

## **NEWS RELEASE**

**28 June 2007**

### **Expert survey shows over 90% want CO<sub>2</sub> target for road transport**

**- First LowCVP survey of opinions of road transport/environment specialists**

- Nearly 70% say EC 2012 target for new car CO<sub>2</sub> emissions is not too tough
- 97% want an EU-wide 2020 emissions target for new cars
- 68% think DfT gives insufficient priority to environment
- A modest majority support biofuels growth

The LowCVP – a stakeholder partnership including 250 leading organisations – has carried out the first wide-ranging survey of the opinions of its member representatives; experts on the subject of road transport and climate change.

The LowCVP's member organisations include most of the leading motor and fuels companies as well as environment groups, government and its agencies, academics, road user groups, transport operators and others.

57% of the responses to the 20-question survey were from representatives of the auto and fuels industries, while 19% were from the NGO and research communities.

The survey covered stakeholder attitudes on a range of issues from European new car CO<sub>2</sub> regulation to biofuels, to car advertising and marketing.

Other highlights of the survey included:

- Stakeholder respondents think the three most effective policies for cutting carbon from the road transport sector are:

- regulatory emissions targets for new cars
- vehicle taxation graduated by CO2
- incentives for low carbon vehicles
- 75% think the UK is either an 'average performer' or a 'laggard' in terms of initiatives to cut carbon from road transport while 25% think it is a "European or Global leader". Meanwhile, 68% of respondents think the Department for Transport gives insufficient priority to environmental (low carbon) transport issues.
- Most of the experts surveyed think the 'EU Government' and 'environment groups' have made the biggest contribution to cutting carbon from UK road transport emissions while 'the media' and 'the fuels industry' have made the least.
- 65% of respondents agree, or strongly agree, that biofuels make a net positive contribution to tackling climate change when all environmental impacts are taken into account; 31% disagree, or strongly disagree. Most respondents (56%) also agree that the UK should support EC proposals to raise the level of biofuels as a proportion of road transport fuels used (39% disagree, or strongly disagree).
- 86% agree, or strongly agree, that road user charging, or other demand management schemes, should take account of CO2 in determining the cost of vehicle use.
- 87% agree, or strongly agree, that the Bus Service Operators' Grant (BSOG) should be replaced with a financial mechanism that offers more incentive for the uptake of low carbon buses.
- 78% agree, or strongly agree, that car advertising should be more strictly regulated, to more actively inform and encourage the purchase of low carbon vehicles. 83% agree/strongly agree that marketing of vehicles strongly influences consumer purchase choices.

Greg Archer, the LowCVP Director, commented: "This LowCVP survey is striking in terms of the high level of agreement amongst very diverse organisations on some of the key climate/transport issues. The results give a strong indication to policy makers of the type of policies favoured by stakeholder experts in this field."

He added: “The new Government should look again at defining clear targets for greenhouse gas reductions from major sectors like road transport to complement their overall objectives.”

**Fuller details of the survey are available from the LowCVP Secretariat (020 7222 8000) and will shortly appear on the website:**

[www.lowcvp.org.uk](http://www.lowcvp.org.uk)

#### Notes to Editors

1. The Low Carbon Vehicle Partnership was established in January 2003 with funding from the DfT and the DTI with a mandate to accelerate the shift to low carbon vehicles and fuels. The establishment of a stakeholder partnership was one of the central actions arising out of the Government’s ‘Powering Future Vehicles’ strategy that identified greenhouse gas emissions reduction as a priority of future transport policy. The Partnership now comprises over 250 members representing government, the motor and fuels industries, vehicle users, environmental groups, consumer representatives and others. The Partnership is coordinated by a secretariat based in central London.
2. The survey was conducted by the LowCVP secretariat during June 2007. It was sent to over 320 representatives of LowCVP member organisations. There was a response rate of 25%.

#### **For further information:**

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