

Tackling the Environmental Impact of Transport

Presentation by David Jamieson MP
to the Institute for Public Policy Research
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Current situation in the UK

- Climate change - a long-term challenge for Government
- Transport: - is a major source of local air pollution and noise
 - produces 20% of the UK's Carbon Dioxide emissions
- half million more people are working over the last 5 years
- increasing demand for travel puts more pressure on transport system

10 Year Plan for Transport

- Government has a balanced approach to investment in different transport modes.
- Transport objectives are to:
 - tackle congestion
 - improve reliability
 - make journeys safer
- and meet social and environmental obligations
- Not enough time to judge 10 Year Plan but there is progress
- Total bus passenger numbers rising after years of decline

Transport and the Environment

- Government is increasing people's choice about how they travel
- Aim and strategy to:
 - reduce vehicle emissions
 - reduce the need to travel, using planning policies
 - promote alternatives to the car
 - reduce Strategic Road Network's environmental impact, e.g. noise, landscapes and biodiversity
 - reduce traffic's impact on communities, e.g. noise, disruption and safety

Powering Future Vehicles Strategy

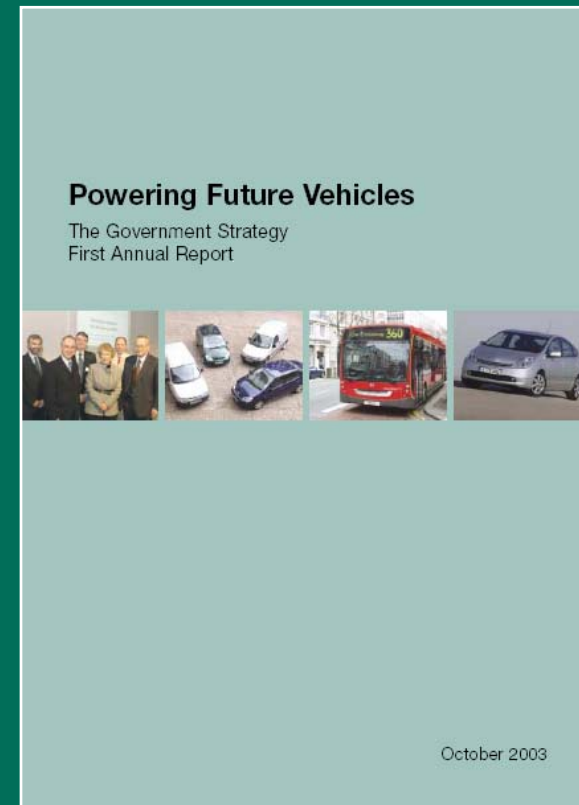
Department for
Transport

- Cross-Government strategy with objectives to:
 - promote the development and take-up of new vehicle technologies and fuels; and
 - involve the UK automotive industry
- Energy White Paper 'Our Future - Creating a Low Carbon Economy' built on this foundation:
 - Identified major role for EU Voluntary Agreements
 - Assessing implications of hydrogen and biomass based fuels

Powering Future Vehicles Strategy

Department for
Transport

- First Ministerial Group Annual Report published today
- Highlights include:
 - Low Carbon Vehicle Partnership started
 - Ultra Low Carbon Car Challenge - results out today
 - HyTrans demonstration hybrid diesel light goods vehicles
 - Low Carbon Bus Programme



Low Carbon Vehicle Partnership

Department for
Transport

- Action and advisory body
- High-calibre board and over 100 members
- Brings together stakeholders to introduce low-carbon vehicles
- In its first year:
 - Four working groups up and running
 - recommendations on meeting bus target
 - recommendations for Pre-Budget Report



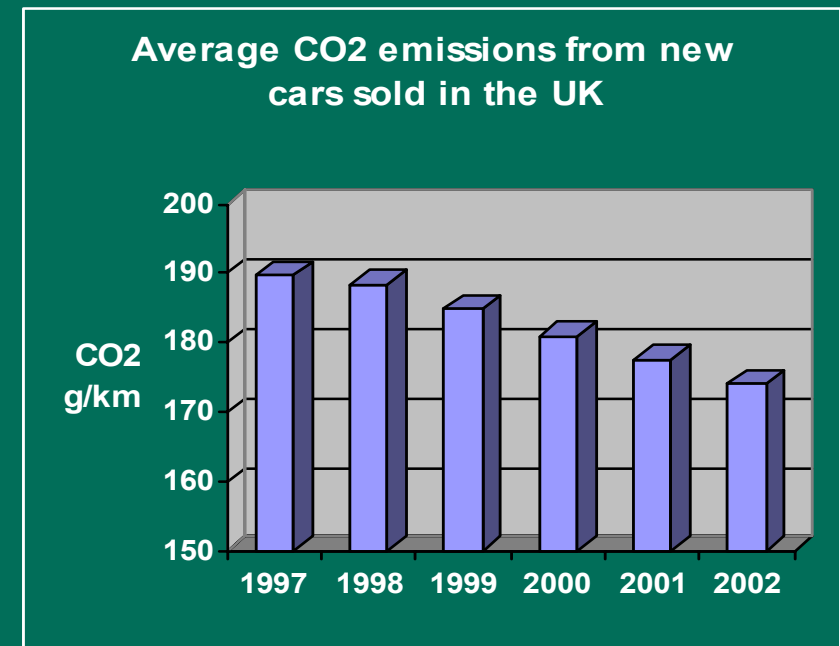
Taxation measures

- CO2 linked Company Car Tax and VED (road tax)
- duty incentives for cleaner fuels incl. biofuels and road fuel gases
- 20p/litre duty incentive for biodiesel - bioethanol incentive in 2005
- duty incentive for sulphur free fuels from September 2004
- a future duty exemption for hydrogen for a limited period



Action on a European level

- 'Euro' emission standards over last decade cut particulates and oxides of nitrogen emissions from traffic by 50%
- tighter regulatory standards for vehicles entering the market from 2006.
- European Voluntary Agreement can reduce average new car CO2 emissions to 140g/km by 2008



Action at a local level

- Local solutions to local transport problems
- Tens of thousands of local schemes are improving local communities
- School Travel Plans produced by schools and local authorities

with £50m over the next 2 years to support:

- safer routes to school
- local speed restrictions
- dedicated cycle ways, and
- improved public transport provision

Conclusion

- Transport is a major source of greenhouse gases, air pollution and noise
- Government is committed to reducing environmental impacts
- Powering Future Vehicles report shows progress but much still to do
- Government is taking action by:
 - encouraging use of clean low-carbon vehicles and fuels
 - engaging key stakeholders
 - using planning powers to reduce the need to travel
 - promoting alternatives to the private car