

**Paper 4**

**Proposal: Implementing of low emissions bus systems**

As part of the Global Climate Action Area linked to COP 22 and now COP 23, initiatives such as the UITP Declaration are now being asked to focus on developing tools to support scaling up of national efforts on climate change.  Around 70 national climate plans linked to COP 21 have proposed public transport interventions with around half focusing on the deployment of low carbon bus systems.

At the last SDC meeting it was agreed that a review of policy mechanisms should be undertaken that have helped to scale up low emissions buses systems.  An analysis of such mechanisms (supported by case studies) would help inform decision makers at all levels. The SDC has also proposed that a simple handbook / decision making matrix (e.g. simple bus specifications, KPIs etc) also be developed that will help guide and support the strategic deployment of low emission bus systems in support of national plans.  The SDC will lead the work and consult Bus Committee members.

**Guide Structure**

**Section One – National policy mechanisms**

A short summary of case studies that have enabled the scaling up of local efforts on low emissions bus systems, such as:

* Purchasing incentives (e.g. UK Green Bus Fund)
* the US Federal Transit Administration program of competitive grants for new buses and bus facilities
* Taxes
* VAT exemptions
* Subsidies

The list above is not exhaustive and will need to be further elaborated on to ensure regional balance. It would not focus on local level efforts (e.g. low emissions zones) or funding arrangements at the international or regional level (e.g. World Bank funds). One point to highlight in the analysis is that there are many incentives for private electric vehicles but the same levels do not exist for buses. The city of Bremen calculates that if the national government did this for their buses they would be self-financing given the environmental benefits of public transport. In addition, some incentive schemes on private vehicles allow e-vehicles to use bus lanes which obviously has potential negative impacts on the sector.

**Section Two – Developing a clean fleet strategy**

This section would include a simple decision making toolkit to give a UITP member a basic understanding where to act. The following five steps are adapted from a UNEP toolkit designed to improve fleet efficiency.

1. **Impact - calculate emissions today:** emissions of air pollutants and greenhouse gases depend on the standard of vehicles, the driving conditions and the fuel used. A simple inventory will help to calculate a rough estimate of emissions and fuel use today. This will give a baseline to work from.
2. **Actions – possibilities:** a general overview of vehicle and fuel specific actions for addressing both air pollution and climate change. A list of suitable actions in the short-medium and long term should be developed.
3. **Strategy - set targets and decide on actions:** Set targets both in terms of emission reduction and fuel use reduction, and decide on actions. Which actions are suitable for the fleet depends on local conditions, such as clean fuel availability and own priorities. This should be a long-term strategy but should include some easy and quick wins in the short term. The strategy should include a financial/procurement element to it and should look to exploit national incentives.
4. **Monitor - track development:** this will evaluate if the strategy is successful or not, linked to KPIs.
5. **Evaluate – feedback and improvement:** The evaluation feeds back to step 3 and the strategy should be amended if necessary. As soon as short-term targets are met, new plans and targets should be developed and medium-term targets turn into short term ones etc.

**Section Three – Simple Bus Specifications**

This would look at a simple bus specification that have worked for UITP members as well as recommendations on KPIs. This can be used to support steps three and four outlined in Section Two.