

BWG-P-10-05

## **LowCVP Bus Working Group Work Programme 2010**

This paper is presented to BWG members for review and comment.  
Specific questions are posed at the end of the paper.

### **Strategy Review**

The LowCVP Strategy review which is ongoing has confirmed that there is agreement among members that the mission of LowCVP should be maintained as:

“To accelerate the shift to low carbon vehicles and fuels in the UK and to help ensure that UK business can benefit from that shift”

The work of the Bus Working Group has focused on developing a definition of a low carbon bus, assisting DfT in reforming BSOG to encourage low carbon buses and promoting the a common specification for low carbon buses in the UK and in Europe. The most notable success of the group has been to develop and promote the Green Bus Fund (GBF) with DfT, which resulted in funding for 349 new low carbon buses being allocated to operators across England. Orders will follow during the next 12 months.

While a number of members requested that going forward the remit of the Partnership should be extended to cover modal shift, this was not supported by the majority of members or the Board of LowCVP. The main constraint for this is that the LowCVP's activities continue to be constrained by resources.

### **Work Programme 2010-11**

For 2009-10 over 95% of available work programme resources was allocated within the original programme agreed with DfT/BIS. This created operational inflexibility and an inability to respond to the rapidly changing policy environment in which we operate. For example, DfT are keen LowCVP undertake further work on biomethane and freight which we had no capacity within the work programme to deliver these additional areas.

For 2010-11 the Board agreed (Board-P-09-24) to allocate the available work programme resources for the first half of 2010-11 only, with an illustrative

programme for the second part of the year. The programme for the second half of 2010-11 will be finalised in more detail during summer 2010 by the Members Council, Board and DfT / BIS. This should ensure the 2010/11 programme is more current and relevant.

Initial BWG work programme ideas for 2010-11 are listed below:

2010-11 Q1 & Q2 – to be worked up in detail in current FY (see annex 1)

- Monitoring and disseminating results of LCBs procured through GBF
- Policy development for follow up to GBF to incentivise more new LCBs
- Policy development for incentivising retrofit low carbon technologies
- Implications of long term BSOG reform for LCBs

2010-11 Q3 & Q4 – to be worked up in detail in Q2 of next FY

- Review LCEB definition to ensure it continues to be relevant
- Evaluation the effectiveness of the GBF programme
- Encourage local transport authorities and PTEs to encourage the uptake of LCEBs in their region
- Promoting LCEBs in the UK and Europe

**BWG Members' Opinion**

This is an indicative list and BWG members' views are requested on the proposed work programme. The Members Council will prioritise the proposed work programme for all working groups at the February Members Council meeting.

BWG members are asked for views regarding:

1. Do you feel the scope, content and timing of proposed work programme is appropriate?
2. Are there areas of activity which BWG is not currently tackling which it should consider as a priority?
3. Are there areas of activity included in the programme which members feel BWG should not treat as a priority?
4. Should the BWG include a project focused on the use of technology to improve driving efficiency?
5. What are realistic aims for BWG to achieve in the forthcoming work programme?

## **Annex 1 – Project descriptions**

### **Monitoring and disseminating results of LCBs procured through GBF**

All buses funded through the Green Bus Fund will be required to be monitored once in service and regular reports provided to DfT. DfT has confirmed that they wish this information to be disseminated to bus operators. It is proposed that the BWG acts as a clearing house to review the regular reports and to look at ways in which to disseminate the results as widely and effectively as possible.

### **Policy development for follow up to GBF to incentivise more new LCBs**

The Green Bus Fund was a £30m fund originally intended to run until the March 2011. However, it was oversubscribed after the first call for proposals in November 2009. The project would focus on what other options might be introduced to follow on from the GBF to continue to encourage the market uptake of LCEBs.

### **Policy development for incentivising retrofit low carbon technologies**

The Green Bus Fund focused on new vehicles achieving the LCEB target. From previous research undertaken by members of the BWG a range of technologies which could achieve around a 20% reduction in carbon emissions and which could involve technology which might be retrofitted to existing buses. The project would focus on making recommendations for policy to encourage the uptake of these technologies.

### **Implications of long-term BSOG reform for LCBs**

The LowCVP has been participating in the DfT's Bus Subsidy Advisory Group which is now looking at the longer term reform of BSOG. The indication is that BSOG will be replaced with a penny per mile subsidy which should in principle provide a level playing field for LCEBs. The project would test this proposition to determine whether this is the case and if not what the nature of the problem is.