<u>Construct Zero Sprint Project: Championing and accelerating the</u> <u>switch to electric vehicles</u>

Background: Why are we doing this?

*`Taking Charge- The Electric Vehicle Infrastructure Strategy'*¹ noted transport is the UK's largest emitting domestic sector, with 91% of UK transport CO₂ emissions coming from road transport. Analysis from the Committee for Climate Change 6th Carbon Budget² illustrates the considerable input of the construction sector in those figures, as set out below:

- Cars are responsible for 67 metric tonnes of carbon dioxide annually;
- Vans are responsible for 24 metric tonnes of carbon dioxide annually.

This projects' focus is on the construction workforce (i.e. cars and vans). It will not focus on HGVs initially.

From a UK economy wide perspective, decarbonisation of road transport (including construction) is key to achieving the goal of becoming net zero by 2050. The construction sector's contribution to emissions in this space, is second only to Domestic RMI, hence the need for change.

Exam Questions

Recognising Construct Zero's (CZ) role in convening and leading the sector's charge to Net Zero, combined with the above data, we are establishing a new CZ Sprint Project, focusing on the following two exam questions:

- How do we accelerate a transition in the construction workforce to Electric Vehicles (EV's- for both cars and vans)?
- What's the sectors' role and capacity in delivering sufficient EV charging points, ensuring a sufficient charging point infrastructure?

This project will seek to influence relevant policy and identify what the accelerators and blockers are for business.

Outputs [Tied to the two exam questions]

- Evidence based assessment on the barriers that is/will impact on the sector (and its supply chain) on being able to accelerate the transition to EV's.
- Assessment of the market's capacity and capability to meet Government ambitions, together with a potential set of recommendations to Government.
- Industry-led Action Plan (supported by communications).
- Input into EV-related Government policy development and support its implementation.

¹ <u>https://www.gov.uk/government/publications/uk-electric-vehicle-infrastructure-strategy</u>

² Sixth Carbon Budget - Climate Change Committee





<u>Annex A</u>

On <u>exam question 1</u>, this project (in partnership with the sector) will be informed by, and add value to, existing Government work as set out below:

Department for Transport: Zero Emission Vehicle (ZEV) Mandate

• HMG recognise whilst new cars and vans have become more fuel efficient over recent years, ZEVs are key to decarbonising road transport.

• Following extensive consultation, a new UK emissions regulatory framework came into force in January 2024. From 2024, this framework will require an increasing percentage of manufacturers' new car and van sales to be zero emission, to support delivery of all new cars and vans being zero emission by 2035. Between 2030 and 2035, the Government is committed to restoring the phase out date of new cars that rely solely on an internal combustion engine. Further details will be set out in due course.

- This group will provide:
 - an industry-view (including challenges from the supply chain) on this mandate and the regulatory framework.
 - > a forum, working with DfT to support the sector's implementation of the regulatory framework.

Office of Zero Emission Vehicles existing fleet-based work with industry

• The Group will work with the Office for Zero Emission Vehicles (OZEV) to support policy development, implementation and sector communications of their fleet-based work with industry.

On <u>exam question 2</u>, this project will provide evidence on the barriers faced, by the sector, for the EV charging infrastructure roll-out. This will inform the sector's role and by led by current and relevant Government and Industry work including:

> Market Capability and Capacity: CLC People and Skills Network

The Construction Industry Training Board (CITB) have noted the growth of EV infrastructure will require new skills. This group will work with the People and Skills Group to draw out the key skill-related barriers to supporting wider roll-out of the EV charging infrastructure.

> Learning from Best Practice

Organisations across and beyond the sector (e.g. Oxford City Council) have already overcome barriers in EV development and implementation. This group will provide a forum to i) share relevant lessons; and ii) promote best practice case studies to industry and HMG policy development.



Economic and Technical Barriers to implementation

The CLC's work through its Housing, RMI and Net Zero Biodiversity Workstream, combined with the National Retrofit Hub's work is likely to/will produce evidence on:

- Challenges and barriers to delivering sufficient EV charging points when retrofitting existing buildings and new homes.
- Scale of the issues/barriers (from the market- to include economic and technical)
- > Industry's capacity to deliver HMG's policy.

The Challenge (As of November 2023)

At present, only 5% of vans sold to the sector are electric vehicles, as evidenced in the Construct Zero 5th report (The Society of Motor Manufacturers³). This slow rate of change will mean the transition of the existing fleet will extend well beyond 2035. If we are to accelerate this, we will require a true partnership with motor and plant industry.

Proposed focus for the CZ Sprint Project (linked to its two exam questions):

1. Provide a forum to <u>test</u> current EV policy development with industry and feedback to Government through existing forums/channels to support and enable the sector's transition (Exam Question 1).

2. <u>Lead engagement</u> with the sector on capturing barriers for EV charging infrastructure roll out (Exam Question 2) including:

- > Scale of the issue (evidence on approximate number of vans in the sector)
- > Economic and technical barriers to implementation
- > Capability (skills) and capacity of the market to deliver.

3. <u>Lead engagement</u> on promoting the benefits of improving smart charging information provision (and benefits) to customers from 2023.

4. Work with organisations (e.g. Local Authorities, Public and Private Sector) to understand and promote lessons learnt as part of wider good practice sharing.

³ https://www.smmt.co.uk/2023/01/new-van-registrations-fall-in-2022-as-market-looks-towards-net-zero-rebuild/