

BWG-M-10-05

BUS WORKING GROUP MEETING

Wednesday, 19th May 2010, 10:30 – 13:30
Confederation of Passenger Transport
Drury House (floor 3), 34-43 Russell Street, London WC2B 5HA

BWG-M-10-05

MINUTES

Attending

Frank Thorpe – Go Ahead
Bob Bryson – ADL
Helen Pritchard – DfT
Jonathan Murray – LowCVP
Maurice Perl – Wright Bus
Colin Copelin – CPT
Andrew Leadbetter – Mersey Travel
Tom Parker – TTR
Neil Fulton - Millbrook

Apologies

Alan Martin – Scania
Stephen Jones – FEV
Phil Margrave –Go Ahead
Michael Bratcher – Scottish Exec
Bob Davis – SMMT
Adrian Wickens – Volvo
Greg Archer – LowCVP
David Lemon - Consultant
Mark Kessell – Consultant

1. Welcome and apologies

BB welcomed members to the Bus Working Group (BWG) meeting and the apologies were noted.

2. Minutes and Matters arising

The group reviewed the minutes of the BWG meeting in February detailed in paper BWG-M-10-02.

HP requested an amendment to page 2 reflecting that DfT were “considering” alternatives to the GBF.

The minutes were agreed with these amendments

3. LowCVP update

3.1 LowCVP activity report

JM provided an outline of the activity of the LowCVP during the last quarter as detailed in paper BWG-P-10-09. The key points raised to the attention of the group were;

1. Membership of LowCVP has grown to 168 exceeding expectations.
2. LowCVP hosted a series of seminars at Sustainability Live at the NEC, with over 300 attending.
3. The IWG held a successful investors event in the City attracting over 80 attendees, with investor community well presented.
4. Budget announcements demonstrate on-going LowCVP influence and effectiveness including extension to GBF, support for Biomethane as a transport fuel, and support for low carbon HGVs.

5. LowCVP hosted a seminar on electric vehicles at BASE conference and highlights opportunities at major utilities conference
6. MD chairs major biofuels seminar as part of the World Biofuels Congress in Amsterdam in March.

3.2 LowCVP annual conference

JM presented the draft agenda of the LowCVP Annual Conference which is detailed in paper BWG-P-10-10. The conference is to be held on the 14th and 15th July at Twickenham Rugby Stadium and will include for the first time an awards dinner. The paper outlines sponsorship, exhibition packages and pricing of the various elements of the event.

There was a discussion of the role of What Car? JM confirmed that What Car were helping to market the event and had assisted in securing a main sponsor.

Action: FT to investigate Go Ahead providing hybrid buses for the event.

It was agreed that the conference was an opportunity to present the work of BWG which should be taken advantage of.

AL proposed Link to air quality, link to local authorities supported by MP. AL believes air quality is developing as an issue outside London, while TfL has been focused on this. Suggested speakers included:

- Mike Weston, hybrid trials and new Route Master bus
- Neil Scales/JonathanBray – work of PTEG

4. Government update

Helen Pritchard provided an update on the impact of the new Government. She confirmed that the ministerial team was:

- Philip Hammond – Sec State – big issues and hi speed rail
- Teresa Villiers – Minister State – Rail, London, Olympics
- Norman Baker – Regional and local transport and alt to travel – Green
- Mike Penning – Roads, freight, water

HP confirmed that all funding decisions made after 1st January are being reassessed including, the extension to the GBF. However, funding awarded under the first call for applications of the GBF isn't under review as this has been committed.

The outcome of the initial budget cuts is expect to be known quite quickly, HMT expect to announce next week and there will be a budget on 22nd June.

HP noted that NB is seen as a good appointment, he is very keen, and was transport shadow and so is well informed.

It was noted that BSOG is completely under review. The incoming Ministers haven't expressed any view and they need to be asked what they want to do with BSOG. However, the 6p/km LCEB supplement continues until it is decided otherwise. Officials have to await invitation to present to Minister.

5. LowCVP Strategy to 2013

JM presented paper BWG-P-10-12 which provides a final update of the LowCVP strategy to 2013. The strategy has been developed over the last 9 months with input from members at all levels of the Partnership. Since previously being presented to the BWG the strategy has developed but has continued to focus on the same areas. Elements of note in the strategy are the inclusion of KPIs and the inclusion of themes of activity. The strategy has been approved the Board subject to a clarification of the activity relating to supply chain support vis-a-vee the work of the Automotive Council.

It was noted that under the strategy the BWG will continue as a separate group from the CVWG, which will be reformed in the near future.

There was a discussion of the strategy which was supported by the BWG and it was suggested that cross fertilisation between the BWG and the CVWG and IWG should be encouraged.

6. BWG Work programme

6.1 Work programme 2010/11

JM outlined the proposed work programme which is detailed in paper BWG-P-10-13. The work programme was developed in parallel with the strategy. However, whereas the strategy is broadly similar to the draft previously presented to the BWG, the work programme had changed significantly.

Changes to the work programme were broadly due to a cut in budget imposed by the funding departments and the recommendation from the Board that the Partnership needs to demonstrate that it remains at the cutting edge of developments in the low carbon vehicle and fuels arena. Like the Strategy the work programme is divided into themes of activity. The work programme is divided into projects LowCVP are committed to in the first 6 months, and proposed projects for the second 6 months of the year to allow the work programme to respond to events.

For the BWG there is one primary project on the work programme which relates to the 'local transport authority tool kit', which is carried forward from the previous year. This is seen as a final deliverable to support the current roll out of low carbon emission buses.

It was noted that the BWG will be focusing on monitoring the roll out of low carbon emission buses during the current FY. The vehicle funded through the GBF will start to be delivered in July 2010 and the monitoring of these vehicles would last a year.

It was noted there will be the opportunity to propose projects for the second 6 months of the year if opportunities arise.

It was agreed that the BWG needs to start thinking about the next phase of its activity to reduce carbon emissions from public transport. Issues which might be considered include:

- Telematics which has been under the radar but is rolling out. What is its role in reducing carbon and is there need for standardisation?
- Investigation of how to promote buses delivering significant carbon savings but less than a LCEBs on a commercial basis.

It was agreed that the next BWG should kick off an activity to look at the what opportunities for reducing CO2 from PSVs might be taken forward in the future.

Action: Invite someone to speak on telematics to next BWG

Action: JM propose extra work stream without budget.

6.2 Local Transport Authority Toolkit

JM presented the project brief for the local transport authority toolkit, which is detailed in paper BWG-P-10-14. The terms of reference for this work were agreed during the autumn of 2009 but the work was postponed to allow the BWG to support the GBF and is to highlight the powers made available through the Local Transport Act to promote LCEBs.

It was noted that PTA are now called Integrated Transport Authorities (ITA).

It was confirmed that the budget was arrived at from the view of Secretariat on the cost of delivery of the project through subcontracting the work. It is based on the assumption that it is primarily a desk based project. A legal interpretation of the Local Transport Act might form part of the project.

It was pointed out that the Conservatives had stated in their manifesto that they would repeal Quality Contracts, introduced through the Local Transport Act. It was agreed that the project should proceed but that it should be delayed slightly until Govt policy becomes clearer.

It was suggested that case studies from the ITAs could form part of the toolkit.

HP requested a copy of the project brief as it hadn't been included in her document pack.

Action: JM send to HP

7. Green Bus Fund Monitoring

JM presented a paper proposing the basis for monitoring of buses funded through the GBF, which is detailed in paper BWG-P-10-15. The paper is the result of a discussion at the previous BWG meeting and comments received from BWG on a draft document circulated in April. The monitoring proposed is based on using the same data as is required to be collected for making a BSOG claim and therefore will already be being collected and audited by the fleets.

The BWG approved the proposal with the following amendments;

Availability needs to be more clearly defined. The percentage should be based upon quarter days rather than whole days. The time not available should be measured in quarters of days.

The term "benchmark diesel bus" is not appropriate as this has been dropped and replaced but the average fuel consumption of the rest of the depot. This should be referred to as "reference diesel bus fuel consumption".

FT commented that the main issue would be calibration issues with odometers and fuel dispensing. This needs to be considered for LCEBs to ensure they are correct but is an issue for all buses.

Action: JM to amend document and to circulate to the BWG and DfT.

8. LCEB Target line

Bob Bryson outlined the proposed changes to the LCEB target line, which is detailed in paper BWG-P-10-16. The revision to the target line is to bring the target line, which includes a well-to-tank element up to date with the latest release of the Concawe report on well-to-wheel emissions. The current LCEB target used Concawe version 1, whereas the latest release is version 3. As the accreditation procedure requires the use of Concawe version 3, or equivalent, the impact of this change will be that no current accredited LCEBs would lose their status as a LCEB.

The paper and the revision was produced by the LowCVP secretariat and it was confirmed that Millbrook had cross checked the calculations and agreed with them.

The paper was agreed subject to the correction of a typo in the annex, relating to the last equation and sentence above.

It was also agreed that there needed to be document control of the target definition in future and that the LCEB be reviewed with each revision in the Concawe study.

There was a discussion regarding the mechanism for implementing the change and it was agreed that LowCVP would officially write to DfT recommending the change and with DfT's approval disseminate the change to all relevant stakeholders.

Action: LowCVP to amend paper and write to DfT proposing the change. Then with approval disseminate the change to stakeholders.

9. AOB

9.1 BRT Conference

JM raised to the attention of the BWG the BRT conference which the Partnership had assisted with developing the agenda. LowCVP members are able to claim a 15% discount. For further details see <http://www.terrapinn.com/2010/bus/index.stm> or contact marcia.ardila@terrapinn.com to book and claim discount.

9.2 Next BWG postponed

It was agreed that the July BWG meeting be postponed until the autumn, date to be confirmed. Proposal to hold following Members Council meeting on 9th September.

9.3 TTR provided a quick update on work for PTEG

TTR has been undertaking work for PTEG looking at emissions from buses in slow moving traffic and impact on AQ. Most modelling based upon average speeds. Study looks at actual speed on network and driver actions in relation to emissions. Uses speed emission curves published by DfT and impact of different Euro stds. For further information contact Tom Parker of TTR tom.parker@ttr-ltd.com

Next meeting:

(Tuesday 9th November – LowCVP 83 Victoria Street, London, SW1H 0HW)