



Accelerating the shift to low carbon vehicles and fuels

Stimulating opportunities for UK business

Foreword



Baroness Kramer
Minister of State
Department for Transport

A successful transport system and a strong economy go hand in hand. Transport connects people with jobs and businesses with markets, binding the country together and helping us compete. It is our job in government to build a transport network that supports growth while also cutting carbon emissions.

We have a long term commitment to decarbonise road transport. While this is a challenge, it is also an opportunity. The market for clean and green vehicles and fuels is expanding rapidly, and Britain is well positioned to be a global leader in that market.

We already have a thriving automotive industry in this country. It employs 129,000 people and is worth £11.2 billion to the UK economy. In 2013 the UK manufactured over 1.5 million cars. But we want the next generation of low emission vehicles to be built here. To sustain and grow this sector, the Government has committed £1 billion to 2020 to develop Ultra Low Emission Vehicles. This is one of the biggest low carbon vehicle support programmes in the world.

We have also launched a £5 million Clean Vehicle Technology Fund providing grants to local authorities to work with operators to retrofit some of the most polluting vehicles. This is our latest step in a major programme of wider measures to help make our air cleaner, and the funding will also secure jobs and growth in the industries delivering the technology. Reducing pollutant emissions from older buses, other heavy duty vehicles, and taxis, in particular oxides of nitrogen (NO_x), demonstrates the government's commitment to improved air quality in our towns and cities, and achieving EU air quality standards.

The Low Carbon Vehicle Partnership is playing a vital role in both programmes, helping us engage with the industry, and ensuring that the investment delivers the very best results. I encourage you to get involved, and help us shape the future of transport both here and around the world.

What is the LowCVP?

The LowCVP is an independent, not-for-profit stakeholder partnership funded through government grants and member contributions. The LowCVP is the only organisation in the UK – or Europe – which brings stakeholders together to facilitate the development of policy and information to accelerate the shift to low carbon vehicles and fuels.

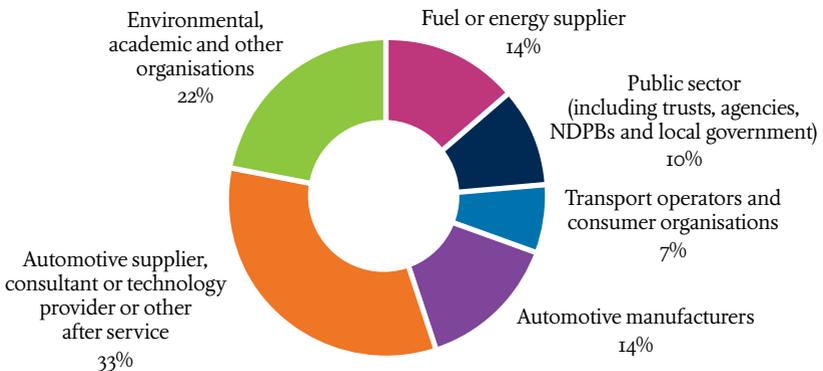
LowCVP members have the opportunity to:

- **Connect:** With privileged access to information, you'll gain insight into low carbon vehicle policy development and into the policy process
- **Collaborate:** You'll benefit from many opportunities to work – and network – with key UK and EU government, industry, NGO and other stakeholders
- **Influence:** You'll be able to initiate proposals and help to shape future low carbon vehicle policy, programmes and regulations.

"Having been associated with the LowCVP for nine years I've observed at first-hand the unique ability of the LowCVP to engage a diverse range of stakeholders in transport. The LowCVP has driven real progress in tackling carbon emissions, promoting investment in low carbon transport, and delivering benefits to UK business."

Darran Messem, Managing Director, Carbon Trust Certification and Director, International, and Chair, LowCVP.

LowCVP members by stakeholder group



Current activities

The Partnership's current work programme which is delivered through its Working Groups (see page 10) and Members Council includes projects which:

- Focus on cutting carbon as well as boosting growth and jobs
- Translate national policy into local action
- Develop markets for low emission technology on trucks, vans and buses
- Map out the low carbon fuels policy and energy options together with the 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 and develop whole life-cycle consideration of transport impacts.

"The LowCVP keeps low carbon issues on the agenda of key stakeholders. The LowCVP's Annual Conference is a leading fixture on the environmental transport calendar and other initiatives, like the Champions Awards, help maintain the momentum."

Claire Haigh, Chief Executive, Greener Journeys and LowCVP Board Member

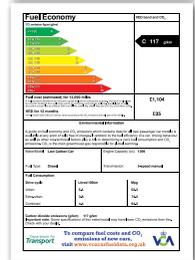
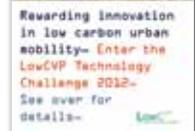
"The LowCVP has played an active and effective role in driving forward the introduction of greener, low carbon buses to the UK market."

Mike Weston, Director of Buses, Transport for London and Chair, LowCVP Bus Working Group



Notable achievements

- 2014 Published twin reports, 'A Fuel Roadmap for the UK' and 'Options and recommendations to meet the RED transport target'
LowCVP commissions research to assess how low carbon policy has influenced auto investment, growth and jobs
LowCVP announces collaboration with Cenex to celebrate Champions Awards during LCV 2014
- 2013 New report on Life Cycle Assessment of Low Carbon Cars launched alongside 2013 Annual Conference which focuses on 'Beyond the Tailpipe' theme
Partnership celebrates ten years of cutting carbon from road transport with Anniversary Reception and Champions Awards
- 2012 Calculations show that LowCVP's activities have contributed directly to carbon savings of over 2Mt CO₂e at a cost effectiveness of £3 per tonne CO₂e
- 2011 Research managed by the LowCVP for Department for Transport leads to launch of Plugged-In Vans grants programme
The LowCVP works with Government to encourage low carbon HGVs leading to £9.5m Low Carbon Truck Programme
- 2010 Best Practice Principles for environmental marketing published by LowCVP with SMMT & ISBA
LowCVP activities result in saving of its one millionth ton of carbon
LowCVP launches used car fuel economy label following success of new car label which is now displayed in over 90% of dealerships
- 2009 The LowCVP supports the delivery of Department for Transport's Green Bus Funds 1 & 2 which are accelerating the introduction of low carbon buses to the UK
- 2008 Successful engagement with Government in the development of new policy initiatives: Low Carbon Transport Innovation Strategy; and removal of barriers to adoption of greener buses
- 2007 LowCVP announces winners of 'CarsNotCarbon' marketing challenge
- 2006 LowCVP announces winners of low carbon road transport policy challenge
LowCVP leads the development of the world's first carbon and sustainability reporting scheme for biofuels, adopted by the Government under the RTFO
- 2005 Successful launch of new car fuel economy label
- 2004 The LowCVP publishes major study on well-to-wheel carbon emissions for bioethanol produced from wheat. Study shows greenhouse gas benefits can vary greatly across different production pathways
- 2003 The Low Carbon Vehicle Partnership was launched as a cross-government collaboration aimed at reducing road transport carbon, as recommended by the Department for Transport's Powering Future Vehicles Strategy



Membership of the LowCVP

If your organisation has a stake in the UK's move to low carbon vehicles and fuels and agrees with the Partnership's membership principles and commitments (see page 7), it can become a member of the Low Carbon Vehicle Partnership.

LowCVP members have the opportunity to:

Connect: With privileged access to information, you'll gain insight into low carbon vehicle policy development and into the policy process.

Collaborate: You'll benefit from many opportunities to work – and network - with key UK and EU government, industry, NGO and other stakeholders

Influence: You'll be able to initiate proposals and help to shape future low carbon vehicle policy, programmes and regulations

LowCVP members also benefit from privileged access to the LowCVP's wide range of information sources, including the LowCVP's membership database and the website 'members area' as well as enjoying discounts to a wide range of conferences, seminars and other events.

The activities of the Partnership are governed through statutory rules.

All members agree to LowCVP's membership principles and commitments and make a membership contribution.

To apply for, or renew, membership submit your expression of interest to the LowCVP Secretariat using the online form at: www.lowcvp.org.uk/about/how-to-join

Please note: The LowCVP annual membership year runs in line with the financial year, therefore membership is due for renewal every 1st of April.

Member contribution by size of organisation and turnover

Charity	£150
Academic	£300
Public sector	£300

Commercial:

Micro <£2M turnover	£300
Small <£10M turnover	£800
Medium <£50M turnover	£1,700
Large >£50M turnover	£3,600



Principles and commitments

Membership of the Partnership is dependent upon complying with the broad principles and commitments below and making an annual membership contribution

LowCVP members agree that:

1. Climate change is an urgent problem requiring greenhouse gas emissions to be substantially reduced locally and globally within a timescale that limits the risk of serious impacts
2. Road transport is an important source of greenhouse gas emissions and must make a significant contribution to reducing its emissions through a combination of improved vehicle technology, use of alternative fuels and low carbon energy together with efficient vehicle use
3. Government, industry and other stakeholders share responsibility for accelerating the supply of, and demand for, low carbon vehicles and fuels
4. The UK should seek to provide leadership to the international community by demonstrating how to achieve a sustainable pathway to a low carbon future and thereby stimulate opportunities for UK-based businesses
5. Working through a multi-stakeholder partnership is an effective means of accelerating the passage to a low carbon future.

Members commit that they will:

1. Through their activities encourage the supply of, or demand for, lower carbon automotive technologies, vehicles or fuels
2. Collaborate constructively with other LowCVP members to develop the market for low carbon vehicles or fuels
3. Support relevant Partnership activities through providing funding, staff resources or other appropriate assistance commensurate with the resources of their organisation
4. Inspire, innovate and lead the development of the market for low carbon automotive solutions by sharing learning and experience when appropriate
5. Promote their participation in the LowCVP and actively support its mission and aims through appropriate channels.

“LowCVP is the place where those who want a cleaner transport sector can come together and find common cause pushing for a better policy environment.”

Dr Doug Parr, Chief Scientist and Policy Director, Greenpeace and LowCVP Board Member



LowCVP Board



1. Darran Messem
Carbon Trust, and Chair, LowCVP

2. Simon Best
Institute of Advanced Motorists



3. Brendan Connor
CENEX

4. Andy Eastlake
Managing Director, LowCVP



5. Dr Paul Gadd
Shell International

6. Claire Haigh
Greener Journeys



7. Mike Hawes
Society of Motor Manufacturers and Traders (SMMT)

8. Guy Heywood
Michelin Tyre PLC



9. Prof Allan Hutchinson
Oxford Brookes University

10. Prof Neville Jackson
Ricardo



11. Rupert Lewis
Department for Business Innovation and Skills (Observer)

12. Phil Margrave
Go-Ahead Group



13. Jay Parmar
British Vehicle Rental and Leasing Association

14. Dr Doug Parr
Greenpeace UK



15. Glenn Saint
Optare PLC

16. Philip Sellwood
Energy Saving Trust (EST)



17. Philip Spittle
Eddie Stobart Ltd

18. Richard Stark
British Sugar, and Chair of the LowCVP Members Council



19. Prof Rob Thring
Loughborough University

20. Rosalind Wall
Department for Transport (Observer)

Membership

A

ADBA
Aeristech Limited
Aero-Dynamique Ltd
Aerotails Ltd
Alexander Dennis
Allied Vehicles Ltd
AMAP - University of Sunderland
Arcola Energy
Artemis Intelligent Power Ltd
Arup
Arval
Aston University
Astra Vehicle Technologies Ltd
Autogas Limited
Automotive Comms
Automotive PR
Autoporto Limited

B

BAE Systems
BEAMA
BIS
BJR Solutions Ltd
BMW (UK) Ltd
BOC
BP
British Sugar Plc
BVRLA

C

Calor Gas Ltd
Carbon Trust
Carmen Data Limited (Comcar)
Carplus
Cenex
Charge Point Services Ltd
Chiltern Transport Consortium
City of York Council
CNG Services Ltd

Commercial Group
Confederation of Passenger Transport
Controlled Power Technologies Ltd
Coventry University
Cranfield University
Cummins

D

David Lemon Consultants
Dearman Engine Company Ltd
DECC
Department for Transport
DGV Distribution
DLC Capital
Drive System Design

E

E4tech
EALABC
ecoConnect CIC
Ecolane
EDF Energy
Customers PLC
ElectrAssure Ltd
Element Energy
Emissions Analytics
Energenics Europe Ltd
Energy and Environment Consultants
Energy Saving Trust
Ensus
EPSRC
European Fuel Oxygenates Association
Evalu8 Transport Innovation Ltd

F	K	O	S	V
FAR-UK Ltd	Knibb, Gormezano & Partners	OLEV	Scania GB Ltd	Vehicle Certification Agency
FEV UK Ltd		Optare Group Ltd	Shell International Ltd	Venson Automotive Solutions Ltd
FIA Foundation	L	Oxford Brookes University	SMMT	Vireol Bio-Industries plc
Fiat Group	Leyland Trucks	Oxford YASA Motors Ltd	Sutherland City Council	Vivergo Fuels
Automobiles UK	Liberty Electric Cars Ltd	Oxy-Gen Combustion Ltd	Sutherland Campbell International Ltd	Volvo Bus Ltd
First Group UK Bus	Libralato Holdings Ltd		Suzuki	
Fleetdrive Electric	Lincolnshire County Council	P	Swansea University	W
Flybrid Automotive Ltd	London Borough of Camden	Palmer PR		Warwick Manufacturing Group
Ford Motor Company	Loughborough University	Pera Innovation Ltd	T	We Are Futureproof
Freight Transport Association	Lubrizon Ltd	Pi Innovo	Technology Strategy Board	Weald EVT
G	M	Powertrain Technologies Ltd	The Caravan Club	WheelRight Ltd
Gas Bus Alliance Limited	MAHLE Powertrain Ltd	Prins UK	The Hardstaff Group	Williams Hybrid Power
General Motors	Mechadyne International	Productiv Ltd	The Open University	WM Associates
GKN EVO eDrive Systems Ltd	Michelin Tyre Plc	PTEG	Tml Precision Engineering Ltd	World Auto Steel
Go-Ahead Group	Microcab Industries Ltd	Q	Toyota Motor Europe	Wrightbus Ltd
Grant Thornton	Millbrook Proving Ground Ltd	Qdell and LHR Express Cars Limited	Transport and Environmental Policy Research	Z
Greenery Fuels Ltd	Mint Green Sustainability	R	Transport & Travel Research	Zero Carbon Futures
Greenwatt Technology	MIRA	R&D Vehicle Systems Ltd	Transport for Greater Manchester	Zeta Automotive Ltd
H	More MPG Now Limited	RAC Foundation	Transport for London	
Honda UK	Motability	Renewable Energy Association	Transport Knowledge Transfer Network	
HPI Ltd		Revolve Technologies Ltd	Transport Research Laboratory	
Hydrogenics GmbH	N	RHK Innovation Ltd	Transport Scotland	
I	National Farmers Union	Ricardo UK Ltd	U	
INEOS Bio Limited	National Franchised Dealers Association	Riversimple LLP	UK Petroleum Industry Association	
Institute of Advanced Motorists (IAM)	National Museum Wales	Road Haulage Association	UKLPG	
Institution of Mechanical Engineers	National Non-Food Crops Centre	RoadGas Ltd	Unipart Group Ltd	
ITM Power	Natural England	Route Monkey Ltd	University of Bath	
J	Newcastle City Council		University of Bradford	
Jaguar Land Rover	Nottingham City Council			
Johnson Matthey Battery Systems				
JouleVert Ltd				

Organisation and history

The LowCVP was established in 2003 with support from the Government's Joint Ministerial Low Carbon Group (DfT, DTI - now BIS, DEFRA, HM Treasury and the Cabinet Office). The Partnership also raises funds through membership fees, events and sponsorships. It is guided by a Board which gives strategic direction.

LowCVP members participate through the Partnership's Working Groups which formulate and develop initiatives. There are currently Working Groups concerned with:

- Buses
- Passenger Cars
- Fuels
- Commercial Vehicles
- Innovation

The work programme is agreed by members, delivered through the Working Groups and overseen by the Members Council. (See current activities, page 4)

The LowCVP Secretariat manages the activities of the Partnership. The Managing Director, Andy Eastlake, leads the Secretariat.

In spring 2009, the LowCVP became a not-for-profit company limited by guarantee.

For information on how to join the LowCVP, please see page 6.



"The LowCVP involves stakeholders in its research activities to provide a strong evidence base on which to build low carbon transport policy."

Professor Allan Hutchinson, Head of the Sustainable Vehicle Engineering Centre, Oxford Brookes University and LowCVP Board member

"LowCVP is in a unique position to bring together the needs and perspectives of the fuels industry, OEMs and NGOs and their research has been instrumental in driving the low carbon vehicle policy agenda."

Ian Allen, Manager Regulatory Affairs,
General Motors UK & Ireland

Transport and climate change



The world is warming as a direct result of a rising concentration of greenhouse gases in the atmosphere. Continuing emissions at current and historic rates is unsustainable and dangerous in the long-term.

If global temperatures rise more than 2°C, the effects become more unpredictable and there's a likelihood of more violent weather events; there's also a higher risk of breaching 'tipping points' leading to dangerous climate change.

Road transport contributes around a fifth of man-made greenhouse gas emissions and the sector's share has been growing.

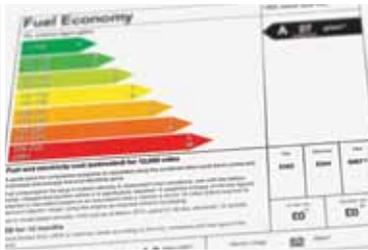
Countries around the world are now investing heavily in low carbon technologies, including in the road transport sector. Increasingly these are seen as the key technologies which will underpin the successful economies of the future.

The UK has an opportunity to be in the vanguard of this new, green industrial revolution and to tackle climate change by accelerating the shift to low carbon vehicles and fuels.



"To have a fifty-fifty chance of stabilising average global temperature at 2°C, humankind needs to reach a greenhouse gas emission peak by 2020 at the latest and then cut energy emissions by around ten per cent annually."

Professor Kevin Anderson, Professor of Energy & Climate Change, University of Manchester & Tyndall Centre for Climate Change Research



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