Progress through Partnership

LowCVP 6th Annual Conference

8th June 2009

Neville Jackson
LowCVP Chairman

LowCVP
low carbon vehicle partnership

LowCVP is the only multi-stakeholder, membership organisation working to accelerate the shift to low carbon vehicles and fuels

- Diverse membership and perspectives
- Close relationship with key Departments
- Track record of successful initiatives and policy interventions
- Examines barriers to vehicle and fuel issues across the innovation chain
- Work programme focused on
  - Early market adoption
  - Supporting UK technology SMEs

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Key achievements 2008-9

- 6p/km incentive for low carbon emission buses announced
- Successful operation of biofuel carbon and sustainability reporting
  - Sustainability criteria adopted in EU legislation
- Engaging with investors microsite for cleantech SMEs launched
- Extensive Ministerial and Parliamentary engagement
- UK car advertising and buyer surveys and research
- Not for profit company established

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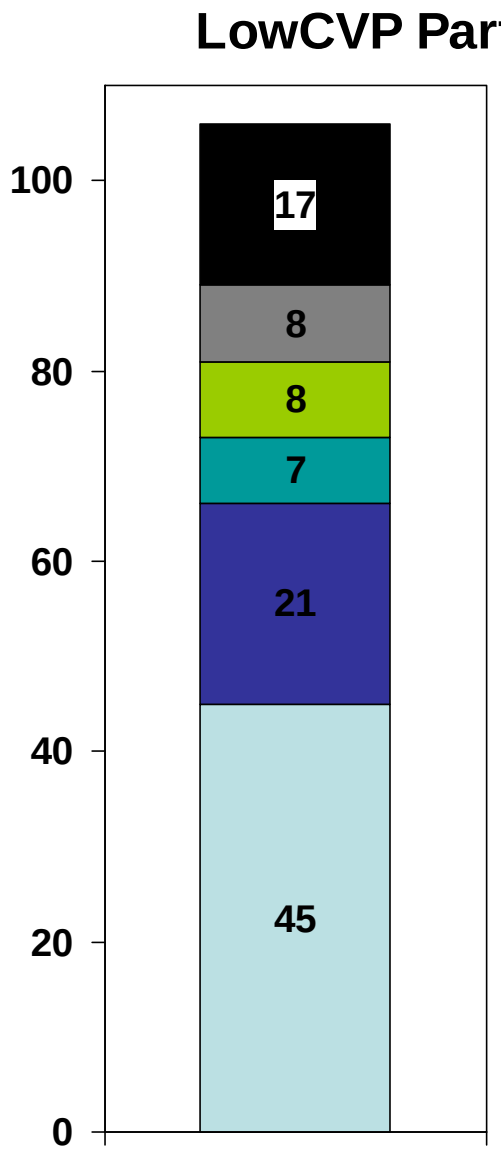
100+ new Partners including ....



environmental protection uk

energy saving trust

cenex

CARBON TRUST

CBI THE VOICE OF BUSINESS

Aston University

Loughborough University

NNFCC

Department for Transport

BERR Department for Business Enterprise & Regulatory Reform

DEPARTMENT OF ENERGY & CLIMATE CHANGE

Go-Ahead

ARVAL BNP PARIBAS GROUP

BVRLA

FTA

bp

UKpia

BRITISH SUGAR

REA

THE MOTOR INDUSTRY SMMT

FIAT

BMW

VOLVO

SAAB

TOYOTA

Ford

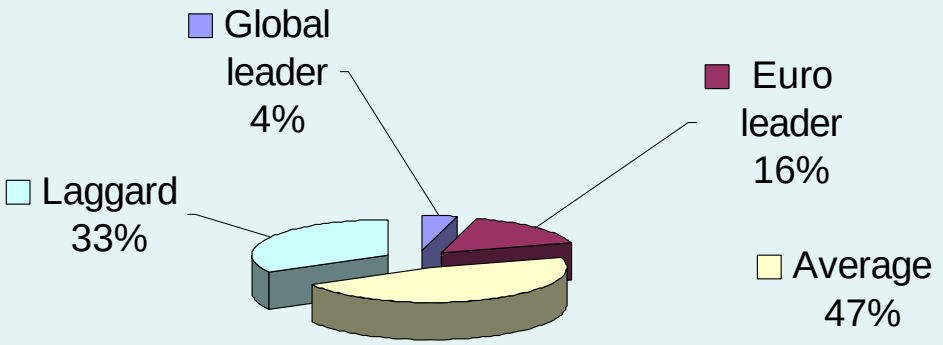
HONDA

LowCVP members believe UK Government is failing to lead in reducing transport emissions - but is doing more than most others!

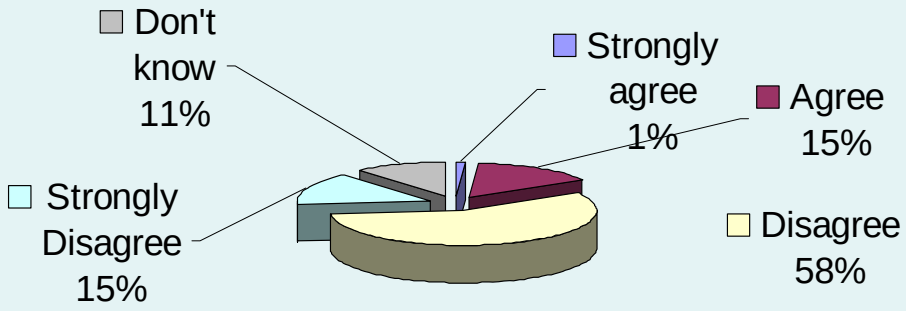
- Ranking of the relative contribution of stakeholders to reducing UK transport emissions:

1. European Government
2. UK Government
3. Motor Industry
4. Environmental Groups
5. Local Government
6. Fuels Industry
7. Drivers

In a global context, how is the UK doing in terms of its initiatives to cut carbon from road transport?



The UK Government currently gives sufficient priority to environmental and, specifically, low carbon transport issues



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91% want a target for road transport emissions

- Government should not “pick technology winners”
  - 61% agree
  - 25% want Government to support a “technology portfolio”
- 85% support a 2020 new car CO2 limit of 95g/km or less
  - 32% think the 2015 target will not be met
- 75% want car advertising rules strengthened

Relative ranking of policy options to reduce emissions.

Measures to:

1. Reduce new car emissions
2. Support specific technologies
3. Reduce the C-intensity of fuels
4. Reduce demand for travel
5. Promote mode shift
6. Encourage eco-driving
7. Price road-use
8. Improve freight distribution
9. Increase use of IT
10. Encourage shared car ownership and use

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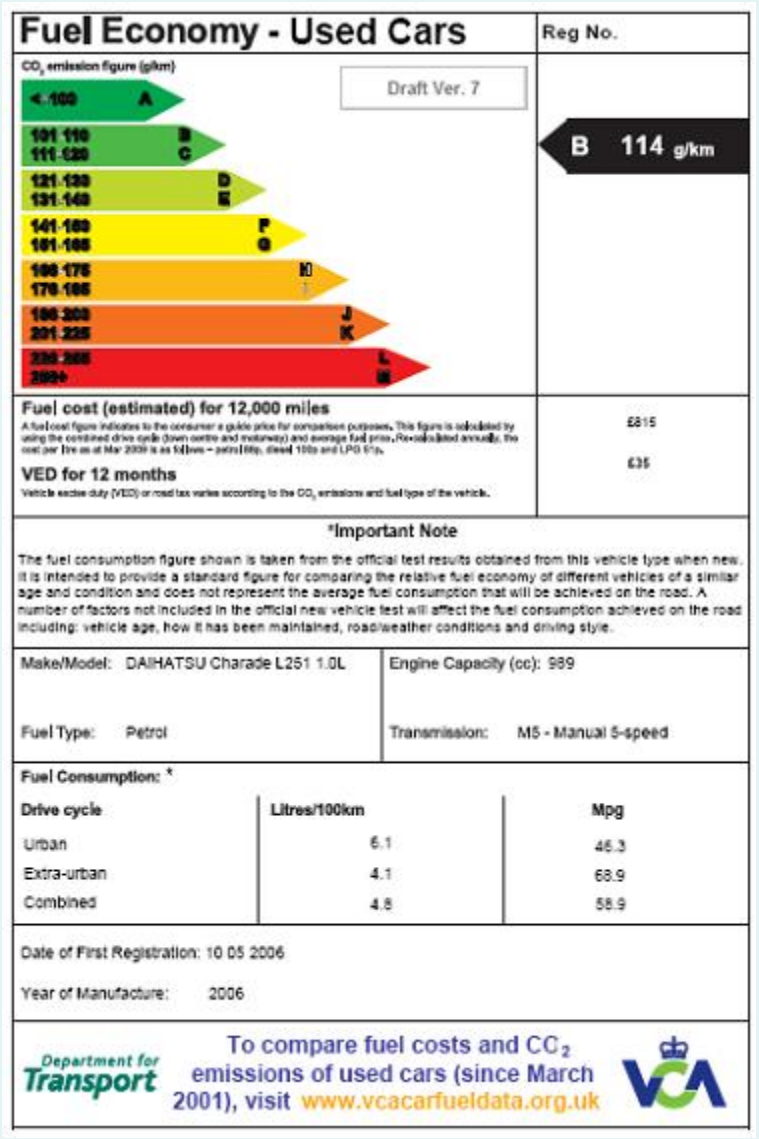
Labelling of nearly new vehicles to commence summer 2009

- Complements “new car” label now in 91% of showroom
- Vehicles up to two-years old to be labelled
  - Older vehicles at dealer discretion
- Year 1 target for 1200 dealers
- Act on CO2 funded publicity campaign
- Roll-out commences from July



Fuel Economy - Used Cars

Reg No.

CO_2 emission figure (g/km)

Draft Ver. 7

A

B C

D E

F G

H I

J K

L M

B 114 g/km

Fuel cost (estimated) for 12,000 miles £815

A fuel cost figure indicates to the consumer a guide price for comparison purposes. This figure is calculated by using the combined drive cycle (town centre and motorway) and average fuel price. Re-calculated annually, the cost per litre as at Mar 2009 is as follows – petrol 98p, diesel 100p and LPG 51p.

VED for 12 months £35

Vehicle excise duty (VED) or road tax varies according to the CO_2 emissions and fuel type of the vehicle.

*Important Note

The fuel consumption figure shown is taken from the official test results obtained from this vehicle type when new. It is intended to provide a standard figure for comparing the relative fuel economy of different vehicles of a similar age and condition and does not represent the average fuel consumption that will be achieved on the road. A number of factors not included in the official new vehicle test will affect the fuel consumption achieved on the road including: vehicle age, how it has been maintained, road/weather conditions and driving style.

Make/Model: DAIHATSU Charade L251 1.0L

Engine Capacity (cc): 989

Fuel Type: Petrol

Transmission: M5 - Manual 5-speed

Fuel Consumption: *

Drive cycle	Litres/100km	Mpg
Urban	6.1	46.3
Extra-urban	4.1	68.9
Combined	4.8	58.9

Date of First Registration: 10 05 2006

Year of Manufacture: 2006

Department for Transport

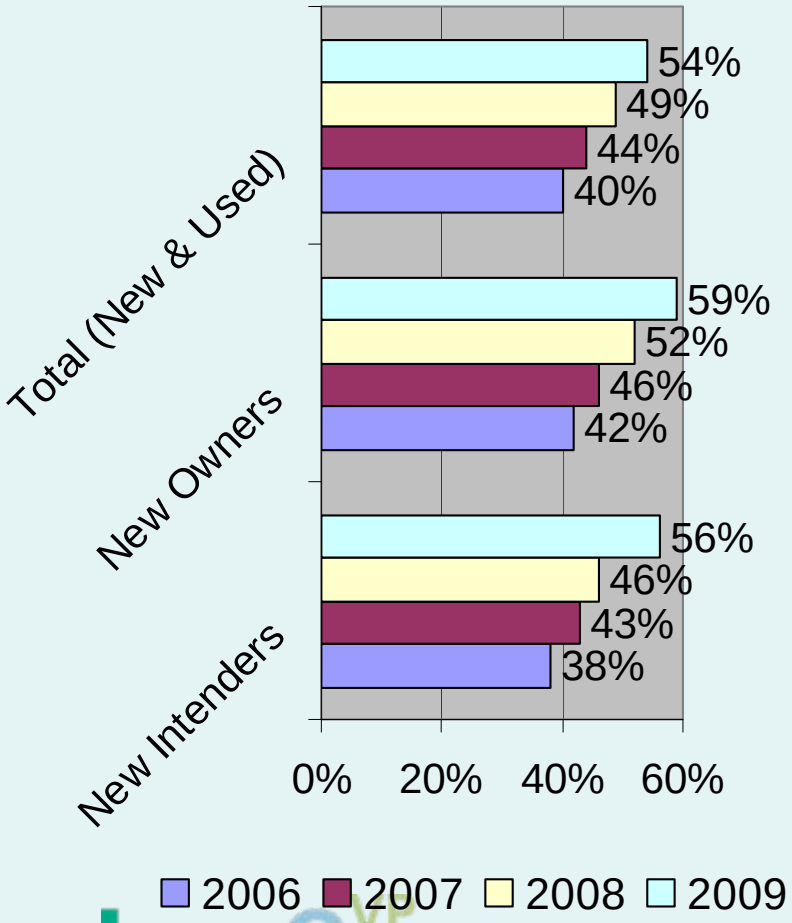
To compare fuel costs and CO_2 emissions of used cars (since March 2001), visit www.vcacarfueldata.org.uk

VCA

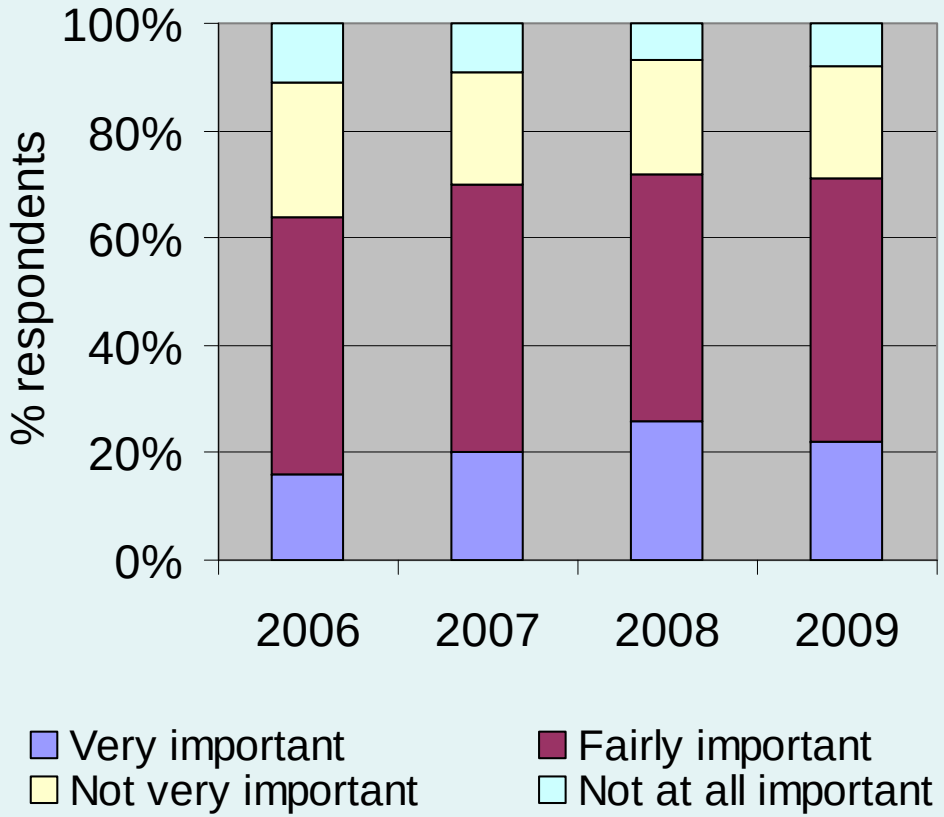
“The Retail Motor Industry Federation welcomes the new proposed Green & Clean CO2 used car labelling scheme. It is a uniform way of advising used car buyers on the cost economies and environmental credentials of used cars they are considering, allowing them to make a more informed choice”.

Awareness of the "new car" label continues to grow – but with falling petrol prices its significance has slightly diminished

% recalling the label



How important, if at all, was the car label in helping you to choose the make or model of your car?



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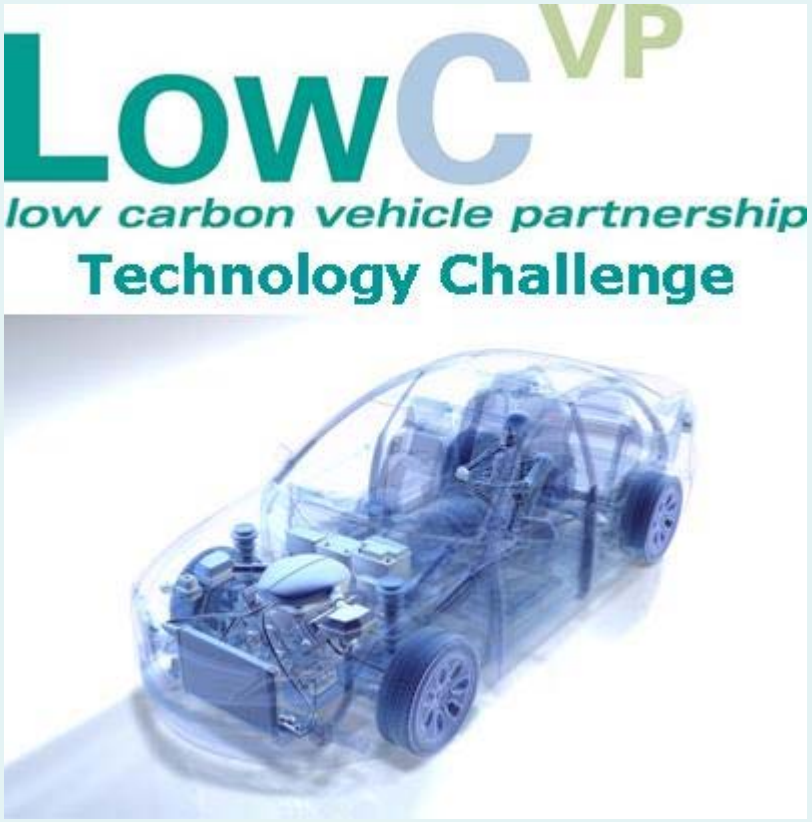
Technology Challenge - stimulating opportunities for SMEs

- Seeking the best, innovative on-vehicle ideas for reducing car CO2
  - Commercially deployable in 3-5 years
  - Compatible or integratable with existing infrastructure
- c10 winners:
  - Showcased to an “Innovation Executive” of automotive technical experts and directors
  - Invited to a seminar of cleantech investors
  - Profiled and publicised
- Expert, independent peer review process – with feedback



Institution of MECHANICAL ENGINEERS

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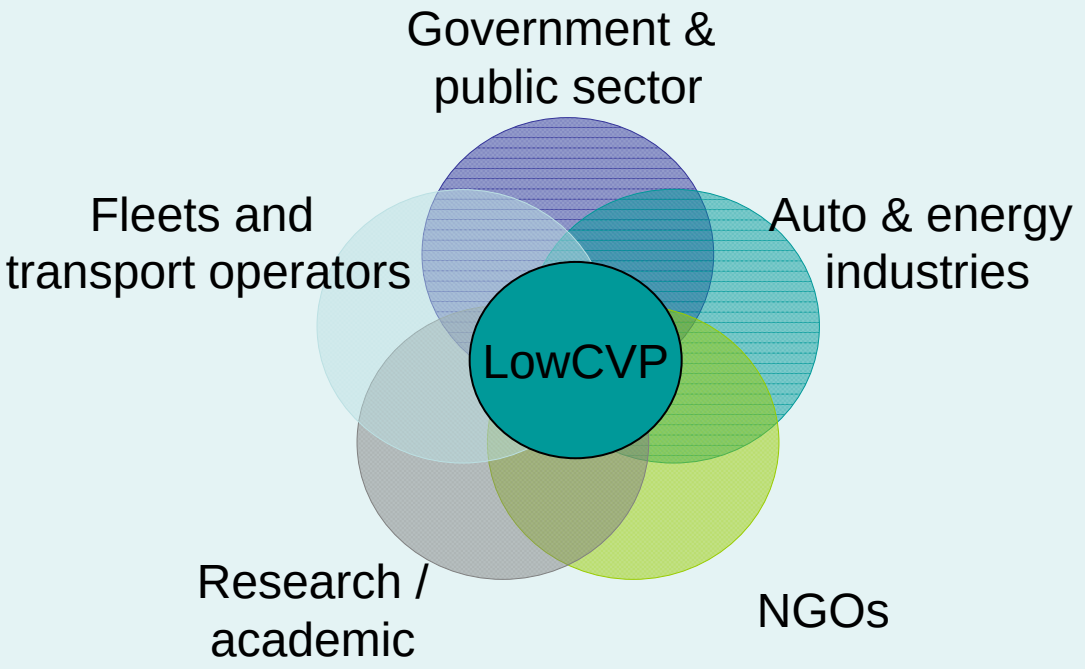
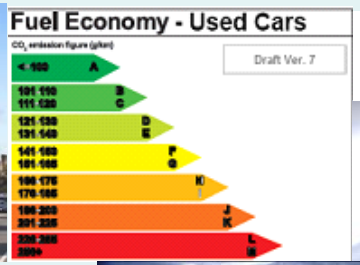
www.lowcvp.org.uk/technology challenge

LowCVP - Progress through partnership

Accelerating a sustainable shift to low carbon vehicles and fuels in the UK

Stimulating opportunities for UK businesses





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SESSION THREE (12-1pm) – Delegate options

Option 1

12:00 Debate: How will the 'credit crunch' and government support for the auto industry affect the shift to low carbon vehicles?

Please remain in this main Conference Room

Option 2

12:00 Progress in advanced and alternative fuels

Please move to Committee Room 5

(Staff will lead the way)

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