

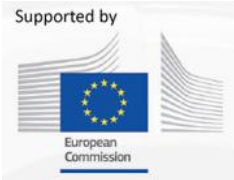


# TRANSFORM

**Towards a zero emission mini-bus for social  
needs transport**

**Adult & Community Services, Birmingham  
City Council  
Brussels, 24 March 2015**

**[www.transform-europe.eu](http://www.transform-europe.eu)**



# Objectives



TRANSFORM






- Greening BCC fleet through replacement with low/zero carbon vehicles .
- Specifically address the needs of A & C in providing a safe & secure mini bus transport service - engage with industry & associated supply chains to enable the design and specification requirements for low carbon/zero carbon mini buses to be met through near future production.
- Launch a market engagement exercise to explore with the supply chain the potential for solution(s) capable of addressing the 'unmet need' by initiating a dialogue with the supply chain about how this unmet need can be met, over what timeframe and the market conditions required to bring a solution to the market.

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# The objectives for Birmingham

## Birmingham Connected

<b>Equitable Birmingham</b> 	Increased access to jobs and services. Increased community linkages.
<b>Efficient Birmingham</b> 	Efficient and sustainable movement of people. Efficient and sustainable movement of goods. Increase in employment. Economic growth.
<b>Sustainable Birmingham</b> 	Reduced greenhouse gas emissions from transport. Reduced energy consumption from transport. Reduce whole life asset maintenance costs.
<b>Healthy Birmingham</b> 	Increase in physical activity. Increase in the number of short trips made by active travel modes. A reduction in air pollution. An increase in road safety. Increase in the percentage of the population with good or fairly good health.
<b>Attractive Birmingham</b> 	Increase the perception of attractiveness and quality of the urban environment.

## Carbon Roadmap

60% CO2 reduction by 2027 against 1990 baseline

Key themes include :

- a) Improving the energy efficiency of the city's buildings
- b) Generating more low and zero carbon energy, improving how we heat & power the city and re-fuel vehicles.

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# Specific Adults & Communities Mini Bus issues

- Lack of low carbon mini buses raised when looking to replace 20 mini buses for more carbon emission efficient vehicles.
- The current fleet does average 15 -40 miles a day, servicing around 800 clients( at least 5 who use wheelchairs) across the city fixed venues inc. day care centres, clinics, schools.
- The mini buses tend to be 12-16 seaters, but only 9 people at the most are picked up in any one vehicle, plus wheel chair users.
- The main use of the vehicles are between 8-10am and then 3-5pm.
- Need to address other issues inc. lack of telematics in vehicles to aide measuring efficient vehicle utilisation & routes taken re mileage; clarifying what 'green' vehicles would be fit for purpose re service requirements.

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## Progress to date- Market Sounding Process

- The MS process in development to address the requirements of Birmingham City Council & its partner organizations for a zero emission mini-bus for social needs transport. The unmet need is supported by evidence of wider demand from our Core Cities Partnership consultation .
- Working with A & C, the shared ambition is for a market sounding with mini bus vehicle manufacturers and associated supply chains MSP for a zero emission mini-bus for social needs transport.
- The MS workshop is being set up to address the design and specification requirements for low carbon/zero carbon mini buses to be met through near future production.
- Enabling Local Authority Adult and Community services ,key partners & other public service organizations reduce their CO<sub>2</sub>, NO<sub>x</sub> and Particulate Matter emissions where mini buses are the main vehicle in the safe transporting of children, young people and adults to and from the services that they receive.

# Wider Key Issues

- Market realities of developing a Green Fleet Strategy
- Need for trialing to provide evidence base.
- Low/zero carbon re-fuelling Infrastructure to support transition
- Need to address new ways of financing fleet replacement through leasing and servicing models, addressing the realities of the current market.

# The Forward Plan

- MSP being developed to communicate an unmet need to the market and to initiate a dialogue with the supply chain about how this unmet need can be met, over what timeframe and the market conditions required to bring a solution to the market.
- The results to be used to inform future procurement specifications and strategy. The Green Fleet Strategy together with the Forward Plan for low/zero carbon re-fuelling Infrastructure provides the framework for transition.
- The Council and Core Cities partners have a future need for progressively lower emission mini-buses for social needs transport leading ultimately to zero emission vehicles. Therefore, through the MSP process, solutions to identify progressive well-to-wheel /tail to wheel improvements & TCO over time and have a clear pathway to becoming fully zero emission in the future.













