

LOWCVP BUS WORKING GROUP MEETING
Thursday, 6 May 2004, 10.30-12.30
Millbrook Testing Ground, Bedford

MINUTES OF THE MEETING

BWG-M-04-05

Present

Adrian Wickens – Volvo Bus (Acting Chair)
Alan Martin - Scania
Andrew Robinson – EST
Anna Rickard – London Buses
Bob Bryson – Newbus
Bob Davis – SMMT
Brian Macey – Millbrook
Catherine Dove – LowCVP
Colin Copelin – CPT
David Lemon – TfL/London Buses
David Martin – Clear Zones
Derek Charters – MIRA

Gerard Sauer – ENECO
Gerry Walker – Cummins
Kerry Vitalis – DTI
Konstanze Scharring – LowCVP
Matthew Webb - DfT
Maurice Perl – Wrightbus
Myles Mackie – Coventry City Council
Neil Wallis – LowCVP
Nigel Standley – ENECO
Philip Hosken – Trevithick Society
Phil Margrave – Go-Ahead London
Stephen Hart – EST
Steve Bell – EST

Apologies

Alastair Dick – Newbus
Bob Davis – SMMT
Chris Dewey – BP
John I Smith – Transbus

Kevin Middleton – Travel West Midlands
Rosalind Wall - DfT

1. Welcome & apologies

The Acting Chair welcomed participants to the meeting. Apologies were noted. The Deputy Director informed the WG that Steve Brown has changed role at Shell and henceforth will be involved in LowCVP on the fuels side rather than with the BWG.

2. Matters arising

The minutes were adopted without amendment.

3. LowCVP Update – Deputy Director's Report

- A LowCVP Board Meeting was held on 23 March. The Board decided that an addendum should be made to the Memorandum of Understanding setting out the role of sub-groups, defined as totally supporting the official working groups. They should not have stand-alone status so as to avoid any misunderstanding in terms of whether decisions agreed upon in sub-groups become official policy. Following a presentation at the Board meeting by Centre of Excellence consultants, Beta Technology, the Board gave the go-ahead for them to proceed to the next phase in the creation of the Centre.

- LowCVP has two new staff members: Roger Glenwright, previously Head of Transport at the John Lewis Partnership is acting as Interim Director of LowCVP. Neil

Wallis formerly of the Energy Saving Trust is the Communications Adviser.

- The appointment of a new LowCVP Director is imminent and members will be informed accordingly.

- Finance – Both the Steering Group and Board agreed that paying a membership fee to join the LowCVP was not the way forward. The Board encourages members that in addition to their time, they support projects through in-kind or financial contributions.

- Passenger Car WG – Car labelling - The Group approved recommendations by its Consumer Information sub-group that LowCVP should take leadership in establishing a Voluntary Agreement to introduce an effective CO2 label for new cars in the UK ahead of a revised EU label.

- Fuels WG - Biofuels Directive – Following the FWG's input at the pre-consultation stage, the Government's consultation on the Biofuels Directive has now been issued. Members have been invited to send comments to the Secretariat with the aim of identifying and collating areas of agreement, for submission to Government.

4. Low Carbon Bus Programme Update – Stephen Hart

Stephen Hart (SH) reported on progress with the LCBP: 11 Expressions of Interest have been received to date and the call remains open until July.

The Programme is expected to move to grant award stage later in the year after the Programme has received final clearance by the European Commission (EC), as an appropriate State Aid. The need for this clearance follows legal advice from DfT, who are taking the matter forward with the Commission. However, as the Commission in the past has agreed similar programmes, it is anticipated that agreement should be reached with the Commission later in the year

Concern was expressed by operators and manufacturers regarding the delay, which may affect attainment of the bus target set by the Powering Future Vehicles strategy. EST will keep LowCVP informed of all progress. It was agreed that in future, such clearance should be sought at the point of establishment of a funding programme.

4a. Euro 3 Emissions Results Update – Steve Bell

Steve Bell gave an overview of the conclusions and recommendations in the updated paper circulated to the WG (BWG-P-04-006) He informed the group that he was seeking the WG's acceptance of the definition of a low carbon bus as one that meets the new straight line (see Appendix 1) and has a certified engine. This was agreed. The issue of air quality was raised and it was decided that the programme would monitor regulated emissions from the vehicles and review the results. It was agreed the target sub-group would proceed to the final paper on the standard and procedure for testing of the low carbon buses for sign-off at the next BWG meeting. It was agreed that the next step would be discuss the conformity of production testing in service. This will therefore be an item for the agenda at the next meeting.

ACTION: Secretariat to circulate revised Well-to-Wheel target GHG emissions (see *Appendix 1 and 2*).

5. Bus Service Operator's Grant (BSOG) – DfT

The DfT reported that a ministerial policy statement on the Grant in the context of the Ten Year Transport Plan would be made in July/August. In the interim, discussions are on-going.

6. Local Authority Involvement – Deputy Director

The DD provided the WG with a briefing from Alastair Dick regarding activities undertaken to raise awareness of low carbon on the Local Authority agenda. (BWG-P-04-005).

7. Any Other Business

ACTION: With the supply chain critical to implementation of the low carbon bus, it was agreed that SH would send an update to the BWG on the activities of the SCWG after the next meeting on 11 May.

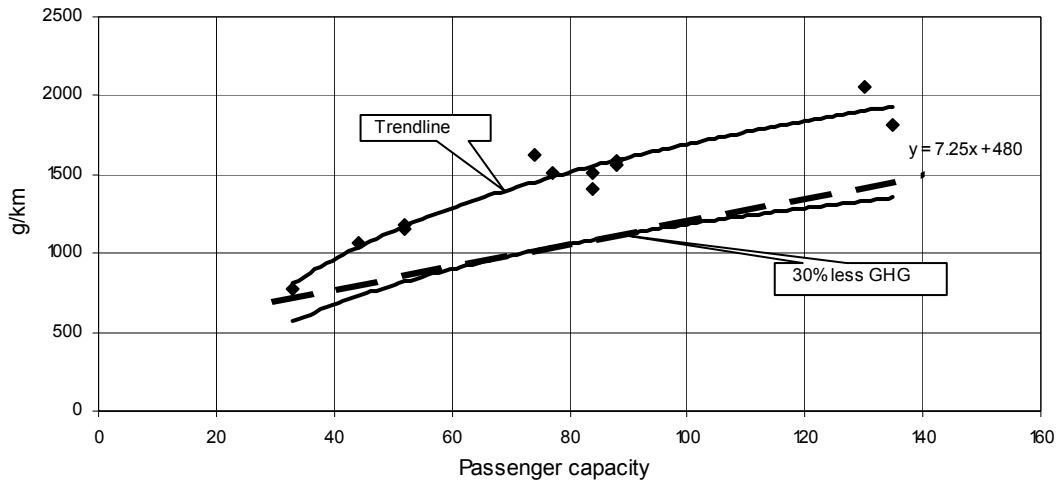
ACTION: Secretariat to invite members of LowCVP who make small buses (less than 17 seater) to share their findings with regards to testing outcomes and any advice on what direction the target sub-group should take henceforth.

8. Date of next meeting

The Bus WG will meet again on **29 September at 10.30am at Volvo in Warwick.**

APPENDIX 1

Well to Wheel GHG



APPENDIX 2

Revised target figures based on :-

Target GHG emissions well to wheel =7.25x(total passengers) + 480

Compared with figures in Attachment D of the LowCVP Bus Working Group Final Interim Report

Target GHG emissions in g/km by max passenger capacity

Pass	g/km	revised g/km	Pass	g/km	revised g/km	Pass	g/km	revised g/km
20	285.3	625.0	61	909.1	922.3	102	1196.6	1219.5
21	312.6	632.3	62	918.2	929.5	103	1202.1	1226.8
22	338.6	639.5	63	927.1	936.8	104	1207.5	1234.0
23	363.5	646.8	64	935.9	944.0	105	1212.8	1241.3
24	387.3	654.0	65	944.6	951.3	106	1218.1	1248.5
25	410.1	661.3	66	953.1	958.5	107	1223.4	1255.8
26	432.1	668.5	67	961.6	965.8	108	1228.6	1263.0
27	453.2	675.8	68	969.8	973.0	109	1233.8	1270.3
28	473.5	683.0	69	978.0	980.3	110	1238.9	1277.5
29	493.2	690.3	70	986.1	987.5	111	1243.9	1284.8
30	512.1	697.5	71	994.0	994.8	112	1248.9	1292.0
31	530.5	704.8	72	1001.8	1002.0	113	1253.9	1299.3
32	548.2	712.0	73	1009.5	1009.3	114	1258.8	1306.5
33	565.4	719.3	74	1017.1	1016.5	115	1263.7	1313.8
34	582.1	726.5	75	1024.6	1023.8	116	1268.6	1321.0
35	598.3	733.8	76	1032.1	1031.0	117	1273.4	1328.3
36	614.1	741.0	77	1039.4	1038.3	118	1278.1	1335.5
37	629.4	748.3	78	1046.6	1045.5	119	1282.9	1342.8
38	644.3	755.5	79	1053.7	1052.8	120	1287.5	1350.0
39	658.9	762.8	80	1060.7	1060.0	121	1292.2	1357.3
40	673.0	770.0	81	1067.7	1067.3	122	1296.8	1364.5
41	686.8	777.3	82	1074.6	1074.5	123	1301.3	1371.8
42	700.3	784.5	83	1081.3	1081.8	124	1305.9	1379.0
43	713.5	791.8	84	1088.0	1089.0	125	1310.4	1386.3
44	726.3	799.0	85	1094.7	1096.3	126	1314.8	1393.5
45	738.9	806.3	86	1101.2	1103.5	127	1319.2	1400.8
46	751.2	813.5	87	1107.7	1110.8	128	1323.6	1408.0
47	763.2	820.8	88	1114.1	1118.0	129	1328.0	1415.3
48	775.0	828.0	89	1120.4	1125.3	130	1332.3	1422.5
49	786.6	835.3	90	1126.6	1132.5	131	1336.6	1429.8
50	797.9	842.5	91	1132.8	1139.8	132	1340.8	1437.0
51	808.9	849.8	92	1138.9	1147.0	133	1345.1	1444.3
52	819.8	857.0	93	1145.0	1154.3	134	1349.3	1451.5
53	830.4	864.3	94	1150.9	1161.5	135	1353.4	1458.8
54	840.9	871.5	95	1156.9	1168.8	136	1357.5	1466.0
55	851.2	878.8	96	1162.7	1176.0	137	1361.6	1473.3
56	861.2	886.0	97	1168.5	1183.3	138	1365.7	1480.5
57	871.1	893.3	98	1174.3	1190.5	139	1369.7	1487.8
58	880.9	900.5	99	1179.9	1197.8	140	1373.8	1495.0
59	890.4	907.8	100	1185.6	1205.0	141	1377.7	1502.3
60	899.8	915.0	101	1191.1	1212.3	142	1381.7	1509.5