

# Low Carbon Vehicle Partnership

**Bus Working Group Meeting**  
**Wednesday, 21 May 2008, 10.30 to 13.30**  
**SMMT, Forbes House, Halkin Street, London, SW1X 7DS**

**BWG-M-08-05**

## **DRAFT MINUTES**

### **Attending**

Alan Ponsford – Capoco Design  
Bob Bryson (chair) – ADL  
Bob Davis – SMMT  
Chris Walsh – Cenex  
David Martin – STS  
Frank Thorpe – Go-Ahead  
James Rosson – TT(UK) Ltd  
Jonathan Bray - PTEG

Jonathan Murray - LowCVP  
Maurice Pearl – Wright  
Rayner Mayer – University of Reading  
Simon Rowlands - Millbrook

### **Apologies**

Adrian Wicken – Volvo  
David Lemon – TfL  
Greg Young – Cummins

### **1. Welcome & apologies**

The Chair welcomed the Bus Working Group, thanked the SMMT for hosting the meeting and apologies were noted for the record.

### **2. Minutes and Matters arising**

The Minutes (BWG-M-08-01) were accepted as a true record of the previous meeting and it was ascertained that there were no outstanding actions.

### **3. Partnership Activity Update**

Jonathan Murray provided the group with an update of the Partnership's activities during the previous three months, this is detailed in BWG-P-08-07. Highlights include the following;

- Biofuels sustainability activities influence global debate
- LowCVP invited to participate in the COMPRO project to procure low carbon buses
- Director meets Liberal Democrats Shadow Transport and Environment Ministers
- Funding secured to support Act on CO2 campaign
- LowCVP will to 83 Victoria Street, London, SW1H 0HW at end of May.

There was a discussion regarding the COMPRO project and it was noted that UK bus manufacturers may not be aware of the project, which is a consortium to purchase environmental buses. It was agreed that UK bus manufacturers should be made awareness of and potentially participation in the project.

**Action: JM & BD (SMMT) to promote and open involvement in COMPRO.**

There was a discussion of the current publicity regarding biofuels. It was thought that there was an opportunity to change public perception on biofuels but that Government was not best placed

to do this. Some concern was expressed regarding policy and it was requested that this would be a good topic to tackle at the next BWG meeting.

**Action: Secretariat to arrange a presentation on Gallagher Review.**

### **3.1 Incorporation and Membership fees update**

Jonathan Murray provided an update on progress with incorporation and membership fees and the discussions at the Board for the group.

- The Partnership will aim to become a company limited by guarantee by April 2009.
- Incorporation and the introduction of fees will be taken forward in parallel since only partners (who pay a fee or make an appropriate in-kind contribution) should become owners
- It is proposed the Steering Group should become the LowCVP Council with clearly defined responsibilities and participation from all stakeholder groups
- The introduction of fees should only proceed on the basis levels of Government support are retained and Government is entirely comfortable that it supports incorporation
- The Director should seek to reach a compromise with SMMT over the form of the in-kind contribution for its members
- Trade associations are permitted to negotiate membership on behalf of their members if they wish to do so

### **4. Forward commitment feasibility study**

JM & DM outlined the final report and key recommendations as laid out in BWG-P-08-10 which was then discussed

It was asked whether the powers to own buses set out in the Local Transport Bill was restricted to PTAs or whether it extended to all local authorities.

**Action: DM to confirm**

Jonathan Bray commented that Recommend 7 which relates to Statutory Quality Partnerships should be widened to reflect a range of arrangements as set out in PTEG's report.

There was then a discussion of how best to take forward the recommendations of the feasibility report. The points raised through discussion included:

- There would be a need to consult with bus operators about the proposals to develop a consortium and allow them to comment on the process.
- A forum should be established to consult with operators and manufacturers and review specifications on an on-going basis. This has been done through the BWG and adhoc workshops to date.
- The proposed survey of bus operators must be qualitative to provide a realistic assessment of the level of demand for low carbon buses
- Secure support from DfT on BSOG and for the demonstration of low carbon buses.
- The timescale for forming the consortium and providing pump priming would need careful consideration
- Any support should incorporate maintenance and hidden costs rather than just capital cost and fuel costs.

**Action: JM to circulate report of COMPRO**

**Action: Members to provide comments within 21 days**

**Action: LowCVP to request Cenex and DfT to consider incorporation of LCB in the Low Carbon Vehicle Procurement Programme**

## **5. BSOG Review – discussion document**

Jonathan Murray presented the draft submission to the BSOG review for discussion. This is detailed in paper BWG-P-08-08.

It was felt that any Low Carbon Bus already in operation should benefit from the rate.

Funds going to Local Authorities should be ring fenced.

Certification to MLTB – guarantee that it will stay within bounds. Eco 3 certification states that it will stay within bounds for X years.

**Action: JM to amend and circulate to BWG by start of next week with comments to be back by the start of the following week.**

## **6. Proposed EC directive on the promotion of clean and energy efficient road transport – discussion paper**

Lucy Ahad (DfT) outlined the Directive as per paper BWG-P-08-11 highlighting the emphasis on process and evaluation. The Directive will place duties on procurers but will not apply to commercial operators.

The proposal is expected to be issued in the next few weeks. A flexible approach is being taken in its construction in that it may follow the EC proposal or indeed an alternative path. In June, it will go before the Transport Council to agree the proposals in general before passing to the Council of Ministers.

As and when the Directive is passed, the UK have 18 months to translate it into law although it could come into power as early as the end of 2008.

**Action: Members views welcome.**

## **7. Introduction to work being undertaken by PTEG on sustainability**

Jonathan Bray (PTEG) introduced the group to the work of PTEG in the area of sustainability and carbon footprinting.

A sustainable committee has been formed who have commissioned two pieces of work. The first being the carbon footprinting of journeys and activity in PTEs' areas utilising a common set of assumptions and values. This study is being undertaken by AEA Technology. The second is looking at how bus operators can green their bus fleets. This includes considering which driveline technologies and fuels can be used. The study is being conducted by TTR.

Both projects are expected to be completed during the summer.

## **8. AOB**

It was confirmed that the date of the next BWG meeting, which was to coincide with the Euro Bus Expo, should be rearranged.

**Action: Secretariat to notify group of new date.**

**Next meeting now confirmed:**

**Wednesday, 19 November 2008**

**Venue: DfT, Great Minster House, Marsham Street, London SW1.**