

LOWCVP BUS WORKING GROUP MEETING
Thursday, 5th February 2004, 10.30-13.00
SMMT, Forbes House, Halkin Street, London SW1

MINUTES OF THE MEETING

BWG-M-04-02

Present

Adrian Wickens – Volvo Bus
Alan Irving - DfT
Alastair Dick – Newbus
Andrew Colski – DfT
Bob Bryson – Newbus
Bob Davis – SMMT
Catherine Dove – LowCVP
Chris Dewey – BP
Colin Copelin – CPT
David Lemon – TfL/London Buses
David Wallis - LowCVP
John I Smith – Transbus/Chair
Justin Ram – DfT

Kerry Vitalis – DTI
Kevin Middleton– Travel
WestMidlands
Matthew Webb - DfT
Maurice Perl – Wrightbus
Myles Mackie – Coventry City
Council
Nigel Standley – ENECO
Rayner Mayer – Sciotech
Simon Rowlands – Millbrook
Stephen Hart – EST
Steve Bell – EST

Apologies

Alan Martin - Scania
Brian Macey – Millbrook
Chris Dyal – First Group
Chris Moyes – Go-Ahead
David Martin – ClearZones

David Richards – Evobus UK Ltd
Konstanze Scharring – LowCVP
Simon Brown – TfL
Steven Brown - Shell
Terry Davies – UWE

1. Welcome & apologies

The Chair welcomed the Group. Apologies were noted.

2. Matters arising

A question was raised on the issue of “spreading the message” as mentioned in the minutes of the last meeting. This was explained as including the promotion of the Low Carbon Bus Programme and greater involvement of local authorities.

The minutes of the last meeting were adopted subject to the following amendments:

Page 2, second paragraph “The emphasis has been on best practice technologies with the focus on getting mass out of the buses in order to improve fuel efficiency.”

Page 3, “(Carbon Dioxide is not part of regulated emissions at the moment).”

ACTION: The minutes should be amended accordingly and re-circulated.

3. LowCVP Update – Director’s Report

David Wallis (DW) briefed the Working Group on recent LowCVP activities.

A LowCVP Board Meeting was held prior to the AGM on 21 January. Leslie Packer and Bernie Bulkin have both resigned from the Board and two replacements were accepted at the meeting: Malcolm Fendick of DfT and Mark Gainsborough, VP of Fuels at Shell. One of the key recommendations that come out of the meeting was that in cases where it was difficult to get agreement on a submission or consultation, consensus should be sought where possible and the factual basis should be agreed. Both the majority and minority views should be represented.

Selected journalists were present after the meeting to meet with Board members, some of whom accompanied the Board on the London Fuel Cell Bus tour from the DTI Conference Centre to the AGM venue at Millbank, where they were met by the Energy Minister Stephen Timms who took time to view the low carbon cars on display before giving the keynote address.

The Secretariat had received positive feedback from participants at the AGM. The event appeared to be an overall success with members and other attendants. Of particular note was the panel presentation, which generated a useful discussion.

The new LowCVP website has now been launched together with a monthly e-Newsletter, the first edition of which was sent out on 5 February. Please see the new version of the site at www.lowcvp.org.uk. Agendas, minutes and working papers of the 6 Working Groups are available on the site. This means that henceforth minutes would be written in a non-attributable fashion.

At the end of 2003 the Passenger Car Working Group submitted their views on the VCA fuel consumption guide to DfT. The UK Government sent two letters to the European Commission, outlining the UK’s position on the Voluntary Agreements for CO₂ reduction on new passenger cars and CO₂ car labelling. The Fuels Working Group has been requested to advise Government on the EU Biofuels Directive.

David Kenington has now left the LowCVP to join the EST’s Powershift programme.

4. Low Carbon Bus Programme Update - Steve Hart (BWG-P-04-001)

The deadline for submissions of expressions of interest was 31 December 2003. This has been extended to July 2004. A number of submissions have been received and a range of technologies is represented including diesel,

CNG and turbine hybrids. The total grant allocation for the Programme is £3m and low carbon buses are expected to be on the roads by the end of 2004. The buses being considered under the Programme range from 17-seaters to single and double-decker buses.

Emissions performance of buses powered by engines conforming to Euro 3 emissions legislation - Steve Bell (BWG-P-04-002)

The above paper and notes on testing of the Wright "Electrocity" gas turbine electric hybrid were distributed at the meeting. SB explained the paper in further detail.

There was considerable discussion concerning the details, and it was agreed that time was needed to properly digest the figures and tables presented. However the table presented on Page 6 of the report when compared subsequently with the data in the Interim Report showed a close correlation for buses of passenger capacity of 40 and upwards. For buses with passenger capacity below 40 there is as yet little data available. The original target curve proposed by the Target committee had therefore made some assumptions regarding emissions performance of vehicles with lower than 40 passengers. These assumptions have yet to be tested. It was therefore hoped that at the next BWG meeting, following detailed study by members of the paper and appropriate representations made to Steve Bell it would be possible to confirm the target figures for low carbon buses in the range of 40 passengers capacity and above.

The meeting was pleased to note that the SAE recommended practice J2711 "state of charge" procedure was found to work for the turbine hybrid "Electrocity" vehicle and it was hoped that this would be the case for all types of hybrid buses.

ACTION: Copy of paper BWG-P-04-002 and notes to be distributed to the Working Group. Comments and representations to Steve Bell to be made before the next meeting in May

5. Bus Service Operator's Grant (BSOG)

The Chair informed the WG that he is currently in discussion with the Director General of the Confederation of Passenger Transport, Brian Nimick and had nothing to report at this time. The LowCVP Board has indicated that they would like to see practical results from the Bus Working Group on the BSOG during 2004.

6. Local Authority Involvement - Discussion

The most practical way of moving forward to ensure greater Local Authority (LA) involvement was discussed by the Group. It was agreed that CO2 is low on the LA priority list and that LAs must be made aware of LowCVP, its remit and origins.

Alastair Dick (AD) spoke with LA and found they had little or no knowledge of the LowCVP. It was suggested that involvement with Association of Transport Coordinating Officers (ATCO) and Passenger Transport Executive Group

(PTEG) could assist in achieving the aim. Both Groups are having meetings in the near future: the South East Branch of ATCO is meeting in Brighton on 17 February and has agreed to put LowCVP on the agenda; PTEG is meeting in Newcastle on 25 February. AD will attend with either someone from the Secretariat or another member of the Bus WG. The Group also agreed that a key element would be liaison with the Clear Zones bus group, which already feeds into the LAs. The Bus WG should additionally engage proactively at all levels with the LAs, including the Bus Partnership Forum, which holds a Ministerial level meeting every 6 months. The Forum brings together local authorities (PTEG, ATCO and LGA) and bus operators to encourage partnership at national level.

It must be made clear prior to attending ATCO and PTEG meetings and any further engagement with the LAs what LowCVP is asking these bodies for. It was agreed that the two main objectives in the initial phase should be to raise awareness of LowCVP's aims and objectives and to achieve placement of low carbon on the LA agenda.

It was agreed that to avoid any conflicts of interest a standard BWG presentation be prepared concerning Low Carbon Buses which could be used at any time by any member when speaking to outside bodies. Alastair Dick volunteered to prepare such a presentation in draft, and circulate it for comment / alteration, prior to a formal showing of it at the next BWG meeting.

ACTION: Any members wishing to participate in activating Local Authority involvement should submit their interest to the Secretariat (secretariat@lowcvp.org.uk).

7. Any Other Business

Report for the DfT – Economics of Bus Drive-Lines

http://www.dft.gov.uk/stellent/groups/dft_roads/documents/pdf/dft_roads_pdf_026804.pdf

Rayner Mayer (RM) distributed and spoke to the main conclusions arising from the the joint Sciotech/UWE report undertaken for the DfT on the Economics of bus drive-lines (see Appendix 1). An additional report for DTI will go up on the DTI website.

ACTION: RM to inform the WG when this becomes available. Any comments on the report can be sent to RM directly (rayner@sciotech.demon.co.uk).

8. Date of next meeting

The Bus WG will meet again on **6 May at 10.30am**. Location tbc.

**Economics of Bus Drive-Lines
Sciotech and UWE for DfT**

Conclusions

- No need for new technology to meet the current target
- Demonstrate that various technologies can work together
- Revision of bus operating grant provides a unique opportunity for encouraging energy efficient drive-lines
- Transforming the market will require overcoming barriers other than bus operating grant
- Because of likely rises in fuel prices, possibility should exist to retrofit buses with more efficient drive-lines during their lifetime
- Only a European market for energy efficient drive-lines is likely to bring down costs to a reasonable level

Key external cost factors

- Cost of fuel and availability
- Reducing local pollution (WHO guidelines)
- Reducing global pollution (UNFC Climate Change)
- Reducing noise (EU directive)
- Social inclusivity and transport poor