

## **Low Carbon Vehicle Partnership**

### **Bus Working Group Minutes**

**Wednesday, 4 November 2009, 10.30 to 13.30**

**Confederation of Passenger Transport**

**Drury House (floor 3), 34-43 Russell Street, London, WC2B 5HA**

#### **Attending**

Andrew Leadbetter – Mersey Travel  
Bob Bryson – ADL  
Bob Davis – SMMT  
Colin Copelin – CPT  
David Lemon – Consultant  
Greg Archer - LowCVP  
Hua Zhau – Brunel University  
Jonathan Murray – LowCVP  
Jonathan Shine – Lithium Force  
Maurice Perl – Wright Group  
Neil Fulton – Millbrook  
Phil Margrave – Go Ahead

Ray Heath – R2 Powertrain  
Roy Williamson - LowCVP  
Stuart Donohoe – Millbrook  
Tom Ma – Ma Innovation

#### **Apologies**

Adrian Wickens – Volvo  
Alan Martin – Scania  
David Martin – Ecovector  
Michael Bratcher – Scottish Exec  
Rob Millar – RDVS  
Dan Lord – DECC

#### **1. Welcome and apologies**

The Chair welcomed attendees and apologies were noted.

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

The minutes were approved and actions noted.

#### **3. LowCVP update**

##### **3.1 LowCVP Activity Report – Jonathan Murray**

JM outlined the key elements of LowCVP's activity in the previous quarter, detailed in paper BWG-P-09-17. The highlights included the extension of the car labelling scheme to the second-hand market, LowCVP activity promoting the Green Bus Fund at the Bus and Coach show 2009, discussions between LowCVP and the Treasury, in which LowCVP sought to retain the duty break for high blend biofuels, and evidence the Managing Director gave to the DECC Select Committee. In addition the LowCVP has collaborated to publish a Low Carbon Automotive Directory and has launched a series of webinars. Finally, to date LowCVP's total membership stands at 349 of which 123 are signed-up owner-members.

Colin Copelin commented that reliable information on the energy content of biofuels was sought by CPT membership. It is proposed that there should be an energy content measure for biofuels.

**Action: CPT requested to present to the Fuels WG and Members Council on biofuel concerns and how to overcome them.**

## **4. Government Update**

### **4.1. Green Bus Fund (GBF) – Stephen Smith, DfT**

SS outlined progress of the Fund. Applicants have until the **18 November** to bid for funds for the procurement of Low Carbon Emission Buses (LCEB). At the time of the BWG meeting it was still unclear whether the European Commission would grant State Aid approval for the fund however the DfT were fairly certain that they would be successful. The GBF is £30m over two years, although there are no plans for a second call for applications this will be considered if all the funds are not allocated. The GBF imposes a cap on each applicant of £5m this should ensure a distribution of funds across England.

It was noted that without State Aid approval private sector organisations would only be able to receive 35%, this would not be sufficient and so most applications were likely to come from local authorities.

### **4.2 Bus Service Operators Grant Review - Stephen Smith, DfT**

SS reported on progress with the review of BSOG. SS recapped that it was announced in March that BSOG would be revised and discussions would focus on options for the basis for payments, the devolution of funding to Local Authorities, and other options to encourage improvements in the bus fleet. The review is being taken forward through the Bus Subsidy Advisory Group (BSAG) and DfT would be preparing proposals to present to Ministers soon. In general it was noted that Local Transport Authorities' (LTA) preferred the devolution of powers while operators prefer status quo.

Interim measures will apply from 2012 till 2015, and decisions are expected by year-end regarding the long-term and possibly included in the Pre-Budget Report (PBR). However, DfT was proposing to have a stronger link between carbon emissions and BSOG. LowCVP has responded to a number of consultations relating to BSOG since 2006. LowCVP had proposed supplements for Low Carbon Emission Buses (LCEBs) based upon banding relating to CO<sub>2</sub> and the supplement should be between 6p/km and 12p/km. The lower level was accepted by DfT to provide a level playing field which will be in place until 2015. Finally SS noted that all revisions would require State Aid approval, and as a result final approval is likely to take some time.

## **5. Testing and Accreditation**

### **5.1 Revised LCEB target and treatment of biofuels – Jonathan Murray**

JM presented the agreed revision of the LCEB target which is detailed in paper BWG-P-09-19. The target has been revised to bring it more in line with the testing procedures used by TfL for testing hybrid buses. That is to test buses at a quarter of total passenger capacity rather than half of total passenger capacity. This required the target line to be adjusted. TfL has agreed to adopt this definition also as opposed to their current practice of testing at half seated capacity.

JM also presented LowCVP's recommendations for the treatment of biofuels which is detailed in paper BWG-P-09-21. It is recommended that bio-ethanol is treated like

bio-methane, while a tank-to-wheel target is adopted for biodiesel buses. DfT is currently considering whether to accept this proposal.

## **5.2 Revised testing procedures – Neil Fulton, Millbrook**

Neil Fulton of Millbrook presented the revision testing procedures which were detailed in paper BWG-P-09-22. Millbrook was commissioned by LowCVP to produce the revised procedures. There were a couple of comments including concern over the term “emissions if measured” as too loose, the need to have a bus retested when engines are replaced was also queried – going from Euro 4 to 5. Neil Fulton of Millbrook stated they were happy to go through questions from LowCVP members.

**Action: LowCVP to consider how this should be treated.**

## **6. Low Carbon Bus Procurement Support**

### **6.1 Low Carbon Emission Bus Microsite – Jonathan Murray**

JM provided an update on the LCEB microsite, to be linked from the LowCVP website. The site was launched to coincide with the Bus and Coach Show and was revised in November to include documents relating to testing and accreditation. There will be a final revision in December 2009. It was proposed that the documentation should be controlled more carefully on the microsite.

**Action: Documents to be issued with a date of issue/version control.**

### **6.2 European Investment Bank update – Jonathan Murray**

JM provided an update relating to the European Investment Bank (EIB) facility for supporting environmental buses. This has been divided into two elements; firstly funding for development of schemes, which is now to be distributed via the Covenant of Mayors and has been delayed to 2010. EIB are also prepared to provide beneficial loan facilities for procuring LCEBs but has a minimum loan facility of €50 million.

## **7. The Future Role of High Blend Biofuels – Roy Williamson**

RW presented the Fuels WG's work on high blend biofuels which is detailed in paper BWG-P-09-25. Key points arising from the study included, first, that the Renewable Energy Directive will require more biofuel to be sold in the UK than can be absorbed by existing fuel specifications; this may require the development of high blend niche markets to accommodate this requirement. Second, demand for high blend biofuels is likely to stop if the fuel duty incentive for biofuels is removed as is currently proposed by Government.

## **8. LowCVP Strategy 2013 – Greg Archer**

GA gave a presentation on the development of the LowCVP strategy to 2013 and sought input from the BWG. The presentation is detailed in paper BWG-P-09-25. The following issues were raised as being important for the BWG:

- Life cycle analysis of key components e.g. batteries
- LowCVP needs to perform the role of honest broker of information
- Education at Local Authorities (LA)

- Influence LA to take up LCEBs
- Quantity progress made in introducing LCEBs
- Promote members working with each other

The next stage of the Strategy development will be progressed through workshops open only to owner members.

#### **9. AOB**

Brunel University presented their winning entry in the LowCVP Technology Challenge. This is applicable to buses, but to-date this has only been bench tested. They are seeking a partner to trial the technology on a bus.

**Action: Any members seeking more information should contact Secretariat.**

**Next meeting:  
Tuesday, 2<sup>nd</sup> February 2010, 10:30 to 13:30  
LowCVP, 83 Victoria Street, London, SW1H 0HW**