

BWG-P-07-01

Bus Working Group – 2007 work plan

This paper is provided for comment to the BWG members. It is based upon the BWG-P-06-14 discussed at the meeting on the 1 November 2006 and comments subsequently provided by members of the group.

The aim in 2007 is to hold four meetings spaced at three monthly intervals to consider the various aspects of taking forward the proposal set out in the Partnership's submission to the Powering Future Vehicle Review to create the conditions required to deliver a shift to low carbon buses in the UK.

As a result of comments from the Bus Working Group the initial proposed work plan has been amended and now comprises of four topics.

The four topics comprise –

Low carbon drive-lines – review of those low carbon technologies that have passed the 159 route trial and those that have yet to receive funding to demonstrate proof of purpose – to consider the common underpinning technologies to facilitate introduction of these drive-lines – to relate these technologies in turn to those used in fuel cell buses.

Forward Commitment – to procure low carbon buses. This will comprise of a feasibility study to determine how this mechanism could be used to procure low carbon buses in the UK, and provide a mechanism to be invoked if the appropriate funding and/or regulatory regime was put in place. The Partnership would be involved in engaging stakeholders and establishing a consortium however the delivery of the forward commitment would be managed by Cenex.

Putting Passengers First – respond to the Government's proposals for modernising the national framework for bus services with regard to how this affects the potential for the adoption of low carbon buses. This should include a review of how buses are subsidised, its prime purpose of promoting social cohesion by reducing cost of bus travel – consider how BSOG could be altered to encourage operators willing to trial and introduce low carbon buses – how the administration of any new proposal for low carbon buses could work – what is needed to make proposed changes happen?

Value of small scale trials – topic requested by PFV Review Steering Group – what is the value of such trials – how many vehicles and for how long such a trial is required – the importance of using preproduction components to derive engineering and cost data – why such trials should qualify as research and development rather than demonstration – how one can build confidence in the new technologies.