Green Bus Fund Monitoring

> *This paper sets out the proposed system of monitoring for low carbon emission buses funded through the Green Bus Fund. It is provided for comment and agreement.*

DfT asked LowCVP to recommend an approach to monitoring of the buses funded under the Green Bus Fund (GBF). The Secretariat made a recommendation to the Bus Working Group that the monitoring process developed by TfL to monitor the performance of the vehicles in the TfL Hybrid Trials should be adopted. The recommendation was discussed at the last BWG meeting and was broadly accepted, although the Secretariat was asked to prepare a short paper outlining the proposed scheme to be circulated for comment ahead of the next BWG meeting. The paper was circulated and a number of comments received which have been incorporated into the current draft. This paper sets out the basic data to be collected for the monitoring of the buses funded under the GBF.

While the proposed system for monitoring isn't directly comparable with TfL's results. It is based on data required to be collected in order to make BSOG claims and so operators should be able to collect this data without support. The Annex includes the data collected by TfL currently for comparison.

LowCVP Recommendation

As part of the Green Bus Fund the following monitoring regime is proposed. The proposed system is to be restricted to fuel consumption, distance travelled and availability, which is a sub-set of the monitoring system used by TfL in the Hybrid Bus Trails. In addition, fuel type and units fuel dispensed in are to be collected along with a comment field. It is proposed that data is reported to DfT on a quarterly basis.

LCEB reporting

For each LCEB monitored the following data would be submitted to DfT on a quarterly basis based upon the data required to be collected for BSOG with distance travelled and fuel issued records retained to support report.

1. Distance travelled (km) (taken from odometer or hubometer)
2. Fuel dispensed
3. Fuel type*
4. Units (litres/kg/kWh)
5. Availability (1 – (Days not available / Days in quarter)
6. Comment field (free text field)

Benchmark diesel bus data entry (quarterly)

Data based upon BSOG returns for either all buses in depot or those which run at least 50% of their distance on local service work over quarter.

7. Fuel consumed (litres)
8. Mileage

Annex - TfL Hybrid Bus Monitoring

TfL's reporting is done over a 4 week period and covers the following items
- LCEB availability (% of time)
- LCEB deployment (% of time)
- Reasons for LCEB not being in service (% of time)
- Safety related incidents for LCEB
- LCEB fuel consumption (MPG)
- Fuel consumption of all buses in depot (MPG)
- Fuel consumption of specific diesel benchmark buses (MPG)