

**Low Carbon Vehicle Partnership - Bus Working Group**  
**SMMT, Forbes House, Committee Room**  
**Thursday, 6 February 2003, 10.30-13.00**

**BWG-M-03-02**

**MINUTES OF MEETING**

**Present**

Steve Bell (EST)	Mark Gaynor (DfT)
Simon Brown (Consultant for TfL)	Brian Macey – Millbrook
Steve Brown (Shell)	Rayner Mayer (Sciotech)
Bob Bryson (Newbus)	Kevin Middleton – Travel West Midlands
Andrew Colski (DfT)	Leslie Packer (DfT)
Colin Copelin (CPT)	Maurice Perl (Wrightbus)
Terry Davies (UWE/Sciotech)	Pat Selwood (TWR)
Bob Davis (SMMT)	John I. Smith – Chairman (TransBus)
Chris Dewey (BP)	Kerry Vitalis - DTI
Alastair Dick (Newbus)	Adrian Wickens (Volvo)
Chris Durham - Scania (for Alan Martin)	Prof Jim Skea (LowCVP)
Chris Dyal (First Group)	Konstanze Scharring (LowCVP)

**Apologies**

Myles Mackie (Coventry Council)	Richard Dyball (Arriva)
David Martin (ClearZones)	Hans Smits (Evobus)

**1. Welcome**

The chair, John I Smith, welcomed the attendants.

**2. Minutes of the meeting on 10 December 2002**

The minutes of the last Bus Working Group meeting were adopted.

**3. Update on LowCVP progress - Prof Jim Skea**

The official launch of the LowCVP on 16 January with Ministers David Jamieson and Lord Sainsbury was very well attended. Most members of the LowCVP Board had been appointed. The Board would meet for the first time on 14 March 2003.

The LowCVP Steering Group recommended for adoption a 'Memorandum of Understanding' and a first year work plan to the LowCVP Board. Work would develop in five working groups on buses, research and development, passenger cars, supply chain, and fuels for future vehicles.

The partnership would be serviced by a permanent secretariat with four full-time staff, including a Director and Deputy Director, plus two employees to look after the Single Portal for R&D. The secretariat would be based at the Energy Saving Trust.

**ACTION:** Working Group members were asked to suggest candidates for Director; Secretariat to set up members-only website for communication between members and circulating the minutes of working group meetings.

#### **4. Adoption of amended Working Group Terms of Reference**

Members discussed and amended the Terms of Reference proposed at the Group's first meeting.

ACTION: Preamble to be changed to include reference to air quality and partnership needed for large-scale development (see Annex 1). Due for adoption at next meeting

#### **5. Interim report from the Sub-Groups**

The sub groups on the bus target and the regulatory and fiscal context reported their initial work to the full group.

**5.1 Bus Target sub-group report:** The group had met on January 21, 2003. Adrian Wickens had been elected Chairman. Notes of the meeting had been circulated.

Adrian Wickens tabled a working paper – 'A Review of The Potential Target' – to report the initial findings of the Bus Target Sub-Group for members to consider (BWG-A001 attached). The main issues outlined in the paper were:

- the target was a 30% reduction in carbon dioxide equivalent (i.e taking into account other greenhouse gases) and included well-to tank and tank-to-wheel
- the baseline was a Euro 3 wheel chair accessible bus
- vehicle performance must be verified by an objective test
- the parameters for a test should follow current certification practice

The Group would follow four principles: use as much information as available in the public domain, in particular London Route 159; assume Government policy (e.g. recycling) to go forward as planned; take account of market forces and operators' economic needs; base compliance and potential rewards on an objective and enforced performance test. Topics included in the discussion:

- Whether trolleybuses and/or trams fitted into the Group's remit. It was agreed that only road/wheel based vehicles should be considered.
- The group saw a need to ensure that low carbon buses were not excluded from Clear Zones on a technicality.
- Need to clarify choice of test cycle and loading at early stage.

ACTION: Members to study paper and respond to it by email to Adrian Wickens [adrian.wickens@volvo.com](mailto:adrian.wickens@volvo.com) ; interested members were invited to join the next sub-group meeting on March 18; Brian Macey to check access to Millbrook data; John Smith to pursue link to UITP (International Association of Public Transport).

**5.2 Regulatory and Fiscal sub-group:** This group had not met, conducting its initial deliberations by e-mail. Alastair Dick (Newbus Technology) had been elected Chairman. A draft action programme was discussed. Its starting point was that low-carbon vehicles would only succeed if they were compatible, on a whole life basis, with conventional diesel buses. Fiscal support would be needed until volume production was achieved and costs became comparable.

The two main actions proposed were:

- To draft a summary of the current and programmed commitments by the UK and EU in terms of fiscal and regulatory policy and measures to encourage the utilisation of buses with low carbon dioxide emissions
- To prepare proposals for the appropriate Government Fund to award capital grant to purchasers of low carbon dioxide emitting buses

The discussion covered:

- The reasons for concentrating on capital support – the contribution from revenue support was thought to be low; capital support could be used to encourage the early take-up of such buses, tapering off thereafter, and could be time-limited
- The need to advise on a complete support package, including duty on fuels
- Research by Sciotech, on behalf of the DfT, into the capital implications of incorporating new technology, copies of the questionnaire being tabled and members being asked to return them as soon as possible.
- The need to keep in mind potential non-fiscal barriers to use, such as exclusion from Low Emissions Zones.

**ACTION:** The subgroup should meet on 05 March; extend its membership (Treasury; operators) to provide reality check; discuss findings of questionnaire; focus on partnership element and not close down on specific support instruments; review the regulatory state of play

## **6. Update on policy developments**

Andrew Colski, Mark Gaynor and Kerry Vitaly reported on the following policy developments:

- Fuel Duty Rebate review – The Government's FDR review was looking closely at arguments for and against change; recommendations would go to Ministers by the end of February; there would be an unspecified time for review by Ministers
- New Vehicle Technology Fund – The fund aims to demonstrate innovative clean low carbon technology that is 5-8 years closer to market than Foresight vehicle projects; key longer term question were how to successfully take the fund forward and to issue calls for proposals that would fill gaps in programme (BWG-P-001 attached)
- Foresight Vehicle Programme – The 6th call for proposals was issued; proposals were due by March 7 (BWG-P-002 attached)

## **7. 'Fuels for Buses'**

Copies of the CPT report 'Fuels for Buses' (June 2001) were tabled by Colin Copelin. The Group welcomed the report as useful. There was criticism of the description of the annual check as 'the most stringent emission standard check' and the lack of mention of gas substitution (bi-fuel).

**ACTION:** The SMMT report on Future Fuels to be circulated to the group (attached).

## **8. Bus & Coach Exhibition (NEC, 23-25 Sept 2003)**

The item will be discussed at the next group meeting. Options to be discussed include LowCVP collaboration with EST or CPT, information panels etc.

## **9. Any other business**

A suggestion that the Commission for Integrated Transport be invited to establish a relationship with the group was accepted. A request from SMMT to be able to put the Group's Minutes on the SMMT website as referred to the main Board. Group members appeared to have no objection to such use by any of its members. Sub group reports were thought not to be suitable for such publicity.

## **10. Next meetings**

Bus Working Group:	April 3, CFT
Regulatory and Fiscal sub-group:	March 5, SMMT
Bus Target sub-group:	March 18

## **Low Carbon Vehicle Partnership**

### **Bus Working Group – (Draft) Terms of Reference**

The Bus Working Group is set to contribute to the LowCVP's mission by providing a forum that brings together stakeholders in the establishment of development, manufacture and use of clean low CO<sub>2</sub> emitting buses in the UK. Its tasks will include:

- Identifying and recommending ways of removing barriers to the introduction of low carbon buses in UK
- Creating wider awareness of the opportunities for the UK presented by low-carbon buses
- Providing guidance on achieving the Government's target of 600 or more new buses to be low carbon by 2012, defined as 30% below current average carbon emissions.
- Advising on policy, fiscal and regulatory instruments that will help the UK to achieve and move beyond the 2012 target, by taking into account wider European and global developments.
- Identifying low carbon bus demonstration and pilot projects and creating opportunities for stakeholders to participate in such projects
- Providing feedback on the progress and effectiveness of Government R&D programmes relating to low carbon vehicles, with particular reference to buses