

Low Carbon Vehicle Partnership

Bus Working Group Meeting
Thursday, 29 September 2005, 10.30-13.30
DTI, 51 Buckingham Palace Road, London SW1W

BWG-M-05-09

MINUTES

Attendants

Anthony Kyriakides – EST (item 4)
Adrian Wickens – Volvo Bus/CHAIR
Andrew Robinson – EST
Anna Rickard – London Buses
Bob Davis –SMMT
Catherine Dove - LowCVP
Colin Copelin – CPT
David Martin – Ecovector
Jonathan Murray - LowCVP
Kerry Vitalis – DTI
Kevin Hammett – WDA
Kevin Jackson – EMP
Kevin Middleton – Travel WM
Gerry Walker – Cummins
Maurice Perl –Wright Bus
Myles Mackie – Coventry City Council
Oliver Mulvey – DfT

Phil Margrave – Go-Ahead
Simon Rowlands – Millbrook
Steve Bell - HCEATC

Apologies

Alan Martin – Scania
Alastair Dick – Newbus
Bob Bryson – Alexander Dennis
Chris Dyal – First Group
David Lemon – London Buses
Dennis Priddy – Allison
Greg Archer – LowCVP
Mark Sellin – Northumberland CC
Rayner Mayer - Sciotech
Philip Hosken – Bio Engine Tech Ltd
Terry Davis – UWE

1. Welcome and apologies

The Chair welcomed members and apologies were noted.

2. Matters arising – Chair

Minutes were adopted without amendment.

3. LowCVP Update – Deputy Director

The Deputy Director provided the meeting with a summary of Partnership activities as outlined in bus WG paper BWG-P-05-08 including: The LowCVP's contribution to the Government's feasibility study into a Renewable Transport Fuels Obligation which resulted in the production of a LowCVP position paper of the subject. The roll-out of the car labelling scheme; the LowCVP is now seeking to extend to nearly new cars of dealership forecourts and car supermarkets. A new area of work being undertaken by the Innovation Working Group looking at the innovation process for key technologies in the automotive sector with a view to develop position papers on a number of policy areas. It was also noted that membership of the LowCVP continues to grow.

4. Programme Updates

Low Carbon Bus Programme – DfT/EST

The LCBP still has not received approval for state aids by the European Commission however, the DfT believe that the remaining issues are relatively minor and are hopeful of receiving approval in a matter of weeks.

EST Fuel Infrastructure Programme – EST

Anthony Kyriakides confirmed that approval had been received for state aids from the European Commission. The programme aims through grant funding, to encourage investment into alternative refuelling stations. 2005/06 grant budget is £690k. Full details of the programme criteria and application process can be obtained from Stefania Bobowski of EST who will be taking over as programme manager from AK in October. (stefania.bobowski@est.org.uk)

It was noted by the group that lead times for building refuelling stations are of the order of 6 months and it was asked how EST will manage the budget this year. It was confirmed by EST and DfT that the programme commitment was for 3 years and that grant offers would be honoured in the new FY if work was not complete during the current FY.

5. A Hybrid Bus Survey – Kevin Hammett, Welsh Development Agency

Kevin Hammett gave a presentation of a survey undertaken by the WDA of the potential interest in hybrid buses amongst bus operators in Wales which showed significant interest from operators. The Welsh Assembly Government (WAG) intend to operate a programme to provide grant assistance to operators to procure hybrid and potentially other low carbon bus technologies through a procurement process. As a next step the WDA is holding a workshop with bus operators to develop the scheme further, an invitation was made to the members of the BWG to attend the workshop. KH offered to make both the presentation and survey results available.

Action: LowCVP to request presentation and survey results and distribute to BWG.

6. The Role of Local Authorities in introducing low carbon buses

Myles Mackie presented his draft paper (BWG-P-05-10) on the role local authorities can play in encouraging the uptake of low carbon buses. Local authorities have a facilitating and co-ordinating role and where local leadership exists can have a significant impact through local partnerships. It was noted that local authorities do not have a target for carbon emissions but if they did this would engender local political commitment. It was noted that there were important successful local partnerships which could be learnt from and help identify where action was taking place.

Action: Comments on BWG-P-05-10 to Myles Mackie directly, he will then finalise document.

Action: CPT to pull together a list of all Quality Bus Partnerships currently operating in the UK including the parties involved.

Action: Myles Mackie to add a list of receptive local authorities to the report.

7. 2005 Work Plan - UK 2012 low carbon bus target (route map)

The Chairman outlined the progress of the work of the sub working group developing the workplan. Two meetings have been held to date and the next meeting is due to be held on the 18 October. The intention is that the work plan will define a number of scenarios under which the Powering Future Vehicles target of 600 low carbon buses could be achieved by 2012. It is intended to complete the work plan by the end of the year.

As part of the process of developing the workplan whole life cycle costs of various technologies will need to be collected. This can be done on an anonymous basis if necessary either through the offices of EST or LowCVP.

It was noted that Ken Livingston has an aspiration for all of London's buses to be by hydrogen by the time of the London Olympics. While this was seen as optimistic it was also noted that local authorities across the UK will also be bidding to host teams in the months running up to the Olympics and transport will form a major part of these bids and may provide an opportunity for promoting low carbon buses.

8. Biofuels: Initiatives in the North West - David Martin

David Martin gave feedback on an initiative in Greater Manchester that he is involved in. The focus is on introducing biofuels in particular for use in buses. It is too soon to say how many buses might be involved but the intention is for them to be on PSV routes however the project will not go ahead without support from the Low Carbon Bus Programme.

9. AOB

London Low Emission Zone

Anna Rickard reported that a proposal for the LEZ had gone to the TfL board and been approved and that details were now available on the TfL website. Consultation on the LEZ will commence in January 2006. In outline it is proposed that the basis for entry will be:

- 2008 achieve Euro 3 for PM
- 2010 achieve Euro 4 for PM and possibly NOx

Chair of Bus Working Group

Adrian Wickens noted that he had been chairman for 18 months and that perhaps the Group should select a new chairman at 2 years. AW would be willing to continue as chair if the Group so decided.

Next Bus Working Group meeting:
Thursday, 1 December 2005, 11.30 to 14.00
Room H6, DfT, Great Minster House,
76 Marsham Street, London SW1P 4DR