road transport, has announced its work programme for 2014-15. The programme has been designed to complement £500m of spending plans just announced by the Government's Office for Low Emission Vehicles (OLEV) to hasten the development and uptake of low carbon vehicles and fuels and improve prospects for UK businesses.

Partly funded by the Department for Transport, the LowCVP works with the support of industry, government representatives, road users, environmental groups and others to help facilitate the shift to low carbon road transport and fuels, and encourage UK growth through related investment, innovation and jobs.

At its tenth anniversary in January 2013, the LowCVP announced the intention of 'moving beyond the tailpipe'. All future projects will be developed with this wider life-cycle perspective of carbon embedded.

A central theme this year will focus on the analysis of wider benefits for UK plc arising from the development of a **vibrant UK low carbon automotive industry** and the influence of policy intervention in that development. The output from this work will be a main component of the LowCVP's Annual Conference (Tuesday, July 15).

There is widely perceived to be a need for **coordination between national policy objectives and actions at the local level** where many of the most important levers of influence exist. The LowCVP will be evaluating how national policy to promote low carbon vehicles can most effectively be translated and

supported into the local and regional policy level. (**Note:** OLEV is to make £35m available in a competition to achieve [‘Ultra Low Carbon City Status’](#) committing to supporting a step change in ULEV adoption through a range of city-based initiatives. There is also £20m to encourage local authorities to encourage adoption of low emission taxis.)

Though cars through their sheer numbers produce most of the CO₂ emissions from road transport, vans are increasingly significant contributors. An element of the LowCVP’s work programme will focus on improving the provision of **information available to van buyers**, enabling them to make more relevant comparisons between types of low carbon van.

There will also be key projects in priority areas of fuels, commercial vehicles, buses and innovation.

The energy used by transport and the carbon in its production is an important, and challenging, area for policy. This year, the LowCVP will examine the **fuels infrastructure** necessary to support the decarbonisation of road transport by 2050 (in accordance with Carbon Plans underlying the UK’s Climate Change Act). The Partnership will also continue to build on its work on the UK policies within transport which will be necessary to meet the EU’s ‘20-20-20’ targets and the Renewable Energy Directive (RED). (**Note:** This activity will complement [Government action on low carbon fuels](#). Additional spending commitments will extend the EV rapid charge network and improve gas refuelling infrastructure.)

The successful Green Bus Fund, based on guidelines developed by the LowCVP, has resulted in the UK being amongst world leaders in the development and adoption of low carbon buses. The Partnership aims to follow this success and further develop policy mechanisms to encourage the adoption of **low emission buses**. (**Note:** OLEV has just announced a commitment to spend at least £30m from 2015 on low emission buses.)

In addition, the LowCVP and its partners will be developing an **accreditation scheme for low carbon HGV** technologies based on real-world track testing. This work will provide an evidence base and methodology on which future policies can be founded.

The LowCVP works to hasten innovation in the area of low carbon vehicles. In 2014-15, the Partnership will focus on the production of a **best practice guide which will concentrate on how to support and secure investment** in the low carbon automotive sector at a regional level incorporating the role of universities and Local Enterprise Partnerships. (The Government has announced £100m spending in [ULEV-specific R&D](#).)

There will also be a new project to identify the emissions saving potential and role of L-category road vehicles such as **quadricycles, electric motorbikes and electric bicycles**.

The LowCVP recently assessed the **air quality implications** arising from the adoption of large numbers of low carbon buses. With concerns over air quality on the rise in the UK and elsewhere, the Partnership proposes to develop an air quality theme in its work over the next year, seeking to ensure that air quality benefits also arise from the process of transport decarbonisation.

The LowCVP Chairman, Darran Messem said: “Exhaust carbon emissions from new cars and other road vehicles have been cut at unprecedented rates over the last decade, helping reduce climate impact and save drivers and businesses money through greater fuel efficiency.

“These environmental improvements have been achieved while the UK motor industry has gone from strength-to-strength, delivering exciting new products, new technologies, economic growth and jobs.”

Managing Director, Andy Eastlake, said: “Our programme for 2014-15 will build on the success achieved by our collaborative approach to policy making which has been evident since the Partnership was conceived over a decade ago.

“We will carry on working to make sure the UK leads the way in both the creation and uptake of low carbon vehicles and fuels.”

The LowCVP has approaching 200 members, most of whom take part in one or more of the UK’s five working groups where the work programme is taken forward. Members of the LowCVP benefit from participation in these collaborative development programmes and the unique research-based insights that flow from them.

New members are welcome to join and help to develop the LowCVP’s ongoing programme of activities.

Visit www.lowcvp.org.uk/projects for full details about the LowCVP’s 2014-15 work programme.

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About the LowCVP

The LowCVP is a public-private, not-for-profit partnership that exists to accelerate a sustainable shift to lower carbon vehicles and fuels and create opportunities for UK businesses. The LowCVP has been - and continues to be - mainly funded by the Department for Transport but with increasing contributions via membership fees and sponsorship/project income. Approaching 200 organisations are members, from diverse backgrounds including automotive and fuel supply chains, vehicle users, academics and environment/not-for-profit bodies.

The LowCVP’s five working groups focus on the main areas of activity and establish project teams for specific tasks. The Partnership’s strategic direction is determined by a Board of leading stakeholders representing the different stakeholder constituencies. The Members Council oversees the work programme and supports the permanent Secretariat which is headed by the LowCVP Managing Director.

For more information visit: www.lowcvp.org.uk