



Net Zero All-Party Parliamentary Group

Chair Alex Sobel MP

Vice-Chairs Duncan Baker MP, Virginia Crosbie MP,
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Secretary Angus MacNeil MP

Treasurer Helen Hayes MP

MINUTES

NET ZERO APPG MEETING:

DELIVERING NET ZERO TRANSPORT SOONER?

Scaling up Net Zero travel and keeping costs down

Wednesday 6th July 2022

Speakers:

- **Alex Sobel** MP, Chair Net Zero APPG
- **Trudy Harrison** MP, Parliamentary Under-Secretary of State, DfT
- **Milda Manomaityte**, Innovation Director, Railway Industry Association
- **David Savage**, Vice-President, UK & Ireland Geotab
- **Mark Gaynor**, Director of Operator Services, Rail Partners
- **Dafydd Williams**, Head of Policy, Communications and Economic Development (Humber), ABP
- **Professor Alice Larkin**, Professor in Climate Science and Energy Policy, Tyndall Centre, University of Manchester
- **Prof. Silvestre Pinho**, Faculty of Engineering, Department of Aeronautics, Imperial College London
- **Anthony Smith**, Chief Executive, Transport Focus
- **Katherine McGowan-Downey**, Senior Policy Advisor, Transport Focus
- **Kerry Bangle**, Transport Planning Director, London & South East, WSP

- **Gill Morris**, Secretariat, Net Zero APPG
- **Debbie Caine**, Secretariat, Net Zero APPG

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Introduction to the Net Zero APPG

Alex Sobel MP, Net Zero APPG Chair

- To rebalance the economy and remove prevailing inter and intra-regional disparities, affordable and accessible net zero transport needs to be a realistic option for both business and the consumer.
- Our [Net Zero Roadmap Report](#) called for an equitable transport decarbonisation strategy encompassing a fair deal for rural and urban road users without access to driveway charging and a realistic, scalable, and progressive plan for decarbonising aviation and ports.
- We need a seismic shift in policy to achieve progressive behaviour change. The transition to green travel remains an increasingly unaffordable and inaccessible option for many in the context of a cost-of-living crisis. The Government needs to level up investment in green transport infrastructure and innovation so the UK can go further and faster towards net zero transition.
- This NetZero APPG meeting will focus in on how to accelerate green and net zero journeys and travel across all modes of transport in a cost-of-living crisis. We will do a deep dive into the green investment, needed to scale up and deliver transport decarbonisation and unlock green growth. It will also continue our myth-busting series, culminating in a myth-busting report to be launched later this year

Keynote Address

Delivering Net Zero Transport Ambitions – Going Further and Faster?

Trudy Harrison MP

Parliamentary Under-Secretary, Department for Transport

Set out priorities and what has been done so far by Government

- Priorities: Cars + Taxis – 32,000 public charge points with plans for 10x increase by 2030 (as set out in [the EV Strategy](#)) – ensuring safe and reliable charging infrastructure across the country

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- 13th of June regulations of EV charge points
- Active Travel England – Half of all journeys being walked or cycled by 2030 with £2bn dedicated to it and a Head Office in York
- Micro mobility is a key part of this programme
- Looking at the HGV infrastructure needed
- Conflicted about Railway decarbonisation timeline
- Question about ‘What is being done to make it easier for consumers and businesses to make low carbon choices modes of transport?’
- This is less of a problem for Cities, more so a problem for Rural areas – this will be addressed in the Rural strategy
- Asks what can be done to accelerate decarbonisation and net zero projects?
- Need to unlock built environments that depends on car use
- Keen to roll out 20 minute neighbourhoods
- Transport hasn’t changed much over the decades – the location of interchanges and depots needs to be considered
- Need to think differently about how net zero Transport should work

Panel 1: Road and Rail

Milda Manomaityte - Innovation Director, Railway Industry Association

- Rail is already a low carbon mode of Transport 1.4% of Transport emissions
- There is still more to do to decarbonise the railways
- A healthy railway network would improve living conditions
- Less than 40% of the railway network is electrified
- Electric trains are lighter, quieter, less polluting and more reliable
- We need to order new trains or convert existing diesel trains
- The benefits of rail need to be better vocalised
- Passenger and freight rail is coming back
- Innovation needs to be encouraged

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David Savage Vice President, Geotab

- Data is important in transitioning to Net Zero – enables people to make informed decisions
- EV availability isn't there – supply chain issues
- Need to cut down on harsh driving and breaking and more driver education
- There is a gap between public and private sector Net Zero planning – the public sector is playing catch-up with the private sector
- Research of local authorities and their transition titled 'Destination EV' has been published (<https://www.geotab.com/uk/destination-ev/>)
- The transition will take a long time

Mark Gaynor Director of Services, Rail Partners

- Rail is in a pretty good place when it comes to carbon performance
- The railways need to adapt – can't rely on commuters anymore and the railways need to be more accessible to use
- We need a more holistic approach to Transport policy and investment – the transport system needs to be viewed as a whole, especially how different modes interact
- There is a significant opportunity to increase rail freight capacity
- Railway electrification is more efficient, reliable, and would reduce costs of operation

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Panel 2: Ports and Aviation

Dafydd Williams

Head of Policy, Communications and Economic Development (Humber), ABP

- Changes in the fleet and power sources
- We are enabling other businesses to transform – assisting transition to cleaner fuels
- Lots of exciting and new stuff to come
- Offshore wind to be a big growth sector
- The real challenge is not money but the speed of project delivery

Professor Alice Larkin

**Professor in Climate Science and Energy Policy,
Tyndall Centre, University of Manchester**

- Net Zero by 2050 is not sufficient to meet 1.5 degrees target
- JetZero ambitions are far removed from what needs to be done to reduce emissions in line with what is required to meet the 1.5 degrees target
- We need to be clear about what JetZero means
- Aviation and Maritime decarbonisation is viewed as more difficult than other modes of transport
- **Myth Buster – it isn't harder to decarbonise Aviation, there is just less political appetite to**
- The priority is not alternative fuels as this is too little too late from a scientific perspective
- The biggest challenge around aviation is the timeframe affecting change and the cost of the new fuel
- Alternative fuels are more costly

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- Frequent flyer levy gained interest and support from Citizens Assemblies, but this has died down a bit
- Two key challenges for maritime – how we get to where we need to be
- Alternative modes of propulsion need to be considered
- The International Maritime Organisation (IMO) has been relatively slow in bringing about change
- Ports need to become smart energy hubs providing power to electric short sea vessels – our ports are enablers
- Because boat fuel is not taxed, the electricity is more expensive for ships
- Ports don't want to invest in this if the ships don't want to and vice versa
- There are retrofit options and route optimisation
- There are only a few shipping organisations that are willing to try this
- Longer term there is uncertainty about the fuel of the future
- Need to look at what ships are transporting around the world and reliance on fossil fuels

Professor Silvestre Pinho

Faculty of Engineering, Department of Aeronautics, Imperial College London

- Universal agreement on a number of things
 - Aviation aircraft will be hydrogen powered
 - Short term the transition to greener fuels is essential
- We lack infrastructure for hydrogen fuelled aviation
- We lack the certificate framework
- We don't have sufficient green energy infrastructure
- In the short term we need carbon capture
- **Myth Busting – we cannot afford the costs required to transition, however the cost of not transitioning is far greater than the cost of transitioning**
 - We cannot be so reliant on fossil fuels
- The UK aviation industry needs to maintain its position in the global market

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Panel 3:

Delivering greener transport and travel for consumers

Anthony Smith, Chief Executive, Transport Focus

- Consumers are unclear about what sustainable travel looks like
- People want to do the right thing but it is difficult
- So many people cannot imagine a life without their car
- Road and bus services need to be better and an option
- People want a choice and a say in how they travel
- If public transport was free, the usage of it would probably double and car use would simply reduce
- Taxis and shared transport rarely get talked about
- Let's go green but let's be realistic

Katherine McGowan-Downey, Senior Policy Advisor, Transport Focus

- EVs need to be cheaper and more convenient
- There are issues with the public charge point availability and functionality
- Information needs to be clear
- Concerns about supply not meeting demand
- More assistance and education for new EV drivers
- There are more EV charging stations than there are petrol stations

Kerry Bangle, Transport Planning Director, London & South East, WSP

- Net Zero looks very different
- The best thing for Net Zero travel is to not travel, to travel by bike or on foot
- We can't be flexible with time, cost, or quality
- Investment in transport is rarely cheap
- EVs can be an expensive and disruptive option

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- We are dragging our heels on electrifying the railways
- We must ensure it is not those who are least able to afford it who lose out
- The cost benefits of net zero motoring need to be more transparent - in terms of climate change

QUESTIONS AND ANSWERS

- What are your thoughts on carrot vs stick when it comes to transport? How do we avoid a situation where there is too much stick?
- Reference to Citizen Assemblies which helped to crowd-source solutions, and understand what 'sticks' are going to be needed
- Do you think the transport industry has a responsibility to put pressure on the sources of energy to get their energy from renewable sources?
- There are trials being done in regard to using solar panels to power the railway network
- Are there any countries that are doing this well?
The ones that have invested in shore power (Norway) and have had government support
Germany is doing well in the limits it has put on where it sources its sustainable aviation fuels
Norway, Sweden, Germany, Denmark (a very forward-thinking national plan)

CLOSING REMARKS:

Alex Sobel MP, Chair of NZAPPG

Good session. Covered a lot of ground. Net Zero transport solutions need to be accelerated and affordable. Thanked all the speakers and contributors. The NZAPPG will be producing a Myth Busting Report and have sessions at the Labour and Conservative Party Conferences.

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