

The Low Carbon Vehicle Partnership

Promoting the shift to clean,
low carbon vehicles and fuels

Low Carbon Ministers Meeting

22nd November 2004

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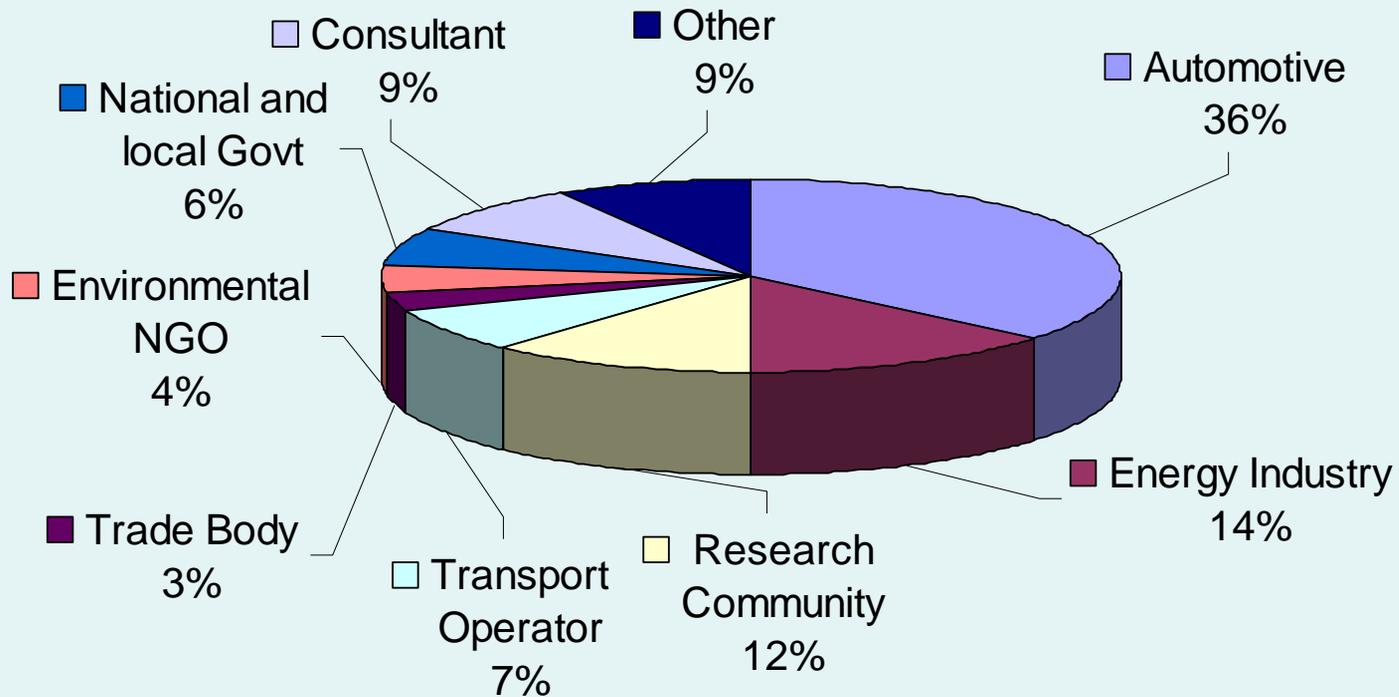
LowCVP mission

“to promote the UK’s shift to clean, low carbon vehicles and fuels while maximising the economic, social and environmental benefits and the potential to create competitive advantage for the UK from the shift.”



E-Mercury electric van
Modec are a recent LowCVP member

148 Members & growing



Voluntary car labelling scheme

- ❑ Voluntary Scheme to be launched in summer 2005 – ahead of EU scheme
- ❑ Collaboration between LowCVP, UK Government and SMMT
- ❑ Bands linked to UK Vehicle Excise Duty CO2 categories
- ❑ Consistent with European Energy Efficiency labels

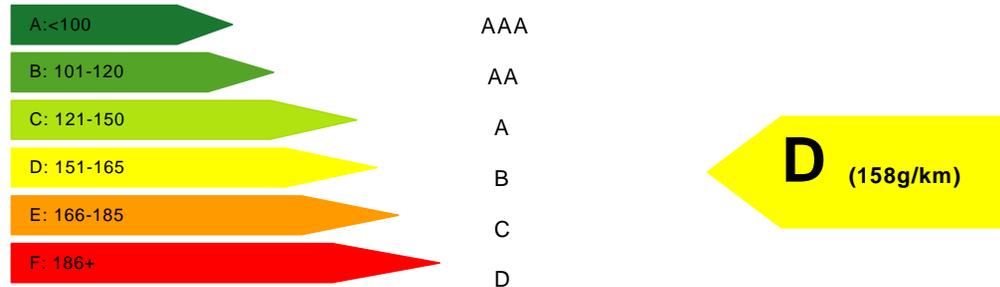
Fuel Economy

Make/ Model	Ford Fiesta 1.4 ZETEC 16V 3 Door 16" Tyre
Fuel Type	Petrol
Engine capacity (cc)	1399
Transmission Type	5 speed manual

Carbon dioxide emissions

grams per kilometre

VED bands equivalents



Running Costs

The fuel cost of running this car for 10,000 miles (16,000 km) is approximately:
£858

Calculated on a combined (town centre and motorway) drive cycle with a base fuel price of 80 pence/litre. Fuel costs may differ from this due to driving behaviour as well as other non-technical factors.

There are other costs apart from fuel costs including road tax (vehicle excise duty - VED). The 12-month VED for this car is currently:

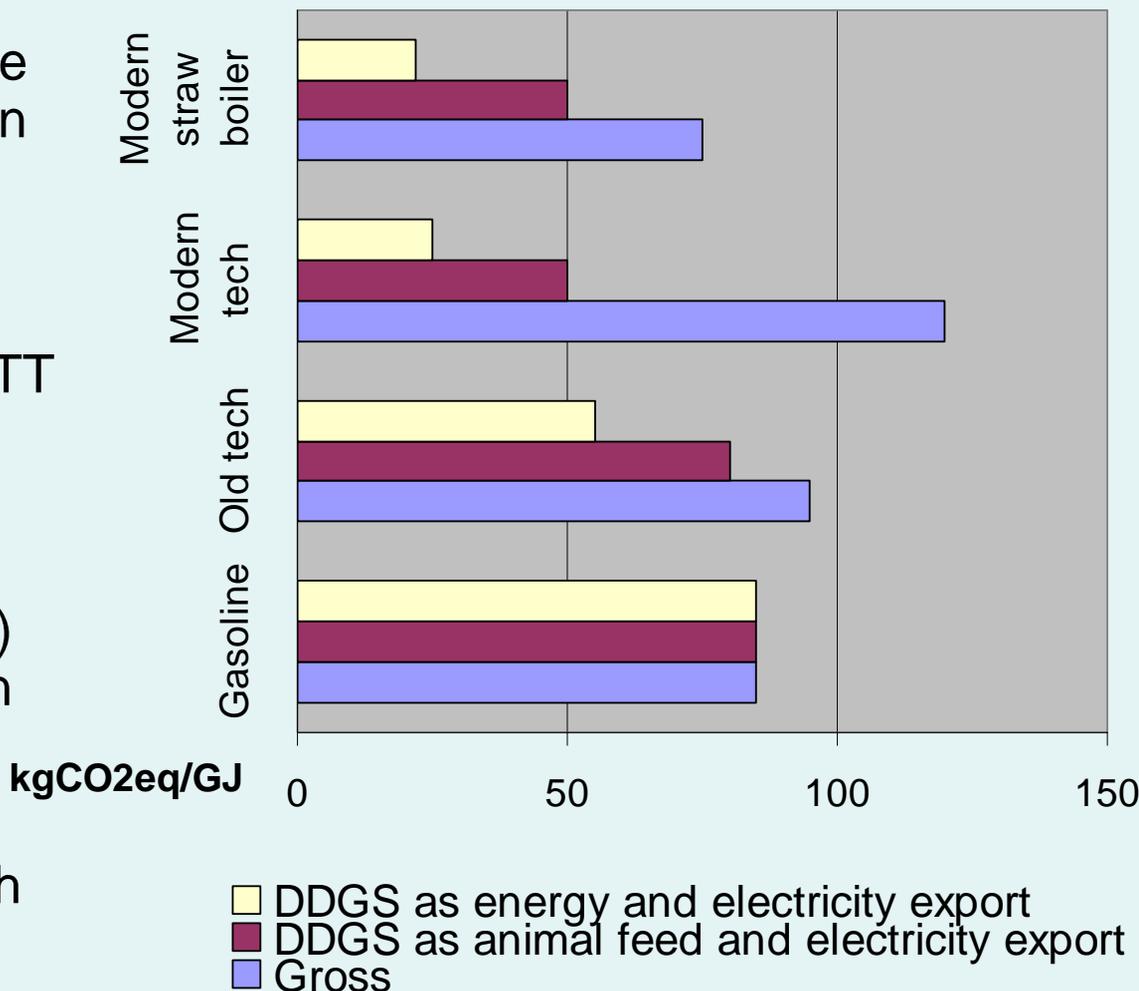
£125

Further information

A free guide on fuel economy and CO2 emissions which contains data for all new passenger car models is available at any point of sale and on the web at: www.vca.gov.uk. Some specifications of this make/model may have lower CO2 emissions than this. Check with your dealer.

Study of carbon-savings through production of bioethanol from wheat

- Research consolidated the findings of 3 WTW studies on C-savings from bioethanol produced from wheat
- All models show lower WTT energy/emissions than gasoline
- Overall savings (and cost) are strongly dependant upon
 - Fuel production methods
 - How by-products such as straw and DDGS are used



Accreditation of biofuels

□ Principles underpinning biofuels accreditation agreed:

- Auditing of biofuels carbon balance
- Sustainable bioenergy crop production
- Protection of primary ecosystems
- Management planning and Environmental Impact Assessment

□ Accreditation mechanisms being developed



Centre of Excellence for Low Carbon and Fuel Cell Technologies



Holywell Campus,
University of Loughborough

- ❑ To be launched in Spring 2005, Loughborough, Leicestershire
- ❑ Industry led organisation supported with initial €10M seed funding for 5 years
- ❑ Address market failures of linking academia, supply chain and OEMs
- ❑ Demonstration of UK expertise
- ❑ Knowledge Networking
- ❑ Research Coordination

Other activities in 2004

- ❑ Response prepared to the TransportEnergy consultation
- ❑ Advice provided on the future of Voluntary Agreements with Car manufactures
- ❑ Low Carbon buses defined to support the Bus Programme
- ❑ Supply Chain database developed
- ❑ Research into barriers to purchase of low carbon vehicles
- ❑ Proposals in preparation for ECA's to encourage purchase of energy efficient equipment for commercial vehicles
- ❑ Strategic review initiated



Citaro, TfL Hydrogen fuel cell bus at the LowCVP / EST Green Vehicle Expo at the Labour Party Conference, Brighton