

LOWCVP NEWS RELEASE

31 October 2018

LowCVP and TfL unify bus test to support UK manufacturers

From 1 November 2018, there will be one unified test procedure used by both Transport for London (TfL) and the national Ultra Low Emission Bus (ULEB) accreditation scheme, streamlining market access for manufacturers of clean, low carbon buses. The use of the same test will enable manufacturers to test a vehicle once and for it to be eligible for use in both the London market as well as qualifying for national grant schemes.

The new test applies to all new models. Those that have already achieved LEB or ULEB status will continue to be classed as such.

The new test will be called the UK Bus Cycle (UKBC) and will comprise of the London Bus Cycle (LBC) phase and a rural phase. The LBC section has been developed from the previous Millbrook London Test Bus (MLTB) cycle which has been used by TfL for the past 20 years to compare the emissions performance of different bus technologies.

The MLTB was also used in the Low Carbon Emission Bus (LCEB) accreditation scheme used for the Green Bus Fund (2009-2015) to accredited LCEBs, enabling low carbon buses to be eligible for government grant funding as well as for the BSOG LCEB incentive.

The LowCVP Bus Working Group and TfL have worked closely over the last two years to refine the Millbrook London Test Bus (MLTB) and LUB (LowCVP UK Bus) to reflect modern requirements and combine them into one common test. The new test is more challenging for manufacturers as it includes requirements for ancillary loads such as lighting and heating to be switched on, with the test chamber temperature set to 10°C more demanding for exhaust aftertreatment systems.

As part of the ULEB Scheme conditions, buses must have approved test certificates in order to receive government funding. These certificates are published on the LowCVP's Low Emission Bus Hub web pages and are free to download, enabling comparison of vehicle emissions performance. The certificates feature all regulated emissions including nitrogen oxides (NOx) and particulates (PM), as well as fuel consumption and well-to-wheel greenhouse gas emissions per passenger kilometer.

This transparency is unparalleled in any other vehicle accreditation scheme in the UK or the world.

The LowCVP Bus Working Group is also working with the Department for Transport to modernise the BSOG LCEB incentive to include the latest Low Emission Bus and Ultra Low Emission Bus definitions.

The new test procedure can be downloaded via the [Low Emission Bus Hub](#) pages.

About the LowCVP

The LowCVP (www.lowcvp.org.uk), which was established in 2003, is a public-private partnership that exists to accelerate a sustainable shift to lower carbon vehicles and fuels and create opportunities for UK businesses. Nearly 200 organisations are engaged from diverse backgrounds, including automotive and fuel supply chains, government, vehicle users, academics, environment groups and others.

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