

## **Green Bus Fund DfT's proposed monitoring process**

*The paper is provided for comment and discussion and is based upon a proposal from DfT. DfT have asked for LowCVP's comments on the proposal. Comments received by the secretariat will be used to draft a response to DfT.*

### **1. Introduction**

DfT are in the process of defining the basis for data collection for the Green Bus Fund. DfT circulated their initial proposal to a limited group to comment and trial, and have asked LowCVP's BWG for their views. DfT's intention is to finalise the data collection process in the next few months to be in place once the majority of low carbon buses funded by the GBF are delivered during 2011.

### **2. Background**

The BWG discussed previously the monitoring of buses supported through the GBF and made recommendations based upon the minimum data requirements that should be collected. The issue was discussed at the BWG meeting 19 May 2010 paper BWG-P-10-15 and the final recommendation is provided in Annex 2 which LowCVP passed on to DfT at the end of May 2010.

On the 17 January DfT circulated an email asking for comments on the proposed method of data collection for the GBF. It stated that before finalising the data requirements, DfT planned to test its proposals on those operators who already have Green Bus Fund buses in service.

As a first step, DfT asked comments on a covering letter and a two page draft data entry form and asked for comments in particular if there was any data that operators would have difficulty providing. DfT stated that they were seeking to keep the data collection form as simple and non-labour intensive as possible.

Initial comments were asked for from operators by 21 January while comments from LowCVP's BWG were acceptable following the meeting planned for the 8 February. DfT's plan is to produce a revised data form for trial on all your Green Bus Fund buses during February.

### **3. Comments**

The BWG members comments are sought on the proposed covering letter and data collection form DfT circulated in Annex 1.

## **Annex 1**

### **Draft data collection procedure for Green Bus Fund Buses**

Operators of buses part funded with grant from the Green Bus Fund are required to provide data to the Department on the performance of those buses in operation. These data will be collated into reports which the Department will publish. These reports are intended to provide information which will be useful to other operators who may be considering buying low carbon buses.

Before we finalise the data requirements, we would like to test our proposals on those operators who already have Green Bus Fund buses in service.

We would therefore be grateful if you could provide the information set out in the attached form for the month of February. **Please send completed forms to us by close on 11 March.**

Following this trial, we intend to finalise data collection requirements. We anticipate asking for quarterly returns.

Where a local authority has obtained grant in respect of tendered services, they should discuss with the relevant operator who will provide the data, and let the Department know the outcome.

A separate return will be required for each bus purchased using Green Bus Fund grant. Whilst we will ask for quarterly information, operators may find it easier to collect data on a daily basis to add up at the end of the quarter.

We are also asking for benchmark data on the fuel efficiency of any diesel buses running similar services out of the same depots. If operators can provide more targeted information (eg in relation to diesel buses running on the same routes as the low carbon buses), they can provide this information instead, and explain what they have done in the comments section.

Please send completed returns for the trial period by 11 March to Matt Sowter at: [matt.sowter@dft.gsi.gov.uk](mailto:matt.sowter@dft.gsi.gov.uk) If you have any questions, please e-mail Matt or call him on 020 7944 2288.

## Green Bus Fund - Data collection

Please complete a separate form for each Green Bus Fund bus

### Your Details

Name of organisation

Name of person completing this return

Phone number

E-mail address

### Bus and Route Details

Bus Registration Number

Make and type of bus

Route number on which bus mainly operates

Brief description of route characteristics

### Bus Availability

Number of hours bus was in service

Number of hours bus should have been in service, but was unavailable

Reason for unavailability (please show the above number of hours split between the following categories)

scheduled maintenance

non-scheduled maintenance/repair

road traffic accident (to bus)

driver unavailable

manufacturer investigation

publicity event  
other (related to low carbon technology)  
other (unrelated to low carbon technology)

  
  

### Bus Performance

Distance travelled in miles (taken from odometer or hubometer)

Fuel type

Amount of fuel used

Please say what unit of measurement you have used (eg gallons, kgs, kWh)

**If you have used more than one fuel type (eg diesel and biodiesel), please provide all the above details separately for each fuel type**

### Benchmark Performance

**In order to compare the performance of low carbon buses, please provide information on all diesel buses operating from the depot in which the above bus operates and which run at least 50% of their distance on local services - note: data for diesel buses should be added together - we don't need separate returns for each**

Distance travelled in miles (taken from odometer or hubometer)

Amount of fuel used

Please say what unit of measurement you have used (eg gallons, kgs, kWh)

### Comments

**Please use this space if you wish to provide any comments in relation to any of the data provided above**

## **Annex 2**

### **Green Bus Fund Monitoring**

DfT asked LowCVP to recommend an approach to monitoring of the buses funded under the Green Bus Fund (GBF). The LowCVP has consulted with TfL and with the members of the LowCVP Bus Working Group. While the proposed system for monitoring is not 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 – (Quarter days not available / Quarter days in quarter))
6. Comment field (free text field)

#### **Reference diesel bus fuel consumption (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

#### **Recommendation**

Operators should check the calibration of odometers, fuel dispensing equipment and other equipment used in monitoring buses funded through the Green Bus Fund on a regular basis.

## **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)