



Zemo Partnership's Andy Eastlake

Microvehicles ready to enhance green fleet options

It's hard to believe that a year has passed since the Government's landmark Transport Decarbonisation Plan (TDP) was published. An announcement from the Department for Transport marked the event, highlighting key areas of progress. High up that list were advances towards a zero emission vehicle mandate, a £200m commitment to demonstrate zero emission HGVs and progress in actions to support active travel.

Zemo Partnership and our members have been closely involved in developing policy in many (perhaps most) of the key actions proposed in the TDP. For example, Zemo, working with the Motorcycle Industry Association (MCIA), gained a prominent mention in the context of realising the potential of zero emission powered light vehicles ('L-category') to contribute to the Plan's actions designed to deliver net zero transport in the UK.

The Government recently launched [a consultation](#) on ending the sale of new non-zero emission L-category vehicles following the publication of Zemo's joint government and industry '[Action Plan](#)' for zero emission powered light vehicles, published in February. The Government says it will continue to work with Zemo and MCIA to realise the full potential of the zero emission L-category sector.

This has been a long-term, slow-burning initiative over several years and it's great to see it beginning to bear fruit. Choosing the right vehicle for the right journey is a mantra many of you will have heard me mention before; cutting emissions is about improving the ways we do things as well as the technologies we use to drive our transport. Using smaller, zero emission vehicles for shorter-journeys including deliveries and a range of other purposes in space-limited and, often, polluted urban centres is increasingly a 'no brainer'. It's great to see so many innovators and entrepreneurs are aware of the opportunity and are supplying more and more potential products to fill it.

L-category vehicles range from light two-wheelers (including mopeds and many scooters) to heavy quadricycles. The sector is dominated by motorcycles but Zemo and partners believe that other sub-categories of vehicle in this sector could also make a significant contribution to our aims in terms of cutting carbon and pollution.

The Government's consultation proposes that the sale of new non-zero emission motorbikes and mopeds will be ended by 2035 at the latest, with sales of some sub-categories ending earlier, in 2030. (Should any readers wish to respond to the consultation, the deadline is 22 Sept.) Zemo is working to create a community to grapple with the opportunities for powered light vehicles. We aim to host a 'PLV village' at the Cenex-LCV 2022 event at UTAC – Millbrook on September 7-8. Alongside this, we plan to launch a feasibility competition with the money from the Department for Transport (£350k was promised in the recent TDP anniversary announcement) supporting our initiatives in this space. The competition will help industry develop a manufacturing base for small, emission-free vehicles which could create many new jobs and, ultimately, lead to the production and distribution of new, 'green' powered light vehicles within the sector.

FURTHER INFORMATION

www.zemo.org.uk