

BWG-P-08-06

Bus Working Group –work programme review

This paper is provided as a basis for discussion as to the proposed work programme for the Bus Working Group in the coming year. The proposed items are suggestions only and alternative suggestions are welcome.

The work plan in 2007 was intended to take 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. The work plan items undertaken are shown below and all will have been completed by the end of the current FY.

Bus Working Group – work plan 2007	
Project	Status
1. Feasibility study for bus forward commitment (policy implementation)	Due to complete March 08
2. Input to the Bus Review (policy development)	Complete 05.07
3. Support development of the Low Carbon Vehicle Procurement Programme (policy implementation)	Complete 10.07

Below are listed a number of potential projects for the BWG to consider for the coming year. They continue the objective to deliver the conditions required to deliver a shift to low carbon buses in the UK.

1. Survey of interest in procurement of low carbon buses

As a natural extension of the Low Carbon Bus Procurement Feasibility Study, this would assess the level of interest from bus operators, PTAs and local authorities in low carbon buses and in participating in a Low Carbon Bus Procurement group. The approach would be to survey bus operators and PTAs and Local Authorities separately through a telephone survey. This would provide evidence of the level of demand to DfT’s Low Carbon Vehicle Procurement programme.

Project Type: Small

Budget: £15,000

2. Cost effectiveness of low carbon buses

This would be a desk research into the cost effectiveness of low carbon buses and would have three distinct elements. Development of evidence base from trials in terms of fuel economy and capital and operating costs, modelling of volume production of low carbon buses and cost effectiveness analysis of demonstration and volume production low carbon buses. This would build upon the evidence provided by the LowCVP in response to “Putting Passengers First” in 2007. This would be used to provide evidence to DfT as part of the bus subsidy review.

Project Type: Small
Budget: £5,000 – 10,000

3. CO2 per passenger/km of different modes of passenger transport

As part of the BWG's response to the DfT's strategy "Putting Passengers First" we provided a basic assessment of CO2 per passenger/km for buses and cars. This study will build upon that analysis to provide a more detailed investigation of CO2 per passenger/km drawing data on occupancy from a variety of sources for different modes of passenger transport both nationally and regionally. We are aware that the SMMT have considered developing a view on this data for buses and cars. This study would assist the SMMT in developing robust figures and provide LowCVP with a position on the carbon intensity of different modes of passenger transport.

Project Type: Small
Budget: £5,000 – 10,000

4. Participation in COMPRO project

Engage with the COMPRO project which has similar objectives to the Low Carbon Bus Procurement project. The COMPRO project is European in scope and has the aim of developing the market for clean buses (hybrid and CNG). The project seeks to implement a common procurement of clean buses across Europe. The project seeks to engage a large group of purchasers to develop common vehicles standards, define the criteria and key elements for a joint procurement, and reach the critical mass needed to allow for competitive prices. The initial consortium consists of 4 local authorities in Italy, Germany and Sweden. This would assist in promoting a common low carbon bus specification and the possible implementation of the Low Carbon Bus Procurement project.

Project Type: Small
Budget: T&S

5. Follow-up to the Bus Forward Commitment study

With the completion of the Low Carbon Bus Procurement feasibility study the BWG will undertake a review of its activity. This will take into account the results of the feasibility study. Should the feasibility study prove to be positive it is envisaged that further activity will be undertaken to promote the creation of a Low Carbon Bus Forward Commitment outside London. This may extend to the formation of a sub-group with specific interest in implementing a Forward Commitment for low carbon buses.

Project Type: Large
Budget: T&S