

# Low Carbon Vehicle Partnership

**Bus Working Group Meeting**  
**Thursday, 1 November 10.30 to 13.30**  
**DTI, 151 Buckingham Palace Road, London SW1**

## **Present**

Alex Mullen – Green Urban  
Andy Wren – Hampshire CC  
Anna Rickard – London Buses  
Bob Bryson – Alexander Dennis  
Bob Davis – SMMT  
Catherine Dove – LowCVP  
Colin Copelin – CPT  
Colin Hunt – Optare  
Dave Yuill – DTI  
David Lemon – TfL  
Dominic Burton – EST  
Gerry Walker – Cummins Engines  
Greg Archer - LowCVP  
Kevin Jackson – EMP  
Maurice Perl – Wrightbus  
James Rosson – Traction Technology  
Jenny Laber – DfT  
Jonathan Murray – LowCVP

Myles Mackie – Coventry City Council  
Neil Faulkner – ChemEcol/Cool Fleet  
Rayner Mayer – Sciotech (Chair)  
Simon Rowlands – Millbrook  
Stephen Grosvenor - ETS

## **Apologies**

Adrian Wickens – Volvo Bus  
Alan Martin – Scania  
Alastair Dick – Newbus  
David Martin – Ecovector  
John Domigan – Voith  
Greg Young – Cummins Westport  
Kevin Middleton – TWM  
Phil Margrave – Go Ahead  
Ricardo Sardelli – Allison  
Stephen Hart – EST  
Steve Bell – STS

## **BWG-M-06-06**

### **MINUTES OF THE MEETING**

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#### **1. Welcome & apologies – Chair**

The Chair welcomed WG members to the meeting and apologies were noted.

#### **2. Minutes and matters arising –Chair**

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The minutes of the previous meeting were adopted without amendment.

#### **3. Secretariat Update –Director**

- Meeting of the Chair, Director and CEO of Cenex with the Secretary of State for Transport, Douglas Alexander. He was briefed on LowCVP's activities and concerns over transport emissions and achievement of Government targets.
- Input both written and oral provided to the Environmental Audit Committee's inquiry: "Reducing Carbon Emissions from Road Transport".

- Work continues on the development of a carbon and sustainability assurance scheme for biofuels for use within Government's Renewable Transport Fuels Obligation.
- LowCVP submitted a response representing members' views to the European Commission's biofuels directive review.
- Membership has grown since June by 21 new members including Tesco.com, the Environmental Industries Commission and the Scottish Executive. Membership now totals 229.

#### **4. Powering Future Vehicles**

##### **4.1 PFV Review and Route Map – Jonathan Murray**

JM gave a presentation providing an overview of the paper including the background to the original strategy document. The LowCVP response, which built upon the work of the working groups including the Bus Working Group's Route Map, has been reviewed by the Steering Group and agreed by the Board. It was presented to the Government's inter-departmental PFV steering group. One of the key issues arising from the recommendations for the bus sector was the need for Government to incentivise the introduction of low carbon buses. Currently the Bus Service Operators Grant is a significant impediment in this respect.

The chair noted that an action has been placed before the EC to streamline the state aid process and it was agreed that the UK should ensure its support is known. The group was also informed that although via the Planning and Compulsory Purchases Act local authorities must take sustainability into account, however the low carbon agenda is still not a focal factor.

The paper was discussed at some length by the WG and ways of encouraging the market entry of energy efficient technologies considered.

**ACTION: Further comments on the route map to be sent in to JM and the Chair.**

##### **4.2 PFV Interdepartmental Steering Group – Jenny Laber**

JL informed the WG that the interdepartmental steering group has met twice since its formation firstly as a forum for general discussion on the PFV review and most recently (27 October) to examine how the review would work going forward as well as to look at the LowCVP recommendations. The SG may need to refer to the LowCVP for more information or clarification. The DfT is keen to ensure that the Review does not duplicate any other work undertaken by the Stern, Energy or Climate Change Programme Reviews. However, due to the pressure of multiple reviews being conducted in the department, it is anticipated the revised strategy will not be drafted until Spring 2007.

Members of the WG representing the bus industry expressed their increasing frustration at the lack of positive signals and incentives coming out of Government in addition to on-going delays. DfT assured the group that they were aware of the need to make progress on the introduction of low carbon buses and were considering the LowCVP's recommendations.

**ACTION: The Director indicated that he would discuss with DfT whether any short-term support could be provided through existing programmes.**

##### **4.3 Bus fleet advice programme – Jenny Laber**

In the absence of David Farmer, JL gave a short briefing to the Group: the Department has previously provided fleet advice for HGV operators (SAFED) and is now considering a similar scheme for the bus industry. The bus and taxi team at DfT has written up a spec intended to

be issued as an invitation to tender and will be seeking comments from a limited number of the BWG, provided content is not commercially sensitive. It is expected that the spec will be put out to tender following full elaboration of the proposed programme.

**ACTION: JM to contact David Falmer of the Bus and Taxi team to ascertain how widely they wished the spec to be circulated for comment amongst the BWG and then to circulate the document and feedback comments to DfT.**

## **5. Work plan development**

### **5.1 Proposed work plan items and themes for working group meetings – Rayner Mayer**

In paper BWG-P-06-14 the Chair outlined a proposed work plan for the Group for next year as below:

- Value of small scale trials
- Low carbon drive-lines
- BSOG
- Public procurement

The Group agreed overall that the above would be worth pursuing but some members felt additional items could be included. It was noted that the DTI was seeking evidence to justify small scale trials.

**ACTION: Any additional themes should be proposed to JM and RM and these can be circulated to the Group.**

## **6. Public Procurement**

### *6.1 Update on CUTE Project and low carbon bus procurement in London – Anna Rickard*

The Mayor of London has announced that from 2012 all 500 buses which enter the market each year will be low carbon. There will be a £25m investment in low carbon transport over 3 years. The short to medium term technology to be used is hybrid with H2/Fuel cells being considered for the longer-term. The first hybrid double-decker bus, built by Wrightbus, has been launched this week for use in London. The demonstration phase of the 3 fuel cell buses currently operating in London ends in January 2007. It is planned that 10 more hydrogen buses will be procured – demonstration phase will end in March 2008. London is seeking to work with 5 other cities in the UK plus British Columbia in Canada to create a joint procurement initiative, although not via a single tender.

### *6.2 Options for promoting and financing low carbon public transport – Andy Wren, Hampshire County Council*

AW gave an update of the low carbon initiative conducted as part of Winchester's park and ride scheme and Miracles project (see [http://www.lowcvp.org.uk/uploaded/documents/MIRACLES%20Initiative%20Winchester%20\(A%20Wren\).pdf](http://www.lowcvp.org.uk/uploaded/documents/MIRACLES%20Initiative%20Winchester%20(A%20Wren).pdf)). He presented updates of the projects in the last year including a new scheme that has been proposed for the south of Winchester to be run from 2007-08 which could see the introduction of low carbon buses. The City Council is keen to implement but the funding issue is still being addressed as budget is being cut by central government. -Hybrid buses were tested for some weeks in the existing P & R scheme and public reaction gauged using a survey: general consensus that passengers were happy and will to pay extra to ride on hybrids. Where available, Euro 4 will be the preferred option amongst tenders.

Winchester's park and ride scheme has continued to be successful; a large percentage of the cost is funded by city centre parking fees.

**ACTION: Secretariat to contact TAS regarding a possible review of days per week and night time option for Park and Ride schemes.**

*6.3 Zeus project: experience of public procurement – Myles Mackie, Coventry City Council*

A review of the Zeus project, which was introduced to provide demand pull for new alternatively fuelled vehicles. Southwark, Sutton, Camden, Merton and Coventry took part. The 5 Zeus partners formed a procurement consortium to buy electric vehicles. Bulk procurement allowed for a 50% drop in the price of some electric vehicles. Overall the project was deemed a success with 1200 vehicles purchased, but did not provide the necessary momentum to continue.

*6.4 Forward Commitment: procuring innovation - Robert Evans, Cenex*

RE briefed the WG on the origins of Cenex's establishment, arising out of recommendations made by LowCVP's then R&D Working Group (now Innovation WG). Cenex was tasked with implementing an exemplar project as part of forward commitment strategy proposed by the Environment Innovation Advisory Group (EIAG) to encourage increased investment in innovation in environmental products and technologies. The aim is to create enough volume from commitments to purchase to move from prototype to pre-production. TfL has, as mentioned above, committed that from 2012 onwards all new transport in London will be low carbon.

**ACTION: Secretariat to circulate the presentation.**

*6.5 Discussion on way forward*

The WG agreed that a small sub-group be created to take forward work on public procurement examining in particular how to tackle some of the barriers, particularly amongst the Local Authorities. A meeting date was set for 24 November at 10.30am. TfL said it would verify if it had a room available. Expressions of interest in attending were received from Bob Bryson, Maurice Perl, Cenex, SMMT and James Rosson. It was emphasised that non-UK bus suppliers should also be included in any procurement exercise.

Traction Technology also reported that an Optare Solo would be going into service within Park and Ride scheme.

**ACTION: Meeting was held as scheduled at EST and the outcome was reported at the meeting held 11 December at DfT.**

## **7 AOB**

### **7.1 Dates for future meetings**

The secretariat to schedule and circulate quarterly meetings taking into account other LowCVP meetings and events as well as bus and coach activities in 2007.

### **7.2 Election of chair**

Greg Archer informed the WG that the Chair of the working group was up for renewal and invited anyone with an interest to contact him and he would sound out the current Chair.

**Next Bus WG meeting:**

31 January 2007, 10.30 to 13.00 (venue tbc)