

Low Carbon Vehicle Partnership

Bus Working Group Meeting
Wednesday, 14 February 13.30 to 15.45
DfT, Great Minster House, 76 Marsham Street, London, SW1P 4DR

Present

James Rosson – Traction Technology
Allan Edmonson – ODA
Bob Bryson – Alexander Dennis
Phil Margrave – London General
Greg Young – Cummins Westport
David Lemon – TfL/David Lemon
Andrew Leadbetter – Mersey Travel
Martin Smith – Kestrel Powertrain
Ian Macpherson
Colin Copelin – CPT

Ricardo Sardelli – Allison
Gerry Walker – Cummins Engines
David Martin – Ecovector
David Keenan – SE
Alan Martin – Scania
Kevin Jackson – EMP Battery
Chris Dyal – First Group
Kevin Middleton – Travel West Midlands
Maurice Perl – Wright Bus
Simon Rowlands – Millbrook

Apologies

Bob Davis - SMMT
Steve Bell – STS

BWG-M-07-02

MINUTES OF THE MEETING

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1. Welcome & apologies - Director

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

2. Minutes and matters arising - Director

BWG-M-06-06

The minutes of the previous meeting were adopted noting that the action point from 6.2 is still outstanding.

2.1 Bus Working Group Chair - Director

The annual election of the Bus Working Group chairperson was presided over by the Director and Bob Bryson was confirmed and welcomed to the Chair for the coming year. Thanks were expressed to the out going Chair, Rayner Mayer, for his energy and commitment in advancing the agenda of the working group during a difficult period.

2.2 Amended Work Plan – Jonathan Murray

BWG-P-07-01

A revised workplan was presented which took account of comments provided by members. It was also agreed that the elements of the workplan should be taken

forward and simultaneously reports on all elements be provided at each working group meeting.

3. Secretariat Update – Director

BWG-P-07-02

The Director provided the CVWG with an update of the Secretariat and the Partnership's activities over the last three months as outlined in paper CVWG-P-07-02 including:

- Positive meeting of the Chairman and Director with Environment minister Ian Pearson
- LowCVP's submission to the DTI's Low Carbon Innovation strategy
- Proposed code of conduct for new car advertising being undertaken by PCWG
- A well received presentation by LowCVP on the Powering Future Vehicles strategy to the inter-departmental group overseeing the strategy review.
- A Bus Review taking place as commissioned by HMT: Paul O'Sullivan has been seconded to the DfT to undertake the review looking at modal shift and environmental concerns.

3.1 LowCVP Strategy 2007-2010 – Director

A new LowCVP strategy is being developed for the next 3 years following the previous one which covered the period 2005-7. In developing the strategy an internal brainstorming session was conducted and an updated strategy outline presented to the Board as a discussion document. This discussion document is now being tabled at the Working Group meetings. The main themes of the strategy are: to bring in new, more relevant members to the Partnership, to revise the structure to cope with more cross cutting issues, to widen the scope of the Partnership to incorporate elements of vehicle use, and to widen the source of funding for the Partnership. It is also anticipated that the secretariat team will grow in number to handle the increased workload.

ACTION: Members are invited to comment on the discussion document. Comments should be emailed to the LowCVP Secretariat.

4. Bus Review – Paul O'Sullivan

Paul O'Sullivan from the DfT outlined the current review of bus regulations which are set out in the Department's document 'Putting Passengers First'. A key issue for Government in the coming Comprehensive Spending Review is that Government subsidies where provided should be effective and support Government policy, in the case of buses Government policy was to increase patronage and reduce environmental impacts.

He invited LowCVP to respond to the review and asked for specific input on the following issues:

- What would the potential premium cost and volume relationship be for various bus driveline technologies?
- Is the current definition of a low carbon bus still appropriate?
- What is the scope for improving fuel efficiency in the existing bus market? For existing bus models, what is the extent of the variation in fuel consumption experienced?
- What scope is there to change the size of buses to better fit operating requirements? How could this be encouraged?
- If you want to make a significant impact on carbon dioxide emissions from buses can you do it in any other way than introducing low carbon buses?
- Assuming BSOG isn't changed fundamentally, how useful / practical would the introduction of thresholds for different routes/vehicle types be?
- If you wanted to provide a specific measure to level the playing field for low carbon buses what would be the options?
- How could local authorities provide further support?

ACTION: DfT interested in further information on cost effectiveness. It was agreed that the BWG would hold a workshop to consider these issues. DfT requested that LowCVP submit its views by the end of March in time for the comprehensive spending review.

5. Public procurement – update

Jonathan Murray outlined the proposed workplan for developing a forward commitment process for low carbon buses. The workplan is split into three clearly defined phases:

- Phase 1: Feasibility study
- Phase 2: Consortium development and issue ITT
- Phase 3: Enter into forward commitment contract and delivery of vehicles.

It is proposed that the LowCVP undertakes the feasibility study which is expected to be completed in the summer of 2007. If the feasibility study indicates a forward commitment for low carbon buses could be successful then Cenex will co-ordinate a low carbon bus forward commitment.

ACTION: Jonathan Murray to recruit members to participate in the feasibility study.

6. Ecobus Project - update - Rayner Mayer

Rayner Mayer updated the WG with regard to the progress of the Ecobus Project. Under framework 7 there will be two calls for proposals. The first, which was issued in 2007, will focus on modal shift and the application of current state of art buses. The second which will be issued in 2008, will focus on the use of the next generation of buses. Both calls will support the purchase of a limited number of buses and these will need to be supported via public procurement.

There is interest from The Netherlands, Germany, Italy and France to participate in the consortium and a meeting of the consortium will be held in the Netherlands in March.

ACTION: Any interested members to contact Rayner Mayer.

7. LowCVP new website – Neil Wallis

Neil Wallis provided an overview of the additional features now available on the new LowCVP website.

8. AOB

There was no other business and the meeting was closed.

Next Bus WG meeting:
10:30 – 13:30 on Wednesday 25th July 2007
Venue: DfT, Great Minster House, London SW1P 4DR