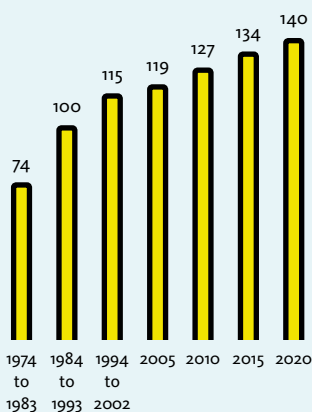


## Accelerating the shift to low carbon vehicles and fuels

The road transport sector produces around a quarter of total UK emissions of carbon dioxide, the main gas implicated in climate change, and the sector's share is growing. If the UK is to meet objectives defined by the Royal Commission on Environmental Pollution – and agreed by the Government – we must cut CO<sub>2</sub> emissions 60% by 2050, compared with 1990 levels.

To achieve these demanding targets, the UK must accelerate the shift to low carbon vehicles and fuels. This is the goal of the LowCVP.

Average annual UK road transport emissions (MT CO<sub>2</sub>) – history and trend projection



### Low carbon road transport newsletter

LowCVP publishes a monthly e-newsletter with news of the latest national and international developments on low carbon and environmental road transport. To subscribe sign up through website home page link: [www.lowcvp.org.uk](http://www.lowcvp.org.uk)

## Low Carbon Vehicle Partnership Parliamentary Briefing

(September 2005)

The Low Carbon Vehicle Partnership (LowCVP) is a stakeholder organisation, established in 2003, as a key part of the Government's 'Powering Future Vehicles Strategy' (2002).

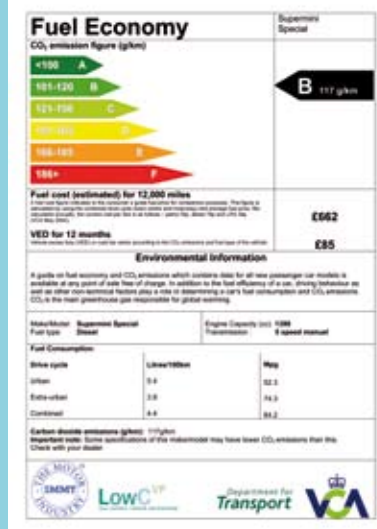
- **Engagement:** To provide a forum for industries and other stakeholders to engage proactively in the shift to low carbon vehicles and fuels.
- **CO<sub>2</sub> reduction:** To contribute to the achievement of UK Government targets for carbon reduction from the road transport sector through advice and action.

- **Policy advice:** To allow stakeholders to liaise on upcoming policy developments and fiscal and regulatory issues and to provide Government with independent input and feedback on the effectiveness of Government R&D and other support programmes.
- **Benefits to 'UK plc':** By taking a proactive role in moves towards a low carbon road transport economy, the UK aims to gain a lead in the road transport technologies of tomorrow; creating favourable conditions for inward investment and for locally-based research and development and innovation.

### Who's in the LowCVP?

The LowCVP has over 170 member organisations from a wide range of sectors including: motor manufacturers, fuel suppliers, government and associated organisations, environmental and other NGOs, road user groups and academic bodies. The Board of LowCVP includes representatives of:

- BMW GB Ltd
- Carbon Trust
- Department for Transport
- Department of Trade and Industry
- Energy Saving Trust
- Ford Motor Co Ltd
- Imperial College
- Johnson Matthey Plc
- Lloyds TSB Autolease
- Local Government Association
- MIRA
- Oxera
- RAC Foundation
- Ricardo
- RSPB
- Travel West Midlands
- Toyota GB Plc



The new car fuel economy label that will help car buyers easily assess the climate change impacts of different cars. The label has been introduced under an industry-wide agreement brokered by the LowCVP. The new label will clearly show that better environmental performance means lower road tax and lower running costs.

## The 'Low Carbon Road Transport Challenge'

The LowCVP has issued a challenge to the UK's transport policy and academic communities to contribute original or innovative proposals to enable the UK to accelerate the shift to low carbon vehicles and fuels and help meet climate change targets.

The 'Low Carbon Road Transport Challenge' is intended to bring forward policy proposals and other initiatives that will be tested and validated by representatives of the Partnership. The best proposals will be presented at a major conference in Spring 2006.

Leading representatives from government, motor, fuels and related industries will be present at the conference and LowCVP will invite a Government minister to respond to the Challenge submissions. The Challenge is supported by the Tyndall Centre for Climate Change Research, a leading academic network which focuses on policy advice to mitigate climate change. The deadline for initial submissions to the Challenge is 16 October.

For more information see: [www.lowcvp.org.uk/challenge](http://www.lowcvp.org.uk/challenge)

## Promoting the responsible introduction of biofuels

Biofuels have the potential to reduce greenhouse gas emissions from vehicles in use. LowCVP has coordinated research to calculate the 'life-cycle' greenhouse gas emissions from the production of bioethanol from wheat. The study concluded that how the fuel is made, and how its by-products are used, strongly affects the greenhouse gas savings of the final product.



The Partnership has also been providing input to the Government's deliberations on the proposed Renewable Transport Fuels Obligation (RTFO). Under the RTFO, fuel suppliers will be required to source an increasing amount of their energy needs from renewable sources – such as biofuels. The LowCVP has undertaken a feasibility study to examine the options for introducing a sustainability assurance scheme within the RTFO and forge an approach to provide incentives for biofuels achieving the greatest greenhouse gas savings.

For more information see: [www.lowcvp.org.uk/resources/reportstudies](http://www.lowcvp.org.uk/resources/reportstudies)

## Understanding consumer attitudes towards low carbon cars

While current incentives are generally too weak to encourage a major shift in consumer behaviour, most car buyers are unaware of the significant cost savings arising from the use of more efficient, 'climate-friendlier' cars, according to research carried out on behalf of the LowCVP.

The average motorist significantly underestimates the total cost of owning a car and many drivers are unaware that Vehicle Excise Duty (VED – annual 'road tax') rates are less for cars producing lower CO<sub>2</sub> emissions.

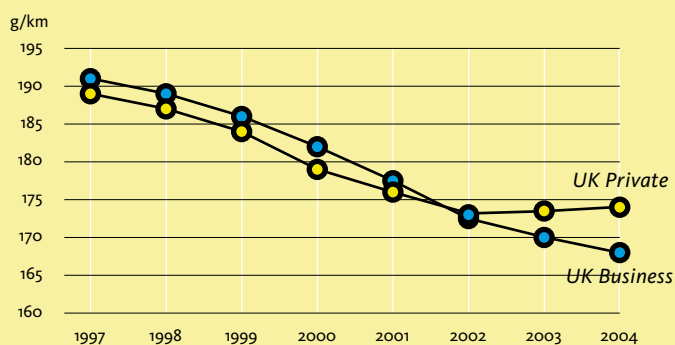
The introduction of a carbon-based Company Car Tax has, however, prompted a significant change in behaviour with the fuel efficiency of the average new company car now below the average car bought for private use.

New policies are needed to reverse the rise in average CO<sub>2</sub> emissions from new vehicles bought by private buyers.

More information: [www.lowcvp.org.uk/resources/reportstudies](http://www.lowcvp.org.uk/resources/reportstudies)



Fleet average carbon dioxide emissions – new vehicles sold



## LowCVP at the party conferences

LowCVP is participating in a range of activities at this year's party conferences to raise awareness of the key issues and communicate more information about Partnership activities.

### LibDem (Blackpool)

- 18 September 2005 (9pm, Windsor Bar) 'Green Groups Reception' (with Norman Baker, tbc)
- 20 September 2005 (9.30pm, Neville Room, Hilton Hotel), 'Low Carbon Road Transport Reception'. (Follows 'Transport Question Time'.)

Organised by The Centre for Reform.

### Labour (Brighton)

- 26 September 2005 (9pm, Albion Hotel), 'Green Groups Reception' (with Elliot Morley, tbc)
- 27 September 2005 (12.30–2pm, Sussex Arts Club), transport and environment seminar with Dr Stephen Ladyman. (Note: Invitation only).

Organised by SERA.

### Conservative (Blackpool)

- 4 October 2005 (6.00–7.30pm, Savoy Hotel), 'Green Groups Reception' (with Oliver Letwin, tbc)
- 4 October 2005 (7.30–10pm, Savoy Hotel), Tory Green Initiative Dinner, (with shadow ministers, tbc).

Enquiries: Tory Green Initiative.

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