

Work Programme – 2010-11 H2

This paper is provided for information and is the result of discussions within the working groups and a prioritisation of the proposed work programme by the Members Council. It has now been agreed with funders and the Board.

1 Introduction

In order to provide greater flexibility in the work programme for 2010-11 LowCVP agreed with funders a work programme for the first half of the year with an illustrative programme for the second half. The programme for the first half of 2010-11 required a budget of £92k and 255 man-days comprising of £56k and 175 man-days of Secretariat resources and £36k and 80 man-days of members contributions.

This document sets out the proposed work programme for the second half of 2010-11 based upon views of LowCVP members, for consideration by funders and the LowCVP Board. Since the original work programme was proposed the expected available funding has been reduced by £35k in the current year. The Partnership, therefore needs to reduce its work programme for the remainder of the year.

Based upon the priorities expressed by members through the Member's Council, the Secretariat propose seven projects should be taken forward, with a budget of £83k and requiring 202 man-days, of which £39k will come from DfT's Freight Logistics Division to fund the continuation of the Partnership's work on HGVs (subject to Ministerial approval) and 60 man-days will come from members' in-kind-contributions.

This will commit all the project budget and 93% of the Secretariat resources available for project work. A further five projects were presented for Members Council to consider and prioritise which are listed as potential alternative projects for inclusion in the current year's work programme.

2 Work Programme 2010-11

The 2010-11 Work Programme H2 was developed to show the projects LowCVP have progressed in the first half of the year and those which will be undertaken in the second half of the year. These projects are grouped under the 5 themes identified in the new LowCVP Strategy, the 5 themes are:

- Incentivising and informing lower carbon choices for cars
- Building the market for lower carbon commercial and public service vehicles
- Facilitating the creation of a successful UK supply chain for low carbon vehicle and fuel technologies
- Tackling market barriers to the use of lower carbon fuels
- Pathways and progress to low carbon transport

In 2009-10, 490 days of Secretariat resources were allocated to delivering the work programme with a budget of £180k for projects available. In 2010-11 this is now expected to fall to 417 days and £175k, including £75k additional funding. Below is a table listing the confirmed, proposed and Alternative projects.

The work programme for 2010-11 is presented below categorised into each of the 5 themes of LowCVP activity. The project descriptions for the projects are provided in the annex.

Theme	Project	Status	£k	Days
Building the market for low carbon commercial and public service vehicles	Low Carbon HGV - Evidence Base	C	£0	20
	Low Carbon HGV – Overcoming barriers (a)	C	£35	40
	Low carbon bus local transport policy toolkit	C	£18	10
Facilitating the creation of a successful UK supply chain for low carbon vehicle and fuel technologies	· Technology readiness guide	C	£3	10
	· Mapping of facilities	C	£3	10
	Technology Challenge – Commercial Vehicle Aftermarket	C	£9	25
Incentivising and informing lower carbon choices for cars	Informing the development of improved vehicle labelling	C	£8	20
	Changing car buyers’ attitudes and behaviour - scoping study	C	£0	10
	Promotion of the used car label	C	£0	25
	Evaluation of the used car label	C	£6	25
	Stimulating activity by local authorities (scoping)	C	£5	20
Tackling market barriers to use of lower carbon fuels	Support for the implementation of the RED & FQD	C	£0	20
	Biomass for power, transport and heat – equalisation of benefits (scoping)	C	£0	5
	Input to the EU ILUC consultation	C	£5	15
	Total projects confirmed previously		£92	255
Building the market for low carbon commercial and public service vehicles	Low Carbon HGV – Overcoming barriers (b) (subject to DfT making funds available and Ministerial approval)	P	£39	40
	Understanding van procurement and purchasing behaviour	P	£0	30
Facilitating the creation of a successful UK supply chain for low carbon vehicle and fuel technologies	Low Carbon Vehicle Supply Chain Entry	P	£2	55
Incentivising and informing lower carbon choices for cars	Disseminating best practice in environmental marketing with Partners	P	£10	40
	Continued promotion of the used car label	P	£0	20
Monitoring progress and tracking pathways to lower carbon transport	Alternative life cycle metrics to tailpipe CO2	P	£10	10
	Road transport technologies 2020-2030	P	£22	20
	Total projects proposed		£83	215
	Total projects		£175	470
Incentivising and informing lower carbon choices for cars	Stimulating activity by local authorities	A	£15	20
	Implications of ownership models of EVs for residual values	A	£15	10
	Changing car buyers’ attitudes and behaviour (hold over to new financial year)	A	£20	20
Monitoring progress and tracking pathways to lower carbon transport	Synergies between road safety and climate change	A	£20	20
	Life time costs as a decision tool for consumers	A	£15	10
Tackling market barriers to use of lower carbon fuels	Biomass for power, transport and heat – equalisation of benefits (FWG seeking to secure additional resources)	A	£25	20
	Total alternative projects		£110	100

2.1 Incentivising and informing lower carbon choices for cars

This programme area builds upon LowCVP's extensive and successful activities to strengthen consumer information through showroom labelling, advertising and marketing best practice. Activity in this area for the coming year is proposed to build upon 2009-10 activities and will initially focus upon: compiling evidence ahead of the European Commission's review of the Labelling Directive; disseminating the best practice in environmental marketing guide; stimulating uptake of the used car label; and developing engagement with local authorities. LowCVP would also undertake scoping activities for projects intended to be taken forward in the second half of 2010-11 or in FY 2011-12, subject to these proving viable and securing the necessary support.

There are two changes from the originally proposed work programme; the evaluation of the used car label was brought forward at the request of DfT, and a new project 'Implications of ownership models of EVs for residual values' has been proposed. The projects proposed to take this activity forward are shown below and described in more detail in the annex.

Incentivising and informing lower carbon choices for cars	Core Funding		Additional		Total		Activity
	Budget (£k)	Days	Budget (£k)	Days	Budget (£k)	Days	
Projects proceeding							
Informing the development of improved vehicle labelling	£8	20	£0	0	£8	20	Policy enabling/Dissemination
Changing car buyers' attitudes and behaviour - scoping study	£0	10	£0	0	£0	10	Research
Promotion of the used car label	£0	5	£0	20*	£0	25	Initiative
Evaluation of the used car label (brought forward at request of DfT)	£6	5	£0	20**	£6	25	Initiative/Monitoring
Total committed to date	£19	60	£0	40	£19	100	
Projects proposed (H2)							
Promotion of the used car label	£0	5	£0	20*	£0	25	Initiative
Disseminating best practice in environmental marketing with Partners	£10	20	£0	20*	£10	40	Initiative/Dissemination
Total committed and proposed	£29	85	£0	80	£29	165	
Alternative projects							
<i>Changing car buyers' attitudes and behaviour (Alternative)</i>	£20	20	£0	0	£20	20	Research
<i>Stimulating activity by local authorities (Alternative) take forward under comms</i>	£5	20	£0	0	£5	20	Dissemination
<i>Implications of ownership models of EVs for residual values (Alternative)</i>	£15	10	£0	0	£15	10	Research

* Expected to form part of the in kind contribution from the motor industry via SMMT and RMIF

** Expected to form part of the in kind contribution from the motor industry via SMMT

2.2 Building the market for lower carbon commercial and public service vehicles

LowCVP has, and continues to undertake, a broad spectrum of work on low carbon buses, trucks and vans. While work on buses will reduce from the high level of activity in recent years, activity relating to light and heavy commercial vehicles will increase significantly and has been identified as a priority for DfT. During the first half of 2010-11 activity focused on: supporting local policy enablement for buses; and developing definitions of low carbon HGVs. Activity for the remainder of the year will focus identifying barriers and how to overcome these for HGVs and provision of information for vans buyers.

Within the current financial constraints outlined in this paper it will be impossible for the LowCVP to support all the activity relating to trucks which the Freight Logistics Division of DfT sees as a high priority. In particular the LowCVP does not have the resources to undertake the projects on overcoming barriers for Low Carbon HGVs in this theme without additional resources being made available. A decision is likely to be forth coming in October.

Building the market for low carbon commercial and public service vehicles	Core Funding		Additional		Total		Activity
	Budget (£k)	Days	Budget (£k)	Days	Budget (£k)	Days	
Projects proceeding (months 1-6)							
Low Carbon HGV - Evidence Base	£0	20	£0	0	£0	20	Policy enabling
Low Carbon HGV – Overcoming barriers (a)	£0	0	£35*	40	£35	40	Policy enabling
Low carbon bus local transport policy toolkit	£15	10	£0	0	£15	10	Policy enabling
Total committed to date	£15	30	£35	40	£50	70	
Projects proposed (H2)							
Low Carbon HGV – Overcoming barriers (b)	£0	0	£39**	40	£39	40	Policy enabling
<i>Understanding van procurement and purchasing behaviour</i>	£0	30	£0	0	£0	30	Research
Total committed and proposed	£15	60	£74	80	£89	140	
Alternative projects							
<i>No alternative projects</i>							

* FLD division of DfT procuring directly

** FLD division of DfT assumed to be providing additional funding

2.3 Facilitating the creation of a successful UK supply chain for low carbon vehicle and fuel technologies

Since its creation LowCVP has undertaken a diverse portfolio of work to support research activities and supply chain companies with early work focused on supporting the successful establishment of Cenex and support the development of the Low Carbon Transport Innovation Strategy. Activities to support innovation in the sector have comprised a larger element of the work programme in recent years with a range of valuable outputs including the Technology Challenge, work on engaging with investors including creating networking opportunities. It is proposed to continue this area of activity by support for cleantech automotive SME's. In addition, the Partnership will seek additional funding in order to undertake projects to help strengthen the UK supply chain for low carbon automotive technologies. This is an area of activity which both BIS and the Office for Low Emission Vehicles have expressed interest in.

One project will require additional funding in order to be implemented in full. Since this has yet to be secured we propose to undertake initial scoping activity to develop the Partnership's proposal and help draw out potential co-funders. If further funding is not available the Partnership's investment in this activity will be constrained in the second half of the year.

The originally proposed project into new approaches to strengthening support available to cleantech companies has now developed into two workstreams; a technology readiness guide and mapping of facilities for cleantech companies.

Facilitating the creation of a successful UK supply chain for low carbon vehicle and fuel technologies	Core Funding		Additional		Total		Activity
	Budget (£k)	Days	Budget (£k)	Days	Budget (£k)	Days	
Projects proceeding (months 1-6)							
New Approaches to strengthening support available to cleantech companies, comprising of;							
• Technology readiness guide	£3	10	£0	0	£3	10	Research
• Mapping of facilities	£3	10	£0	0	£3	10	Research
Technology Challenge – Commercial Vehicle Aftermarket	£8	25	£1	0	£9	25	Initiative
Total committed to date	£14	45	£1	0	£15	45	
Projects proposed (H2)							
Low carbon vehicle supply chain entry	£2	55	£0	0	£2	55	Research
Total committed and proposed	£16	100	£1	0	£17	100	
Alternative projects							
<i>No alternative projects</i>							

2.4 Tackling market barriers to use of lower carbon fuels

One of LowCVP's principal achievements has been its development of accreditation systems to distinguish more sustainable biofuels. With the creation of the Renewable Fuels Agency, LowCVP's role in promoting sustainable biofuels along with the balance in the work programme between biofuel issues and other energy vectors is being re-evaluated. Initially in 2010-11 the focus remained on biofuels and in particular activity focused on supporting the implementation of the Renewable Energy Directive (RED) and the Fuel Quality Directive (FQD) into UK law and the EU consultation on Indirect Land Use Change (ILUC).

Tackling market barriers to use of lower carbon fuels	Core Funding		Additional		Total		Activity
	Budget (£k)	Days	Budget (£k)	Days	Budget (£k)	Days	
Projects proceeding (months 1-6)							
Support for the implementation of the RED & FQD	£0	20	£0	0	£0	20	Policy enabling
Biomass for power, transport and heat – equalisation of benefits (scoping)	£0	5	£0	0	£0	5	Policy enabling
Input to the EU ILUC consultation	£5	15	£0	0	£5	15	Policy enabling
Total committed to date	£5	40	£0	0	£5	40	
Projects proposed (H2)							
No new proposed projects in H2							
Alternative projects							
<i>Biomass for power, transport and heat – equalisation of benefits (Alternative) FWG to consider securing additional funding if they wish to progress</i>	£25	20	£0	0	£25	20	Policy enabling

2.5 Monitoring progress and tracking pathways to lower carbon transport

Independent monitoring of the effectiveness of policy has been an important part of LowCVP's historic role, most notably input to the review of the Powering Future Vehicles Strategy and recommendations for amendments to targets (still pending). The broad membership of the Partnership providing an invaluable resource from which to canvass informed opinion and evidence on policy and programme effectiveness. In addition, it is important for the Partnership to effectively input to Government climate-transport policy both as an expert reviewer and to build consensus on the most promising solutions.

	Core Funding		Additional		Total		Activity
	Budget (£k)	Days			Budget (£k)	Days	
Projects proceeding (months 1-6)							
Total committed to date	£0	0	£0	0	£0	0	
Projects proposed (H2)							
<i>Alternative life cycle metrics to tailpipe CO2</i>	£10	10	£0	0	£10	10	Research
<i>Road transport technologies 2020-2030</i>	£10	20	£10	0	£30	20	Research
Total committed and proposed	£20	30	£10	0	£40	30	
Alternative projects							
<i>Synergies between road safety and climate change (Alternative)</i>	£10	20	£0	20	£10	40	Policy enabling
<i>Life time costs as a decision tool for consumers (Alternative)</i>	£15	10	£0	0	£15	10	Research

Annex – Project descriptions

1 Incentivising and informing lower carbon choices for cars

Informing the development of improved vehicle labelling (Confirmed)	
Budget costs - £8k	Resources - 20 days
Activity – Policy enabling/Dissemination	Timing – Q1-Q3
The LowCVP has a number of important pieces of evidence relevant to the review of the Labelling Directive. The intention is to compile the evidence into a pack for use in informing the debate on review of the EU car labelling directive.	
Note - culmination of an extensive programme of activity – previous work would be underutilised if this did not proceed	

Changing car buyers' attitudes and behaviour scoping study (Confirmed)	
Budget - £0K	Resources - 10 days
Activity – Research	Timing – Q1-Q2
This project builds on the Partnership's activity examining car buying behaviours and the action-attitude gap and how to more effectively motivate the choice of lower carbon vehicles. European regulation requires average new car CO ₂ to reduce to 130 g/km by 2015 and for accelerated progress to an indicative 95g/km by 2020. This project will develop a detailed scope of activity to be undertaken (if appropriate) later in the year to review how fiscal and other incentives can assist in achieving these targets and the potential for developing a long-term framework. The project will align with activities examining alternatives to tail-pipe CO ₂ .	
Note – This project was proposed by vehicle manufacturer members of the LowCVP Board.	

Promotion of the used car label (Confirmed) (Proposed to extend into H2)	
Budget costs - £0k	Resources – 5 days (+20 days SMMT / RMIF)
Activity – Initiative	Timing – Q1-Q3
This activity is intended to support the roll-out of the used car label to franchise and other dealers via the SMMT and RMIF ahead of the project evaluation later in the year. Monitoring to be conducted through VCA used car label registrations and downloads and to incorporate car buyers' awareness of the new and used car labels. Marketing activity will promote the scheme.	
Note – To be substantially funded and resourced through SMMT and RMIF in-kind contributions.	

Evaluation of the used car label (Confirmed)	
Budget costs - £6k	Resources – 5 days (+ 20 SMMT / RMIF)
Activity – Monitoring	Timing – Q2
This is intended to provide a robust assessment of the roll-out of the new and used car labels and the impact on car buyer awareness and attitudes to low carbon/fuel efficient cars. Monitoring to be conducted through VCA used car label registrations and downloads and to incorporate car buyers' awareness of the new and used car labels. In recognition of the recommendation from PCWG new label survey to move to bi-annual survey to be conducted in Q2 2011.	
Note - To be substantially resourced through SMMT and RMIF in-kind contribution. This project was brought forward at the request of the DfT.	

Stimulating activity by local authorities low carbon vehicle network Scoping (Confirmed)	
Budget costs - £5k	Resources – 10 days
Activity – Dissemination	Timing – Q1-Q2
Local authorities are an important stakeholder group in creating demand for low carbon vehicles and fuels and providing a local policy framework; they form part of the LowCVP membership but have lacked a focal point in the Partnership to date. It is proposed initially to undertake a scoping study to understand better the networks local authorities operate through before designing an engagement strategy.	
Note – Discussed with PCWG and received strong support from key stakeholders.	

Stimulating activity by local authorities low carbon vehicle network Implement (Alternative)	
Budget costs - £15k	Resources – 10 days
Activity – Dissemination	Timing – Q3-Q4
Local authorities are an important stakeholder group in creating demand for low carbon vehicles and fuels and providing a local policy framework; they form part of the LowCVP membership but have lacked a focal point in the Partnership to date. It is proposed that this is corrected by establishing a network for local authorities to share best practice on activities that can be taken forward to simulate the market for low carbon vehicles and fuels. This will build upon the results of the scoping study undertaken previously.	
Note – Discussed with PCWG and received strong support from key stakeholders.	

Changing car buyers' attitudes and behaviour (Alternative)	
Budget - £20K	Resources - 15 days
Activity – Research	Timing – Q3-Q4
This project is the outcome of the scoping study undertaken in Q1 and builds on the Partnership's activity examining car buying behaviours and the action-attitude gap and how to more effectively motivate the choice of lower carbon vehicles. European regulation requires average new car CO2 to reduce to 130 g/km by 2015 and for accelerated progress to an indicative 95g/km by 2020. The project will examine through quantitative and qualitative research how car buyers can be persuaded to purchase lower carbon models including the long-term fiscal framework that will support this transition. The project will align with activities examining alternatives to tail-pipe CO2.	
Note – will only proceed if the scoping study is successful and an additional £20k of funding secured	

Disseminating best practice in environmental marketing with Partners (Proposed)	
Budget costs - £5k	Resources - 20 days (+20 days SMMT)
Activity – Initiative	Timing – Q3-Q4
The guide to best practice in environmental marketing of cars and fuels is planned to be launched at the LowCVP annual conference in the summer 2010. This project would focus on initially finalising the guide and then supporting its dissemination and utilisation by the marketing community. The activity would be intended as a joint activity with LowCVP's partners SMMT and ISBA with SMMT taking the lead.	
Note - Important and long standing activity area that complements input to Car Labelling Directive; the effectiveness of significant previous activity would be diminished if this did not proceed	

Implications of ownership models of EVs for residual values (Alternative)	
Budget costs - £15k	Resources - 10 days
Activity – Initiative	Timing – Q3-Q4
There is considerable uncertainty regarding the ownership model to be used for the introduction of EVs, which has major implications for residual values forecasting and ownership claims if a vehicle is sold. This project is intended to scope out these issues and identify any areas which should be investigated further.	
Note – This project has been proposed by members and is additional to the original work programme. In order to proceed funding will need to be secured for this project.	

2 Building the market for lower carbon commercial and public service vehicles

2.1 Trucks

The CV Steering Group has developed a costed 3-year work programme which has been presented to DfT, and which the Department is seeking to take forward. The initial 5 contracts relating to this programme went out to tender in February 2010 and will run into new FY 2010/11. The projects below relate to the work programme presented to DfT and would commence in Q2-Q3 of 2010. This area of activity is likely to be a strong theme for LowCVP in the coming years.

Low Carbon HGV – Evidence Base (Confirmed)	
Budget costs - £0	Resources - 20 days
Activity – Research	Timing – Q1-Q2
This is the first phase of the LowCVP's Low Carbon HGV work programme. The objective of this set of projects is to increase the level of understanding of low carbon technologies for use in HGVs in order to develop a means of accreditation of low carbon HGVs or alternatively for individual low carbon technologies. The evidence base phase was initiated in March 2010 and will complete in Q2 2010. It comprises of tasks 1 – 8 in the Low Carbon HGV work programme and includes 5 projects let by DfT in March 2010, these are: <ul style="list-style-type: none"> • Market Report • Technology Road Map • Technology Testing • Efficiency Modelling • Accreditation and whole vehicle integration The cost of these projects will be borne by DfT Freight Logistics Division directly and will not be included in the Core budget. However, the coordination of these projects will require a considerable degree of project management on the part of LowCVP.	
Note - this work is in progress and is expected to complete during Q2 2010, approximately 75% of resources to be used in FY 2010-11.	

Low Carbon HGV – Overcoming barriers to the adoption of low carbon HGVs (Confirmed)	
Budget costs - £74k (not from core)	Resources - 80 days
Activity – Policy enabling	Timing – Q2-Q3

This is the second phase of the LowCVP's Low Carbon HGV work programme and leads on from the 'Low Carbon HGV – Evidence Base' activity initiated in February 2010 and due to complete in Q2 2010.

The objective of this set of projects is to develop proposals for the accreditation of low carbon technology for HGVs either through a whole vehicle process or for groups of technologies. The first step will be to make recommendations on whether to follow a whole vehicle or technology type approach to accreditation should be taken leading to a decision at the end of Q2 2010 as to which direction in which to proceed. The second step will be to develop in detail the accreditation procedure to support the chosen approach to accreditation.

This project will commence during Q2 2010 and will be completed during Q1 2011. It comprises of tasks 9 – 15 in the Low Carbon HGV work programme. The cost of these projects will be borne by DfT Freight Logistics Division directly and will not be included in the core budget. However, the coordination of these projects will require a considerable degree of project management on the part of LowCVP.

Note – This is not part of the core budget but has been agreed (subject to confirmation with FLD Division) as an additional project to be funded through the GOL.

2.2 Buses

LowCVP has been instrumental in convincing Government to introduce fiscal incentives for low carbon buses, culminating in the revision of the Bus Service Operators Grant (BSOG) and the introduction of the Green Bus Fund (GBF). LowCVP's activity on buses is likely to reduce as a period of policy implementation commences and 1 project is presently proposed

Low carbon bus local authority toolkit (Confirmed)	
Budget costs - £18k	Resources - 10 days
Activity – Policy enabling	Timing – Q1-Q3
The "low carbon bus procurement feasibility study" commissioned by the LowCVP in 2008 identified the need for incentives for low carbon buses to be integrated into the terms and conditions of Quality Partnerships and Contracts entered into by local transport authorities and bus operators regionally, and for appropriate key performance indicators in bus service and supply agreements. The BWG will develop a tool kit incorporating standard T&Cs for inclusion into these legal agreements which can be used as a template by local transport authorities, bus operators and bus suppliers.	
Note – Carry forward from 2009-10	

2.3 Vans

Currently regulations on van CO2 are being developed at a European level. Once complete, LowCVP is likely to have a role in developing national policy and the provision of information in the UK. Activity in the short term is likely to be restricted to developing evidence relating to national policy only.

Understanding van procurement and purchasing behaviour (Proposed)	
Budget costs - £0k	Resources - 30 days
Activity – Policy enabling	Timing – Q3-Q4
The Partnership will look at how best and most appropriately to encourage van buyers to select a light commercial vehicle fit for purpose and with low CO2 emissions. This is intended to follow on from the van CO2 study, and will include the most appropriate metric to use in encouraging the purchase of fit-for-purpose low carbon vans. The project would make recommendations on the form activity should take to encourage the purchase of fit-for-purpose low carbon vans in the UK. This is intended to focus on UK activity and not feed into the van CO2 regulation.	
Note – Carry over from 2009-10. European van CO2 regulation expected to be complete in mid 2011.	

3 Facilitating the creation of a successful UK supply chain for low carbon vehicle and fuel technologies

The Innovation WG that leads in this area has identified and prioritised three topic areas within this theme intended to strengthen:

- The UK supply chain for low carbon automotive technologies (medium priority)
- The support available to cleantech automotive SMEs (highest priority)
- Networking between members and within the wider community (lowest priority).

3.1 Strengthening the UK supply chain

Low Carbon Vehicle Supply Chain Entry (Proposed)	
Budget costs - £2k	Resources – 55 days
Activity – Research	Timing – Q3-Q4
The objective of this stage is to produce a clear scope of activity in this area to and help secure cofunding to take this project forward. The final project, if undertaken, will provide a clearer perspective of how OEMs and Tier1s	

<p>interact with new market entrants considering factors such as product cycle timescales, manufacturer lines, existing supply chains, entrant production capacity/and technology readiness level. It will be undertaken in a series of stages:</p> <ol style="list-style-type: none"> 1. Understand OEM view of working with new entrants 2. Understand New Entrants experiences 3. Understand Tier 1 view of Interacting with new entrants 4. Analyse results, Identify barriers, Propose Interventions <p>Activity will predominantly involve interviewing members of these groups and rationalising and disseminating findings. Recommendations will inform further as well as non-LowCVP initiatives for supporting the sector.</p> <p>Note – Members of the Automotive Council and OLEV have both expressed support for this project. Originally planned to be contracted out, it is now planned to be undertaken in-house by the Secretariat in order to achieve a higher response rate from companies.</p>
--

3.2 Strengthening support available to cleantech companies

New Approaches - Strengthening support available to cleantech companies (Confirmed)	
Budget costs - £6k	Resources – 20 days
Activity – Research	Timing – Q1-Q3
<p>This activity will research new approaches to supporting low carbon automotive companies and respond accordingly with proposals for an initiative. Possible actions range from arranging webinars or events around timely opportunities, web portal development of resources, to deeper engagement with stakeholders such as the finance community. Two specific streams of activity have been defined to take this work stream forward, these are:</p> <ol style="list-style-type: none"> 1. A technology readiness guide 2. The mapping of specialist facilities and their capabilities <p>Note - This project will seek to support and coordinate with directions set by the Automotive Council and Supply Chain and Technology Councils. Care will be taken to ensure this does not duplicate existing initiatives, for example the Transport KTN.</p>	

3.3 Strengthening networking between members and the wider community

2010 Technology Challenge– Commercial Vehicles Aftermarket (Confirmed)	
Budget costs - £20k	Resources – 25 days
Activity – Initiative	Timing Q1-Q3
<p>The objective of this project is to identify and promote appropriate technologies from emerging businesses to major customers and supply chain partners. The approach will follow that of the 2009 Technology Challenge involving a structured application and assessment process, taking note of lessons learned to date. The proposed focus for the challenge is aftermarket technologies for the commercial vehicles sector. As part of the preparation the winners of the 2009 Technology Challenge will be surveyed to assess the impact of and what opportunities were created as a result. Findings will inform and support the design of the competition.</p> <p>Note – requires £11k of sponsorship to be identified</p>	

4 Tackling market barriers to use of lower carbon fuels

Support for the implementation of the RED & FQD (Confirmed)	
Budget costs - £0k	Resources – 20 days
Activity – Policy enabling	Timing – Q1
<p>The implementation of the Renewable Energy and Fuel Quality Directives into UK regulation will be ongoing throughout 2010-11 and beyond. This project will require Secretariat resources in continuing to input to the DfT Stakeholder Group. In addition LowCVP may be required to input into or undertake stakeholder workshops, webinars and other information gathering activities required by DfT.</p> <p>Note –</p>	

Input to the EU ILUC consultation (Confirmed)	
Budget costs - £5k	Resources – 15 days
Activity – Policy enabling	Timing – Q3
<p>Whether, and if so how, to address indirect land use change (ILUC) in biofuels policy remains highly contentious, polarises opinions and creates unusual alliances in favour of different policy options. In 2009 LowCVP provided a valuable paper in response to an EU pre-consultation paper on ILUC options and the MD continued to provide expert input to a range of forums. The EC will be issuing a further paper with policy options in 2010 and the Partnership could examine the options and seek to build an informed consensus with the purpose of both addressing UK Government deliberations and the wider EU debate.</p> <p>Note –</p>	

Biomass for power, transport and heat – equalisation of benefits (Alternative)	
Budget costs - £25k	Resources – 20 days
Activity – Policy enabling	Timing – Q1-Q3
<p>This project is intended to examine and consider the differing levels of support and regulatory regimes operating for different uses of biomass with the aim of identifying and assessing the impact of any inconsistencies and anomalies and developing proposals as to how best these could be realigned to ensure consistency. An initial scoping activity would determine the activity to be undertaken and whether funding to support this activity is available.</p>	
<p>Note – LowCVP would seek full funding for this. FWG to consider securing funding.</p>	

5 Monitoring progress and tracking pathways to lower carbon transport

Alternative life cycle metrics to tailpipe CO2 (Proposed)	
Budget costs - £10k	Resources – 10 days
Activity – Research	Timing – Q1-Q3
<p>In a multi-fuel environment with increasing penetration of a range of biofuels blends, EVs, PHEVs (with widely differing electric range) the use of tailpipe CO2 as the comparator of vehicle CO2 will become increasingly anachronistic. The solution is to move to a lifecycle measure of vehicle emissions that can be used to incentivise vehicle/fuel choices in a technology neutral manner. This study is designed to examine the feasibility and options for developing new metrics and how this could be taken forward. It is considered an early input to what is likely to become a long-term policy direction. LowCVP, through its work on C&S reporting as part of the RTFO has developed considerable expertise in how to approach measuring carbon intensity of fuel. The study would include a review of the embedded energy and carbon in batteries.</p>	
<p>Note – While work is proceeding in this area elsewhere in Europe, LowCVP has unique experience in developing accreditation of the carbon intensity of fuels which will be a valuable input to the discussion of the form this type of metric should take. This project would be delivered through the time and expertise of the Secretariat staff.</p>	

Road transport technologies 2020-2030 (Proposed)	
Budget costs - £20k	Resources – 30 days
Activity – Research	Timing – Q3-Q4
<p>Within reasonable bounds it is now possible to map the likely development of low carbon vehicle and fuel technologies to 2020. Market development from 2020 to 2030 is much more uncertain to predict and model. This work would seek to develop a small number of scenarios for market development over this period in particularly examining how biofuels, EV-variants, significantly downsized and more efficient ICE and possibly hydrogen will compete in different market segments and what will be the main drivers influencing the commercial viability of each of these alternative technologies.</p>	
<p>Note – LowCVP would seek co-funding of £20k for this area of activity ideally through collaboration with the Climate Change Committee.</p>	

Synergies between road safety and climate change (Alternative)	
Budget costs - £10k	Resources – 40 days
Activity – Research	Timing – Q1-Q2
<p>This project builds upon the exploratory conference which LowCVP held on ‘Safety and CO2’ in conjunction with the Parliamentary Advisory council for Transport Safety (PACTS) and the Institute of Mechanical Engineers (IMechE). The conference identified areas of conflict between safety and CO2 but also considerable areas of compatibility with synergistic approaches to improving both safety and reduce CO2 in road transport. This project would explore these issues more fully and identify synergies and how these could be more fully exploited.</p>	
<p>Note – LowCVP would seek a partner to undertake this project through an in-kind contribution.</p>	

Life time costs as a decision tool for consumers (Alternative)	
Budget costs - £15k	Resources – 10 days
Activity – Research	Timing – Q3-Q4
<p>Many ultra low carbon cars rely on technology to deliver greater operating efficiency. This is expected to cause an increase in the purchase cost of vehicles, paid for by lower operating costs. As a result these vehicles are likely to be less competitive on purchase price and manufacturers will need to focus on life time cost benefits. While fleets do consider life time costs, this is less relevant to consumers. This study is intended to investigate how to present cost data in a comparable basis and establish to extent to which the reliance on purchase cost is a barrier to ultra low carbon cars.</p>	
<p>Note – LowCVP would seek co-funding of £15k in order for this project to proceed. The project was not in the original work programme but was proposed by members as a result of the LowCVP Annual Conference.</p>	