

Low Carbon Vehicle Partnership

Bus Working Group Meeting
Thursday, 3 March 2005, 10.30-13.30
London Buses, 172 Buckingham Palace Road,
London SW1

BWG-M-05-03

MINUTES

Attendants

Adrian Wickens – Volvo Bus
Andrew Robinson - EST
Anna Rickard – London Buses
Bob Bryson –Alexander Dennis
Bob Davis –SMMT
Kerry Vitalis – DTI
David Lemon – London Buses
David Martin – Clear Zones
Dennis Priddy - Allison
Emily Robertson - DfT
Gerry Walker - Cummins
Greg Archer - LowCVP
Ian Calvert – British Sugar
Jonas Strömberg – Stockholm Public
Transport Authority

Malcolm Fendick - DfT
Maurice Perl –Wright Bus
Myles Mackie – Coventry City Council
Rayner Mayer - Sciotech
Steve Bell - EST
Steven Hart – EST
Stefan Wallin – Stockholm County Council

Apologies

Alan Martin – Scania
Chris Dyal – First Group
Colin Copelin - CPT
David Richards - Evobus
Nigel Standley – Eneco
Simon Rowlands – Millbrook

1. Welcome and apologies

2. Matters arising

Minutes accepted without change. Copies distributed.

The Group congratulated Phil Margrave of Go-Ahead and Maurice Perl at Wright Bus on setting up a project for the planned operation of 6 low carbon hybrid buses.

2. LOWCVP Update

Annual Conference

Greg Archer provided feedback on the Annual Conference on the 10th February, attended by amongst other, Alistair Darling, and almost 300 delegates. It was combined with the Green by Design Exhibition and most of the feedback has been very favourable and positive. He confirmed outcomes of the workshops would be presented to the Low Carbon Ministerial Group on Monday week.

In response to questions Greg confirmed he had raised the issue of BSOG and the Bus Programme with Alistair Darling but was informed the review was now complete. He suggested waiting until after the election and there is a new Minister in post before addressing the question again.

Other matters were addressed with the Secretariat update (attached).

Steve Bell asked about progress by the Commercial Working Vehicle Group on two proposals on CV testing and ECAs

ACTION: Secretariat will circulate a copy of the two proposals to the BWG.

**4. “Biofuel Cities”: Stockholm bioethanol bus experience BWG-P-05-02
Project under FP6 “Alternative Motor Fuels”
Presentation by Jonas Strömberg & Stefan Wallin
(Stockholm Public Transport Authority & County Council)**

The group received a presentation from Sweden on bioethanol buses (attached).

ACTION: Secretariat to ensure presentations and reports are on the website

In questions the visitors confirmed that on December 8th they submitted the BEST proposal and are hoping for an answer in April.

Stephen Hart also asked about Scania contacts and was told that Scania had actually given their contact details to the Swedish guys to pass on in the hope that people at the meeting would like to contact them.

Mr Bo Martinson, General Manager, National Sales, Scania Bus & Coach
07974 357 789

**5. (4) Low Carbon Bus Programme update – DfT / EST
Update on LCBP
Accreditation technical paper – Steve Bell BWG-P-05-01**

Steve Bell gave an update on progress with the paper which he confirmed was complete subject to final sign-off by the group

There was a detailed discussion whether the paper should, or should not leave open the option for buses to be tested on alternative test cycles to the Millbrook 159 route. It was agreed that it should not and the paper will be revised accordingly.

Stephen Hart asked if he can submit paper (subject to changes discussed) as part of the Bus Programme and this was confirmed.

The question arose over who owns paper, who signs it off – who has the authority to produce it. It was confirmed that the LowCVP owned the document through the BWG but that other organisations were available to use the information as appropriate.

There was further discussion regarding the well to wheel methodology used and specifically how well to tank calculations should be performed. The Secretariat stated that a methodology that has been agreed for wheat to Ethanol by the FWG and on-going projects would widen this but at present there is no agreed methodology for bio-diesel or other types of renewable fuels.

ACTION: Greg will check language (pg 4), to check if this is appropriate.

6. Bus Programme – Emily Robertson DfT

Emily updated the group on the Bus Programme submission to the EU. She explained that the application was ready, waiting for the technical document to be completed which has to go alongside the State Aid document. The EC were expecting the document.

She explained the submission would allow for grants to operators with up to 40% of the additional cost of the vehicle life-cycle costs over several years.

Concerns were raised that the 40% grant would not be sufficient and questions were also raised about whether allocating funds via local authorities would be better. DfT informed the group this option had been considered, but it was concluded that was not compliant with State Aid Rules.

7. Work Plan 2005

How to get to the UK 2012 low carbon bus target (route map)

Adrian Wickens presented his proposal. He suggested that a sub-group be created in order to develop the scope of the project. It was suggested that the paper should consider both technical and non-technical steps to the target. It was also noted that the paper should recognise other commitments such as the accessibility requirements for buses.

Other suggestions

Kerry Vitalis proposed that the group could consider approaches to stimulate local authority interest in low carbon buses.

The Group noted that whilst under the deregulation system, it was the operators who decides which buses to buy, and where to operate, the local authority just puts out the tender for socially necessary services i.e. times of the day and places i.e. it is a straight commercial decision whether or not to buy a low carbon bus or not.

Adrian commented that it is noticeable that the London Low Emission Zone, which doesn't actually exist it is and only a proposal, is creating a very big response, not of "we must fight it, and prevent it" but rather operators are asking how their older vehicles to be brought up to date, with the object of complying with the standards as they see it as a competitive advantage. This could act as a future stimulus.

ACTION: it was agreed that Myles Mackie would prepare an initial draft of a document to inform local authorities how they could encourage low carbon buses to present to the next meeting.

7. AOB

None

Next BWG meeting:
Thursday, 2 June 2004, 10.30-13.00
Energy Saving Trust, 21 Dartmouth Street, London SW1H 9BP