

LOWCVP BUS WORKING GROUP MEETING
Thursday, 4th December 2003, 10.30-13.00
Confederation of Passenger Transport, Imperial House, 15-19 Kingsway,
London, WC2B 6UN

MINUTES OF THE MEETING

BWG-M-03-12

Present

Adrian Wickens – Volvo Bus	Gerry Walker – Cummins Engine
Alan Irving - DfT	John I Smith – Transbus/Chair
Alastair Dick – Newbus	Kerry Vitalis – DTI
Bob Bryson – Newbus	Nigel Standley – ENECO
Chris Dewey – BP	Rayner Mayer – Sciotec
Colin Copelin – CPT	Simon Rowlands – Millbrook
David Kenington - LowCVP	Stephen Grosvenor – ETS-Hybrid
David Lemon – TfL/London Buses	Steve Bell – EST
David Wallis - LowCVP	Steven Brown – Shell
	Tony Brown – Ealing Local Authority

Apologies

Alan Martin - Scania	Maurice Perl – Wrightbus
Andrew Colski – DfT	Konstanze Scharring – LowCVP
Bob Davis - SMMT	Mike Weston – TfL/London Buses
Brian Macey – Millbrook	Myles Mackie – Coventry City Council
Catherine Dove – LowCVP	Pat Selwood - SMMT
Chris Dyal – First Group	Rayner Mayer – Sciotech
Chris Wilkes – BP	Richard Dyball – Arriva
David Martin – ClearZones	Sam Greer - Stagecoach
Derek P Charters – MIRA	Simon Brown - TfL
Hans Smits – Evobus UK Ltd	Stephen Hart – EST
Jenny May – DfT	Terry Davies – UWE/Sciotec
Kevin Middleton – Travel WestMidlands	

1. Welcome

The Chair welcomed the Group, particularly Stephen Grosvenor from ETS-Hybrid who has just joined the partnership. The minutes of the meeting of 2nd October 2003 were adopted with no amendments.

2. Matters arising

The Chair raised the question about the DTI sponsored supply chain database. Kerry Vitalis reported that this process was still on going. Colin

Copelin gave the name of Arno Kerkhof as the contact at UITP as requested from the last meeting for him to be invited to the next WG meeting. (Secretariat to invite and process application for membership)

The Chair advised that the Clear Zones meetings continued to concentrate on how to develop the next generation of clean buses. The emphasis has been on best practice technologies with the focus on getting mass out of the buses in order to improve fuel efficiency.

The Bus Service Operators grant from the Department for Transport was mentioned. It was said that there would be an update on this on December the 10th. Alan Irving (AI) said that the Grants were a part of the 10 year review of transport and said that comments on this issue would not be made until the summer of next year.

3. LowCVP Update – Director’s Report

David Wallis (DW) briefed the WG on the on-going activities of the various LowCVP working groups.

The Steering Group has become increasingly effective in supporting the Secretariat. However, concern was expressed following the Board Meeting of the 9th October that there was a need to improve both the process and timing of communications between the Steering Group and the Board to ensure more efficient and effective critique of items being presented for approval to the Board. At the subsequent Steering Group meeting of the 27th of November it was agreed to develop new and better communication processes in order to resolve the problem.

The Director then gave a comprehensive report of the Board Meeting, which took place on the 9th October, preceded by a special Steering Group meeting to review the Centre of Automotive Excellence presentation prepared by the R&D Group for Board approval. He highlighted the concerns raised by the Board about options, location and the need for a business case to be developed. The Board appreciated the time and effort expended by the R&D Group and agreed the next step of using outside consultants to prepare a comprehensive business case for review by a small sub-group comprising Director LowCVP, DTI, DfT and Geoff Callow. This would be presented for review and approval at the March 2004 Board meeting.

The other major item on the Board agenda was to review the Pre-Budget Report 2003 - 2012 Passenger Car Target prepared by the Passenger car Working Group and which represented the first in a series of recommendations on the barriers and opportunities to achieve the Government’s 2012 target for low carbon cars. The Board welcomed the presentation and recommended its submission.

The Director also covered the discussions in progress for adding a Communications Officer to the Secretariat strength together with additional outside consultancy resources to kick-start the implementation of the Communications strategy including the refreshing of the website and the publication of a regular e-newsletter.

Finally the AGM plans were discussed. The AGM will be on the afternoon of the 21st January 2004 following the Board Meeting. Detailed arrangements are being finalised and will be advised to all members in due course. The Chairman had underlined the desirability of members' in-kind contributions to support the cost of the AGM.

There have been no meetings of the Passenger Cars, Fuels or R&D Groups in the month but there has been a further meeting of the Passenger Cars communications sub-group and there is still a lack of feedback on the R&D demonstrator project report by Ken Lillie.

Action: Would any members with views please send feedback in to him.

The Bus Working group had reviewed the elements of the DfT's Call for Expression of Interest supporting the Low Carbon Bus Programme announced at the end of September. John Smith raised the issue of the removal of the Bus Operator's Grant subsidy on diesel fuel to create a level playing field for all fuels.

The Director finally advised that invitations to join a Supply Chain Working Group had been sent out with a first meeting planned for 15th December at 1 Victoria Street.

The Low Carbon Vehicle Technology UK/Japan conference (2nd December) was a technology conference given in order to enhance collaboration between the two nations. The LowCVP was well represented there with the Chair Graham Smith giving an excellent speech and the new LowCVP stand all contributed well towards raising awareness of the partnership.

4. Steve Bell (SB) EST Low Carbon Bus Verification Update

Report to verify the baseline emissions of Buses in the UK. (See LowCVP Interim Report ("the Report") from BWG June 2003 Pages 9 & 25)

The first (tentative) draft of the report was passed around for member's perusal. Specific results are not minuted at SB's request as they require further verification before publication. The objective of the report was to bring in data from buses fitted with Euro 3 engines as most of the data from the original report related to vehicles fitted with Euro2 engines (or earlier).

Methods: testing carried out on a good range of buses with Euro 3 engines. The results are based on a 50% passenger capacity condition on the route 159 cycle carried out at Millbrook, as recommended in "the Report". There was debate about whether to include into the test data incorporating methane and N02 emissions (Chris Dewey CD, AW and JS) due to their enhanced GHG effects. (Carbon Dioxide is not part of regulated emissions at the moment). CD offered to share methods of how to test for post tailpipe oxides of Nitrogen (particularly Nitrous Oxide).

It was agreed that there was a good spread of buses used in the testing, with the notable exception of a Scania Bus.

Action: Ask Scania to be included in the testing

However, Al added that the Group should not get carried away as the purposes of the report is simply a means to provide a baseline, so the question of appropriate allocation of resources comes into play.

There was discussion on the results shown in Table 1 of the report, particularly regarding buses fitted with experimental engines not yet in production. It was generally agreed that the buses that are presently in production should form the exact baseline. SB was not certain as yet whether the data could be used for the baseline calculations or not. (Subsequent to the meeting Bob Bryson amalgamated the new data with the old, and circulated the result to the members of the technical sub-committee. There proved to be a close correlation between the two sets of results).

Testing on Hybrid Bus fitted with a Capstone turbine: SB had found variability in the test data using the route 159 test cycle. Therefore he thinks that the most appropriate test for Hybrid bus emissions should be to use a dynamometer and run a series of tests in order to get enough data to average.

The importance of getting the baseline determined is so that the Government can then use it to accept applications for Funding for Low Carbon Buses. Before the next meeting, the report will be verified and published

Expressions of Interest for Low Carbon Bus Funding:

Al would like them by the 31st of December. After this they will consider applications but it will be restricted by available funds. No date has been set for funding decisions to be made by yet, it depends on the progress made by each consortia.

Action: Check the Date of the Deadline for Expression of Interest for Low Carbon Bus Programme Funds.

5. Tony Brown (TB). Local Authorities Manifesto.

TB, who is a councillor for the Borough of Ealing reported to the group on how to achieve progress when working in a political context. This included clarification of the distinctions between Whitehall and Westminster and the existing relationships therein.

If the work of the LowCVP is to gain greater governmental support then it should be geared towards influencing the political agenda and making sure it gets the recognition it deserves.

TB's recommendations for managing this are to deliver a LowCVP 'manifesto' of its activities. In order to maximise the influence of this manifesto, it should be written in a way that makes it:

- Important
- Deliverable
- Comprehensible

This would be an effective way to increase governmental support and to achieve the strategic goals of the LowCVP. In addition TB went on to clarify the relationship between officers and politicians, in particular with regards to government funds. This adds a fourth element – to maximise the deliverables for the least amount of money. Therefore projects must be as commercially viable as possible.

Once one has a core argument, a shotgun approach is the best way to communicate with government and target different people to carry out the different functions of a project.

Action: DW and JS to come up with a ‘spread the message’ strategy to discuss at the next meeting.

RM raised a point about public awareness of efforts. He is involved in a 4 year EU wide programme to raise awareness of CO2 emissions amongst the general public.

Action: Give the ‘Route to Cleaner Buses’ report to TB as it is a good reference document for a ‘manifesto’.

7. Any Other Business

RM – The Economics of Bus Drivelines report will be published on the DfT website soon. It is very good as it models the advantages and disadvantages of running costs vs purchase costs for different technologies.

The next Bus Working Group meeting is scheduled for Thursday the 5th of February, 10.30am-12.30pm.