



Newsletter – 2

May 2009

Fleet Environmental Action and Assessment

editorial

The European FLEAT-project on energy efficient fleet management started in October 2007 and will run till March 2010, when the conclusions from the numerous pilot actions will be available. This means that the pilot actions, the core business of this project, are running at this very moment. Up to now, no less than 29 pilots are being monitored in 7 European countries by 9 research centres. These pilots deal with private fleets with passenger cars, light and heavy duty vehicles, with public fleets and with public transport fleets. A variety of tools are being implemented and the benefits and the costs of each apart will be evaluated at the end of each pilot action. In this newsletter we will describe a few examples of such actions.

More than ever, the time is ripe for those actions aimed at a higher energy efficiency in fleet management, on the one hand because the environmental awareness is continuously growing, on the other because of the financial crisis... A lot of companies are searching to reduce costs and often they experience that this can easily be combined with a bigger care for the environment, which is becoming ever more important for image reasons too. This can be done with a vehicle policy opting for clean or best-in-class cars, with an energy intelligent use of the vehicles (eco-driving) and of the whole fleet (mobility management).

Concerning company cars for employees, there is of course always the area of tension between the employer wanting to reduce costs and the employee counting on a nice car as an interesting bonus on top of his loan. Besides an appropriate company car taxation system to be organized by the national authorities, this can be solved by fairly spreading the costs between the employer and the employee in function of the work-related or private use of the car.

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FLEAT is a project funded by the European Commission under the Intelligent Energy Programme which started on 1 October 2007 and will last until 30 March 2010.

All information can be found on www.fleat-eu.org, please register to stay updated on the results.

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pilot actions

ILPAP, Greece:

8% faster and 11,5% less fuel

ILPAP is the electric trolley public bus corporation in the wider area of Athens. Its fleet consists of 366 vehicles in total and in September 2008 the company started a pilot action focused on eco-driving in the framework of FLEAT. The demonstration has been coordinated by the Greek project partner CRES (Centre for Renewable Energy Sources) and involved 5 drivers in service on 2 trolleys of 2 different lines. Monitoring activities were conducted 3 months prior to the eco-driving training and 3 months after the training.

During the practical training the drivers achieved a mean increase of the average speed by 8% while at the same time reducing the energy used by an average 30%. In the long-term and during the 6 months of monitoring, the participating drivers achieved on average a mean reduction of energy used by 11,5%. This means that if all drivers of ILPAP were practicing eco-driving, the company would save 7.164 tonnes CO₂ annually. The company, as well as the participating drivers were greatly surprised by the effectiveness of eco-driving. As a result the management plans to train all the company's drivers in the future.

Hamburg Wasser, Germany: re-use waste as a fuel?

Hamburg Wasser, the public company for water management of the City of Hamburg is assisted by B.A.U.M. for the procurement of 80 CNG-vehicles. Compressed natural gas is a clean alternative for fossil fuels. In order to make it completely CO₂-neutral, B.A.U.M. is preparing a feasibility study to use the own bio-methane production out of the water sludge as a fuel for these vehicles.

Postbus, Austria:

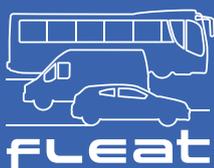
stops on-demand and high-capacity trailers

An increasing number of commercial bus companies cannot run profitable services on low-capacity routes. The "Bus stops on demand" concept implies that buses will only go to stops outside the main routes if customers push a button at these stops. This saves costs, kilometres and CO₂-emissions, and so helps stopping the reduction of public transport in rural areas.

The system requires passengers at bus stops that are situated outside the main traffic routes and are not frequently used, to book the bus in advance, for instance by pressing a button at the bus stop or by telephone or SMS. The passenger is then informed on the bus stop's display when the bus will arrive. The attractiveness for passengers is enhanced due to shorter travel times, information systems and coverage of new regions.



Buses with a trailer can be an alternative to long articulated buses on routes with peak hour demand (e.g. start and end of school). The trailers can be quickly connected and removed by the driver, which results in a considerable reduction of fuel consumption. Furthermore trailer buses offer the advantage of high capacity with relative low maintenance costs. Within FLEAT the operation of seven such buses will be evaluated, including cost effectiveness, impacts on timetable as well as drivers' and passengers' feedback.



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Romania: starts eco-driving

The Romanian research institute IPA is monitoring the fuel consumption of vehicles in 4 companies, in order to evaluate the effect of the eco-driving courses that will be held in June 2009.

The eco-driving principles are getting more and more widespread and fleet operators through all countries of Europe are teaching their drivers this new way of driving. That doesn't surprise because this – actually basic – tool is very cost-effective. A course during half a day

is sufficient to teach drivers the principles of eco-driving and a reduction of 5% or more in fuel costs can be expected, provided that there is also an appropriate monitoring and feedback system or even a rewarding system. Without that, drivers may fall back in their old habits quite soon. More information, about eco-driving, but also about other tools, is available in the 'Fleets and Energy efficiency'-chapter of the FLEAT-website (www.fleat-eu.org).

monitoring of the pilot actions

The numerous pilot actions will be evaluated on two aspects: is there a significant impact and is the tool cost-effective? In order to do this in a uniform way, VITO developed a monitoring tool, called the 'CO₂-footprint', which is available on www.vito.be/co2-footprint. With this tool the consortium partners will monitor the fuel consumption and the driven kilometres of the fleet before, during and after the pilot action. At the end of the project all data will be brought together and will be compared.

You don't have to wait till the end of the project to calculate the results of your own fleet management efforts: the tool is ready-to-use!

FLEAT – event in Örebro, Sweden

A first FLEAT-event took place in Örebro, Sweden on the 12th and 13th of May 2009. 65 attendants came to listen to different speakers and of course also the FLEAT-project has been presented. The listeners seemed quite interested in the project and are especially looking forward to know the results of the various pilot actions. A random pick in the agenda shows other themes like "How much can you save with eco-driving?", "Renewable fuels from a regional perspective", "Company Travel Policy – a tool for sustainable travel" or "Eco-cars: what is the best option?" from Jonas Lööf (Miljöfordon Syd), who gave three advices when it comes to choosing a green car:

- Start with your car needs: large or small, how much do you drive, and so on.
- Think small! Choose a car that consumes as little fuel as possible.
- If it is possible, choose a car that runs on something other than gasoline or diesel.

Next to this event there was an eco-driving competition – where the two competitors managed to consume less than the official consumption figures specified by the manufacturers, an exhibition of biogas cars and study visits to two local biogas plants, including a new plant for compressed biogas with a production capacity of 60 GWh (~ 6 million litres of petrol), the biggest in Sweden.



The CO₂-emissions from travelling to and from the event will be compensated for.



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