



Department
for Transport

From the Secretary of State
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To: All MPs

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Dear Colleague,

Decarbonising Transport: A Better, Greener Britain

Transport decarbonisation is a dull way of describing something much more exciting and far-reaching.

Because transport is not just how you get around. It is something that fundamentally shapes our towns, our cities, our countryside, our living standards, our health, and our whole quality of life.

The Transport Decarbonisation Plan published today, the first in the world, is not about stopping people doing things: it's about doing the same things differently. We will still fly on holiday, but in more efficient aircraft, using sustainable fuel. We will still drive on improved roads, but increasingly in zero emission cars. We will still have new development, but it won't force us into high-carbon lifestyles.

Our ambitious roads programme reflects - and will continue to reflect - that in any imaginable circumstances the clear majority of longer journeys, passenger and freight, will be made by road. That is why our plan to decarbonise motor transport, the most ambitious of any major country, is so vital. In November, we announced that new diesel and petrol cars and vans would no longer be sold from 2030, and all cars and vans would be fully zero emission at the tailpipe from 2035 something that would not have been possible while we were members of the EU.

Alongside our Transport Decarbonisation Plan, we have today published a Green Paper that sets out options for a new regulatory framework for road vehicles to help deliver our phase out dates, and a 2035 Delivery Plan that brings together all of our committed funding streams and measures for decarbonising cars and vans. We have also published the response to the EV

Smart Charging consultation, which commits to mandating that all private EV chargepoints must be smart. Smart charging can save consumers money on their energy bills and reduces the impact of EVs on the electricity system.

Today, I can also announce that we are consulting on phasing out the sale of all non-zero emission HGVs from 2040, with lighter HGVs from 2035. I can also commit to setting phase out dates for all remaining non-zero emission road vehicles, setting a path to a time when every vehicle on the roads will be zero emission. Again, we are the first country in the world to do this, taking a firm leadership position as we host COP26 later this year. Taken together with our commitments, this makes the UK the first country to put in place a plan to remove emissions from all vehicles which travel by land, sea, sky and rail.

But we cannot simply rely on the electrification of road transport or believe that zero emission cars and lorries will solve all our problems.

As we set out in "Decarbonising Transport: Setting the Challenge" in March last year, we must make public transport, cycling and walking the natural first choice for all who can take it. In the sixteen months since March 2020, we have published ambitious policies to transform England for cycling and walking. More than 300 new cycling and walking schemes are already being delivered, many more are on the way, and we have clear evidence that, where they are done properly, they work and are popular. Cycling rose by 46% last year, the biggest increase in post-war history. With £2bn of new funding, we will be able to make cycling and walking more accessible for more areas of the country.

We have published plans to fundamentally reshape our bus network along public service lines, with £3bn committed funding, lower and simpler fares, thousands of zero emission buses, and more priority lanes.

We have created Great British Railways to own and control the rail system in the public interest, to make services easier to use and to grow the network. We will build on the huge acceleration of electrification we've already seen since 2010. Rail currently has the means of transporting heavy goods in a zero-carbon way using existing, proven technology through electrification. Our electrification programme includes relatively short stretches of track that can significantly increase the amount of electrically hauled rail freight and unlock new electric freight paths. With electrification, plus batteries and hydrogen, we can achieve a net zero rail network by 2050.

International connectivity is a vital part of Global Britain, and everyone should continue to have access to affordable flights, allowing people to go on holiday, visit family, and do business. But as the aviation sector recovers, a process likely to take several years, it must do so in a lower-carbon way. We have committed to including international aviation, and shipping, in our Sixth Carbon Budget, and propose to set a high-ambition CO₂ emissions reduction trajectory to achieve net zero aviation – or Jet Zero – by 2050. Our Jet Zero consultation,

published alongside this Plan, sets out how in more detail. And our Jet Zero Council will build on British leadership in sustainable aviation fuels and zero emission flight to deliver truly sustainable flying. The UK is already the home of the world's first hydrogen aircraft and we have set ourselves the objective of flying the first zero emission flight across the Atlantic within our generation. We will also lead efforts to secure greater ambition at the International Maritime Organization, alongside domestic interventions to accelerate the decarbonisation of both our domestic fleet, and ships trading to the UK.

I believe that the struggle for decarbonised transport, clean development and clean air is as important as the struggle for clean water was in the 19th century. This Plan sets out how we will achieve it.

I hope you welcome the publication of the Plan and, if you would like to discuss it in more detail, please contact my office in the first instance.

Yours ever,

A handwritten signature in black ink, appearing to read 'Grant Shapps', written in a cursive style.

Rt Hon Grant Shapps MP

SECRETARY OF STATE FOR TRANSPORT