



## **NEWS RELEASE**

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### **Partnership issues 'challenge' to inspire new policy proposals and initiatives to reduce climate impacts of road transport**

The Low Carbon Vehicle Partnership is today issuing a challenge to the UK's transport policy and academic communities to contribute original or innovative proposals to enable the UK to accelerate the shift to low carbon vehicles and fuels and help meet climate change targets.

By 2050 the UK Government aims to reduce UK emissions of carbon dioxide by 60%. Road transport contributes around a quarter of the UK's total emissions of this most significant greenhouse gas. The Government has also set a target for sales of low carbon cars of 10% by 2012. Sales of these vehicles presently represent less than 0.1% of market share.

The 'Low Carbon Road Transport Challenge' is intended to bring forward policy proposals and other initiatives that will be tested and validated by representatives of the 168-member Low Carbon Vehicle Partnership (LowCVP). The best proposals will be presented at a major conference in Spring 2006. Leading representatives from the Government, motor, fuels and related industries will be present at the conference. LowCVP will invite a Government minister to respond to the Challenge submissions.

The Challenge is supported by the Tyndall Centre for Climate Change Research, a leading academic network which focuses on policy advice to mitigate climate change. The Centre will raise awareness of the initiative amongst relevant communities and advise on other aspects of the process.

The Challenge is primarily aimed at those involved in transport/environment policy studies who may be located in 'think-tanks', academia or within other NGOs. Some are already partners in the LowCVP, but a specific intention of the initiative is to engage organisations and individuals who are not yet active in the Partnership. No organisation, inside or outside the Partnership will be excluded from submitting a proposal.

The Low Carbon Vehicle Partnership seeks original or innovative proposals that have the potential to contribute towards carbon reduction targets, including those outlined in the Government's 2002 'Powering Future Vehicles' Strategy. Initial proposals should fall within one (or more) of the subject areas listed below:

- fiscal and regulatory measures
- consumer information
- motor/fuels industry protocols or voluntary measures
- promoting industry co-operation/harmonising the low carbon supply chain

Introducing the Challenge, the LowCVP Director Greg Archer said: "I believe that this is the sort of initiative that the Partnership was created for. I hope that the UK's policy-influencing and academic communities will come forward with some innovative ideas that will help us take some significant steps forward in the battle to mitigate climate change."

"Those taking up the Challenge will have the opportunity to gain significant exposure and publicity for their ideas, enhance the credibility of their proposals and have the potential to influence policy development."

Professor Mike Hulme, Director of the Tyndall Centre said: "Climate Change presents society with immense new challenges, especially in the area of road transport. We need creative and practical solutions which are both radical yet sympathetic to people's aspirations for a better future. The Tyndall Centre welcomes this initiative and intends to participate actively to help make it a success."

Environment Minister Elliot Morley, whose official car is an energy-efficient electric-hybrid Toyota Prius, said: " I am delighted to see that the Low Carbon Vehicle Partnership is also issuing a 'challenge' to the transport and academic communities to come up with vital solutions to enable the UK to accelerate the shift to low carbon fuels and vehicles as part of the drive to reduce carbon emissions and combat man-made climate change."

The Government has recently announced that, as part of the UK's G8 and EU Presidencies, it is to host an Environmentally Friendly Vehicles Conference at the National Motorcycle Museum, near Birmingham, on November 10-11. This will provide an opportunity for those within and outside the motor sector to demonstrate how they are producing the greener vehicles of the future.

The various stages of the Low Carbon Road Transport Challenge will be covered by leading transport policy journal, 'Local Transport Today', which will also be collaborating in the initiative and participating in the 2006 conference.

#### Notes to Editors

1. Further details and information about taking up the 'Low Carbon Transport Challenge' will appear on the LowCVP web-site: [www.lowcvp.org.uk](http://www.lowcvp.org.uk) The 2006 Conference is currently scheduled to take place in late April. The timescale for the various stages of the process will appear on the LowCVP web-site. Any organisations/individuals wishing to participate should visit the web-site before contacting the LowCVP Secretariat for further information.
2. The Low Carbon Vehicle Partnership was set up in January 2003 with funding from the DfT and the DTI and 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 already comprises over 160 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.
3. The LowCVP annual conference in February 2004 took place at the Heritage Motor Centre, Gaydon, Warwicks, against the backdrop of the new 'Green by Design Exhibition. The conference was attended by over 300 senior delegates from industry and other Partnership stakeholder groups. The keynote address was delivered by Secretary of State for Transport, Alistair Darling, who also

launched the new car fuel economy label – an initiative ‘brokered’ by the LowCVP.

4. The main objective of the LowCVP is to contribute to the achievement of UK targets for carbon reduction from the road transport sector by:
  - Providing a framework of communications to encourage stakeholders to engage proactively in the move to low carbon fuels and vehicles.
  - Facilitating a forum in which stakeholders can work together to overcome market barriers.
  - Enabling partners to initiate new policy ideas or discuss the feasibility of those already on the agenda
  - To provide Government with independent feedback on the opportunities and obstacles in the move to new vehicles and fuels and on the progress and effectiveness of current Government programmes.

Through the partnership approach, UK vehicles, fuels and related industries should be better placed to seize market opportunities in a future in which environmental concerns are set to be a major priority.

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