

National Funding Policy – ULEB Scheme & BSOG

Zero Emission Fleets Workshop – Buses

SSE, Forbury Road, Reading



LowC^{VP}
Low Carbon Vehicle Partnership



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From Green to Ultra Low Emission Buses

LowCVP have been working with DfT and Transport Scotland on funding for lower emission buses for a decade

OEMs must certify vehicles over UKBC test to qualify for gov't grant funding

Green Bus Fund (2009 – 2015)

- LCEB definition of 30% lower GHG emissions vs Euro III diesel bus
- 1,240 buses funded with c. £90m

Low Emission Bus Scheme (2015-2019)

- 15% better GHG emissions than Euro V and has Euro VI engine or better
- 450 buses & infrastructure funded with £41m

Ultra Low Emission Bus Scheme (2019- present)

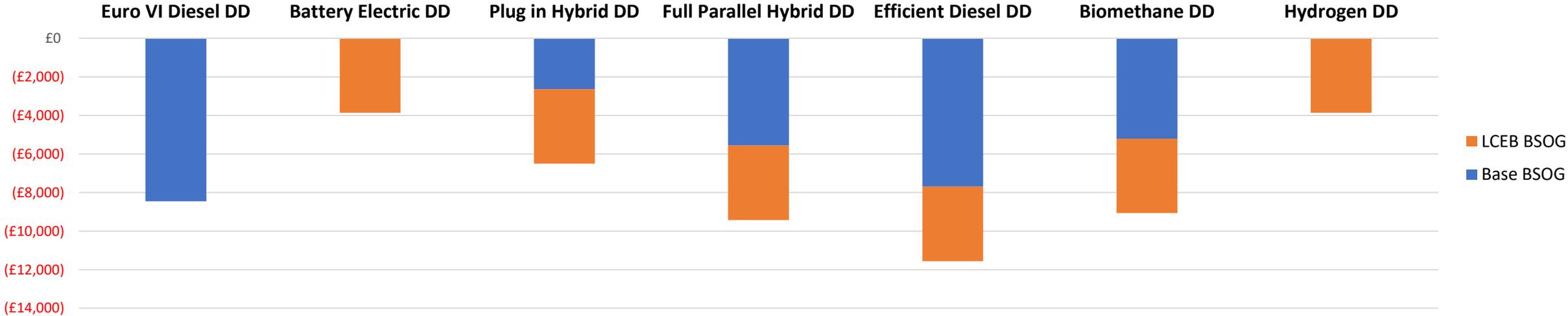
- 30% better GHG emissions than Euro VI and has Euro VI engine or better
- 270 buses & infrastructure funded with £48m
- CPT: all new buses to be ULEB from 2025 onwards (if there is a...)
- Long term funding strategy for ULEBs and national bus strategy from Gov't



BSOG Operational Support – England

- 34.57 pence /litre of diesel or biodiesel (no differentiation between fossil or renewable)
- 18.8 pence /kg of compressed natural gas (CNG) or compressed biomethane (CBG)
- 6 pence /km flat rate for all LCEB/LEB/ULEB – no differentiation between certification
- Operators can claim both for diesel/biomethane consumption and low carbon certification
- Unlimited claim period – can claim for the entire life of the bus

Annual BSOG payments by vehicle technology: Base BSOG + BSOG LCEB rate (40,000 miles annually)



BSOG Operational Support – Scotland

- Base BSOG of 14.4p/km to run a bus service
- BSOG LCV: Limited to 5 years from date of first registration, can be combined with base rate
- LCEBs no longer eligible for low carbon support (i.e. Euro V no longer receiving support)
- Review of low carbon rates every 3 years

BSOG LCV Rates – updated April 2019

	BAND	RATE	LEB CERTIFICATION	ULEB CERTIFICATION	Technologies
A	Low Emission Bus	5 pence/km	15%-35% saving vs Euro V	15%-29% saving vs Euro VI	Efficient Diesels
B	Ultra Low Emission Bus (ULEB)	10 pence /km	36%+ saving vs Euro V	30%+ saving vs Euro VI	Diesel-Hybrids, Biomethane
	Zero Emission Capable ULEB	15 pence/km	36%+ saving vs Euro V & 2.5km zero emission range with geo fence capability	30%+ saving vs Euro VI & 2.5km zero emission range with geo fence capability	Diesel-Hybrids with 2.5km ZE range
C	Effectively Zero Emission Bus (EZEB)	30 pence/km	36%+ saving vs Euro V & 50km zero emission range	30%+ saving vs Euro VI & 50km zero emission range	Hydrogen, Battery Electric

Current Funding Plans



- £220m announced in September 2019 - “A better deal for buses”
- National Bus Strategy – “long term funding settlement” – 5 years or more
 - £100m - Superbus Networks:
 - Starts with 4 year pilot in Cornwall in 2020, more counties to follow
 - Integrate bus and rail services to improve connectivity in rural settings
 - Second pilot to explore fare cuts through operator and local authority bus Superbus partnerships
 - £20m for infrastructure in West Midlands – express bus lanes
 - £30m for local authorities to support local bus services in 2020/21
 - £20m for Demand Responsive Transport trials – submit expressions of interest to DfT in 2020
 - **£50m for Electric Bus Town(s)**
 - Current thinking is buses would be funded in line with ULEB scheme – 75% incremental cost between diesel vs ULEB
 - Infrastructure would also be funded – 75% total
 - Requires sign up by local authority and operators - would require operator to buy brand new fleet of vehicles
 - DfT will seek expressions of interest from local authorities in 2020.

Alternative Future?

Labour

- Continued support for franchising model providing -“resources and full legal powers to achieve this”.
- “Where councils take control of their buses... free bus travel for under-25s”
- Reinstate “3,000 routes that have been cut particularly hitting rural communities”
- “Accelerate the transition of ...our public sector buses to zero-emission vehicles”



Lib Dem

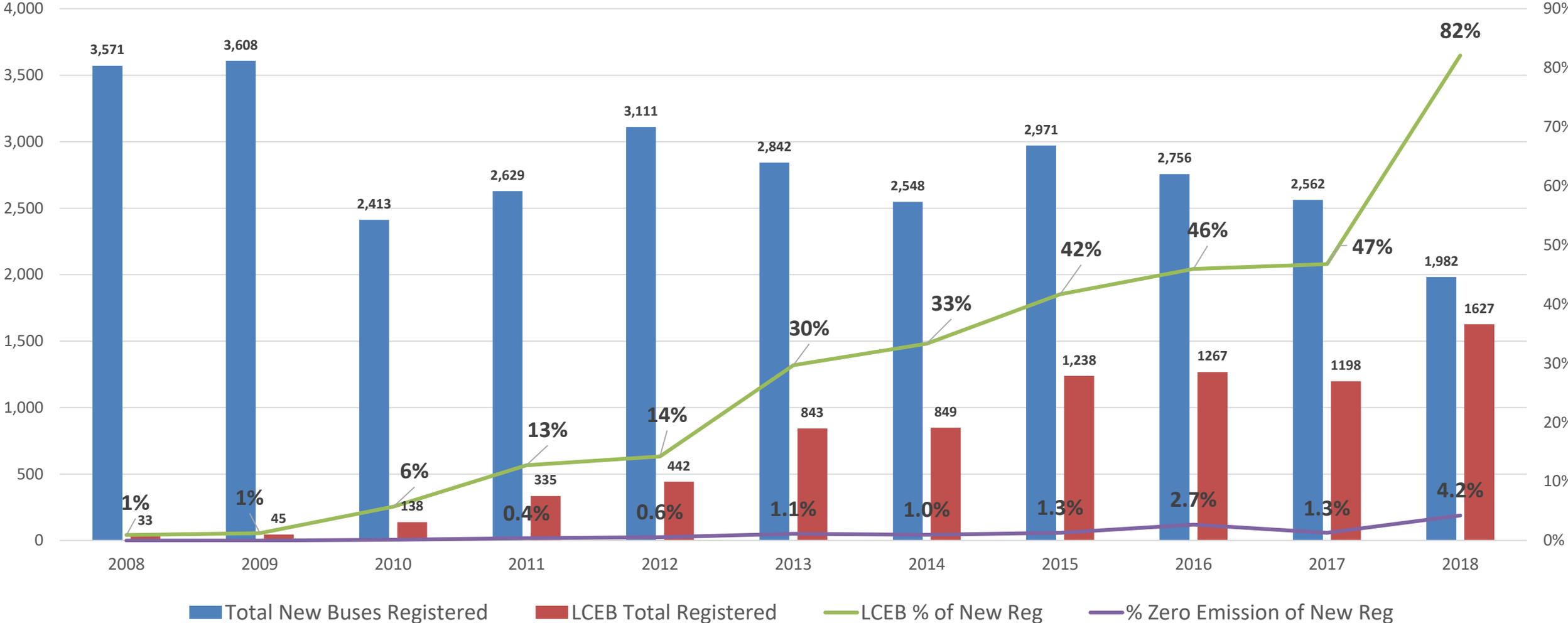
- £2bn for ULEBs from 2020 – 2025
- “Ultra Low Emission Zones” in 10 more UK cities
- Clean Air Act and matched funded Clean Air Fund to support zero emission technologies
- Allow LAs to operate their own bus companies



SNP:

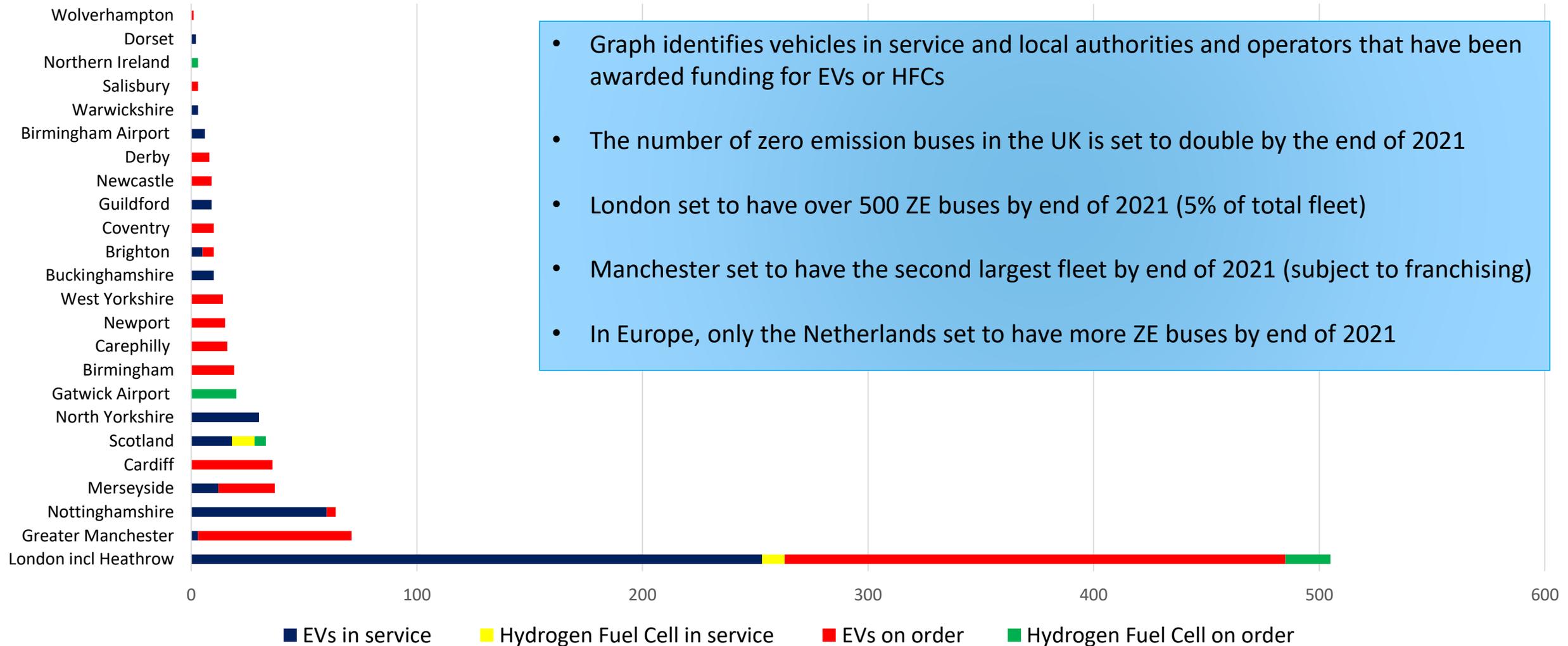
- £500m announced in 2019 for bus infrastructure (e.g. bus lanes, bus gates)
- Scottish Ultra Low Emission Bus Scheme – no scheme in 2020/21, (awaiting state aid approval)

Buses leading the charge to zero emission



Zero Emission Buses in UK: 431 in service, 503 on order

Zero Emission Buses in the UK: in service and on order, December 2019



- Graph identifies vehicles in service and local authorities and operators that have been awarded funding for EVs or HFCs
- The number of zero emission buses in the UK is set to double by the end of 2021
- London set to have over 500 ZE buses by end of 2021 (5% of total fleet)
- Manchester set to have the second largest fleet by end of 2021 (subject to franchising)
- In Europe, only the Netherlands set to have more ZE buses by end of 2021

Future LowCVP Events

- **LowCVP Bus Working Group**
 - 14th January 2020 – Institution of Mechanical Engineers, London
- **Zero Emission Bus Workshops:**
 - 20th February – Birmingham Airport – [Pantograph Charging with Volvo](#)
 - April - Newport – [Depot based charging with Yutong & Zenobe](#)
- **Zero Emission Fleet Workshops 2020** (dates tbc)
 - UPS Depot in Kentish Town, London - EV Vans & Depot electrification
 - Electric RCVs – either Sheffield, Greenwich or Westminster
- Case studies paper to be published in 2020, feeding into “*barriers and opportunities of depot electrification*” recommendations paper
- Updating Low Emission Bus Guide with new case studies and models
- Interested in hosting a workshop, Bus Working Group meeting or becoming a LowCVP Member? – [Get in touch](#)

