



MINUTES WEBINAR

- 3 MAY 2013, 10:00-12:00 -

- Chair: Simon Clement, Clean Fleets project coordinator
ICLEI European Secretariat
- Participants: Silvia Gaggi and Francesca Pietroni (ISIS), Jonas Ericson and Eva Sunnerstedt (Stockholm), Matthias Gleichmann (TÜV Nord), Monika Kruhek, Nikolina Atalić and Zvonko Biloš (Zagreb Holding), Natalie Evans and Melanie Mattauch (ICLEI), Tom Parker (TTR), Christine Kury (VAG Freiburg), Angelika Höß (Auftragsberatungszentrum Bayern), Jasper Deman (ecofys), Maria Losman (ecoplan), Angelle Kong-Chang and Wynanda Babb (Rotterdam), Doina Anastase (URTP), Hendrik Koch and Michael Glotz-Richter (Bremen), Maria de Santiago (Vitoria-Gasteiz), Giovanna Martellato (Italian National Institute for Environmental Protection and Research), Sanjay Jagtap (Abhirutu Consultants, India), Stephen Askey (Birmingham City Council), Eleni Seritatu & Marieke Reijalt (HyER, Hydrogen, fuel cells and Electro-mobility in European Regions), Andrew Robb (Transport for London, TfL), Gabriel Rubi (Palencia, joined for part 2 due to technical problems)

PART 1: OPEN SESSION FOR STAKEHOLDERS AND PARTNERS

Agenda item
<p>10:00-10:10 Short introductions</p> <p>Simon Clement (SC) welcomes everybody to meeting and explains that the purpose of the webinar is to better define the exact topics in clean vehicle procurement, which the project will focus on - both through working groups and European workshops. The idea is to get feedback from outside the project consortium as well, to make the project activities as relevant as possible. SC presents the agenda. All participants quickly introduce themselves.</p>

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10:10-10:25 Topics covered in European workshops

Wynanda Babb (WB) presents the planning for the European workshops. Four European workshops will be held in the next two years to facilitate exchange and mutual learning in order to increase the prevalence of clean and energy efficient vehicles. All Clean Fleets partners, technical and professional stakeholders, other interested parties and, where appropriate, manufacturers and suppliers are welcome at these events. The topics of each workshop is briefly presented:

Bremen, November 2013 – LCC and the German Clean Fuels Strategy

Michael Glotz-Richter (MGR) states that the European workshop in Bremen will focus on Life Cycle Costing (LCC) in theory and practice and its relationship with the legislation. He explains that the CVD was already introduced into German law and some questions have arisen with regards to practicalities. A main issue identified is the difference between promised and real life emissions and how to deal with electric or partly electrified vehicles, as these do not seem to be covered by the CVD. Bremen is currently investigating battery supported hybrid trolley buses. This is also something that can be explored in the working group on buses.

London, March 2014 – Clean urban buses: hydrogen, diesel hybrids, infrastructure, risks and strategies

Angelle Kong-Chang (AKC) says that the focus of the European workshop will London will be on clean urban buses. Particular topics that will be addressed include a) the strategic context (political leadership, London's low emission zone, TfL's commercial environment), b) hydrogen buses (bringing them into operation, establishing filling/ support infrastructure, commercial supply chain risks and strategies enabling the CVD), and c) the diesel hybrid 'new bus for London'.

Stockholm, May 2014 – Fuel technology, joint procurement, contracting and electric vehicles

Jonas Ericson (JE) says that the European workshop in Stockholm will look at fuel technology, joint procurement, contracting and consolidation centres for electric vehicles (EVs). Stockholm is planning to introduce eight electric buses by August 2014 and there is an outside chance that one will be running in time for the workshop (i.e. by May 2014). JE says that Stockholm has experience with a range of different technologies and these will be presented at the workshop. Stockholm has also experience with joint procurement and is keen to share what they have learned.

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Rotterdam, October 2014 – “Meet the vehicles” event, including Rotterdam’s EV programme

WB explains that the workshop in Rotterdam will look at the Rotterdam electric programme. This will include charging infrastructure, innovative projects and the municipal clean vehicle fleet. The workshop will specifically present the city’s approach towards working with the private sector to give electric vehicles a boost. Rotterdam’s experience with purchasing electric vehicles (EVs) will also be presented. Next to that, different types of vehicles will be presented and can be tested at a ‘meet the vehicles’ event. Suppliers will be present, so people can ask questions directly.

MGR asks about Rotterdam’s experience with supposed vehicle performance with regards to batteries, fuel consumption, etc and real life performance. From Bremen’s experience, vehicles do not live up to what is promised. MGR also expresses the opinion that some hybrid buses consume more i.e. are less efficient than standard diesel buses – especially in cold weather. AKC explains that in Rotterdam they do testing and measuring within their own fleet to compare the real figures with what is advertised by manufacturers. The figures differ also due to different conditions (weather, etc). Rotterdam reports on that and confronts the manufacturers with the real data. SC notes that managing this issue will be explored in a dedicated working group (see below). WB adds that Rotterdam also wants to pick up on this point in their workshop.

SC says that more information about these events will be available on the Clean Fleets website soon. If anyone has individual requests to any of the cities, you can contact them via the project (info@clean-fleets.eu).

MGR says that dates for the Bremen workshop will be fixed soon.

10:25 – 10:45 Topics covered in thematic groups

Natalie Evans (NE) presents the concept for the thematic working groups. The purpose of the thematic groups is to discuss and resolve specific issues. These discussions will take place via telephone, email, webinars and an online platform. The three most popular topics expressed by the project partners and stakeholders who responded to a request for feedback are the following:

Buses: Technology options (i.e. fuels types) and market trends across Europe

Life Cycle Costing (LCC) in theory and practice

Monitoring and management the implementation of criteria related to clean and energy-efficient vehicles

After the webinar, a one-page brief for each of these topics will be prepared, so that it

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is clear what the groups will be working on. Fact sheets will be produced by early 2014, as well as case studies, FAQs, and any other relevant support documents which the working groups identify as helpful.

In addition to partners, the aim is to involve technical experts, procurers and other interested stakeholders in the groups. SC invites all participants to provide feedback on the topics of each group:

MGR would like to avoid the term bad practice.

Buses

SC presents the specific topics that will be the focus on the thematic group on buses:

Comparison of Technology options (incl. fuel types), in terms of:

Environmental impact

Cost – purchase prices, fuel and maintenance costs, infrastructure investments

Practicality

Market trends across Europe

New technologies

SC asks whether we are looking at the right issues or whether there is anything important that is missing.

Andy Robb (AR) says that the scope and issues are good but the topics need to be further narrowed down and unpacked. Buying or leasing for instance has a big impact on costs, technology, etc. If the organisation lets commercial routes, for example, this will be more restrictive than if a municipality is buying their own buses. The “route to market” would be an appropriate entry point for this work, and will make a major difference to the opportunities, strengths and weaknesses of each option.

SC asks whether there are any preferences for specific technology options the group should focus on.

AR would like to see hydrogen buses addressed

Tom Parker (TP) says that it is important to include all available technologies; otherwise it would be too narrow. SC raises the concern that the scope should remain manageable for the working group but agrees that a comprehensive view with a focus on certain types should be taken. TP names some technologies he regards as important such as standard diesel, electric hybrids, pure battery electric, gas, hydrogen fuel cell, flywheel technology etc.

AR notes that the question of how to derive the greatest innovation from the operator should be picked up on. There are some good examples of approaches towards the

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market that can be shared.

LCC

SC explains that this working group on LCC looks at the 3rd method of the CVD on monetising the environmental impact of vehicles. It will specifically pick up on the point mentioned before about how to manage the discrepancy between theory and practice in terms of environmental impact. The following aspects will be explored:

The Pros and Cons of using Method 3 of the Clean Vehicle Directive (CVD) with respect to different technology options

Other environmental scoring systems and their compatibility with the CVD

Worked LCC examples of different vehicle models

Case studies of public authorities/ vehicle operators who have used method 3 of the CVD

JE asks whether follow-up and monitoring should be part of this group as well. SC says that there is indeed an overlap with the third thematic group.

SC encourages everyone who sees any good examples to pass them on to the group. AR will pass on a relevant point to NE.

Monitoring and practice

SC says that this group will explore how to ensure promised environmental performance is delivered within contracts. Bremen and Stockholm have already mentioned that they see this as a crucial point. In particular, the suggestion for the group is to work on the following:

What needs to be included in tenders and contracts to monitor and ensure compliance throughout the contract period?

Suggested performance indicators

Methods of monitoring environmental impacts of vehicles compared to what was originally specified

Examples of successful cooperation between clients and providers

AR comments that these are really crucial points that hit the nail on the head. There is currently not much guidance available with regards to these issues. There are good examples of collaborative testing between operators and purchasers. He also notes that the group should also capture soft measures (behaviour and approaches towards the market) beyond pure contract management. He also emphasised how important it is to work closely with suppliers to achieve results.

MGR says that during the project, the first experience with Euro VI will be made and

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that there is a concern that fuel consumption will increase, even though manufacturers dispute this. MGR is therefore curious to see practical examples with Euro VI (maintenance costs, reliability, fuel consumption, etc.) and believes that for this reason it is important to cover monitoring aspects within contracts. Matthias Gleichmann (MG) also agrees that Euro VI should be covered as part of the project.

It was suggested that those partners and others that undertake their own testing could potentially contribute suggested performance indicators.

SC closes the discussion on the thematic groups and says that it is still possible to add input into the briefs that will be developed for each group.

10:45 – 11:00 Structure and content of the Clean Vehicle Directive toolkit

Natalie presents the CVD toolkit, which will be produced during the project to assist public procurers and transport operators with buying clean & energy-efficient vehicles by clarifying the context and methodologies of the CVD. The following structure is proposed:

- Applicability
 - Organisations
 - Vehicle types
- Procurement Essentials
 - Defining need
 - Market research and engagement
 - Writing tenders
 - Monitoring and management
- Implementation Methodologies
 - 1) Technical specifications
 - 2) Award criteria
 - 3) Life Cycle Costs – financial and environmental
- Overview of technology options and fuel types

The toolkit will be a guide containing information, signposts and illustrative case studies. Project partners, technical and professional stakeholders will be involved in the development. In addition, partners will produce adapted toolkits for different countries and in the respective languages. This will form the basis of national trainings. The toolkit will be completed in early 2014. Project partners will have the opportunity to comment on several drafts. There were no comments on the

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presentation.