

LowC^{VP}

low carbon vehicle partnership



LowCVP: Accelerating the shift to low carbon vehicles and fuels

Stimulating opportunities for UK business

Foreword

Transport provides the life-blood for the UK economy



// The Coalition Government is committed to a sustainable future for Britain in all that we do, which is why our transport policy has two high level goals: creating growth and cutting carbon. We are therefore very supportive of emerging transport technologies that can support economic growth while protecting the environment. By embracing these new technologies, for example by supporting the uptake and development of electric and ultra-low carbon vehicles, we can make progress towards our carbon targets while building the basis for a more diversified and sustainable industry. The enemy is not the car, it's the carbon.



The Low Carbon Vehicle Partnership provides a very useful mechanism for engaging and focusing the energies of a diverse range of companies and organisations, each with a stake in the low carbon road transport agenda. I encourage you to become actively involved and to help in the development of policies and initiatives in this important area. //

Norman Baker MP
Parliamentary Under-Secretary of State
Department for Transport



What is the LowCVP?

The Partnership:

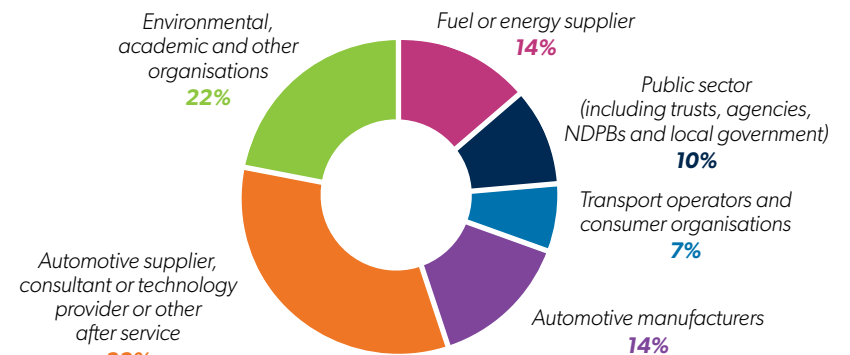
- **Works with government** and other policymakers to enable more effective policies and programmes
- **Engages industry**, stimulating and leading voluntary industry-wide initiatives
- **Ensures consumers are properly informed** about lower carbon opportunities and benefits
- **Helps UK business** to benefit from new market opportunities
- **Enhances stakeholder knowledge** and understanding and builds consensus for sustainable change
- Contributes to the **achievement of UK government targets** for road transport carbon reductions.

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 better policy and accelerate the shift to low carbon vehicles and fuels.

“The LowCVP is a unique organisation which is effective in bringing stakeholders with widely differing perspectives together. It helps to identify common challenges and roadblocks to the roll-out of low carbon vehicles and fuels, to deliver consensus-based solutions and to drive progress towards the low carbon transition for road transport.”

Prof Neville Jackson, Chief Technology and Innovation Officer, Ricardo UK Ltd and Chair of the LowCVP Board

LowCVP members by stakeholder group



(As at August 2012)

Notable achievements

2012 The LowCVP announces winners of the 2012 Technology Challenge rewarding innovation in low carbon urban mobility

Speaking at the LowCVP Annual Conference, Transport Secretary Justine Greening pledges support for the burgeoning industry for low carbon vehicles in the UK; calls for UK to 'seize the moment' and position itself for a leadership role in the sector



Research managed by the LowCVP for DfT leads to launch of Plugged-In Vans grants programme

2011 The LowCVP works with Government to encourage low carbon HGVs leading to £9.5m Low Carbon Truck Programme

LowCVP announces winners of HGV Technology Challenge

Best Practice Principles for environmental marketing published by LowCVP with SMMT & ISBA

2010 LowCVP runs successful Community Challenge and introduces Low Carbon Champion Awards

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

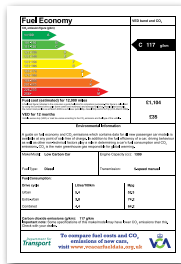
2009 The LowCVP supports the delivery of DfT's Green Bus Funds 1 & 2 which are accelerating the introduction of low carbon buses to the UK



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



LowCVP announces winners of low carbon road transport policy challenge

2006 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

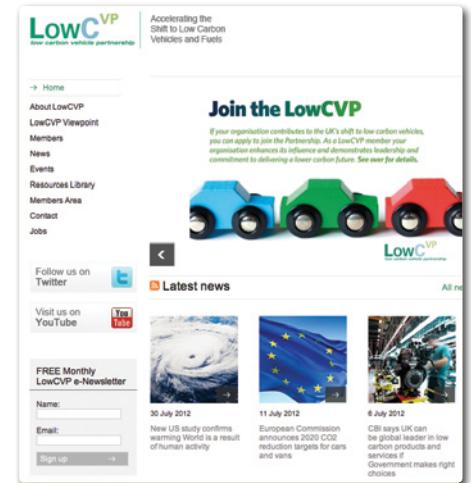
2003 The Low Carbon Vehicle Partnership was launched as a cross-government collaboration aimed at reducing road transport carbon, as recommended by the DfT's Powering Future Vehicles Strategy.

Current activities

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

- Incentivising and informing lower carbon choices for cars: fuel economy labelling; consumer information; 'green claims' in advertising
- Building the market for lower carbon trucks, vans and buses; low carbon HGV accreditation
- Facilitating the creation of a successful UK supply chain for low carbon vehicle and fuel technologies; providing networking and support for SMEs; supporting the work of the Automotive Council
- Tackling market barriers to the use of lower carbon fuels; assessing competing technologies; elucidating pathways and enabling policies
- Enhancing stakeholder understanding and building consensus for sustainable change through the website, newsletter, media relations and a wide range of events.

In 2011-12 LowCVP members provided time, information and other in-kind contributions to the Partnership worth more than £1m.



"The LowCVP has been active and effective in the discussions leading to a change in policy on bus support. Revisions to the Bus Service Operators' Grant will help promote the adoption of low carbon buses. The new Green Bus Fund will be even more significant and the LowCVP has been prominent in its development."

Adrian Wickens, Volvo Bus Product Planning Manager

Membership of the LowCVP

LowCVP members benefit from:

- **Influence** over, and insight into, the direction of low carbon policy, programmes and regulations
- **Privileged access** to the LowCVP's wide range of information sources and to the website 'members area' database
- **Access to government and EU officials** through working group meetings and other communications
- **Taking forward concerns and ideas** to a wider, more influential group
- **The chance to demonstrate leadership** in the battle against climate change
- **Significant networking opportunities** with leading motor, fuels and environment organisations as well as government
- **Early access** to research findings
- **Discounted access** to a wide range of conferences, seminars and other events
- **The ability to advertise** relevant jobs and events, opinions or other activities to a wide audience at no cost.



JOIN THE LOWCVP

If your organisation makes a contribution to the UK's move to low carbon vehicles and fuels and agrees with the LowCVP's membership principles and commitments (see page 7), you are welcome to apply to be a member of the Partnership.

Members pay a modest annual contribution (variable depending on an organisation's sector and size, as below).

For more information on membership visit the website:

www.lowcvp.org.uk/how-to-join.asp

Or e-mail the LowCVP via:

secretariat@lowcvp.org.uk

Member contribution by size of organisation and turnover

Large companies (>£50m)	£3,025
Medium companies (£1.5m–£50m)	£605
Small companies (<£1.5m)	£152
Public sector and academic	£152
Not-for-profit non-commercial	£60.50

Principles and commitments

Membership of the Partnership is dependent upon complying with these broad principles and commitments 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 responsible 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 further 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 and members

BOARD

Simon Best
Institute of Advanced Motoring Trust

Lord Borwick

Brendan Connor
CENEX

Paul Everitt
SMMT

Rupert Furness
Department for Transport (Observer)

Joe Greenwell
Ford of Great Britain

Prof Neville Jackson
Ricardo UK Ltd and Chair of the Board of Trustees

Dr Stewart Kempzell
Shell International Ltd

Blake Ludwig
We Are Futureproof

John Lewis
The British Vehicle Rental and Leasing Association (BVRLA)

Phil Margrave
Go-Ahead Group

Darran Messem
Carbon Trust

Dr Doug Parr
Greenpeace UK

James Primrose
BP

Phillip Sellwood
EST

Graham Smith
Toyota Motor Europe

Philip Spittle
Eddie Stobart Ltd

Prof Rob Thring
Loughborough University

THE MEMBERSHIP

A

Aeristech Limited
Air Fuel Synthesis Limited
Alexander Dennis
Allied Vehicles
Anaerobic Digestion and Biogas Association (ADBA)
Artemis Intelligent Power Ltd
Arval
Ashwoods Automotive Limited
Aston University
Astra Vehicle Technologies Ltd
Automotive PR
Axeon Ltd
Axon Automotive Ltd

B

BAE Systems
BEAMA
Birmingham City University
BMW (UK) Ltd
BP Biofuels Ltd
British Car Leasing
British Sugar plc
British Vehicle Rental and Leasing Association (BVRLA)
Carbon Trust
Carbon Zero Racing
Carmen Data Limited
Carplus Trust
Cenex
Charge Point Services Ltd
Chargemaster Plc
Chiltern Transport Consortium
Chris Brown Communications Ltd

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

D

Databuild Research and Solutions
David Lemon Consultants
Delta Motorsport
Department for Business, Innovation and Skills
Department for Transport
Department for Energy & Climate Change

E

E4tech
ecoConnect CIC
Ecolane Ltd
Eden Project
Element Energy
Energies Europe Ltd
Energy and Environment Consultants
Energy Saving Trust
Ensus
Enterprise Europe Network Wales
Environmental Protection UK
EPSRC
Ernst & Young
Essar Steel UK
Euromec
Contracts Ltd

European Advanced Lead Acid Battery Consortium
EVO Electric Ltd

F

FEV UK Ltd
FIA Foundation for the Automobile and Society
Fiat Group
Automobiles UK
FiveBarGate Consultants Ltd
Fleet Audits Ltd

Fleetdrive Electric
Flybrid Automotive Ltd
Ford Motor Co Ltd.
Freight Transport Association
Future Transport Systems

Gas Bus Alliance Limited
Gasfill Limited
Gasrec Ltd
General Motors
Gfleet Services Ltd
GMC Instrumentation Ltd
Go-Ahead
Grant Thornton LLP
Green Bean Energy
Green Urban Transport Ltd
Green-Car-Guide.com
Greengery Fuels Limited

G

Harvest Energy Limited
Highbury Ltd
Honda (UK)
HPI Ltd

Imperial College London
INEOS Bio Ltd
Inrekor Ltd
Institute of Advanced Motorists (IAM)
Institute for Automotive and Manufacturing
Advanced Practice
Intelligent Energy Ltd
ITM Power

I

Jaguar Land Rover
JouleVert

J

Knibb Gormezano & Partners
Leyland Trucks
LHR Express Cars Ltd / Qdell Ltd
Libralato Holdings Ltd
Lincolnshire County Council
London Borough of Camden
Loughborough University
Lubrizon Ltd

K

Ma Innovation Ltd
MAHLE Powertrain Ltd
MAN Truck & Bus UK Ltd
Mechadyne International Limited
Merseytravel
Microcab Industries Ltd
Millbrook Proving Ground Ltd

L

MIRA
More MPG Now Limited
Motability

M

National Farmers Union
National Non-Food Crop Centre
Natural England
Neste Oil
Newcastle City Council
Nottingham City Council
Ove Arup
Oxford YASA Motors Ltd
Oxy-Gen Combustion Limited
Palmer PR
Pera Innovation Ltd
Pi Innovo Ltd
Powertrain Technologies Ltd
Prodrive Automotive Technology Ltd
Productiv Ltd
R&D Vehicle Components Limited
RAC Foundation
Renewable Energy Association
Retail Motor Industry Federation
Reuben Power Plc
Revolve Technologies Ltd

N

Richardson
Riversimple LLP
Road Haulage Association
Scania GB Ltd
Severn Wye Energy Agency Ltd
Shell International Petroleum Company
SJP Consulting
SL Associates
SMMT – Society of Motor Manufacturers & Traders
Sunderland City Council
Sunfarm Ltd
Suzuki
TEC Ltd
Technology Strategy Board
The Caravan Club
The Hardstaff Group
Tml Precision Engineering Ltd
Toyota Motor Europe - London Office
Transport and Environmental Policy Research
Transport for London
Transtech Consultancy Services Limited
TRL
TTR
UK Petroleum Industry Association
UKLPG

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Wright Group
Zeta Automotive Ltd

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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:

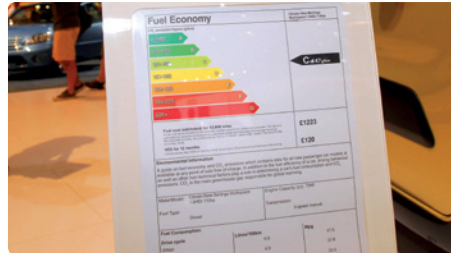
- Buses
- Passenger Cars
- Fuels
- Commercial Vehicles
- Innovation

The work programme is agreed (see **Current activities, page 5**) by members, delivered through the Working Groups and overseen by the Members Council.

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.



"Cutting carbon has rapidly risen up the motor industry's agenda in recent years. The Partnership approach is an effective means of developing practical initiatives and policies to reduce emissions."

Joe Greenwell, Chairman, Ford of Britain and LowCVP Board member

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.

"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



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.

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