



Intelligent Energy  Europe

D2.5. Overview networking activities

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1 OBJECTIVE & CONTEXT

The networking activities are very important for the success of the FLEAT project. They will guarantee that the different target audiences are met in the different stages of the project: knowledge building, recruitment of pilot fleets and knowledge transfer. This document contains an overview of the network activities for month 20 to month 30 of the project duration. This is the third and final networking report.

The format of the network events has been developed in the network strategy. In the description of work a target has been set for the number of network activities by Year. Also during the second period of the project, with the aim of presenting FLEAT to the stakeholders and recruiting fleet operators for the pilot actions

This report differs from the first two reports in that in it in addition to the Network reports is also presents the results of the involvement of external expertise, using both the project Fleet expert committee (FEC) as the national external experts. Paragraph 4 contains the results of this exercise.

2 OVERVIEW OF THE NETWORK ACTIVITIES

2.1.1 Planned Activities

Input for the networking activities is the outcome of three previous tasks in the project:

- The inventory that consortium partners did of existing and potential networks
- The interviews with key-actors that all partners undertook (D2.1)
- The network strategy (D2.2)

In the network strategy the targets for networking and the target groups for the network activities have been established:

- Lease fleets
- Utility vehicle fleets
- Public transport fleets
- Public fleets

Furthermore, the strategy defines as what are networking events. This definition was necessary to concentrate energy on those events which have the most potential to yield results, i.e. pilot actions.

Network activities contain:

- A meeting agenda with clear objectives
- An audience that exists of representatives of the target groups and/or stakeholders

- Participants at the meeting that are relevant to the project, i.e. they belong to the defined target groups
- A presentation of FLEAT (if relevant with project presentation)

A clear outcome of the meeting resulting in actions for FLEAT partners and other stakeholders

In the description of work, targets are set for network activities. This report contains the results of the 34 events that took place in months 20 to 30 of the FLEAT project.

	M1-12	M13-24	M25-30	Total
VITO	10	10	5	25
AEA	2	2	2	6
TRT	4	4	3	11
IPA	3	3	2	8
Geonardo				0
BAUM	8	8	3	19
Senternovem	12	12	8	32
CRES	3	2	1	6
Mobiel 21				0
BEMAG	2	2	1	5
RFOL	10	10	4	24
Total	54	53	29	136

Table 1: number of other networking activities per year and per partner

2.1.2 Realisation of Activities

The realisation on networking events is above the planned 29 for the last 5 months. The project already had 10 more events than planned in the second period

	Planned M25-30	Realised month 20-30	Additional reports second year (month 11-20)
VITO	5	3	
AEA	2	4	
TRT	3	15	
IPA	2	2	
Geonardo			
BAUM	3	1	
Senternovem	8	3	
CRES	1	7	
Mobiel 21			
BEMAG	1	0	
RFOL	4	14	9
Total	29	34	9

Table 1 Realisation vs planning

The target group of intermediaries has been served more in this periode than before, as the focus was more on spreading the knowledge from the programme., than recruiting fleets.

Target	Distribution last period	This period
		3%
Public Transport	22%	
Public fleets/authorities	17%	40%-
Lease fleets	16%	20%
Utility Fleets	30%	18%
Intermediaries	15%	19%
Total	100%	100%

Table 2: Distribution of target groups

2.1.3 Monitoring Network events relating to performance indicators

In the grant agreement the following performance indicators were set for WP2. Nearly all have been met, only the number of network events, although higher than planned, were smaller than the performance indicator.

- Number of organisations involved in Networking: 50

As seen in the different deliverables (D2.3, D2.4, D2.5) the number of organisations involved in Networking activities have far exceeded the 50, and are in the region of 100+ organisations

- Networking events, 226 with in total 1000 participants.

More than 161 events were held, with an average of over 10 participants/event which means that the number of participants has exceeded 1000, especially when taken into account the final event, which was after this report,

- FEC Meetings with 5 persons

There have been 2 experts sessions with five or more participants, the first and last. As we had difficulty with job changes in the FEC we had to involve external expertise and have interviewed 7 (>5) external experts on Fleet management

- 31 Letters of intent

The partnership agreements were partly included in D2.3 (9) the rest in D4.1.

3 OUTCOME OF THE NETWORKING ACTIVITIES

In the first and second year the aim of network meetings was recruitment of pilots. The first year was mainly used to explain the project to its target groups. In the second year the activities were focussed on 1-1 meeting to get pilots to sign up. In the final 10 months the focus has been on dissemination of the results (some activities here overlap with the national events)

The network activities were very different in both size and shape. It is difficult to draw many conclusions from the activities. This section highlights the main topics discussed.

- The meeting called “sustainable mobility leadership forum was organized in cooperation with B.A.U.M. e.V and me. It was integrated with the project “biofuel cities”. The outcome is that the fleet companies will be fully integrated in this important circle.
- CRES has concentrated on spreading the philosophy of Fleet and Ecodriving further. It use the knowledge and results gained in this project to further develop eco driving in Greece.
- Romania (IPA) used the network meetings too make Fleet more well know with the target groups in Romania.
- In Sweden the network meetings have concentrated on integrating the results in local (municipal) climate initiatives and procurement procedures.
- Italy had different recruitment meetings. All the different target groups have been approached. Some contacts do look very promising.
- VITO has organised a larger network event and integrated fleet initiatives with the green truck award.
- SenterNovem had meetings on the evaluation of the pilots and the implications of Fleet.
- AEA has been busy linking fleet to the introduction of electric vehicles.

4 EXTERNAL EXPERTISE

4.1.1 Introduction

The FEC was established to see to the quality, feasibility and realizability of the FLEAT pilots and activities. On a more general project level the FEC clearly has had an added value. On a national level it turned out to be more appropriate to call in the expertise and know-how of national fleet experts. They are better able to judge national pilots on their contributions, conditions and cultural context. Therefore all the partners were requested to call in a national fleet expert and to interview them.

In order to discuss the pilots and the programme in general, all partners that are executing pilots have interviewed a national expert that is independent from the project. All the individual interviews are attached in Annex III. The main points evaluated by the experts and summarized below were: the pilot actions and their impact, innovative capacity and benefits; their contribution to the objectives of the FLEAT project; and the publications of the FLEAT project.

On March 10th, 2010 the Final FEC meeting took place during the end conference. They reflected on the project, future Fleet management policy and recent developments

4.2 Impact of the pilot actions

4.2.1 Introduction

There is a wide variety of pilot actions in different countries. The general conclusion of the national experts is that the pilots are not really innovative and that most of the measures have already proven their effectiveness even if it is in other countries. However, the monitoring scheme is seen as being very important still to prove the effectiveness and the long-term benefits and to build knowledge on the measures to reduce energy consumption and CO₂-emissions of fleets. The pilots are also seen as an important impulse in the different countries to reduce CO₂-emissions of fleets. Pilots give a positive example for other companies. In this regard, the importance of future publications is stressed by the experts and proposals are made (see chapter on 'Publications').

The measures employed can be distinguished in three main groups: ecodriving, technology and mobility management and will be discussed in details below. Also some first estimates are given concerning the cost effectiveness. However, this is difficult to assess since there are country specific differences that affect costs and benefits. Also company characteristics can be of great importance. Therefore the results from the monitoring activities will be of great importance.

4.2.2 Ecodriving

Innovation

In countries like the Netherlands, Austria, Belgium and Germany ecodriving trainings are already widely spread and therefore not seen as being very innovative by themselves. However new aspects to ecodriving are also tested in the pilot actions. In Austria ecodriving pilots are using incentives to stimulate ecodriving. Another example for an innovative approach to ecodriving is the pilot 'Arriva' in the Netherlands where fuel consumption

(ecodriving) is linked with damages. Also more general the combination of training and detailed monitoring which allows to calculate possible future savings is seen as being innovative.

In Greece, Romania and Italy eco-driving still is in its initial phase. The eco-driving pilots executed in those countries are therefore seen as being very innovative by the experts. It is stressed that it is not clearly understood by policy makers and fleet owners that an investment in eco-driving can have the same impact on fuel savings than an investment in fleet renewal. In order to persuade companies and policy makers of this possible cost saving, monitoring results and best practice examples are therefore seen as being very important. Also being no official policies stimulating CO₂-emissions reduction in Romania results from the monitoring scheme will be of great importance in order for the companies involved to decide whether or not to implement the measures.

Long-term benefits and cost effectiveness

Eco-driving has a great potential for fuel efficiency and therefore cost efficiency. The figures given by the experts do differ from each other. However, the experts also acknowledge that there are many variables that do influence successful implementation. Not only is the quality and quantity of the driver trainings of importance but also communication, permanent monitoring and the involvement of management and trained supervisors as well as providing incentives to the trained drivers.

- Eco-driving with passenger cars and utility vehicles
Drivers can reach energy savings of up to 20% on the training. In the long-run savings between 5 and 15% are seen as being possible. Also the measurement is cost effective and the yearly benefits in terms of fuel savings do in almost all of the cases outweigh the costs of the trainings.
- Eco-driving with trucks and busses
Drivers reach energy savings of more than 10% on the training. In the long-run savings between 5 and 10 % are possible. Also the measurement is cost effective and the yearly benefits in terms of fuel savings do outweigh the costs of the trainings.

4.2.3 Clean Vehicles

Innovation

There are pilots working with electric and CNG vehicles. Again, the measures are not seen as being very innovative since they also are widely implemented by others. However, together with close monitoring substantial value is added to these pilots and other companies certainly can benefit from the experiences made.

Long-term benefits and cost effectiveness

- Electric vehicles
They are not cost effective at the moment (only indirect returns). However, cost effectiveness seems to be possible when switching from a passenger car to a pedelec or electric scooter.
- CNG vehicles
The main problem with this clean vehicles approach is seen in the infrastructure that is needed in order to upscale the pilots. Also cruising range is still too limited for the majority of companies. When it comes to cost effectiveness different components have to be taken into account like a lower purchase price of CNG but also additional effort to implement such a change and the additional time drivers have to spend on more and longer lasting fuel stops.

4.2.4 Mobility Management

The pilots covering mobility management do differ substantially: To name a few: 'route optimisation programme' (Freistritzwerke, Austria), 'lightweight busses' (Postbus, Austria), 'bus stops on demand' (Postbus, Austria), purchasing policies (Weleda AG, Germany), incentive programmes (DATEV eG, Germany; Holcom AG, Germany; Stuttgarter Stadtbahnen AG, Germany)

Innovation, Long-term benefits and cost effectiveness

When it comes to innovation these pilots are seen as very innovative.

The long-term benefits and cost effectiveness do differ between the measures. Once the monitoring data is evaluated more can be said about this subject.

4.2.5 Contribution to project objectives

In countries like Greece, Romania and Italy the FLEAT project can significantly contribute to the pilot action's objective by providing the theoretical tools as well as demonstrating the cost effectiveness of these tools. In countries where ecodriving and fleet management already is broader implemented a lot of value can be added by the monitoring framework. Also it is expected that pilot actions will have spin-offs and the long-term benefits will therefore be considerable.

Experts evaluate the targets of the FLEAT project as being ambitious but achievable. Also they see a good mix in different types of measures and different types of fleets in the project's pilots. Together with the monitoring scheme used, the project is a source of valuable information, also for other firms that want to implement CO₂-reducing measures.

4.2.6 Publications

As already mentioned before the experts lay stress on future publications. A general description of activities is not seen as being sufficient since other fleet managers will need facts and figures in order to rightly assess the possible savings. Also it is criticised that the toolbox is not applicable on different cases and should be reorganised. The experts make several suggestions for further improvements:

- *Toolbox:*
 - focus more on target audience
 - add more practical information
 - valuable information needs to be organised in a 'concept mapping' of the treated elements
- *Describe* different pilots and outputs, lessons learned
 - add comments from end-users (fleet owners, fleet customers and drivers)
 - show the effectiveness of the measurements (monitoring)
 - Highlight the most relevant parts, sections and tools which can be used by other fleet managers
 - Revise the pilot actions flowchart in order to identify a more formal & conceptual scheme for the replication of the action in a different context and the way a single action can be extended to the whole organisation.
- It is suggested by Andrea Bottazzi that in terms of the intelligibility of the different targets that the following *structure* could be useful:

1. Procurement of vehicles and materials (fuel, equipments, devices, etc.)
2. Maintenance scheme
3. Management scheme (life cycle assessment)
4. Performance (including ecodriving)

- Publish a *Handbook*

A handbook for possible ways to improve fuel efficiency could help fleet owners to inform before starting a project about the different possibilities, their advantages and disadvantages, cost-effectiveness, lessons learned, etc... . Also country specific tax regulations and other legislative issues are very valuable to fleet managers.

4.2.7 Final reflections

The main added value of the project by the FEC was considered the exchange of best practices and the generation of monitoring data. While there are many best practices now in Europe, it is often difficult to find them and to compare them. The efforts of the FLEAT project will make more solid monitoring possible.



Future fleet management policy

It was seen as important that in the future the exchange of best practices would continue. The future Ecowill project would seem like an option. Cooperation between initiatives was seen as essential, e.g. cooperation with an initiative of the UITP, the observatory. The integration of the examples by Sparcoach (Swedish Association of ecodriving instructors) would be an idea too

The new EU directive on green procurement was seen as the most important new development.. Although the standard might not be high enough, it would provide a benchmark

The national of tendering for Public Transport services made it feel lfor some fleet owners like you were “educating” you competitor, i.e. when you lost a concession, your trained staff would go to the winner. An education standard for the sector would help.

It is also hard for fleet owners to have comparable monitoring systems in vehicles from different suppliers. The car manufacturers don’t do this on purpose, as they have many different suppliers too. EU policy could help here.

4. Recent developments on Mobility Management/Cleaners Vehicles/Ecodriving

The main developments are new ways of training fleet personal by using E-Learning facilities, which will reduce costs for training. This means that larger groups will be able to get educated.

One main problem that is more urgent due to the economic crisis is that always when changing you fleet the cost comes before the benefit. One has to invest in vehicles, equipment or staff, before the energy efficiency pays of. Now more than ever is data on cost-effectiveness essential.

Another recent development that applies to this is the abundance of data coming from companies like Leaseplan. They will surely allow fleets to adapt more quickly as they can see their cost-effectiveness immediately.

The full minutes of the Final FEC meeting can be found in Annex IV

5 ANNEX I - REPORTS OF THE NETWORKING ACTIVITIES

5.1.1 ATTIKI ODOS

Date of the interview: 21 September 2009
Name: Mrs Laini
Function: Marketing Director

Type of organisation: (private)

Objective of networking meeting
(recruitment meeting or other networking activity)
Recruitment meeting

Report on the interview

During the meeting, there was a brief presentation of CRES as well as a detailed presentation of the FLEAT project, the pilot actions that may be involved and the benefits for the company.
From CRES it was requested to have more detailed information on the company's fleet size and characteristics.
Attiki Odos representative was very enthusiastic with the whole idea since they are planning (together with CRES) an ecodriving event and competition. Therefore it could probably be a good idea to integrate a FLEAT pilot action with this event by providing ecodriving training to the winners of the contest.

Follow up:

actions for FLEAT partner en stakeholder
Waiting for an answer from Attiki Odos if they will proceed on an ecodriving training and if they have the necessary data in order to participate in a FLEAT pilot action.

5.1.2 Ericsson Greece

Date of the interview: 10 July 2009
Name: Mrs Katsirou
Function: Organization & Operational Excellence Senior Specialist

Name: Mrs Tzioti
Function: Communications Manager

Type of organisation: (lease)

Objective of networking meeting

(recruitment meeting or other networking activity)
Recruitment meeting

Report on the interview:

During the meeting, there was a brief presentation of CRES as well as a detailed presentation of the FLEAT project, the pilot actions that may be involved and the benefits for the company.

From CRES it was requested to have more detailed information on the company's fleet size and characteristics.

Ericsson representatives were very enthusiastic with the whole idea and with the fact that there would be no cost except for possible employee involvement and loss of man-hours.

They are considering to proceed in ecodriving trainings next year and not this one since this may be part of a wider project and should follow the company's action plan.

Follow up:

Actions for FLEAT partner en stakeholder

Waiting for an answer from Ericsson if they will proceed on a FLEAT pilot action

5.1.3 Interamerican

Date of the interview: 05 October 2009
Name: Mrs Eleftheriou
Function: Public Relations Department

Type of organisation: (private)

Objective of networking meeting

(recruitment meeting or other networking activity)
Recruitment meeting

Report on the interview

During the meeting, there was a brief presentation of CRES as well as a detailed presentation of the FLEAT project, the pilot actions that may be involved and the benefits for the company.

From CRES it was requested to have more detailed information on the company's fleet size and characteristics.

Interamerican representative was very enthusiastic with the whole idea and with the fact that there would be no cost except for possible employee involvement and loss of man-hours.

They are considering to proceed in ecodriving trainings it may not be feasible to participate at the FLEAT project since they do not have gathered data of fuel consumption and FLEAT pilot actions should be finalised.

Follow up: actions for FLEAT partner en stakeholder

Waiting for an answer from Interamerican if they will proceed on a ecodriving training and if they have the necessary data in order to participate in a FLEAT pilot action.

5.1.4 Leaseplan Greece

Date of the interview: 01 October 2009
Name: Mr Karassavas
Function: Sales & Marketing Director

Type of organisation: (lease)

Objective of networking meeting

(recruitment meeting or other networking activity)

Follow-up meeting

Report on the interview

During the meeting, there was a discussion on the completed FLEAT pilot action. The representative from Leaseplan was very satisfied with the results and they are planning to proceed in more trainings for Leaseplan employees. In addition and in parallel to their GreenPlan program, they have started to communicate the results of the FLEAT pilot action to their customers and as a consequence several companies have expressed their interest on ecodriving trainings.

Follow up: actions for FLEAT partner en stakeholder

Wait for more details on companies interested in ecodriving trainings

5.1.5 Prefecture of Magnesia

Date of the interview: 19 September 2009
Name: Mrs Oikonomou
Function: Deputy Prefect on Environmental Issues

Name: Mr Kapaniaris
Function: Special Consultant for the Prefecture

Type of organisation: (public)

Objective of networking meeting
(recruitment meeting or other networking activity)
Recruitment meeting

Report on the interview
During the meeting, there was a discussion on the organisation of the ecodriving event organised by the prefecture in cooperation with CRES. Furthermore CRES suggested the prefecture to get involved in the FLEAT project by providing ecodriving trainings to its drivers, provided that the prefecture has already collected fuel consumption data in the past. We have this restriction because pilot actions should be finalised soon and we have to skip the pre-training monitoring phase.

Follow up: actions for FLEAT partner en stakeholder
Wait for more details from the prefecture in order to proceed in a FLEAT pilot action.

5.1.6 Efthita (Road Safety Organisation - Rhodes)

Date of the interview: 29 May 2009
Name: Mrs Karidi
Function: Efthita representative

Type of organisation: (NGO, public)

Objective of networking meeting
(recruitment meeting or other networking activity)
Recruitment meeting

Report on the interview
During the meeting, there was a discussion on the organisation of the ecodriving event organised by Efthita in cooperation with CRES. Furthermore CRES suggested Efthita and the prefecture of Southern Aegean to get involved in the FLEAT project by providing ecodriving trainings to its drivers.

Follow up: actions for FLEAT partner en stakeholder
Wait for any express of interest from the prefecture of southern Aegean for a future FLEAT pilot action

5.1.7 Vestas Greece

Date of the interview: 11 June 2009
Name: Mrs Tsigou
Function: Quality coordinator & HSE Officer
Type of organisation: (private)

Objective of networking meeting
(recruitment meeting or other networking activity)
Recruitment meeting

Report on the interview
During the meeting, there was a brief presentation of CRES as well as a detailed presentation of the FLEAT project, the pilot actions that may be involved and the benefits for the company.
From CRES it was requested to have more detailed information on the company's fleet size and characteristics.
Vestas representative was very enthusiastic with the whole idea and requested a detailed cost offer for the ecodriving trainings in order to participate to a FLEAT pilot action

Follow up: actions for FLEAT partner en stakeholder
Send detailed offer and wait for an answer if they will proceed on an ecodriving training - FLEAT pilot action.

5.1.8 SC IPA SA

Meeting agenda:

Date of the interview: 1 October 2009
Name: Virginia Matei
Function: Engineer

Name: Lucian Matei
Function: Engineer

Type of organisation: Symposium (Lease, utility vehicles, public transport, public, policy makers)

Objective of networking meeting: recruitment meeting or other networking activity

1. Introduction of FLEAT projects (partners, project objectives, pilot actions foreseen, results)
2. Experience and ideas sharing with representatives of research and transport sector that are strong interested to reduce energy consumption and to have a friendly and clean road transport

Report on the interview

Within the Regional Development Through Technological Transfer and Innovation, IPA CIFATT held a presentation about the FLEAT project: partners involved, project objectives, pilot actions foreseen and expected and already achieved results. The presentation was made by Virginia Matei from IPA CIFATT Craiova.

The meeting was followed by discussions related to the main actions undertaken by participants with the aim to reduce fuel consumption and consequently reducing the level of pollution, opportunities for cooperation in the future and the need to be kept informed on the project progress and on the progress in the transport energy efficiency.

Follow up: actions for FLEAT partner en stakeholder

Fleet operators will be further informed and advised to consider the situation of fleets they have, to monitor vehicles carefully and to apply methods which optimize fuel consumption which implicitly means reducing of CO2 emissions.

5.1.9 Simpozion “Dezvoltare regionala prin inovare si transfer tehnologic”

AGENDA Joi 01.10.2008

9.00 – 10.00	Inregistrarea participantilor
10.00 – 10.15	Deschiderea simpozionului, prezentarea invitatilor si Agendei Gabriel Vladut
10:15 – 10:30	Poli de competitivitate, mijloc pentru cresterea competitivitatii regionale Promovarea culturii antreprenoriale - conditie esentiala a cresterii inovarii si dezvoltarii afacerilor; Initierea unei afaceri inovative Gabriel Vladut
10:30 – 10:45	Auditul tehnologic Simona Barsan - CENTI
10:45 – 11:00	Indicatori pentru intreprinderi si regiuni inovative Bogdan Ciocanel - IRECSON
11:00 – 11:15	Brainstorming pentru scrierea unui proiect pe programul ESPON 2013 Alexandru Marin – Universitatea Politehnica Bucuresti
11:15 – 11:30	Reteaua Enterprise Europe Network – servicii pendru dezvoltarea si cresterea competitivitatii IMM-urilor; Pasi in realizarea transferului tehnologic transnational Cornelia Popa – IPA Craiova
11:30 – 11:45	Solutii pentru cooperare in afaceri la nivel transnational prin reseaua Enterprise Europe Network Raluca Cristina Buturca – IPA Galati
11:45 – 12:00	Inovarea si transferul tehnologic in Republica Moldova Lidia Maier – Agentia pentru Inovare si Transfer Tehnologic a Academiei de Stiinte a Moldovei
12:00 – 12:15	Finantari nerambursabile pentru IMM-uri “POS CCE Axa Prioritara 1-Sistem inovativ de productie” Claudiu Mirea, Cristina Capraru, OTIMMC
12:15 – 12:30	Finantarea IMM-urilor in cadrul POR Marina Alecu, Cristina Lungu, ADR Sud Vest Oltenia
12:30 – 13:00	Coffe Break
13:00 – 13:10	Finantarea ideilor inovative – studiu de caz privind modernizarea aglomerarilor urbane prin solutii inovative si incadrarea in politicile Europene Gabriel Vladut – IPA Craiova
13:10 – 13:20	Proiectul MODERN – Solutii pentru un oras curat Gabriel Vladut – IPA Craiova
13:20 – 13:30	Proiectul FLEAT Virginia Matei, Lucian Matei – IPA Craiova
13:30 – 13:40	Proiectul RECODRIVE Doru Popa – RAT Craiova
13:40 – 13:50	Proiectul DEMOCRITOS Virginia Matei – IPA Craiova
13:50 – 14:30	Lunch
14:30 – 15:30	Masa rotunda, discutii libere: Inovarea in Romania, organizare, strategii (parteneriate pentru proiecte nationale si internationale, strategia ARoTT)

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uri

- ~ Servicii in favoarea IMM-urilor inovative
- ~ Cum sa-ti initiezi o afacere bazata pe propriul brevet
 - ◆ Expozitie postere Inventatori
 - ◆ Prezentare CD-uri pe standul multimedia

Program -10:00 – 17:00

5.1.10 SC IPA SA

Meeting agenda:

please send the meeting agenda to SenterNovem as an attachment.

Date of the interview: 30 October 2009
Name: Gabriel Vladut
Function: Director of IPA CIFATT Craiova

Name: Virginia Matei
Function: Engineer

Type of organisation: R&D Institute (Lease, utility vehicles, public transport, public, policy makers)

Objective of networking meeting: recruitment meeting or other networking activity

3. Introduction of FLEAT projects (partners, project objectives, pilot actions foreseen, results)
4. Experience and ideas sharing with representatives of research and transport sector that are strong interested to reduce energy consumption and to have a friendly and clean road transport

Report on the interview

Within the Bucharest International Technical Fair, IPA CIFATT held a presentation about the FLEAT project: partners involved, project objectives, pilot actions foreseen and expected and already achieved results. The presentation was made by Gabriel Vadut from IPA CIFATT Craiova.

The meeting was followed by discussions related to the main actions undertaken by participants with the aim to reduce fuel consumption and consequently reducing the level of pollution, opportunities for cooperation in the future and the need to be kept informed on the project progress and on the progress in the transport energy efficiency.

5.1.11 FLEAT meeting agenda – Prefecture of Magnesia

19 September 2009 , 14:00 - 16:00

Mrs Oikonomou, Deputy Prefect on Environmental Issues
Mr Kapaniaris, Special Consultant for the Prefecture

Participation from CRES: M. Zarkadoula

Agenda

14:00 – 14:30	Discussion on the ecodriving event organized by the Prefecture
14:30 – 16:00	Discussion on possible future ecodriving trainings for drivers of the Prefecture and participation in the FLEAT project

5.1.12 FLEAT meeting agenda – Efthita (Road Safety Organisation – Rhodes)

29 May 2009 , 14:00 - 16:00 –

Mrs Karidi – Efthita representative

Participation from CRES: M. Zarkadoula, N. Ntaras

Agenda

14:00 – 14:30	Discussion on the ecodriving event organized by Efthita
14:30 – 16:00	Discussion on possible future ecodriving trainings for drivers of the Prefecture of Rhodes and participation in the FLEAT project

5.1.13 RFOL 1, meeting

Meeting agenda:

- Introduction
- Presentation of current projects for usage of more energy efficient transports (including FLEAT)
- Discussion: How can RFOL and the municipality of Örebro cooperate in this area in order to exchange experiences and make the work more efficient?

Date of the meeting: 3rd April 2008

Organisation: Municipality of Örebro

Name: Per Elvingson
Function: Process manager

Name: Tomas Bergkvist
Function: Planner

Type of organisation: public/ policy makers (lease, utility vehicles, public transport, public, policy makers)

Objective of networking meeting

The objective of the meeting was to find ways for RFOL and the municipality of Örebro to exchange experiences and to find solutions for more energy efficient transports in the region.

Report on the meeting

The municipality of Örebro presented some of their projects. One of the projects aims to influence the employees of companies to travel more environmentally sustainable. This project is related to the FLEAT project, and experiences from these two projects should be exchanged. The municipality of Örebro has also made a transport plan for its organisation. They are also working with ways to follow up travelling policies for employees.

Follow up:

RFOL will hold a seminar about car pools the 8th of May 2008.
RFOL will keep the municipality of Örebro updated of the outcomes of the FLEAT pilot actions.
RFOL and the municipality will also continue their cooperation for more energy efficient transports in the region.

5.1.14 RFOL 2, seminar

Agenda of seminar:

- Introduction, RFOL
- Presentation of the FLEAT project
- City Car Club, a commercial car pool company, presents its car pool concept
- Sunfleet , another commercial car pool company, presents its car pool concept
- How can a company be a part of a car pool?
- The municipality of Linköping presents their experiences from both running their own car pool and later using the service from a commercial car pool company.
- David Larsson, RFOL, presents a suggestion for the municipalities to join in the purchase of the service of a car pool.
- Discussion

Date of the seminar: 8th May 2008

Main target group: the municipalities of the region

Type of organisation: policy makers/ public
(lease, utility vehicles, public transport, public, policy makers)

Objective of networking meeting

The objective of the seminar was to encourage the municipalities to be a part of a car pool. The objective was also to find more contacts for input to the FLEAT project and dissemination of the outcome of the FLEAT pilot actions.

Report on the seminar

Two commercial car pool companies presented their concepts. A later discussion about the possibilities of the municipalities to join in the purchase of a car pool was held. The municipality of Örebro will most probable purchase the service of a car pool during the later part of 2008. The municipality of Lindesberg is also interested in either purchase the service or to start their own car pool.

Follow up:

RFOL will maintain the communication with the new contacts for gaining input to the project and for dissemination of the results of the project.

5.1.15 RFOL 3, work shop

Meeting agenda:

See attachement

Date of the interview: 2008-09-24

Organisation: Workshop on biofuels for vehicles

Name: Se separate list

Function:

Name:

Function:

Type of organisations: Public transports, policy makers, municipalities
(lease, utility vehicles, public transport, public, policy makers)

Objective of networking meeting

(recruitment meeting or other networking activity)

To discuss the possibilities to distribute and produce locally produced biofuels in Örebro County, biogas and so fort. To raise interest for more concrete actions.

Report on the interview

Follow up: actions for FLEAT partner en stakeholder

To start a study to investigate the potential for regional produced biofuels and biogas as vehicle fuel in the region of Örebro.

5.1.16 RFOL 4, meeting

Meeting agenda:

See attachment.

Date of the interview: 20081106

Organisation: Policy makers and public fleet managers from 11 Municipalities in Örebro County

Name: Örebro, Lindesberg, Nora, Ljusnarsberg, Hällefors, Karlskoga, Degerfors, Hallsberg, Kumla, Laxå, Askersund

Function:

Type of organisation: Policy makers, public transport
(lease, utility vehicles, public transport, public, policy makers)

Objective of networking meeting

(recruitment meeting or other networking activity)

To inform about ongoing work concerning future public transports in the region of Örebro, including biofuels and FLEAT

Report on the interview

Follow up: actions for FLEAT partner en stakeholder

5.1.17 RFOL 5, workshop

Meeting agenda:

See attachment.

Date of the interview: 2009-02-12

Organisation: Workshop on biofuels for vehicles

Name: Se separate list

Function:

Type of organisations: Public transports, policy makers, public (lease, utility vehicles, public transport, public, policy makers)

Objective of networking meeting

(recruitment meeting or other networking activity)

To present a report and discuss the possibilities to distribute and produce locally produced biofuels in Örebro County, biogas and so fort. To raise interest for more concrete actions.

Report on the interview

Follow up: actions for FLEAT partner en stakeholder

To organise more meetings, for example with the municipal executive boards of the municipalities in the region.

5.1.18 RFOL 6, Mini seminar, travel policy

Meeting agenda:

- Introduction to Fleet
- How to develop and implement a travel policy, Per Elvingson the municipality of Örebro.
- Mobility management gives reduced costs, enhanced image and healthier employees, Magnus Jensen, the municipality of Örebro.
- Discussion

Date of the interview: 26th February 2009

Main target group: Policy makers and public fleet managers from different public companies and municipalities in Örebro.

Participants: 15 persons from different public organisations in Örebro.

Municipalities: Laxå, Askersund, Hällefors, Karlskoga, Lekeberg, BKT, Örebro

Other public organisations: Örebro County Council, Örebro Regional Development Council, Örebro County Administrative Board, Örebro County Police.

Objective of networking meeting

Dissemination and discussion: how to development and implement a travel policy.

Report on the meeting

Many of the municipalities and other public organisations are currently working with developing or implementing a travel policy. They state that it was useful to hear about the experiences of Örebro Municipality's efforts to create and implement a travel policy.

Follow up: actions for FLEAT partner en stakeholder

5.1.19 RFOL 7, meeting

Date of the interview: 20090416

Organisation: Kumla municipal executive board

Name: 16 members of the municipal executive board

Function:

Type of organisation: Public Policy makers
(lease, utility vehicles, public transport, public, policy makers)

Objective of networking meeting

(recruitment meeting or other networking activity)

Networking activity.

Information about green fleets, vehicles for biogas and the possibilities to upgrade and use locally produced biogas for public and other fleets in the municipality.

The meeting was held together with Swedish Biogas International.

The aim is to start an investigation about the possibilities to produce and distribute upgraded biogas for vehicles

Report on the interview

The municipal executive board of Kumla was informed about the possibilities to upgrade and use locally produced biogas in the municipality.

Follow up: actions for FLEAT partner en stakeholder

New contacts will be taking in May.

5.1.20 RFOL 8, meeting

Date of the interview: 20090421

Organisation: Hallsberg municipal executive board

Name: 14 members of the municipal executive board

Function:

Type of organisation: Public Policy makers
(lease, utility vehicles, public transport, public, policy makers)

Objective of networking meeting
(recruitment meeting or other networking activity)

Networking activity.
Information about green fleets, vehicles for biogas and the possibilities to upgrade and use locally produced biogas for public and other fleets in the municipality.
The meeting was held together with Swedish Biogas International

Report on the meeting

The municipal executive board of Hallsberg was informed about the possibilities to upgrade and use locally produced biogas in the municipality.

Follow up: actions for FLEAT partner and stakeholder

The municipal executive board of Hallsberg is asked to come back with an answer if they are interested in working with biogas in the municipality or not.

5.1.21 RFOL 9, mini seminar – car pools

Meeting agenda:

- Introduction to Fleet
- Experiences of implementing and running a car pool in the municipality of Hallstahammar.
- Results from a survey about the car pool maturity in different organizations and municipalities in the Örebro region.
- Discussion with exchange of views and experience

Date of the interview: 22th April 2009

Main target group: Policy makers and public fleet managers from different public companies and municipalities in Örebro.

Participants:

Jarmo Peromo, responsible of the car pool of the municipality of Hallstahammar

Per Schillander, the Swedish Road Administration, responsible car pools on national level

Hanna Eklöf, , the Swedish Road Administration

12 persons from different public organisations in Örebro, three persons from the municipality of Örebro, three persons from the municipality of Kumla, one person from the municipality of Lindesberg, one person from the regional Prison and Probation Service and two persons from the Örebro Regional Development Council.

Objective of networking meeting

Dissemination and discussion: how to implement and run a car pool, obstacles and opportunities.

Report on the meeting

A lot of the municipalities and organisations in the Örebro region have some sort of car pool already today. The problem is to make them more organised and to open the car pool to the public. Some other organisations are not having any car pool today, and want to learn more before starting one in there own organisation.

The municipality of Örebro is currently working on the procurement of open car pool.

Follow up: actions for FLEAT partner en stakeholder

5.1.22 RFOL 10, Seminar Green cars and renewable fuels, what should we focus on?

Meeting agenda: See attachment

Date of the seminar: 13th November 2007

Main target group: Public, private companies, policy makers

Participants: Approx. 50-60 participants from public organizations, private companies and policy makers.

Objective of networking meeting

Dissemination of important issues regarding green cars and renewable fuels.

Report on the meeting

During the seminar several speakers presented interesting information regarding the latest information on green cars and renewable fuels.

Kjell Aleklätt (Professor of Physics at Uppsala University)
The future shortage of oil

Mattias Goldman (Swedish Association of Green Motorists)
The green car boom

Peter Ahlvik (Ecotraffic)
Alternative fuels today and tomorrow

Michael Koucky (Founder and CEO of environmental consultancy Koucky & Partners)
How can we act?

Marie Karlsson
Procurement of a car pool in Gothenburg

Follow up: actions for FLEAT partner en stakeholder

5.1.23 RFOL 11, Network for sustainable transports in Örebro County

Meeting agenda: See attachment

Date of the seminar: 21st February 2008

Main target group: Policy makers

Participants:

Tomas Bergkvist, Örebro Municipality

Eleonore Akerlund, Karlskoga Municipality

Torbjorn Sjodin, Örebro Municipality

Christer Eklund, Länstrafiken Örebro

Peter Åslund, Örebro Regional Development Council

Therese Erneskog, Örebro County Administrative Board

Objective of networking meeting

The aim of the network is to:

- Create an arena for co-operation between different actors in the public sector where they can exchange experience and disseminate information.
- Develop joint projects with other actors
- Improve the understanding of sustainable transports and renewable fuels in the community

Report on the meeting

Information about ongoing projects, including the Fleat-project.

Örebro Regional Development Council wants to make a regional study to look at opportunities for biofuel development (production) in the county.

Follow up: actions for FLEAT partner en stakeholder

5.1.24 RFOL 12, Lekeberg

Criteria for networking activities:

- Meeting agenda with clear objectives
- Relevant stakeholders for FLEAT attend the meeting
- FLEAT is presented (if relevant with project presentation)
- Clear outcome of the meeting: actions for FLEAT partner and stakeholders

Meeting agenda:

Climate mitigation plans in the municipality of Lekeberg

- Information from Lekeberg municipality
- Information from Örebro County Energy Agency (RFOL) about the Fleat-project and other activities concerning energy efficiency, renewable and sustainable transports
- Discussions about the action plan for Lekeberg

Date of the meeting: 16th June 2008

Participants:

Ingemar Wennlöf, energy and climate advisors, Lekebergs Municipality
Marita Johansson, environmental inspector Lekebergs Municipality
Endre Forster, trainee
Owe Nilsson, CEO Lekebergsbostäder
Britt Andersson, manager Lekebergsbostäder
Peter Åslund, Örebro Regional Development Council (RFOL)
Anna Åhlgren, Örebro Regional Development Council (RFOL)

Type of organisation: Utility vehicles and public fleets

Objective of networking meeting

(recruitment meeting or other networking activity)

This meeting was a round table meeting about local activities for climate mitigation.

Report on the interview

We informed about the Fleat project and other projects that give municipalities and industries tools and schemes to work with climate mitigation especially in the transport field.

The municipality of Lekeberg informed about their work to develop actions plans in this area.

Follow up: actions for FLEAT partner and stakeholder

Follow-up meeting on August 26, 14:00.

The Örebro County Energy Agency will provide data on the municipality overall, Peter is responsible for this work. Lekberg municipality produces data from their own organization, for example their own travel, Ingemar responsible for this.

At the next meeting the basis for a presentation at the municipal council meeting in late August should be discussed. This means that a draft describing the present situation, goals, vision and timing should be produced before the next meeting.

5.1.25 RFOL 13, Mini-seminar Fuel efficiency coaching

Meeting agenda: (see attachment)

- Introduction to Fleat
- Presentation on eco-drive and fuel efficiency coach.
- Discussion

Date of the interview: 19th August 2009

Main target group: Policy makers and public fleet managers from different public companies and municipalities in Örebro.

Participants: 27 persons from different public organisations and private companies in Örebro. See attached list of participants.

Objective of networking meeting

Dissemination and discussion: How can an organization establish and retain eco driving behaviour?

Report on the meeting

It has proven that it can be difficult to get drivers to maintain a fuel efficient driving style over time. Fuel efficiency coaching is a working concept that enables companies/organisations to gain long-term benefits from economical driving training. The concept is based on a three-pronged approach: monitoring, motivation and communication. The challenge lies in modifying the drivers driving patterns over time, the solution is fuel efficiency coaching.

Speakers: Thord Persson and Göran Karlsson, both educated fuel efficiency coaching.

More information www.sparcoach.se (in Swedish) and attachment (in English)

Follow up: actions for FLEAT partner en stakeholder

5.1.26 RFOL 14, Kumla

Criteria for networking activities:

- Meeting agenda with clear objectives
- Relevant stakeholders for FLEAT attend the meeting
- FLEAT is presented (if relevant with project presentation)
- Clear outcome of the meeting: actions for FLEAT partner and stakeholders

Meeting agenda:

Discussions about the climate action plan for Kumla municipality

Se attached notes!

Date of the interview: 20090909

Organisation: Kumla kommun

Name: Peter Eriksson

Function: Head of environmental department

Name: Östen Tylebrink

Function: Environment and health officer

Name: Karin Lindgren

Function:

Type of organisation: Policy makers

(lease, utility vehicles, public transport, public, policy makers)

Objective of networking meeting

(recruitment meeting or other networking activity)

To give input from Fleat project into the local Climate Action Plan for Kumla kommun.

Report on the interview

We informed about the Fleat project and other projects that give municipalities tools and schemes to work with climate mitigation.

Discussion about how to set up an action plan.

How to get relevant information about the transport sector and other sectors climate

How to collect information from internal “company” travels.

Possible actions to decrease climate impact

Follow up: actions for FLEAT partner and stakeholder
A new meeting was set-up

5.1.27 RFOL 17, Askersund

Criteria for networking activities:

- Meeting agenda with clear objectives
- Relevant stakeholders for FLEAT attend the meeting
- FLEAT is presented (if relevant with project presentation)
- Clear outcome of the meeting: actions for FLEAT partner and stakeholders

Meeting agenda:

Climate mitigation plans in the municipality of Askersund

- Information from Askersunds kommun
- Information from RFO Energy Agency about Fleat-project and other activities concerning energyefficiency, renewables and sust transports
- Information from Munksjö Aspa AB
- Information from Svensk Glasåtervinning

Discussions about the action plan for Askersund

Date of the interview: 20090924

Organisation: Askersunds kommun

Name: Harry Lundin, Kjell Hedenström
Function: Head of environmental department, Head of technical dep.

Organisation: Munksjö Aspa Bruk
Name: Bengt Lindqvist
Function: Managing Director

Organisation: Svensk Glasåtervinning
Name: Frank Tholfsson
Function: Managing Director

Type of organisation: Utility vehicles and public fleets
(lease, utility vehicles, public transport, public, policy makers)

Objective of networking meeting

(recruitment meeting or other networking activity)

This meeting was a round table meeting about local activities for climate mitigation.

Report on the interview

We informed about the Fleat project and other projects that give municipalities and industries tools and schemes to work with climate mitigation especially in the transport field. For

instance a new tool for transport procurement that has been developed by the Swedish Road Administration - SYSTOLE

The municipality of Askersund informed about their work to develop actions plans in this area. They would like to have input from private entities and industries

Mr Lindqvist, Aspa, who is a big buyer of transports, told about the cooperation with other paper and mill industries with the aim to decrease transportation of logs.

Follow up: actions for FLEAT partner and stakeholder

We will send information about SYSTOLE and keep in contact with the municipality

5.1.28 RFOL 19, Mini-seminar Procurement

Meeting agenda: (see attachment)

- Introduction to Fleat
- Presentation on Systole, a new tool for procurement with focus on environmental and safety requirements
- Discussion and exchange of experiences

Date of the interview: 11th November 2009

Main target group: Policy makers and public fleet managers from different public companies and municipalities in Örebro.

Participants: 20 persons from different public organisations and private companies in Örebro. See attached list of participants.

Objective of networking meeting

Discussions and sharing of experience regarding sustainable procurement of transports. Presentation of a new procurement tool developed by the The Forum for Sustainable Transport.

Report on the meeting

The Forum for Sustainable Transport is a collaboration between six major buyers of transport and the Swedish Road Administration. The cooperation has resulted in Systole, a tool to procure more sustainable transport.

Systole - a tool for responsibility

Systole is an aid for environmental and safety requirements in procurement negotiations. It is also a meeting-place for sellers and buyers. Transport sellers have an opportunity to display their sustainability work.

During the meeting Stefan Berg from the Swedish Road Administration presented the new

tool.

After the presentation there was a discussion and exchange of knowledge and experience between the participants.

More information www.systole.se (in Swedish)

Follow up: actions for FLEAT partner en stakeholder

5.1.29 RFOL 15, Swepomm network meeting

Criteria for networking activities:

- Meeting agenda with clear objectives
- Relevant stakeholders for FLEAT attend the meeting
- FLEAT is presented (if relevant with project presentation)
- Clear outcome of the meeting: actions for FLEAT partner and stakeholders

Meeting agenda:

please send the meeting agenda to SenterNovem as an attachment.

Date of the network meeting: 14th September 2009

Organisation: Swepomm (Swedish network on Mobility Management)

Participants: Approximately 15 people from all over Sweden who work with mobility management issues

Type of organisation: mainly policy makers

Objective of networking meeting

(recruitment meeting or other networking activity)

Presentations and discussions on different regions work on mobility management.

Report on the interview

All participants were presenting their work on mobility management. We presented the Örebro region's mobility work and the FLEAT-project.

Follow up: actions for FLEAT partner en stakeholder
To maintain and expand the network and the dissemination of good examples.

5.1.30 RFOL 16, Örebro and Stockholm County Council

Criteria for networking activities:

- Meeting agenda with clear objectives
- Relevant stakeholders for FLEAT attend the meeting
- FLEAT is presented (if relevant with project presentation)
- Clear outcome of the meeting: actions for FLEAT partner and stakeholders

Meeting agenda:

- Presentation of the Örebro County Energy Agency
- Presentation of the regional energy and climate work
- Presentation of the FLEAT project

Date of the network meeting: 23rd September 2009

Organisation: Örebro County Council's environmental organization
Stockholm County Council's environmental organization

Participants: Approximately 50 people.

Type of organisation: policy makers

Objective of networking meeting

(recruitment meeting or other networking activity)

To present the regional energy and climate work and the FLEAT project.

Report on the interview

Presentation of the Örebro County Energy Agency, the regional energy and climate work and the FLEAT project.

Follow up: actions for FLEAT partner en stakeholder

Bench-marketing with Stockholm County Council's environmental organization.

5.1.31 RFOL 17, Askersund

Criteria for networking activities:

- Meeting agenda with clear objectives
- Relevant stakeholders for FLEAT attend the meeting
- FLEAT is presented (if relevant with project presentation)
- Clear outcome of the meeting: actions for FLEAT partner and stakeholders

Meeting agenda:

Climate mitigation plans in the municipality of Askersund

- *Information from Askersunds kommun*
- *Information from RFO Energy Agency about Fleet-project and other activities concerning energyefficiency, renewables and sust transports*
- *Information from Munksjö Aspa AB*
- *Information from Svensk Glasåtervinning*

Discussions about the action plan for Askersund

Date of the interview: 20090924

Organisation: Askersunds kommun

Name: Harry Lundin, Kjell Hedenström

Function: Head of environmental department, Head of technical dep.

Organisation: Munksjö Aspa Bruk

Name: Bengt Lindqvist

Function: Managing Director

Organisation: Svensk Glasåtervinning

Name: Frank Tholfsson

Function: Managing Director

Type of organisation: Utility vehicles and public fleets

(lease, utility vehicles, public transport, public, policy makers)

Objective of networking meeting

(recruitment meeting or other networking activity)

This meeting was a round table meeting about local activities for climate mitigation.

Report on the interview

We informed about the Fleat project and other projects that give municipalities and industries tools and schemes to work with climate mitigation especially in the transport field. For instance a new tool for transport procurement that has been developed by the Swedish Road Administration - SYSTOLE

The municipality of Askersund informed about their work to develop actions plans in this area. They would like to have input from private entities and industries

Mr Lindqvist, Aspa, who is a big buyer of transports, told about the cooperation with other paper and mill industries with the aim to decrease transportation of logs.

Follow up: actions for FLEAT partner and stakeholder

We will send information about SYSTOLE and keep in contact with the municipality

5.1.32 RFOL 18, meeting and seminar

Criteria for networking activities:

- Meeting agenda with clear objectives
- Relevant stakeholders for FLEAT attend the meeting
- FLEAT is presented (if relevant with project presentation)
- Clear outcome of the meeting: actions for FLEAT partner and stakeholders

Meeting agenda:

please send the meeting agenda to SenterNovem as an attachment.

Date of the : 20091019

Organisation: Regionförbundet Örebro Energikontoret

Name: Peter Åslund
Function: Head of Energy Agency

Name: Se the attached list of participants
Function:

Type of organisation: (lease, utility vehicles, public transport, public, policy makers)

Objective of networking meeting

(recruitment meeting or other networking activity)

Networking activity for raising the interest for biogas vehicles and energy efficient use of company fleets.

Report on the interview

The invitation was addressed to companies and municipalities in the Region of Örebro.

- Presentation of the Fleet project was made by Regionförbundet.
- advantages with biogas vehicles in company fleets
- taxes, production etc
- discussions

Speakers: Beatrice Torgnysson Klemme, Biogas Öst
Peter Åslund, RFÖ

Follow up: actions for FLEAT partner en stakeholder

5.1.33 RFOL 19, Mini-seminar Procurement

Meeting agenda: (see attachment)

- Introduction to Fleet
- Presentation on Systole, a new tool for procurement with focus on environmental and safety requirements
- Discussion and exchange of experiences

Date of the interview: 11th November 2009

Main target group: Policy makers and public fleet managers from different public companies and municipalities in Örebro.

Participants: 20 persons from different public organisations and private companies in Örebro. See attached list of participants.

Objective of networking meeting

Discussions and sharing of experience regarding sustainable procurement of transports. Presentation of a new procurement tool developed by the The Forum for Sustainable Transport.

Report on the meeting

The Forum for Sustainable Transport is a collaboration between six major buyers of transport and the Swedish Road Administration. The cooperation has resulted in Systole, a tool to procure more sustainable transport.

Systole - a tool for responsibility

Systole is an aid for environmental and safety requirements in procurement negotiations. It is also a meeting-place for sellers and buyers. Transport sellers have an opportunity to display their sustainability work.

During the meeting Stefan Berg from the Sweish Road Administration presented the new tool.

After the presentation there was a discussion and exchange of knowldege and experience between the participants.

More information www.systole.se (in Swedish)

Follow up: actions for FLEAT partner en stakeholder

5.1.34 RFOL 20, Swepomm national conference and workshop

Criteria for networking activities:

- Meeting agenda with clear objectives
- Relevant stakeholders for FLEAT attend the meeting
- FLEAT is presented (if relevant with project presentation)
- Clear outcome of the meeting: actions for FLEAT partner and stakeholders

Meeting agenda:

See attached meeting agenda.

Date of the meeting: 19 November 2009

Organisation: Swepomm (Swedish network for mobility management)
See attached list of participants.

Type of organisation: public /policy makers

Objective of networking meeting

Workshop and national conference for mobility management. To discuss important issues regarding mobility management in Sweden and the future of the Swepomm network.

Report on the interview

The Swedish network for mobility management, Swepomm, organised a conference and a workshop to disseminate good examples in the mobility management area. During the workshop different projects were discussed, including Fleat.

Follow up: actions for FLEAT partner en stakeholder

5.1.35 RFOL 21, Study visits

Criteria for networking activities:

- Meeting agenda with clear objectives
- Relevant stakeholders for FLEAT attend the meeting
- FLEAT is presented (if relevant with project presentation)
- Clear outcome of the meeting: actions for FLEAT partner and stakeholders

Meeting agenda:

- Presentation of the Fleat project
- Study visits
- Discussions about experiences of biodiesel and biogas

Date of the interview: 20091201

Organisation:

Separate list of participants. All together 19 persons

Type of organisation:

Public and policy makers
(lease, utility vehicles, public transport, public, policy makers)

Objective of networking meeting

(recruitment meeting or other networking activity)

Meeting with a network of people in public and private organisations who are involved in production, supplying or end use of bioenergy and responsible for public fleets. The objective is to raise awareness about the possibilities of biofuels for vehicles.

Report on the interview

- Visit to a biogas production and upgrading plant
- Visit to a busdepot with filling station for biogas and a new fleet with 60 MAN biogas driven buses
- Information from the bus company and there experiences of biogas and biodiesel

Follow up: actions for FLEAT partner en stakeholder

5.1.36 RFOL 22, Biogas network

Criteria for networking activities:

- Meeting agenda with clear objectives
- Relevant stakeholders for FLEAT attend the meeting
- FLEAT is presented (if relevant with project presentation)
- Clear outcome of the meeting: actions for FLEAT partner and stakeholders

Meeting agenda:

please send the meeting agenda to SenterNovem as an attachment.

Date of the interview: 20100113

Organisation: Municipalities and Organization of farmers, separate list of participants. All together 18 people

Type of organisation: Public and policy makers
(lease, utility vehicles, public transport, public, policy makers)

Objective of networking meeting

(recruitment meeting or other networking activity)

Objective to discuss and decide about cooperation between municipalities in Southern Närke and farmers in the same area about development of biogasproduction and use of biogas in vehicles for public transport.

Report on the interview

A decision was taken

- to start a cooperation.
- to create a working group
- new meeting beginning of march

Follow up: actions for FLEAT partner en stakeholder

Regionförbundet as a Fleat partner will invite to and chair the next meeting.

5.1.37 RFOL 23, Swedish Road Administration

Criteria for networking activities:

- Meeting agenda with clear objectives
- Relevant stakeholders for FLEAT attend the meeting
- FLEAT is presented (if relevant with project presentation)
- Clear outcome of the meeting: actions for FLEAT partner and stakeholders

Meeting agenda:

please send the meeting agenda to SenterNovem as an attachment.

1. Presentation of Fleat project and other relevant activities within Örebro Region Energy Agency
2. Presentaion of previous work within SRA, Mälardalen
3. Future Cooperation

Date of the interview: 20100114

Organisation: Swedish Road Administration, region Mälardalen

Name: Hanna Eklöf

Function: Coordinator

Name: Lina Bertilsson

Function: Head of Division

Type of organisation: Policy makers

Objective of networking meeting

(recruitment meeting or other networking activity)

Discuss future cooperation and events concerning road transports and climate mitigation

Report on the interview

Discussion.

- A simulator for Eco-driving will be borrowed and placed in Energicentrum, Örebro

- SRA will support the final Fleat conference

- Long- term agreements between Örebro Region Energy Agency and SRA where discussed in the field of information activities (MM and Ecodriving etc.)

Since SRA will re-organise from April 1st there is no possibilities for new projects or new long-term cooperation at the moment.

- A new meeting will be held in late spring when things have settled.

Follow up: actions for FLEAT partner en stakeholder
ECO-driving simulator
Invitation to a follow up meeting

5.1.38 RFOL 24, Biogas network

Criteria for networking activities:

- Meeting agenda with clear objectives
- Relevant stakeholders for FLEAT attend the meeting
- FLEAT is presented (if relevant with project presentation)
- Clear outcome of the meeting: actions for FLEAT partner and stakeholders

Meeting agenda:

please send the meeting agenda to SenterNovem as an attachment.

1. The conditions for biogas in the region

What is biogas and how can the biogas contribute to regional development?

Presentation of the results of interviews with various actors and the "success stories"

2. Proposal for a target image for the biogas development in the region

Discussion of the reflection of objectives and target image in smaller groups

3. The path to goal

Discussion in small groups.

4. The possibilities of the different actors to contribute to reach the goal

Discussion in small groups; inventory of roles and possibilities.

Date of the meeting: 20100120

Organisation 1: Oxelösunds Energi

Organisation 2: Östsam
Name: Kerstin Konitzer, Cecilia Wyser

Organisation 3: County administrative board of Västmanland
Name: Lennart Granath

Organisation 4: Västmanland Region
Name: Åke Jansson, Director

Organisation 5: KSL Stockholm
Name: Said Ashrafi

Type of organisation: Public and policy makers
(lease, utility vehicles, public transport, public, policy makers)

Objective of networking meeting

(recruitment meeting or other networking activity)

Discussion about the role of Regional public organisations in supporting the development of biogas as fuel for public busses and other vehicles.

Report on the interview

Important to develop common objectives for biogas, responsible Biogas East Sweden.

Follow up: actions for FLEAT partner en stakeholder

Development strategies in the regions should have a strategy for bio fuels and biogas

5.1.39 VITO

Meeting Steering group of the Platform 'Ecological, Energy Efficient and Safe Driving behaviour and Sustainable Fleet Management', also called Mobimix.be

Meeting agenda:

Various topics, such as website lay-out, content website, content and organisation of workshops and seminars, ...

Date of the event: 25th of June 2009 – 5th of October 2009 – 25th of February 2010

Organisation: Mobimix.be

Name: Wouter Florizoone, Frederik Mollen, Marleen Goovaerts, Tania Van Mierlo, Gert Zuallaert

Function: Mobimix.be, VSV, Flemish Administrations MOW & LNE, Mobiel 21

Name: Tobias Denys

Function: VITO, FLEAT partner

Type of organisation:

- VSV: Vlaamse Stichting Verkeerskunde: centre of expertise regarding road safety
- MOW: Flemish Administration Mobility and Infrastructure
- LNE: Flemish Administration Environment, Nature and Energy
- Mobiel21: FLEAT partner, mobility organisation

Objective of networking meeting

Functioning and daily operations of Mobimix.be

Report on the event:

The Platform Mobimix.be has as objective to group the different key actors regarding ecodriving and sustainable fleet management in Flanders/Belgium, in other words to form an open network on these topics. This will be done by developing a website (with a newsletter, information, links, ...), organising events (seminars, round tables, ...) on different topics, etc.

After one year, the website is visited by +-300 unique visitors per day. Relevant stakeholders have found their way towards the Platform, since they provide news items on a voluntary basis, they refer to the website on their own websites, ...

The workshops/seminars with relevant fleet topics were visited by a large number of people (+- 75) (fleet managers, service providers, policy makers, etc.).

The Belgian national event was co-organised by Mobimix.be.

Follow up: actions for FLEAT partner and stakeholder

- VITO will continue its activities within the steering group, and the national FLEAT-event will be organised together

5.1.40 NMMM Business Media

Presentation of FLEAT to MMM Business Media and discussion on the possibility of common dissemination activities.

Meeting agenda:

Presentation of FLEAT

Discussion on holding a joint event spring of 2010 (FLEAT final event), publication of FLEAT article in Fleet & Business, and Green Truck Award.

Date of the event: 21st of September 2009

Organisation: MMM Business Media

Name: Guido Schouteet, Kathleen Hubert, Marleen Neukermans, Claude Yvens
Function: MMM Business Media

Name: Tobias Denys
Function: VITO, FLEAT partner

Type of organisation: Publisher of Fleet & Business, Truck & Business

Objective of networking meeting

Search for common dissemination activities.

Report on the event:

The next big international event that MMM will organise, is held outside of the scope of FLEAT (May 2010). Organising a common event will be difficult.

There is no room left to present FLEAT during the Fleet Europe Forum in November 2009 in Amsterdam.

An article on FLEAT will be published after the FLEAT event in Belgium in their magazine Fleet & Business, and on their online magazine.

Follow up:

- Check with EACI Project Officer whether FLEAT can be prolonged so the final FLEAT-event can be held together with the Truck Europe Forum

5.1.41 Van Dievel Transport

Meeting Van Dievel Transport - VITO

Meeting agenda:

- Presentation of FLEAT project (VITO)
- Discussion on cooperation for FLEAT pilot actions

Date of the event: 26th of October 2009

Organisation: Van Dievel Transport

Name: John De Vocht
Function: Mentor - trainer

Name: Tobias Denys
Function: VITO (FLEAT partners)

Type of organisation: logistics, transport of goods

Objective of networking meeting

Discuss cooperation of Van Dievel in pilot action

Report on the event:

Presentation of FLEAT project and objective of pilot actions.

Discussion on whether Van Dievel would like to participate in a pilot action. Van Dievel has good experience with ecodriving trainings and the use of energy efficient tires.

Follow up: actions for FLEAT partner and stakeholder

- VITO will make a proposal

5.1.42 MMM Business Media

Jury Green Truck Award 2010

Meeting agenda:

Networking lunch
Discussion of the different candidates

Date of the event: 13th of January 2010

Organisation: MMM Business Media

Name: Claude Yvens, Stijn Phlix, Katrien Backx, Luc Serrien, Peter Snel
Function: MMM x 2, TRAJECT, DAF Trucks, G.SNEL Transport

Name: Tobias Denys
Function: VITO, FLEAT partner

Type of organisation: Publisher of Fleet & Business, Truck & Business

Objective of networking meeting

During the Belgian FLEAT-event (28/10/2009), VITO was asked to provide a Member of the Belgian Green Truck Award Jury, since heavy duty vehicle fleets are part of the scope of FLEAT.

Report on the event:

5 different transport companies that were candidate for the Green Truck Award, each had to submit their case (written). We discussed every candidate and decided on the winner.

Follow up:

- VITO is asked to give a presentation on FLEAT during the award ceremony, which is held during the Truck Europe Forum

5.1.43 Austria

Meeting agenda:

- Presentation of activities in the field of electric mobility (FLEAT activities with VLOTTE and strategic plans of the ministry respectively)

Date of the meeting: 4th May 2009

Organisation: **Federal Ministry for Transport, Innovation and Technology**

Name: Heimo Aichmaier

Function: Department for transport

Type of organisation: Federal Ministry

Objective of networking meeting

Networking activity

Presentation of the FLEAT project, identification of options for co-operation

Report on the interview

Active discussion about the future role of electric vehicles in Austria

Follow up: actions for FLEAT partner and stakeholder

AEA will send information regarding the monitoring results of the pilot actions, especially on electric mobility (VLOTTE)

5.1.44 Federal Ministry for Agriculture, Environment, and Water Management

Meeting agenda:

- Discussion of co-operation regarding the national FLEAT conference

Date of the meeting: 10th July 2009

Organisation: **Federal Ministry for Agriculture, Environment, and Water Management**

Name: DI Robert Thaler

Function: Head of the Department for Transport

Name: Dr. Peter Wiederkehr

Function: Department for Transport

Name: Martin Eder

Function: Department for Transport

Three more representatives of the Federal Ministry for Agriculture, Environment, and Water Management were present at this meeting.

Name: Johann Mayer
Function: Executive director of MPC Public Relations
Type of organisation: Federal Ministry

Objective of networking meeting

Identification of options for co-operation for the national FLEAT conference

Report on the interview

A co-operation was agreed for a joint event on 28th October 2009 in Vösendorf, SCS shopping center. The FLEAT activities will be presented and a exhibition of alternative drives and fuels will take place. It is planned that the Federal Minister for Environment will be present.

Follow up:

The event will be jointly organised by AEA and the ministry for Agriculture, Environment, and Water Management. Marketing will be done by MPC consulting and be paid by the ministry. AEA will invite representatives of the pilot actions and also present the FLEAT project. Furthermore AEA will organise some vehicles for the exhibition, partly of the pilot fleets.

5.1.45 Vorarlberger Kraftwerke (VKW), Provincial Utility of Vorarlberg

Meeting agenda:

- Presentation of the FLEAT project by the Austrian Energy Agency
- Discussion of potential involvement of VLOTTE as pilot project for FLEAT

Date of the meeting: 17th August 2009

Organisation: **Vorarlberger Kraftwerke (VKW), Provincial Utility of Vorarlberg**

Name: Gerhard Günther
Function: Managing Director of Vorarlberger Elektroautomobil Planungs- und Beratungs GmbH (VEA), a subsidiary company of VKW

Name: Gerhard Burtscher
Function: VKW, Department for Monitoring

Name: Rudolf Kloser
Function: VEA

Type of organisation: electricity utility

Objective of networking meeting:

Recruitment meeting
Identification of potential FLEAT pilot projects

Report on the interview

- Vorarlberger Kraftwerke (VKW) has started a big scale project on electric mobility introducing up to 100 e-vehicles (passenger cars) in the province of Vorarlberg.
- VKW will include its projects VLOTTE (electric vehicles) in FLEAT.
- The monitoring will be done jointly by AEA and VKW.

Follow up: actions for FLEAT partner and stakeholder

- Writing of concepts by AEA.
- Pilot action throughout 2009.

5.1.46 Shopping Centre South

Meeting agenda:

- National FLEAT event

Date of the meeting: 28th October 2009

Venue: Shopping Centre South
Approx. 1,000 participants

Objective:

Evtnt for the general public on alternative drives, fuels and alternative modes of transport including a vehicle exhibition

Report on the event

The FLEAT activities of Feistritzwerke, VLOTTE and ÖBB were presented by representatives of the pilot fleets or AEA in a half day event at a open air stage in the car park of the largest shopping center of Austria. The event was jointly organised by AEA and the ministry for Agriculture, Environment, and Water Management. Aditionally some vehicles of the pilot fleets were presented at the car exhibition. The Federal Minister for Environment, Niki Berlakovich, has opened the event. Approx. 1,000 individuals have participated in the event.

5.1.47 SC IPA SA

Meeting agenda:

please send the meeting agenda to SenterNovem as an attachment.

Date of the interview: 1 October 2009

Organisation: SC IPA SA

Name: Virginia Matei
Function: Engineer

Name: Lucian Matei
Function: Engineer

Type of organisation: Symposium
(Lease, utility vehicles, public transport, public, policy makers)

Objective of networking meeting: recruitment meeting or other networking activity

- 5. Introduction of FLEAT projects (partners, project objectives, pilot actions foreseen, results)
- 6. Experience and ideas sharing with representatives of research and transport sector that are strong interested to reduce energy consumption and to have a friendly and clean road transport

Report on the interview

Within the Regional Development Through Technological Transfer and Innovation, IPA CIFATT held a presentation about the FLEAT project: partners involved, project objectives, pilot actions foreseen and expected and already achieved results. The presentation was made by Virginia Matei from IPA CIFATT Craiova.

The meeting was followed by discussions related to the main actions undertaken by participants with the aim to reduce fuel consumption and consequently reducing the level of pollution, opportunities for cooperation in the future and the need to be kept informed on the project progress and on the progress in the transport energy efficiency.

Follow up: actions for FLEAT partner en stakeholder

Fleet operators will be further informed and advised to consider the situation of fleets they have, to monitor vehicles carefully and to apply methods which optimize fuel consumption which implicitly means reducing of CO2 emissions.

5.1.48 SC IPA SA

Meeting agenda:

please send the meeting agenda to SenterNovem as an attachment.

Date of the interview: 30 October 2009

Organisation: SC IPA SA

Name: Gabriel Vladut
Function: Director of IPA CIFATT Craiova

Name: Virginia Matei
Function: Engineer

Type of organisation: R&D Institute
(Lease, utility vehicles, public transport, public, policy makers)

Objective of networking meeting: recruitment meeting or other networking activity

- 7. Introduction of FLEAT projects (partners, project objectives, pilot actions foreseen, results)
- 8. Experience and ideas sharing with representatives of research and transport sector that are strong interested to reduce energy consumption and to have a friendly and clean road transport

Report on the interview

Within the Bucharest International Technical Fair, IPA CIFATT held a presentation about the FLEAT project: partners involved, project objectives, pilot actions foreseen and expected and already achieved results. The presentation was made by Gabriel Vadut from IPA CIFATT Craiova.

The meeting was followed by discussions related to the main actions undertaken by participants with the aim to reduce fuel consumption and consequently reducing the level of pollution, opportunities for cooperation in the future and the need to be kept informed on the project progress and on the progress in the transport energy efficiency.

Follow up: actions for FLEAT partner en stakeholder

Fleet operators will be further informed and advised to consider the situation of fleets they have, to monitor vehicles carefully and to apply methods which optimize fuel consumption which implicitly means reducing of CO2 emissions.

5.1.49 SenterNovem - Prodrive

Meeting agenda:

please send the meeting agenda to SenterNovem as an attachment.

Date of the interview: 12 february 2010

Organisation: Agentschap NI/SenterNovem

Name: Peter Wilbers
Function: Engineer

Organisation: Prodrive

Name: Martijn Maaskant
Function: Director

Type of organisation: Lease
(Lease, utility vehicles, public transport, public, policy makers)

Objective of networking meeting: networking activity
Evaluation of the results

Report on the interview

In this meeting SenterNovem presented fleet and discussed about the results of various ecodriving projects in the Netherlands and their relative merits.

Follow up: actions for FLEAT partner en stakeholder

Finalisation of the Evaluation results

5.1.50 SenterNovem - Romania

Meeting agenda:

WEDNESDAY 7 OCTOBER		SENTERNOVEM CATHARIJNESINGEL UTRECHT	
	08.30 – 8.45	Walk from hotel to SenterNovem (10 minutes), pick-up by Corine (if needed)	Corine van As
	09.00 – 09.15	Welcome, Mr Joop van Meel	Joop van Meel, Corine van As
	09.15 – 09.30	Outline of the visit, Corine van As	Corine van As
	09.30 – 10.30	Ecodriving as a policy and the EU FLEAT project, Peter Wilbers	Peter Wilbers, Corine van As
	10.30 – 10.45	Coffee break	
	10.45 – 11.30	VVCR Europe BV: eco driving training courses in The Netherlands, Patrick E.J. Hekkert, general manager VVCR	Peter Wilbers, Corine van As
	11.30 – 12.15	FLEAT: Good Practice Arriva, Jaap Schuurmans	Peter Wilbers, Corine van As
	12.30 – 13.30	Lunch	Nicole van Beeck will join later.
	13.30 – 14.15	Ecodriving theory, by a VVCR-instructor	Peter Wilbers
	14.15 – 15.00	Ecodriving contest on simulator	VVCR and Peter Wilbers
	15.00	Ecodriving award 'best Romanian driver'	Peter Wilbers
	15.15 - 16:30	Cooperation ARCE – SenterNovem: ongoing projects, special attention for conference 9–10 December. Bilateral meeting of Corneliu Rotaru and Corine van As	Corine van As

Date of the meeting: 7th October 2009

Organisation: Agentschap NL/SenterNovem

Name: Peter Wilbers

Function: Senior Programme Consultant

Type of organisation: Romanian energy agency ARCE and Romanian public transport provider URTP

Objective of networking meeting: networking activity, international event

Report on the interview

In this meeting Peter Wilbers presented ecodriving as a policy and the main topics of FLEAT to a Romanian audience. The audience consisted of representatives of the Romanian energy agency ARCE and the provider of public transport with busses URTP. The presentation was part of a day programme on ecodriving and FLEAT. Other presentations concerned ecodriving training possibilities and the FLEAT good practice Arriva.

Follow up: actions for FLEAT partner en stakeholder

The Romanian delegation intended to investigate and explore the possibilities for ecodriving in their country. Their interest was mainly on conveying the ecodriving message to company car drivers. A SenterNovem colleague has been interviewed for the Romanian magazine The Diplomat. The article will be published early in 2010. Ecodriving will be part of the article.

5.1.51 SenterNovem – Day of sustainability

Date of the interview: 9 september 2009

Organisation: Connekt

Name: Mrs Munnix

Function: Senternovem

Type of organisation: (lease)

Objective of networking meeting

Networking activity

Report on the interview

Netherlands "Day of Sustainability" was organised as part of the Dutch day of sustainability. It took place on the "Be Lean, Be Green" congress organised by Connekt. It consisted of a workshop, regarding eco-driving and other measures and a exhibition, where the Fleet project was presented. Participants could also use a simulator. Here the effect of ecodriving could be felt for real.

Location: Rijtuigenloods, Amersfoort, Netherlands.

Participants: 50

Agenda

- Plenary day

Marleen Janssen Groesbeek - 'Lang leve de duurzame revolutie' (long live the sustainable revolution) ECT/Wando Boey - 'Connekt - Dag van de duurzaamheid' (Day of Sustainability) Ministerie Verkeer en Waterstaat/Gerrit Jan Olthoff - 'Duurzaam en veilig vervoer' (Sustainable and safe transport) MARS Nederland/Timo Hoogenboom - 'Sustainable in a Generation'

Workshop

1. Trends en Toekomst (Trends and Future)
2. Creatief met ketens (Creative chains)
3. Lean and Green
4. Meten is weten (To measure is to know)
5. Kansen in steden (Opportunities in Cities)
6. Chauffeur centraal (Driver focus)/ FLEAT

Follow up: actions for FLEAT partner en stakeholder
Participants could request more information from SenterNovem

5.1.52 Sustainable Mobility Leadership Forum

Meeting agenda:

Date of the interview: 4.11.2009

Organisation: different participants (see excel list attached)

Type of organisation: (lease, utility vehicles, public transport, public, policy makers)

Objective of networking meeting

(recruitment meeting or other networking activity)

Information of german stakeholders, fleet managers and consulties about the project.

Discuss the experiences with other fleet managers.

Integrate fleet- pilot action companioes in the circle of the Sustainable mobility leadership forum (organized by B.A.U.M. e.V.

Report on the interview:

Discussion about different approaches to reduce co2: optimizing the machines like gear management and eco chip tuning or invest in the human capital like training the drivers (eco driving)

Follow up: actions for FLEAT partner en stakeholder

Integration of the fleet pilot action companies in the next meeting of the sustainable mobility leadership forum.

Meeting agenda:

please send the meeting agenda to SenterNovem as an attachment.

Date of the interview: 4.11.2009

Organisation: different participants (see excel list attached)

Type of organisation: (lease, utility vehicles, public transport, public, policy makers)

Objective of networking meeting

(recruitment meeting or other networking activity)

Information of german stakeholders, fleet managers and consulties about the project.

Discuss the experiences with other fleet managers.

Integrate fleet- pilot action companies in the circle of the Sustainable mobility leadership forum (organized by B.A.U.M. e.V.

Report on the interview:
Discussion about different approaches to reduce co2: optimizing the machines like gear management and eco chip tuning or invest in the human capital like training the drivers (eco driving)

Follow up: actions for FLEAT partner en stakeholder
Integration of the fleet pilot action companies in the next meeting of the sustainable mobility leadership forum.

SUSTAI

TÜV Süd Akademie, Westendstraße 199, 80686 München



Donnerstag, 5. November 2009, 10.30 – 17.15 Uhr

TÜV Süd Akademie, Westendstraße 199, 80686 München

Anreise: ab München Hbf mit der U5 Richtung Laimer Platz
bis Haltestelle Westendstraße + 5 Minuten Fußweg
(Tür-zu-Tür-Verbindungen finden Sie unter www.bahn.de)

Vorabendprogramm am 4.11.

Am Vorabend ab 19 Uhr, findet bereits ein gemütliches Zusammensein zum Kennenlernen, für Gespräche und Austausch statt. Treffpunkt ist das Restaurant „La Terrazza“ im Bamberger Haus, Brunnerstraße 2, 80804 München (Anfahrt ab München HBF mit der U2 Richtung Feldmöching/Harthof bis Haltestelle Scheidplatz + 10 Minuten Fußweg durch den Luitpoldpark)

Die Teilnahme für Mitglieder des B.A.U.M. e.V. sowie FLEAT-Teilnehmer ist kostenlos, andere zahlen 250 € zzgl. MWST

Anmeldung ist erforderlich! Diese ist online möglich unter: www.baumev.de

Für Rückfragen: B.A.U.M. e.V. Dieter Brübach, Tel.: 0511/1650021
B.A.U.M. Consult GmbH, Michael Wedler 089/189 35 210

Programm am 5.11.2009

- ab 9.00 Uhr Gelegenheit zu Schnupper-Fahrtrainingkursen
mit Ulrich Pfeiffer, Eco-Consult GmbH
- 10.30 Uhr **Begrüßung**
Dieter Brübach, B.A.U.M. e.V.
Vorstellungsrunde der Teilnehmer
- 10.45 Uhr **GreenFleet – wie geht grünes Flottenmanagement?**
Thilo von Ulmenstein, Roland Vogt, FleetCompany
- 11.15 Uhr **Erfahrungen mit der neuen Dienstwagenregelung bei Siemens**
Norbert Wiedmann, Vice President for Fleet Management
- 11.45 Uhr Kaffeepause
- 12.00 Uhr **Zwischenergebnisse des EU-Projekts FLEAT
(Fleet Environmental Action and Assessment)**
Michael Wedler, B.A.U.M. Consult GmbH
- 12.15 Uhr **Praxisbeispiele aus dem EU-Projekt FLEAT:**
**Holcim: Spritspar-Anreize durch Wettbewerb und Vergütung bei LKW-Fahrern
oder Eco-Chip-Tuning im Schwerlastverkehr**
(Christian Schuldt, Holcim), angefr.
Stuttgarter Straßenbahn: Intelligente Getriebe in Bussen
(Markus Wiedemann, SSB)
- 13.15 Uhr Mittagessen
- 14.15 Uhr **Elektromobilität – voll unter Strom?**
Michael Wedler, B.A.U.M. Consult GmbH
- 14.45 Uhr **E-Mobility**
Martin Altepost., TÜV SÜD Automotive
- 15.15 Uhr Kaffeepause
- 15.45 Uhr **Neues zum Thema Mobilitätsmanagement**
Dieter Brübach, B.A.U.M. e.V.
- 16.15 Uhr **Perspektive von Biomethan als Treibstoff für Erdgasfahrzeuge**
Birgit Maria Wöber, GibGas
- 16.45 Uhr **Fahrräder in den Firmenfuhrpark!**
Dieter Brübach, B.A.U.M. e.V.
- 17.15 Uhr Verabschiedung/Ende der Veranstaltung

5.1.53 "Technology Transfer and Innovation of SMEs, brokerage event"

- 10:10– 10:20 BENCHMARKING ANALYSIS OF THE REGIONAL NCPS Narcisa TANASE, National Authority for Scientific Research
Department of Technology Transfer Innovation and Infrastructure
- 10:20– 10:30 RO 4 EUROPE. Partnership for development and innovation
TRANSNATIONAL TECHNOLOGY TRANSFER – SUPPORT FOR THE INCREASE OF COMPETITIVENESS OF THE INNOVATIVE COMPANIES Gabriel VLADUT
Ro 4 Enterprise Europe Network
- 10:30– 10:40 SOLUTIONS FOR THE EFFICIENT VALORISATION OF THE AGRICULTURAL TECHNOLOGIES AND PRODUCTSSCOREI Ion Romulus University of Craiova – Faculty of Horticulture
- 10:40- 10:50 VIRTUAL GROSS MARKET FOR THE AGRICULTURAL PRODUCTS, THROUGH INFORMATICS SYSTEMS AND TECHNOLOGIES – VIRTGROSS Stelian VIRBANOV VIRBANOV, NCIO Association, Bulgaria
- 11:50- 11:00 THE ECONOMIC SUBSTANTIATION OF THE TECHNICAL DECISIONS IN THE PRODUCTS' INNOVATION Ioan Dan FILIPOIU, UPB- CETTI
- 11:00– 16:00 Brokerage event Romanian – Italian companies, bilateral meetings
- 15:30– 17:30 Brokerage event Romanian – German companies, bilateral meetings

Thematic conferences: Technology transfer and research in the benefit of the SMEs Innovation, technology transfer, financing in the sector of the renewable energies –EIFN Network

- 11:00–11:10 STRATEGIES, POLITICS, PROGRAMS AND REALIZATIONS IN THE DOMAINS OF RESEARCH, DEVELOPMENT AND INNOVATION Gabriel VLADUT IPA Craiova subsidiary
- 11:20–11:35 INNOVATIVE SMES, THE ENGINE OF THE REGIONAL DEVELOPMENT; SUPPORT SERVICES Ec. Silviu BRATU ARIES Oltenia subsidiary
- 11:35–11:45 THE PROMOTION OF THE ENTREPRENEURIAL CULTURE: ADAPTABILITY, DYNAMISM INITIATIVE IN THE ELECTRONIC INDUSTRY Rosemari FUICACETTI Bucharest
- 11:45–11:55 FUNDING INNOVATIVE IDEAS Alexandru Cretu, ARoTT Craiova
- 11:55–12:05 TECHNOLOGY TRANSFEC Cornelia POPA, IPA Technology and Business Incubator
- 12:05–12:20 ENERGY SECTOR INNOVATION-FINANCIAL NETWORK – EIFN Angelo D'AMICO, ITAM, Italy
- 12:20 12:35 QUALITY – ENVIRONMENT MONITORING Marcel IONICA, SC IPA SA CIFATT
- 12:35 12:50 FLEAT – FLEET ENVIROMENTAL ACTION AND ASSESSMENT Gabriel Vladut SC IPA SA CIFATT October 30

11.00 – 16.00 Brokerage event

Firma	Titel	Vorname	Name	Strasse	PLZ	Ort	Telefon	Email
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5.1.54 Nestlè Waters – SANPELLEGRINO SpA

Date of the interview: 03-03-2008

Organisation: SANPELLEGRINO S.p.A. (Nestlè Waters Group) – Milano

Name: Paula Moral Santiago
 Function: Internal Working Group on Transport & Environment

Name:
 Function:

Type of organisation: production and distribution of bottled waters; road freight transport (by the subsidiary Koinè Srl)

Objective of networking meeting:
 Recruitment meeting and finalisation of a draft proposal for a pilot action already sent to the Nestlè Waters (NW) representatives.

Major networking activities, like project presentation or detailed description of the context and scope of the IEE Programme, were already done during the previous contacts and phone calls with some representatives of the Nestlè Waters Group.

In addition, TRT was asked to prepare/send a draft proposal with a range of possible actions to be discussed further.

Talks with NW have been conducted trying to integrate their on-going initiative about innovative vehicle testing within the purposes of the FLEAT project.

Report on the interview

After a first in depth presentation of the project (purposes, partners involved, presence of a FEC, national events and final conference) a more focused discussion on the potential pilot action was started.

NW still have other actions/initiatives on going at Group level concerning aspects like logistical optimisation, monitoring schemes and tools for lowering the environmental impact of transport activities.

The Italian subsidiary SANPELLEGRINO wants on the contrary to develop a project on the fleet renewal and fleet use process. In particular, both the TRT draft proposal and NW intention converge on the following topic:
 Test and assessment of innovative technologies and procedures for improving energy efficiency in transport and distribution

Looking at the draft proposal we discussed on some “target areas of testing”

In the framework of the wide approach of the FLEAT project and of the proposed theme it is possible to test different technologies / fleet management procedures / tools that can prove a reduction of the CO₂ emissions of a given fleet.

Possible provisional proposals of topics for pilot actions to be developed as are the following:

1. **INNOVATIVE VEHICLES - test drive and evaluation of different vehicles:** hybrid vehicles represent actually the main challenge and may allow a consistent reduction of fuel consumption. Other tests can be run on vehicles powered by natural gas (methane) or on electric vehicles; the use of the different vehicles may be recommended according to the type and size of transport (e.g. LDV or HDV, urban distribution or FTL door-to-door, number of stops, etc.);
2. **FUEL ADDITIVES - use and assessment of the impact of specific additives to fuel that reduce the pollutants emissions** (ADBlue for example, which has impact on the reduction of NO_x);
3. **MONITORING AND RETROFITTING DEVICES - use and assessment of on-board monitoring devices and retrofit alternatives for the existing fleet** (i.e. diesel particulate filters, cruise control, tyre pressure sensors, etc.)
4. **TIRES - use and quantification of impacts of different/innovative tires.** The research in the field has led to develop tires that permit a reduction of fuel consumption and, as a consequence, a reduction of CO₂ emissions; the test should focus on the economic assessment, by combining the overall costs (lifecyle costs) and the results in terms of reduced fuel consumption.
5. **GREEN MANAGEMENT SCHEMES- tools and measures that support fleet managers on the integration of energy efficient / low carbon vehicles in the operated fleet:** decision support software for purchasing vehicles, information packages on alternative fuels and propulsion systems, green fleet tools, procurement tools to support fleet managers in greening the fleet;
6. **ECODRIVE - test of ecological and safe driving / driving behaviour.** This test should involve mainly the training of drivers, in order to improve the regularity of driving by applying small/simple improvements in their driving behaviour.

TRT was asked to develop a more detailed proposal on the topics 1, 2, 3 and 6. Topic 4 could be considered. Topic 5 is excluded.

NW is going to organise an internal workshop on March 20th 2008. TRT will join the workshop presenting the IEE Programme and the project FLEAT, plus a preliminary scheme of the pilot action to be implemented.

Truck builders (Iveco, Volvo) have been already contacted and will join the workshop.

Possible barriers for participation: none

Follow up: actions for FLEAT partner en stakeholder

Design of a preliminary working plan/resources for the pilot action.

Presentation for the workshop

Detailed technical proposal to follow

5.1.55 NESTLE' WATERS Sustainable Logistics Workshop Madone (BG) – Italy

Date of the interview: 20-03-2008
Organisation: Nestlè Waters Group – Madone (BG)
Type of organisation: production and distribution of bottled waters;

Objective of networking meeting

FLEAT and IEE programme presentation to Logistic Managers of the Nestlè Waters Group (networking activity)

Report on the networking activity

Several representatives and logistic managers in several Nestlè Waters branches and subsidiaries attended the workshop with the aim of discussing the Group's strategy and prospective solutions for sustainable logistic.

TRT was invited together with representatives from IVECO and VOLVO.

The powerpoint presentation by Enrico Pastori is given in attachment to this report.

Invited speakers had their presentations singularly to the participants. The role of TRT and FLEAT was discussed in conjunction with the availability o test vehicles (HDV) from IVECO or VOLVO for the Italian pilot action. Representatives from other branches gave their support/suggestion to the Italian branch SANPELLEGRINO and its transport provider Koinè to better design and implementing the pilot action.

Follow up:

Detailed technical proposal to the Italian branch.

5.1.56 Networking interview with AGI Autoguidovie Italiane

Date of the interview: 07-08-2008

Organisation: AGI Autoguidovie Italiane SpA, Milan, Italy

Name: Ilaria Biffi

Function: head of HR department

Type of organisation: Public transport operator, interurban bus lines

Report on the interview:

This meeting was organised in the framework of the RECODRIVE project with the purpose of recruiting the fleet and organising the demonstration. Additional material concerning FLEAT was also sent before by email to the company.

AGI was not interested in developing an action for RECODRIVE (which would have been focused on the rewarding scheme) neither for FLEAT, but simply asked TRT to provide free training materials and lessons/presentations to the courses already planned with their drivers.

AGI was not interested in spending additional resources (in time and money) for a test or a demonstration linked to the IEE programme.

After having presented FLEAT and its purposes, TRT made a proposal more focused on the download and dissemination of the free training materials to be published by the FLEAT consortium.

AGI is therefore part of the contacts interested in achieving more information about the project.

Follow up

Materials to be sent to AGI once published.

5.1.57 Networking interview with Union Key Srl

Date of the interview: 10-09-2008

Organisation: Union Key Srl, Lecce, Italy

Name: Piero Giannone
Function: Managing Director

Type of organisation: Maintenance on condition, predictive maintenance management schemes

Objective: recruitment meeting, technical partnership, networking

Report on the interview:

Power-point presentations of TRT, Union Key, IEE Programme & FLEAT. The meeting was prepared by TRT and held in its offices in Milan to present FLEAT and to look into the option of constituting a technical staff for the pilots. Union Key actually manages the maintenance and service processes of various types of fleets (military, public, road freight and public transport).

Follow up

A co-marketing proposal and technical agreement to be sent to Union Key

5.1.58 Networking activity with ASC

Date of the interview: 18-09-2008

Organisation: ASC Automotive Safety Center, Vairano (PV), Italy

Name:

Function:

Type of organisation: automotive safety center, driving school

Objective: other networking

Report on the interview:

A request of collaboration was sent by mail together with materials concerning FLEAT. The overall idea is to have ASC involved as technical partner in the pilots or simply to use their network to disseminate project's results.

Follow up

Further calls and contacts to be planned.

5.1.59 Networking activity with Continental VDO

Date of the interview: 03-10-2008

Organisation: Continental VDO, Continental Automotive Trading Italia Srl, Novate Milanese, Italy

Name: Lorenzo Ottolina
Function: Project manager, Fleets & Telematics

Name: Matteo Gadia
Function: Project manager, Fleets & Telematics

Type of organisation: Automotive telematics, tyres

Objective: technical collaboration, networking

Report on the interview:

Presentation of the FLEAT project and its purposes by TRT. Presentation of the Continental products (digital tachograph, fuel consumption devices, software) by Continental. During the meeting several options of having Continental involved in the project were investigated. These options are: 1) buying products from them having one device for a demo before (this has to be done by the fleet recruited by TRT); 2) having them as trainer on ecodriving issues; 3) involving them as technical partner in a pilot action but Continental should have to decide depending on the fleet (nr of vehicles, interest in buying product, etc.). Continental will check whether to use some resources from their marketing budget. Another option could be to involve also the tyre department. Continental is more interested in road freight transport.

Follow up

TRT will contact Continental if the pilot will be targeted on hauliers other than PT operators. In any case, the option of testing their products will be taken into account.

5.1.60 Networking activity with Master Driving

Date of the interview: 08-10-2008

Organisation: Master Driving

Name: Maurizio Verini

Function: Managing Director, eco and safe driving trainer

Type of organisation: driving school

Objective: technical support, networking

Report on the interview:

The meeting was held at TRT offices in Milan. After a brief presentation of the FLEAT purposes and objectives, several possibilities of collaboration were investigated.

Mr Verini agree in giving his support as trainer for a free demo on ecodriving to the drivers involved in the pilots (5 drivers maximum). Also its EDM ECO fuel monitoring device could be used in the pilots.

The fleets actually trained by Master Driving could be also part of the network of FLEAT for disseminating the results of the project.

Follow up

Further contacts to be held once the pilot starts.

5.1.61 Networking activity with Euromobility

Date of the interview: 16-10-2008

Organisation: Euromobility, Association of Italian Mobility Managers, Rome

Name: Lorenzo Bertuccio
Function: Director

Type of organisation: Mobility Management Association, policy maker
Objective: networking

Report on the interview:

TRT set up a IEE-FLEAT stand at the exhibition Mobility Tech, held in Naples the 16th and 17th of October 2008.

During the exhibition TRT met the staff of the Euromobility Association (local unit of Bari). Euromobility launched the first national ecodriving initiative (EcoGuida) – mainly addressed to private drivers. During the talks with the staff the possibility of having a partnership between the 2 project was investigated. The staff also called by phone the Director Lorenzo Bertuccio. TRT had also a brief talk by phone with him.

Follow up

Email with several contents and materials concerning FLEAT were sent some days after the talks.

Materials and results to be sent once published.

5.1.62 Networking activity with Mobility Magazine

Date of the interview: 30-10-2008

Organisation: Mobility Magazine, the European Public Transport Magazine, Paris, www.mobility-mag.com

Name: Lesley Brown
Function: account/editor

Type of organisation: press/media
Objective: dissemination, networking

Report on the interview:

During the UITP Conference on Sustainable Transport held in Milan in October 2008, where TRT was present in the poster zone with IEE and FLEAT posters and materials, we met Ms Lesley Brown of Mobility Magazine. She is interested in publishing an article concerning FLEAT and the pilot actions. TRT will provide the article and all the relevant information in early 2009.

Follow up

Article to be published.
Done in April 2009.

5.1.63 Networking activity with Provincia di Lecce

Date of the interview: 31-10-2008

Organisation: Provincia di Lecce

Name: Giuseppe Merico

Function: Province Councillor, Transport Department

Type of organisation: Public body, policy maker

Report on the interview:

TRT presented a technical proposal to the Province of Lecce concerning a tailored pilot action focused on eco and safe driving.

TRT had 2 talks by phone with Mr Merico and produced 2 versions of the proposal. Some other contacts were made in order to have a feedback from the Administration. Unfortunately, no answers were received from their side.

In attachment also the proposal (in Italian)

Follow up

In attachment also the proposal (in Italian)

5.1.64 Networking activity with E-bus

Date of the interview: 12-11-2008

Organisation: E-bus SpA, Cesena, Italy

Name: Mario Cislighi
Function: Managing Director

Type of organisation: Public transport operator, interurban and urban bus lines
Objective: recruitment

Report on the interview:

TRT had already some talks with E-bus in September '08. During the meeting, FLEAT and the IEE programme were presented.

E-bus provided TRT with some interesting figures related to fuel consumption and driver performances over a period of 3 weeks.

The aim is to go further in developing a pilot action focused on FLEAT.

Follow up

See the pilot action description.

5.1.65 Networking activity with GuidarePilotare SpA

Date of the interview: 04-06-2009 (phone & e-mail) – 26-06-2009 (meeting in Misano Adriatico)

Organisation: GuidarePilotare SpA, Misano Adriatico (RM), Italy

Name: Gianluca Celli
Function: Sales Manager
Type of organisation: Public transport operator, interurban and urban bus lines
Objective: joint initiative, external training services (instructors), networking

Report on the interview:

GuidarePilotare (GP) is a safe and ecodriving school located in the nearby of the race track of Misano Adriatico (RM). Mr Celli described their activities and drive tests focused road hauliers' training.

GP has a stable collaboration with DAF (for commercial and heavy duty vehicles). They also organised a presentation for a new MAN coach.

GP has a proper theoretical training software (ULISSE) integrating slides and videos. Ecodriving instructors for HDs are also professional drivers with a lot of experience in vehicle's technologies and drivetrain.

GP is very interested in introducing an ecodriving course for coach and bus drivers. TRT and GP agreed in organising a joint initiative in the framework of RECODRIVE.

Follow up

GP will send to TRT a commercial offer for the beta ecodriving course to be held in Termoli at LARIVERA premises.

TRT and GP will modify the theoretical course to address the needs of mainly passenger transport companies.

5.1.66 Networking activity with Euromobility – Clickutility Srl – Green Value Srl

Date of the interview: 15-12-2009 (meeting in Milan)

Organisation: Euromobility (Italian Association of Mobility Managers, Rome) – Clickutility Srl (media and consulting) – GreenValue Srl (consulting)

Name: Carlo Silva

Function: Director of Clickutility and GreenValue

Type of organisation: Association, Consulting and media company

Objective: joint initiative, networking

Report on the interview:

GreenValue is a joint initiative of founders and directors of Clickutility and Euromobility. Both the association and the media company are involved in projects related to ecodriving issues. Euromobility has developed the project Ecoguida (www.ecoguida.it) and has now investigated potential CO2 savings related to the introduction and diffusion of ecodriving practices in public transport companies operating in the Emilia Romagna Region. TRT supported the collaboration with the 3 partners by distributing materials related to the project FLEAT. During the meeting, a list of potential joint initiative was investigated. A matrix of competences was also developed.

Follow up

GreenValue-Euromobility-Clickutility will present FLEAT pilot action results at their press conference to be held in February 2010 in Bologna for presenting the results of the study carried out for the Emilia Romagna Region. Euromobility and Clickutility will also disseminate results of the project and invitation to the national event through their websites and mailing list.

5.1.67 Networking activity with ATC Bologna

Date of the interview: 17-12-2009 (meeting in Bologna)

Organisation: ATC SpA, public transport operator of the Municipality of Bologna

Name: Andrea Bottazzi
Function: Director of Vehicle and Infrastructure Maintenance department
Type of organisation: PT operator
Objective: networking

Report on the interview:

Andrea Bottazzi is still a FEC member of the FLEAT project. He was already interviewed about the project issues and reviewed also the Italian pilot action carried out with AVM SpA in Forli and Cesena.

The aim of the meeting was to deeply understand some ATC procedures and discuss about some contents of Andrea Bottazzi's books on Public Transport Fleet Management.

In particular, Bottazzi presented ATC activities related to the integration of maintenance, training and service monitoring procedures.

ATC is also involved in other IEE project (e.g. COMPRO). Bottazzi will disseminate and present FLEAT materials in its presentations.

He will be also speaker at the FLEAT national event organised by TRT.

Follow up

5.1.68 Networking activity with ASSTRA Associazione Trasporti

Date of the interview: 15-12-2009 (telephone call) – 10-02-2010 (meeting with Roberto Cavaliere, former president of Asstra in Forli) – 24-02-2010 (mail and subsequent calls to Daniela Carbone of Asstra)

Organisation: ASSTRA (Italian Association of Public Transport Operators, Rome)

Name: Daniela Carbone
Function: Servizio Innovazioni Tecnologiche
Type of organisation: Association
Objective: joint initiative, networking

Report on the interview:

TRT received support in contacting and involving ASSTRA from Mr Roberto Cavaliere (Director of AVM SpA and former President of Asstra and UITP).

We were asked to contact Ing. Daniela Carbone of Asstra to discuss about their involvement in dissemination activities and the patronage of the Association to the national Fleet event to be held in Cesena.

Daniela Carbone asked for an official mail addressed to Guido Del Mese, Director of Asstra. After a formal request of collaboration, Asstra decided to support officially the event and to disseminate to/invite its associated companies.

A banner was added to their homepage.

Asstra sent a mail to all its contacts.

Daniela Carbone agreed in being a speaker in Cesena

Follow up

6 ANNEX II: LIST OF NATIONAL EXPERTS

Greece
(CRES): *Alexandros Vrachnos* (Chairman of the Green transport Permanent committee,
Ministry of Transport and Communications)

Austria
(BEMAG): *Stephan Grimm* (fleetPro Service)
(AEA): *Guenter A. Schmidt* (Somo – sozialwissenschaftliche Mobilitaetsforschung und
Beratung)

Belgium
(VITO): *Wouter Florizoone* (Platform 'ecologisch vlootbeheer (ecological fleet-
management)', Mobimix.be)
(mobiel21): *Christian Claessens* (Director Price Waterhouse Coopers)

Romania
(IPA): *Teodor Sas Nicusor* (Deputy major of Craioaca, involved in the European project
RECODRIVE)

Germany
(B.A.U.M): *Gunter Glück* (FEC member, LeasePlan Germany)

The Netherlands
(SN): *Patrick Hokkert* (Director VVCR Europe)

Italy
(TRT): *Andrea Botazzi* (FEC member; ATC Bologna)

7 ANNEX III: FORMATS FOR INTERVIEWING NATIONAL EXPERTS

7.1.1 Interview with W. Florizoone (Belgium, VITO)

Format for interview national expert

Data

Name expert: Wouter Florizoone
 Partner: VITO
 Pilot: -
 Date: 16/10/2009



Contribution to project objective

The objective of the Fleat project is to provide fleet managers the information and tools to make well-considered choices for cost-effective measures for improving the fuel-efficiency of their fleets.

- How does this project contribute to the project objective?
- *By means of the experience we have in all these different EU-member states, we can offer something valuable. One of the most interesting things for fleets are best practices, not so much the theoretical value. On the other hand, abstract to a higher level needs to be taken as well, more on a scientific basis.*
- *Cost effectiveness will be difficult to assess, since there are country specific differences that affect the cost and benefits greatly. Company characteristics can be of importance as well (location, shift system, etc.)*

Impact of measure

Assessment of the impact of the measure:

- How innovative is the measure compared to other measures in your country?
- *The Belgian pilots are not that innovative, most of them include measures that have already proven their effectiveness, whether it is in Belgium or in other countries. The permanent character of the ecodriving training is Van Dievel is innovative. Using CNG-vans in the DHL fleet is innovative in the Belgian context, but is more common in other countries, eg. Italy.*
- How and how much could companies benefit from this measure in the long run?
- *Ecodriving is well known, and proven to be cost-effective so expanding this from the pilot vehicles to the whole fleet should be beneficial to the fleet. However,*

permanent monitoring, communication and involvement of management is crucial. CNG-vehicles: infrastructure is needed, so upscaling of the pilot will be difficult.

- Are the targets set realistic
- *The targets in terms of numbers of vehicles and fleets are ambitious, but apparently achievable. There is a good mix in different type of measures and different type of fleets.*

Implementation

- Comments on the way the action is implemented
- *KBC Bank: regarding ecodriving there is no follow-up, no monitoring. The results achieved in Van Dievel will be hard to reach in the case of the KBC Bank, since they provide a monthly follow-up to all the drivers, and to the management.*
- Possible ways to further improve the implementation of the measure and the pilot in general
- *Monitor the results on a permanent basis, communicate the results achieved regularly, involve management. Impact can be larger than the effect on the fleet, a general environmental awareness from the employees can be the result.*
- Estimate of cost-effectiveness of the pilot project

Materials

- Opinion about (draft) materials
- Applicable, appealing, tone of voice, tangible?
- Suggestions for further improvements and next publications
- *(The expert only had a look at the website.) The look and feel of the site is very good, it fits the style we want to operate in. However, the site is quite static and should become more dynamic (different images, moving images, contribution from pilots, events, ...). There is not much content on the website so far. Toolbox is not suited the way it is now. It should be more focussed on the target audience, more practical information.*

7.1.2 Interview with T.S. Nicusor (Romania, IPA)

Format for interview national expert

Data

Name expert: Sas Teodor
Partner: IPA
Pilot: EcoDriving training
Date: 30.10.2009



Contribution to project objective

The objective of the Fleet project is to provide fleet managers the information and tools to make well-considered choices for cost-effective measures for improving the fuel-efficiency of their fleets.

- How does this project contribute to the project objective?

In what concerns us I think that our city implemented pilot actions are relevant and results will be a start in terms of their extension to a large number of fleet. FLEAT project is only one impulse in the application of measures that will lead to reduced consumption of traditional fuels and CO2. Tools / methods used in the project in order to better fuel economy will allow managers to make some changes in the way their fleet is run.

Impact of measure

Assessment of the impact of the measure:

- How innovative is the measure compared to other measures in your country?

We have applied in this project as the pilot action eco-driving. At city and national level are being implemented other initiatives that together will help to change the mentality in terms of road transport in the city and outside the city. FLEAT project brings a degree of novelty in particular by the action of eco-driving. In Romania eco-driving training system is not implemented yet, although the effect is known for the way in which a vehicle is driven and on reducing fuel consumption and the cost reduction per vehicle in general.

- How and how much could companies benefit from this measure in the long run?

The effective management of vehicles and compliance with specific rules of eco-driving, fuel consumption is definitely reduced. In the long term we believe the measures will be extended (will be up-scaled) for the companies that have fleets.

It is possible that in the future to create even a Europe-wide legislative framework to facilitate training of drivers in the spirit of eco-driving.

- Are the targets set realistic

Yes they are

Implementation

- Comments on the way the action is implemented

There are no comments about the way the action is implemented because the companies involved in the pilot actions wish to make cost reductions in all the departments and in special in the fleet department because in Romania as in the most countries this is the most problematic one (referring to the costs involved in the fleet management)

- Possible ways to further improve the implementation of the measure and the pilot in general

The FLEAT website is an abundant source of knowledge for the fleet department but the fleet managers in Romania are still sceptical about some measures.

- Estimate of cost-effectiveness of the pilot project

Very good

Materials

- Opinion about (draft) materials

Ok

- Applicable, appealing, tone of voice, tangible?

Ok

- Suggestions for further improvements and next publications

Nothing

7.1.3 Interview with A. Vrachnos (Greece, CRES)

Format for interview national expert

Data

Name expert: Alexandros Vrachnos (Chairman of the Green Transport Permanent Committee Ministry of Transport & Communications)
 Partner: CRES
 Pilot: Bristol Myers Squibb (Ecodriving – passenger cars)
 Date: 03/11/2009



Contribution to project objective

The objective of the Fleet project is to provide fleet managers the information and tools to make well-considered choices for cost-effective measures for improving the fuel-efficiency of their fleets.

- How does this project contribute to the project objective?

The project contributes significantly to this objective by providing the theoretical tools as well as practical demonstrations of the effectiveness of these tools to the fleet managers. Special focus has been given by the partner to provide the fleet managers with information on cost-effective measures such as ecodriving or modal shift.

Impact of measure

Assessment of the impact of the measure:

- How innovative is the measure compared to other measures in your country?

Ecodriving is considered quite innovative in Greece, especially when comparing to other measures usually taken such as withdrawal of old vehicles and replacement with newer ones

- How and how much could companies benefit from this measure in the long run?

Results are still expected from the monitoring scheme of the project; however my experience is that in the long run, ecodriving should provide fuel / energy saving of 3-5% which is quite considerable especially for large fleets such as this one of Bristol Myers Squibb. In addition, ecodriving promotes less stressed rides and as a consequence road

safety is expected to increase dramatically. Ecodriving also promotes the company's (especially in the private sector) Corporate Social Responsibility plans and its overall image which in the long term may bring more benefits than expected.

- Are the targets set realistic

The pilot action revealed a potential for energy saving of about 15%. However since this requires continuous motivation for the drivers it would be more realistic to talk about savings in the range of 5% if continuous education is provided together with various kinds of incentives.

Implementation

- Comments on the way the action is implemented

The pilot action was well organised and implemented.

- Possible ways to further improve the implementation of the measure and the pilot in general

The company should provide incentives (moral or other) to stimulate the attention of the trained drivers. The company must also train all its drivers and provide continuous training to achieve maximum results. For example, the company could establish an "employee of the month" award / recognition for the driver that achieves the most savings. Of course, to do so, the company must also develop an adequate monitoring tool.

- Estimate of cost-effectiveness of the pilot project

If we consider that Bristol Myers Squibb currently operates a fleet of a total of 130 vehicles (passenger cars) and a moderate estimation of average consumption of 9 lt/100km, 15,000 km per year and fuel price at 1 €/lt, then Bristol Myers Squibb could benefit from saving about 9,000 € annually and the avoidance of emissions of 23 tonnes CO₂ annually while achieving significant savings on fuel costs. The savings are enough to achieve training for all drivers in 2-3 years time.

Materials

- Opinion about (draft) materials

Fine

- Applicable, appealing, tone of voice, tangible?

Fine

- Suggestions for further improvements and next publications

Already mentioned

Format for interview national expert

Data

Name expert: Alexandros Vrachnos
(Chairman of the Green Transport
Permanent Committee Ministry of
Transport & Communications)
Partner: CRES
Pilot: ILPAP (Ecodriving – electric buses)
Date: 03/11/2009



Contribution to project objective

The objective of the Fleat project is to provide fleet managers the information and tools to make well-considered choices for cost-effective measures for improving the fuel-efficiency of their fleets.

- How does this project contribute to the project objective?

The project contributes significantly to this objective by providing the theoretical tools as well as practical demonstrations of the effectiveness of these tools to the fleet managers. Special focus has been given by the partner to provide the fleet managers with information on cost-effective measures such as ecodriving or modal shift.

Impact of measure

Assessment of the impact of the measure:

- How innovative is the measure compared to other measures in your country?

Ecodriving is considered quite innovative in Greece, especially when comparing to other measures usually taken such as withdrawal of old vehicles and replacement with newer ones

- How and how much could companies benefit from this measure in the long run?

Results are still expected from the monitoring scheme of the project; however my experience is that in the long run, ecodriving should provide fuel / energy saving of 3-5% which is quite considerable especially for large fleets such as ILPAP's. In addition, ecodriving promotes more comfortable and less stressed rides for the drivers and passengers and as a consequence road safety is expected to increase dramatically.

- Are the targets set realistic

The pilot action revealed a potential for energy saving of about 15%. However since this requires continuous motivation for the drivers it would be more realistic to talk about savings in the range of 5% if continuous education is provided together with various kinds of incentives.

Implementation

- Comments on the way the action is implemented

The pilot action was well organised and implemented.

- Possible ways to further improve the implementation of the measure and the pilot in general

The company should provide incentives (moral or other) to stimulate the attention of the trained drivers. The company must also train all its drivers and provide continuous training to achieve maximum results. For example, the company could establish an "employee of the month" award / recognition for the driver that achieves the most savings. Of course, to do so, the company must also develop an adequate monitoring tool.

- Estimate of cost-effectiveness of the pilot project

The total energy consumed is estimated to be 60,000 MWh annually. Therefore if savings could rise to 5%, this could easily save 3,000 MWh, about 300,000 € (1 KWh = 0.1 €) and 3,000 tonnes CO₂ (1 KWh = 1 kg CO₂) annually. The cost of training for all drivers is expected to significantly lower than that of the savings.

Materials

- Opinion about (draft) materials

Fine

- Applicable, appealing, tone of voice, tangible?

Fine

- Suggestions for further improvements and next publications

Already mentioned

Format for interview national expert

Data

Name expert: Alexandros Vrachnos (Chairman of the Green Transport Permanent Committee Ministry of Transport & Communications)

Partner: CRES

Pilot: Leaseplan (Ecodriving – passenger cars)

Date: 03/11/2009



Contribution to project objective

The objective of the Fleat project is to provide fleet managers the information and tools to make well-considered choices for cost-effective measures for improving the fuel-efficiency of their fleets.

- How does this project contribute to the project objective?

The project contributes significantly to this objective by providing the theoretical tools as well as practical demonstrations of the effectiveness of these tools to the fleet managers. Special focus has been given by the partner to provide the fleet managers with information on cost-effective measures such as ecodriving or modal shift.

Impact of measure

Assessment of the impact of the measure:

- How innovative is the measure compared to other measures in your country?

Ecodriving is considered quite innovative in Greece, especially when comparing to other measures usually taken such as withdrawal of old vehicles and replacement with newer ones

- How and how much could companies benefit from this measure in the long run?

Results are still expected from the monitoring scheme of the project; however my experience is that in the long run, ecodriving should provide fuel / energy saving of 3-5% which is quite considerable especially for large fleets such as this one of Leaseplan. In addition, ecodriving promotes less stressed rides and as a consequence road safety is expected to increase dramatically. Ecodriving also promotes the company's (especially in the private sector) Corporate Social Responsibility plans and its overall image which in the long term may bring more benefits than expected.

- Are the targets set realistic

The pilot action revealed a potential for energy saving of about 15%. However since this requires continuous motivation for the drivers it would be more realistic to talk about savings in the range of 5% if continuous education is provided together with various kinds of incentives.

Implementation

- Comments on the way the action is implemented

The pilot action was well organised and implemented.

- Possible ways to further improve the implementation of the measure and the pilot in general

The company should provide incentives (moral or other) to stimulate the attention of the trained drivers. The company must also train all its drivers and provide continuous training to achieve maximum results. For example, the company could establish an "employee of the month" award / recognition for the driver that achieves the most savings. Of course, to do so, the company must also develop an adequate monitoring tool.

- Estimate of cost-effectiveness of the pilot project

If we consider that Leaseplan currently operates a fleet of a total of about 100 vehicles (passenger cars) and a moderate estimation of average consumption of 9 lt/100km, 15,000 km per year and fuel price at 1 €/lt, then Leaseplan could benefit from saving about 7,000 € and the avoidance of emissions of 18 tonnes CO₂ annually. The savings are enough to achieve training for all drivers in 2 year's time.

However in the case of Leaseplan, we should consider that the overall, potential is far greater as it extends to the additional benefits coming from its customer. In this scenario, Leaseplan affects on total 5,000 passenger cars and in this case the overall savings may rise up to 880 tn CO₂ annually together with considerable promotion of road safety.

Materials

- Opinion about (draft) materials

Fine

- Applicable, appealing, tone of voice, tangible?

Fine

- Suggestions for further improvements and next publications

Already mentioned

Format for interview national expert

Data

Name expert: Alexandros Vrachnos
 (Chairman of the Green Transport
 Permanent Committee Ministry of
 Transport & Communications)

Partner: CRES

Pilot: PPC – Public Power
 Corporation (Ecodriving –
 passenger cars)

Date: 03/11/2009



Contribution to project objective

The objective of the Fleat project is to provide fleet managers the information and tools to make well-considered choices for cost-effective measures for improving the fuel-efficiency of their fleets.

- How does this project contribute to the project objective?

The project contributes significantly to this objective by providing the theoretical tools as well as practical demonstrations of the effectiveness of these tools to the fleet managers. Special focus has been given by the partner to provide the fleet managers with information on cost-effective measures such as ecodriving or modal shift.

Impact of measure

Assessment of the impact of the measure:

- How innovative is the measure compared to other measures in your country?

Ecodriving is considered quite innovative in Greece, especially when comparing to other measures usually taken such as withdrawal of old vehicles and replacement with newer ones

- How and how much could companies benefit from this measure in the long run?

Results are still expected from the monitoring scheme of the project; however my experience is that in the long run, ecodriving should provide fuel / energy saving of 3-5% which is quite considerable especially for large fleets such as PPC's. In addition, ecodriving promotes less stressed rides and as a consequence road safety is expected to increase dramatically.

- Are the targets set realistic

The pilot action revealed a potential for energy saving of about 15%. However since this requires continuous motivation for the drivers it would be more realistic to talk about savings in the range of 5% if continuous education is provided together with various kinds of incentives.

Implementation

- Comments on the way the action is implemented

The pilot action was well organised and implemented.

- Possible ways to further improve the implementation of the measure and the pilot in general

The company should provide incentives (moral or other) to stimulate the attention of the trained drivers. The company must also train all its drivers and provide continuous training to achieve maximum results. For example, the company could establish an "employee of the month" award / recognition for the driver that achieves the most savings. Of course, to do so, the company must also develop an adequate monitoring tool.

- Estimate of cost-effectiveness of the pilot project

If we consider that PPC currently operates a fleet of a total of 4,000 vehicles (passenger cars and light trucks) and a moderate estimation of average consumption of 10 lt/100km, 15,000 km per year and fuel price at 1 €/lt, then PPC could benefit from the avoidance of emissions of 750 tonnes CO₂ annually while achieving significant savings on fuel costs.

Materials

- Opinion about (draft) materials

Fine

- Applicable, appealing, tone of voice, tangible?

Fine

- Suggestions for further improvements and next publications

Already mentioned

Format for interview national expert

Data

Name expert: Alexandros Vrachnos
(Chairman of the Green Transport
Permanent Committee Ministry of
Transport & Communications)

Partner: CRES

Pilot: TNT - SKYPAK (Ecodriving – LDVs)

Date: 03/11/2009



Contribution to project objective

The objective of the Fleat project is to provide fleet managers the information and tools to make well-considered choices for cost-effective measures for improving the fuel-efficiency of their fleets.

- How does this project contribute to the project objective?

The project contributes significantly to this objective by providing the theoretical tools as well as practical demonstrations of the effectiveness of these tools to the fleet managers. Special focus has been given by the partner to provide the fleet managers with information on cost-effective measures such as ecodriving or modal shift.

Impact of measure

Assessment of the impact of the measure:

- How innovative is the measure compared to other measures in your country?

Ecodriving is considered quite innovative in Greece, especially when comparing to other measures usually taken such as withdrawal of old vehicles and replacement with newer ones

- How and how much could companies benefit from this measure in the long run?

Results are still expected from the monitoring scheme of the project; however my experience is that in the long run, ecodriving should provide fuel / energy saving of 3-5% which is quite considerable especially for large fleets such as this one of TNT. In addition, ecodriving promotes less stressed rides and as a consequence road safety is expected to increase dramatically. Ecodriving also promotes the company's (especially in the private sector) Corporate Social Responsibility plans and its overall image which in the long term may bring more benefits than expected.

- Are the targets set realistic

The pilot action revealed a potential for energy saving of about 15%. However since this requires continuous motivation for the drivers it would be more realistic to talk about savings in the range of 5% if continuous education is provided together with various kinds of incentives.

Implementation

- Comments on the way the action is implemented

The pilot action was well organised and implemented.

- Possible ways to further improve the implementation of the measure and the pilot in general

The company should provide incentives (moral or other) to stimulate the attention of the trained drivers. The company must also train all its drivers and provide continuous training to achieve maximum results. For example, the company could establish an "employee of the month" award / recognition for the driver that achieves the most savings. Of course, to do so, the company must also develop an adequate monitoring tool.

- Estimate of cost-effectiveness of the pilot project

If we consider that TNT currently operates a fleet of a total of 160 vehicles (passenger cars) and a moderate estimation of average consumption of 15 lt/100km, 25,000 km per year and fuel price at 1 €/lt, then TNT could benefit from saving about 30,000 € and the avoidance of emissions of 72 tonnes CO₂ annually. The savings are enough to achieve training for all drivers in 1 year's time.

Materials

- Opinion about (draft) materials

Fine

- Applicable, appealing, tone of voice, tangible?

Fine

- Suggestions for further improvements and next publications

Already mentioned

7.1.4 Interview with G.A. Schmidt (Austria, AEA)

National Expert: Günter A. Schmidt
 Company: somo - sozialwissenschaftliche Mobilitätsforschung und Beratung
 Address: Sonnenweg 5, 1140 Wien

Profile:

For many years already Mr. Schmidt is a national expert for transport especially in the field of avoiding negative impacts from transport. He was the trainer for personnel development at the Austrian Automobile and Touring Club (ÖAMTC) in the nineties. After that he founded his own company dealing with projects of soft mobility, especially within education programmes for younger people. He is a leading expert for energy saving in transport with a focus on EcoDriving. Therefore he works since years also for the Austrian Federal Ministry of Agriculture, Forestry, Environment and Water Management and other ministries. Mr. Schmidt also successfully completed the education programme for driving instructors.

Format for interview national expert

Data

Name expert: Mr. Schmidt
 Partner: ÖBB
 Pilot: Eco-Driving with passenger cars
 Date: 20.10.2009



Contribution to project objective

The objective of the Fleat project is to provide fleet managers the information and tools to make well-considered choices for cost-effective measures for improving the fuel-efficiency of their fleets.

- How does this project contribute to the project objective?

EcoDriving has great potential for fuel efficiency and therefore cost-effectiveness. We know from evaluations that the drivers reach energy savings of more than 20% on the training day. In the long run savings between 5-15% are possible.



Impact of measure

Assessment of the impact of the measure:

- How innovative is the measure compared to other measures in your country?
- How and how much could companies benefit from this measure in the long run?
- Are the targets set realistic

Trainings are quite common in Austria already. But often these projects focus only on the training and not on the future savings. So the mix of training & detailed monitoring is absolutely innovative in this field. Only generating this results makes it possible to gain long term effects.

In the long run companies can save 5-15% fuel with a passenger car fleet. This target is also realistic for this pilot action.

Implementation

- Comments on the way the action is implemented
- Possible ways to further improve the implementation of the measure and the pilot in general
- Estimate of cost-effectiveness of the pilot project

The trainers are certified by the programme klima:aktiv mobil. This secures that they have a solid education in the field of EcoDriving and also secures a high quality level. To improve the pilot, a follow up training for the participants shall take place next year.

Cost effectiveness: The training costs about € 100,-. Savings over 1 year after the training can amount to € 270,-. Very cost effective.

Materials

- Opinion about (draft) materials
- Applicable, appealing, tone of voice, tangible?
- Suggestions for further improvements and next publications

Appealing materials. I recommend to show pictures of pilots in future publications. Maybe some comments from fleet owners are available?

Format for interview national expert

Data

Name expert: Mr. Schmidt
Partner: Rail Cargo Austria
Pilot: Eco-Driving with trucks
Date: 20.10.2009



Contribution to project objective

The objective of the Fleet project is to provide fleet managers the information and tools to make well-considered choices for cost-effective measures for improving the fuel-efficiency of their fleets.

- How does this project contribute to the project objective?

EcoDriving has great potential for fuel efficiency and therefore cost-effectiveness. We know from evaluations that the drivers reach energy savings of more than 10% on the training day with trucks. In the long run savings between 5-10% are possible.

Impact of measure

Assessment of the impact of the measure:

- How innovative is the measure compared to other measures in your country?
- How and how much could companies benefit from this measure in the long run?
- Are the targets set realistic

Trainings are quite common in Austria already. But often these projects focus only on the training and not on the future savings. So the mix of training & detailed monitoring is absolutely innovative in this field. Only generating this results makes it possible to gain long term effects.

In the long run companies can save 5-10% fuel with a truck fleet. This target is also realistic for this pilot action.

Implementation

- Comments on the way the action is implemented
- Possible ways to further improve the implementation of the measure and the pilot in general
- Estimate of cost-effectiveness of the pilot project

The trainers are certified from klima:aktiv mobil. This shows that they have a solid education in the field of EcoDriving and secure a high quality level. To improve the pilot a follow up training for the participants shall take place next year.

Cost effectiveness: The training costs about € 200,-. Savings over 1 year after the training can amount to € 1.500,-. Very cost effective.

Materials

- Opinion about (draft) materials
- Applicable, appealing, tone of voice, tangible?
- Suggestions for further improvements and next publications

Appealing materials. Show pictures of pilots in future publications. Maybe some comments from fleet owners are available?

Format for interview national expert

Data

Name expert: Mr. Schmidt
 Partner: ÖBB
 Pilot: Alternative Drives
 Date: 20.10.2009



Contribution to project objective

The objective of the Fleet project is to provide fleet managers the information and tools to make well-considered choices for cost-effective measures for improving the fuel-efficiency of their fleets.

- How does this project contribute to the project objective?

Alternative drives have great potential for fuel efficiency. Especially for ÖBB, as the resources can be delivered from renewable energy resources. Cost-effectiveness is good for gas-driven cars. Electric cars are too expensive to be cost effective at the moment. But they have a high symbolic value and will become cheaper in the next years.

Impact of measure

Assessment of the impact of the measure:

- How innovative is the measure compared to other measures in your country?
- How and how much could companies benefit from this measure in the long run?
- Are the targets set realistic

Testing a mix of alternative drives, including an electric vehicle, is very innovative for Austria. As soon as the oil price will rise dramatically again, companies need to have alternative concepts ready. As the ÖBB also produces energy (mainly from hydropower), electric mobility especially can become an attractive alternative for their fleet in the next years.

Implementation

- Comments on the way the action is implemented
- Possible ways to further improve the implementation of the measure and the pilot in general
- Estimate of cost-effectiveness of the pilot project

It's very positive to test a mix of alternative drives (gas, hybrid, electric). Only cars also available in Austria were tested. As much more alternative vehicles will be available by next year, the pilot should be repeated.

Cost effectiveness is good for gas driven cars if they reach high mileages.

For hybrid and electric cars there will be only indirect returns.

Materials

- Opinion about (draft) materials
- Applicable, appealing, tone of voice, tangible?
- Suggestions for further improvements and next publications

Appealing materials. Show pictures of pilots in future publications. Maybe some comments from fleet owners are available?

Format for interview national expert

Data

Name expert: Mr. Schmidt
Partner: Feistritzwerke
Pilot: Route Optimisation Programme
Date: 20.10.2009



Contribution to project objective

The objective of the Fleat project is to provide fleet managers the information and tools to make well-considered choices for cost-effective measures for improving the fuel-efficiency of their fleets.

- How does this project contribute to the project objective?

Route optimisation has great potential to reduce the number of trips and the average number of kilometres. This reduction also saves fuel at the same output level and therefore contributes to cost-effectiveness.

Impact of measure

Assessment of the impact of the measure:

- How innovative is the measure compared to other measures in your country?
- How and how much could companies benefit from this measure in the long run?
- Are the targets set realistic

The innovative aspect is the combination of introducing a route optimisation program and also to monitor and further develop it. Fuel savings of 10% seem to be realistic. The tool also shows opportunities to decrease the size of the company fleet, as less cars are needed for the same output.

Implementation

- Comments on the way the action is implemented
- Possible ways to further improve the implementation of the measure and the pilot in general
- Estimate of cost-effectiveness of the pilot project

It's very positive that the pilot includes all vehicles of the company. If the targets are reached, cost effectiveness will be very good.

Materials

- Opinion about (draft) materials
- Applicable, appealing, tone of voice, tangible?
- Suggestions for further improvements and next publications

Appealing materials. Maybe some comments from fleet owners and also drivers are available?

Format for interview national expert

Data

Name expert: Mr. Schmidt
Partner: City of Gleisdorf
Pilot: Intelligent Waste Container
Date: 20.10.2009



Contribution to project objective

The objective of the Fleat project is to provide fleet managers the information and tools to make well-considered choices for cost-effective measures for improving the fuel-efficiency of their fleets.

- How does this project contribute to the project objective?

The pilot action should lead to a decrease

- in the number of collecting trips
- of the average trip distance
- of number of unloaded trips
- of fuel consumption.

Impact of measure

Assessment of the impact of the measure:

- How innovative is the measure compared to other measures in your country?
- How and how much could companies benefit from this measure in the long run?
- Are the targets set realistic

The project is very innovative and most likely the first of this kind in Austria. Companies are able to harmonise supply and demand which saves fuel. Furthermore the same output may be possible with a smaller fleet as well.

Implementation

- Comments on the way the action is implemented
- Possible ways to further improve the implementation of the measure and the pilot in general
- Estimate of cost-effectiveness of the pilot project

Very innovative project with high potential, especially in large scale projects. It would be very interesting to test the measure also in other regions.

Materials

- Opinion about (draft) materials
- Applicable, appealing, tone of voice, tangible?
- Suggestions for further improvements and next publications

Probably it would be good to describe the device which is used in the companies/households more clearly. Show pictures of pilots in future publications. Maybe some comments from customers are available?

Format for interview national expert

Data

Name expert: Mr. Schmidt
Partner: VLOTTE
Pilot: Electric vehicles
Date: 20.10.2009



Contribution to project objective

The objective of the Fleet project is to provide fleet managers the information and tools to make well-considered choices for cost-effective measures for improving the fuel-efficiency of their fleets.

- How does this project contribute to the project objective?

Electric vehicles are 3 times more efficient than vehicles using fossil fuels.

Impact of measure

Assessment of the impact of the measure:

- How innovative is the measure compared to other measures in your country?
- How and how much could companies benefit from this measure in the long run?
- Are the targets set realistic

The project is very innovative as this is the biggest fleet of electric vehicles ever tested in Austria and the 2nd largest fleet (after London) in Europe. Companies benefit from early learning of using electric vehicles. In the long run all passenger cars running within a certain daily range could be switched to electric vehicles.

Implementation

- Comments on the way the action is implemented
- Possible ways to further improve the implementation of the measure and the pilot in general
- Estimate of cost-effectiveness of the pilot project

The pilot shows a very comprehensive test, including vehicles, charging stations and also energy supply from renewable sources.

Also Pedelecs and E-Scooter could be integrated in the project.

Electric vehicles are not cost effective at the moment (only indirect returns), but will get interesting in this term in the next years. Cost effectiveness is possible now, if a switch from a passenger car to a Pedelec or electric Scooter is done.

Materials

- Opinion about (draft) materials
- Applicable, appealing, tone of voice, tangible?
- Suggestions for further improvements and next publications

Appealing materials. Show pictures of pilots in future publications. Maybe some comments from fleet owners / drivers are available?

Format for interview national expert

Data

Name expert: Mr. Schmidt
 Partner: Postbus
 Pilot: Lightweight Bus
 Date: 20.10.2009



Contribution to project objective

The objective of the Fleat project is to provide fleet managers the information and tools to make well-considered choices for cost-effective measures for improving the fuel-efficiency of their fleets.

- How does this project contribute to the project objective?

Lighter vehicles need less fuel. Considering this, the pilot action contributes very good to the target, especially as a higher investment should be offset by lower variable costs.

Impact of measure

Assessment of the impact of the measure:

- How innovative is the measure compared to other measures in your country?
- How and how much could companies benefit from this measure in the long run?
- Are the targets set realistic

The project is very innovative and as far as I know the first test of such a vehicle in Austria. In the long run companies could benefit from lower variable costs of approximately 10%.

Implementation

- Comments on the way the action is implemented
- Possible ways to further improve the implementation of the measure and the pilot in general
- Estimate of cost-effectiveness of the pilot project

The fuel consumption of the lightweight bus is compared with a conventional bus. Based on a positive result from the pilot action additional tests in other regions would be of

interest. All drawbacks and opportunities should be collected and discussed with the bus manufacturer and fleet manager. Variable cost savings of 10% can be possible.

Materials

- Opinion about (draft) materials
- Applicable, appealing, tone of voice, tangible?
- Suggestions for further improvements and next publications

Appealing materials. Show pictures of pilots in future publications. Maybe some comments from bus drivers / passengers are available?

Format for interview national expert

Data

Name expert: Mr. Schmidt
Partner: Postbus
Pilot: Bus stops on demand
Date: 20.10.2009



Contribution to project objective

The objective of the Fleat project is to provide fleet managers the information and tools to make well-considered choices for cost-effective measures for improving the fuel-efficiency of their fleets.

- How does this project contribute to the project objective?

Bus stops on demand guarantees that the bus only serves a stop outside of the main route if there is also customer demand, resulting in a decrease of trip distance and travel time. This saves fuel and costs. Besides to a higher cost effectiveness there is also the potential for higher customer satisfaction.

Impact of measure

Assessment of the impact of the measure:

- How innovative is the measure compared to other measures in your country?
- How and how much could companies benefit from this measure in the long run?
- Are the targets set realistic

Very innovative project. Cost savings are realistic, but probably quite low. The impact on the bus schedule needs to be carefully investigated, including possible drawbacks.

Implementation

- Comments on the way the action is implemented
- Possible ways to further improve the implementation of the measure and the pilot in general
- Estimate of cost-effectiveness of the pilot project

The pilot action shows a very comprehensive concept, as not only energy and fuel consumption is monitored, but also acquisition and operating costs of the telematics system and impacts on the timetable and the turnaround cycle. Cost savings are realistic, but probably quite low.

Materials

- Opinion about (draft) materials
- Applicable, appealing, tone of voice, tangible?
- Suggestions for further improvements and next publications

Appealing materials. Show pictures of pilots in future publications. Maybe some comments from bus drivers / passengers are available?

7.1.5 Interview with S. Grimm (Germany, BEMAG)

Format for interview national expert

Data

Name expert: Mr. Stephan Grimm, FleetPro Service
 Partner: BEMAG
 Pilot: Driver Training
 Date: 04.11.2009



Contribution to project objective

The objective of the Fleat project is to provide fleet managers the information and tools to make well-considered choices for cost-effective measures for improving the fuel-efficiency of their fleets.

- How does this project contribute to the project objective?

If you collect data of fuel consumption before and after the trainings you can effectively provide fleet managers with information about the impact of Eco-Trainings. And this is what the project does.

Impact of measure

Assessment of the impact of the measure:

- How innovative is the measure compared to other measures in your country?

I do not believe that the measure is innovative. But the difference is that you really show differences before and after trainings in a longer term. Up to now I only know companies that "believe" that trainings have a positive impact on fuel consumption.

- How and how much could companies benefit from this measure in the long run?

I am sure that companies can save on a long run 5 to 8 % of fuel consumption if they treat it in a serious way

- Are the targets set realistic

I think that 10 % is on a longer run too much. 5 – 8 % is more realistic.

Implementation

- Comments on the way the action is implemented

The problem with companies is always the time schedule. Especially in these times it is difficult to motivate them to work professional and exact.

- Possible ways to further improve the implementation of the measure and the pilot in general

An information platform and a handbook for possible ways to improve fuel efficiency could help to inform before starting a project about the possibilities, the advantages and disadvantages, the problems that can occur etc.

- Estimate of cost-effectiveness of the pilot project

I think this is good

Materials

- Opinion about (draft) materials

O.k.

- Applicable, appealing, tone of voice, tangible?

O.k.

- Suggestions for further improvements and next publications

nothing

7.1.6 Interview wiith G. Glück (Germany, B.A.U.M.)

Format for interview national expert

Data

Name expert: Gunter Glück
Partner: B.A.U.M. e.V.
Pilot: Hamburg Wasser
Date: 09.11.2009



Contribution to project objective

The objective of the Fleat project is to provide fleet managers the information and tools to make well-considered choices for cost-effective measures for improving the fuel-efficiency of their fleets.

- How does this project contribute to the project objective?

The procurement of 80 CNG-utility vehicles (20 additional ordered) has lead to less CO₂ and Nox and is therefore a decision which will contribute to the project objective.

Impact of measure

Assessment of the impact of the measure:

- How innovative is the measure compared to other measures in your country?
- How and how much could companies benefit from this measure in the long run?
- Are the targets set realistic

The innovation is not, that s.b. decides to purchase CNG cars. The innovation is more, that a company is consequent to that extend.

In addition, we have to keep in mind, that cruising range of CNG is still to limited for the majority of companies. Nevertheless other companies who are willing to purchase a limited number of CNG Cars can benefit from the experiencies of Hamburg Wasser.

The targets were set realistic. That is proven by the achieved results.

Implementation

- Comments on the way the action is implemented
- Possible ways to further improve the implementation of the measure and the pilot in general
- Estimate of cost-effectiveness of the pilot project

The implementation was done very professionally. The main focus was on drivers and their feelings about using CNG Cars. Beside a good overview of CNG Stations, Hamburg Wasser prepared an instruction package.

Cost-effectiveness is influenced on the lower purchase price of CNG, but the additional efforts to implement such a change has to be considered. One disadvantage is the additional time, drivers have to spend on more and longer lasting fuel stops.

Materials

- Opinion about (draft) materials
- Applicable, appealing, tone of voice, tangible?

Suggestions for further improvements and next publications

Good presentations and additional material, good PR for the biggest CNG-Fleet in Hamburg and the northern area of Germany..

Format for interview national expert

Data

Name expert: Gunter Glück
Partner: B.A.U.M. e.V.
Pilot: Weleda AG
Date: 04.11.2009



Contribution to project objective

The objective of the Fleet project is to provide fleet managers the information and tools to make well-considered choices for cost-effective measures for improving the fuel-efficiency of their fleets.

- How does this project contribute to the project objective?

Because of a limit in CO₂-values of the vehicles, Weleda only order new vehicles with a relative low fuel consumption.

Impact of measure

Assessment of the impact of the measure:

- How innovative is the measure compared to other measures in your country?
- How and how much could companies benefit from this measure in the long run?
- Are the targets set realistic

The activity is currently still innovative until now, because only 10 % of all fleet managers take new orders on the basis of reduced CO₂-values so far.

The procedure could be a positive example. Now for other companies it is important in which way the publications are planned.

The goals are realistic agreed - by the way: for the following years as well !

Implementation

- Comments on the way the action is implemented
- Possible ways to further improve the implementation of the measure and the pilot in general
- Estimate of cost-effectiveness of the pilot project

The implementation is well defined for all employees of Weleda AG. The limit was agreed by the board of the company and includes no exclusion.
A potential for improvement could be an influence to the employees concerning their drivability.

The estimated cost savings are 20 – 30 Euro per month for new ordered vehicles in a higher level of the car policy.

Materials

- Opinion about (draft) materials
- Applicable, appealing, tone of voice, tangible?
- Suggestions for further improvements and next publications

n.a.

Format for interview national expert

Data

Name expert: Gunter Glück
Partner: B.A.U.M. e.V.
Pilot: DATEV eG
Date: 04.11.2009



- It was not possible to schedule the interview with Mr. Oelschlegel, because he was on holiday. The mentioned comments result from the provided material and a presentation from a BAUM-event in Hamburg 2009. During this event the conception was presented.

Contribution to project objective

- The objective of the Fleat project is to provide fleet managers the information and tools to make well-considered choices for cost-effective measures for improving the fuel-efficiency of their fleets.
- How does this project contribute to the project objective?

The implementation of a "Bonus-/Malus System" for choosing special eco-friendly vehicles results in a better eco orientation of the drivers.

The goal of a considerable reduction in average fuel consumption is an ecologically worthwhile added point.

Impact of measure

Assessment of the impact of the measure:

- How innovative is the measure compared to other measures in your country?
- How and how much could companies benefit from this measure in the long run?
- Are the targets set realistic

The measures are very innovative, as only a few companies have implemented such a reorganization, yet.

DATEV already presents the new solution at BAUM-Events. Perhaps BAUM e.V. could consider using other fleet congresses for their matters and refer to this example. Furthermore, trade magazines, that are specially themed on fleets, are suitable for publications (bfp. Fuhrpark & Praxis, autoflotte, Firmenauto, Der Mobilitätsmanager).

The aims set are realistic.

Implementation

- Comments on the way the action is implemented
- Possible ways to further improve the implementation of the measure and the pilot in general
- Estimate of cost-effectiveness of the pilot project

We have seen examples, where fleet operators have already scheduled the CO2 emissions for the coming years future, so that company car users can prepare themselves with their future decisions.

We assume that it will be possible to reduce the monthly costs for new purchases about 30 to 50 Euro per car.

Materials

- Opinion about (draft) materials
- Applicable, appealing, tone of voice, tangible?
- Suggestions for further improvements and next publications

n.a.

Format for interview national expert

Data

Name expert: Gunter Glück
Partner: B.A.U.M. e.V.
Pilot: Holcim (Deutschland) AG
Date: 04.11.2009



Contribution to project objective

The objective of the Fleat project is to provide fleet managers the information and tools to make well-considered choices for cost-effective measures for improving the fuel-efficiency of their fleets.

- How does this project contribute to the project objective?

The procedure chosen by the Holcim AG, to offer the drivers an incentive for an economical way of driving, is an excellent solution to support this project.

Impact of measure

Assessment of the impact of the measure:

- How innovative is the measure compared to other measures in your country?
- How and how much could companies benefit from this measure in the long run?
- Are the targets set realistic

The measures are very innovative, because a point system ensures that all participants of the incentive-program will have a fair opportunity.

Savings about 5 to 15 % on fuel and CO2 are realistic.

Implementation

- Comments on the way the action is implemented
- Possible ways to further improve the implementation of the measure and the pilot in general
- Estimate of cost-effectiveness of the pilot project

No extraordinary implementation was needed, because we already had experiences with the incentive-program a long time before the launch of the project.

If applicable, additional driver trainings could give a useful support.

According to the present information, the savings realized make up a multiple of the costs of the incentive.

Materials

- Opinion about (draft) materials
- Applicable, appealing, tone of voice, tangible?
- Suggestions for further improvements and next publications

n.a.

Format for interview national expert

Data

Name expert: Gunter Glück
 Partner: B.A.U.M. e.V.
 Pilot: Stuttgarter Stadtbahnen AG
 Date: 04.11.2009



Contribution to project objective

The objective of the Fleat project is to provide fleet managers the information and tools to make well-considered choices for cost-effective measures for improving the fuel-efficiency of their fleets.

- How does this project contribute to the project objective?

The effects of the additional installation of a control box concerning CO2-emission and fuel consumption can be very well occupied.

Impact of measure

Assessment of the impact of the measure:

- How innovative is the measure compared to other measures in your country?
- How and how much could companies benefit from this measure in the long run?
- Are the targets set realistic

The developments in engine and gear box technology are progressed continually. However it is important for the manufacturer to check new developments via field test. The effects documented by Stuttgarter Stadtbahnen AG result in a standard offer for new vehicle orders because of the increase of intelligence of steering tools.

Particularly we have to note, a multiplicity of vehicles was later reequipped, to reach the effect in consumption directly for the whole fleet in use.

It would be possible to transfer the realised fuel savings of more than 8 % to other companies without any problem. Of course on the basis of similar use of the cars and topographical circumstances.

Implementation

- Comments on the way the action is implemented
- Possible ways to further improve the implementation of the measure and the pilot in general
- Estimate of cost-effectiveness of the pilot project

In the available field test a very close co-operation between the vehicle-, the gear box manufacturer and Stuttgarter Stadtbahnen AG was agreed upon.

The reached cost efficiency was mentioned already.

Materials

- Opinion about (draft) materials
- Applicable, appealing, tone of voice, tangible?
- Suggestions for further improvements and next publications

The available presentation shows very clearly the effectiveness of the steering tool, the special application proportion and the realised savings.

This information should be mentioned in the prospect material of the manufacturer – if not planned already.

7.1.7 Interview with C. Claessens (Belgium, mobiel21)

Format for interview national expert

Data

Name expert: Christian Claessens, director Price Waterhouse Coopers
Partner:
Pilot:
Date: 03/12/09



Contribution to project objective

Mr Claessens states that there just can't be too much information and tools about fleetmanagement. However, he feels that the companies themselves are sometimes more creative than is thought by the public. PWC for example is constantly looking for schemes and tools that allow the company to be more cost-effective, more sustainable and more attractive to future employees.

Recently, PWC has implemented a new car policy which includes measures on the procurement of greener vehicles, ecodriving and the implementation of a mobility budget. Out of his own experience, Mr. Claessens feels that the procurement of greener vehicles is the easiest measure to implement. With little or no effort they achieve a general usage of 6.5l/100km, only by offering greener and more energy friendly cars. However PWC already does a lot in the field of mobility management, he states that there is a great need for more data and information in this particular field. When taking the Belgian case into account, he specifically needs information on cost-effectiveness, tax regulations and other legislative issues to pursue his idea of an efficient mobility management package.

Today PWC offers its employees to downgrade their cars. The budget that is left is either refunded or switched into sustainable mobility schemes such as Raillease, bus tickets, In this way every employee gets the responsibility for his own mobility budget. Nowadays, of 1170 employees entitled to have a company car, 50 have chosen for a downgrade and are using other modes of transport for their daily commute and business travels.

Impact of measure

The measures taken in PWC are quite innovative in the field of mobility management, not so in the field of green vehicle procurement as they aren't offering any cars on alternative fuels or hybrid vehicles.

However, Mr. Claessens couldn't provide real figures by reasons of confidentiality, the management states that PWC benefits a lot from these measures, keeping the company financially healthy and attractive for employees. Also, it has a (however small) impact on the accessibility of the company because the measures abate congestion. He feels that every major company should engage in these kind of measures.

Implementation

Action of this kind are always implemented first in a test environment and only to employees and middle management. For the higher management profiles, other measures are designed. The implementation process is always preceded by an intensive communication campaign to take away possible resistance. After the test is proved to be successful, a full implementation is set up. The measures are also included in the company's mobility policy.

Mr. Claessens states that any action in sustainable mobility is in its essence cost-effective because it always has some positive impact on different levels such as abatement of congestion, cost reduction, image, attractiveness for employees, ... Of course, a good monitoring system helps to define the impacts.

Materials

Mr. Claessens was very much in favour of the project flyer because it gives a brief overview of the project and is well designed. He especially liked the idea of putting the partners on the flyer. For an international player such as PWC, a project always gets extra attention when it has an international dimension. He would definitely read it and possibly surf to the website to read more about the project.

The project website is OK, but more could be done for the toolbox and the availability of deliverables.

7.1.8 Interview with A. Bottazzi (Italy, TRT)

Format for interview national expert

Data

Name expert: Ing. Andrea Bottazzi
(FEC member, ATC Bologna)
Partner: TRT Trasporti e Territorio Srl, Milan
Pilot: AVM Area Vasta Mobilità
Date: 01.12.2009



Contribution to project objective

The objective of the Fleat project is to provide fleet managers the information and tools to make well-considered choices for cost-effective measures for improving the fuel-efficiency of their fleets.

- How does this project contribute to the project objective?

The Italian action is well designed around two relevant topics (vehicle technology and vehicle use). These are really cost-effective for companies and also relevant for fleet managers. But it's not easy to really understand how these topics are systemised in the project.

If we talk about vehicle technology (alternative fuels and vehicle) and vehicle use (fuel efficient driving style), for example, we miss the underlying structure these topics have to follow:

1. Procurement of vehicles and materials (fuel, equipments, devices, etc.)
2. Maintenance scheme
3. Management scheme (life cycle assessment)
4. Performance (including ecodriving)

Probably, mobility management actions have to follow a different mapping.

It is important to approach all these elements in terms of intelligibility for the different targets. Please, consider also my support to make some important adjustments to the website. This is part of the further talks that I will have with the TRT staff in the next weeks.

Impact of measure

Assessment of the impact of the measure:

- How innovative is the measure compared to other measures in your country?

The action is highly innovative in the framework of public transport services actually managed in Italy. I know that some other tests were performed, but nothing very systematic like this action.

There is no complete information in Italy about the impacts of such measures in a common PT company. No relevant dissemination and institutional awareness at all.

As an example, we may think about the fact that Service Contracts between the public authority and the public transport company do not include any indicator concerning the environmental performance of a fleet, neither in the customer obligation we have (i.e. our "Carta della Mobilità"). The attention is still focused on mere technological characteristics of the vehicles, but there's no evidence about how these vehicles are managed (equipped, maintained, etc.) and driven.

- How and how much could companies benefit from this measure in the long run?

Both in the short and in the long run, the benefits for PT companies and local communities could be enormous.

- Are the targets set realistic

Yes. The Italian action is devoted to the initial training of a "task force of drivers". It's important to collect some feedbacks from a first group of employers. These tests will investigate how to further implement such measures in the organisation as a whole and, as we know, a public transport company is a very complex organisation.

It's very important at first to create a "common vision" on such topics among the managers. This is something that I can define a first "cultural input" for the further development on a more systematic process.

Implementation

- Comments on the way the action is implemented

The action is very effective. The followed steps (newsletter, awareness campaign, theoretical training on a first group of drivers, fuel monitoring and finally an ecodriving course which is also practical) are logical and effective from my personal point of view.

- Possible ways to further improve the implementation of the measure and the pilot in general Please, see the last answer (suggestions)
- Estimate of cost-effectiveness of the pilot project

I can clearly say that a pilot action like this one has the same impact of an investment in fleet renewal, for example for switching to cleaner vehicles using hybrid technology. So, millions of Euros could be saved just focusing on the relevant aspect of “sustainable fleet management” and energy efficiency.

This is something not clearly understood by our policy makers, and for this reason it's important to have some “numbers” and suggestions/policies to be showed to them.

Materials

- Opinion about (draft) materials

Materials of the action (manuals, lesson learned, photos, videos) have been well collected by TRT staff and will expand the description of the action which is actually online.

This is an important step to be made also by the other partners, because it's not sufficient to have a general description of activities. Other fleet managers need facts and figures.

Probably, a further effort is needed by the consortium to develop new and more complete materials (read the next answer).

- Applicable, appealing, tone of voice, tangible?

In general, the materials collected in the FLEAT toolbox are not directly applicable on different cases. These aren't appealing and there is no highlight on the most relevant parts, sections or tools which could have been used by other fleet managers. The toolbox is in the end a bullet list of important links, but for example I can't find not a hint of an “executive summary” of the mentioned projects or at least parts (WPs) of them.

In this situation, it is clear that also the Italian action received no help from the toolbox itself.

Notwithstanding the lack of the toolbox, most of the contents are very valuable and should be simply organised in a sort of “concept mapping” of the treated elements.

- Suggestions for further improvements and next publications

My suggestion is to make a revision of the pilot actions flowchart: to indentify a more formal & conceptual scheme for the replication of the action in different context (that is, to have a more standard approach that is easy to be customised).

We may have impacts on two relevant aspects:

- 1) the way a single action can be extended to the whole organisation after the demonstration period (i.e. involving all drivers);
- 2) how this action can be intelligible and replicable also in similar organisation (in this sense, it means how the action be accepted as a reference scheme for other public transport operators all over Europe)

After the flowchart revision, I think it will be quite easy to process all materials: results of the actions (coherence among all pilots in FLEAT) but also other collected tools & manuals (coherence among other EU funded projects)

This final step (meta-organisation of the materials) will be better discussed with the TRT staff in a tailored meeting.

I hope this contribution will help FLEAT partners having me as FEC member for public transport. Please, consider also my direct involvement in the projects COMPRO and MIMOSA and the further link we should strengthen among these EU experiences.

7.1.9 Interview with P. Hekkert (the Netherlands, SenterNovem)

Format for interview national expert

Data

Name expert: Patrick Hekkert (Director VVCR Europe)
Partner: SenterNovem
Pilot: Arriva Ecodriving training for busdrivers
Date: 25 November 2009



Contribution to project objective

The objective of the Fleet project is to provide fleet managers the information and tools to make well-considered choices for cost-effective measures for improving the fuel-efficiency of their fleets.

- How does this project contribute to the project objective?

The objectives of the Arriva Ecodriving project are:

- Monthly management information depots
- Graphics, “damage barometer”
- Poster “how to fill in damage reports”
- Route assessments and training
- Ecodriving training for supervisors
- Ecodriving training
- Additional training
- Letters to drivers

- These objectives have a positive contribution because Arriva implemented loss prevention and measurement about damages into the project.
- The other positive points are:
 - Management involvement and commitment
 - Management information
 - Information to the driver
 - Ecodriving training for supervisors, they can observe the driving style of the drivers on the long term
 - Additional training for bad drivers

Impact of measure

Assessment of the impact of the measure:

- How innovative is the measure compared to other measures in your country?
The combination between fuel consumption with damages is not usual in our country.
The role of the supervisors is an improvement to other measures.
- How and how many could companies benefit from this measure in the long run?
The supervisors and the combination with damage figures are focussing in the long run.
4 or 5% should be realistic. In addition, Ecodriving promotes more comfortable and less stressed rides for the drivers and passengers and as a consequence road safety is expected to increase dramatically.
- Are the targets set realistic
The results of the Ecodriving training are an average between 9% and 15% savings on fuel consumption. Measurements after three months of the Ecodriving training are an average saving on fuel consumption of 7%.
An average of 4 or 5% on the long term is realistic.

Implementation

- Comments on the way the action is implemented
The measurements after the training was complex because only the total fuel consumption per bus was available.
- Possible ways to further improve the implementation of the measure and the pilot in general
The most important improvement is to built in devices to monitor driving behaviour and fuel consumption per driver.
- Estimate of cost-effectiveness of the pilot project
Reference situation is 565 busdrivers with an average of 32.500 km/year and an average consumption of 28,6 ltr/per 100 km.
Estimate of the CO2 reduction is 478 ton

Materials

- Opinion about (draft) materials
No
- Applicable, appealing, tone of voice, tangible?
No
- Suggestions for further improvements and next publications
?

8 ANNEX IV MINUTES OF THE FINAL FEC MEETING

Notes of the Final meeting of the Fleet Expert Committee

Wednesday, March 10th, 2010 Örebro, 12-13 hrs.

Participants

Jaap Schuurmans (Arriva),
 Oscar Sbert Lozano (Union Internationale des Transport Publics),
 Patrick Hekkert (VVCR),
 Elin Skogens (Esam),
 Christof Burtscher (Vlotte),
 Rick Lindeman (AgNL/Fleat WP Leader),
 Leen Govaerts (Vito/Fleat Coordinator),
 Tobias Denys (Vito/Fleat)
 Edward Jobson (Volvo bus)



1. Highlights of the project

Rick Lindeman explained the structure of the Fleat-project and the role of the Fleet Expert Committee (FEC). Due to changes in jobs positions of the original FEC it was decided to involve external experts in a different way. The Fleat consortium involved national experts to comment on the pilots and recruited a final FEC to reflect on the project (this meeting).

The conclusion of the national experts were that especially in the field of mobility management and in some countries the ecodriving pilots were innovative. Their suggestions were an improved toolbox on the siite and some kind of handbook. The fleat partners will use this in their final dissemination means.

2. Reflections on the project by the experts

The main added value of the project the FEC considered to be the exchange of best practices and the generation of monitoring data. While there are many best practices now in Europe, it is often difficult to find them and to compare them. The efforts of the FLEAT project will make more solid monitoring possible.

3. Future fleet management policy

It was seen as important that in the future the exchange of best practices would continue. The future Ecowill project might be an option. Cooperation between initiatives was seen as essential, amongst others by Oscar Sbert



Lozano. He suggested cooperation with an initiative of the UITP, their observatory. The integration of the examples by Sparcoach (Swedish Association of ecodriving instructors) would be an idea too, as Elin Skogens mentioned.

Edward Jobson mentioned that the most important thing was the new EU directive on Green Procurement. Although the standard might not be high enough, it provides a benchmark

Jaap Schuurmans mentioned that the national tendering of Public Transport services made it feel like you were “educating” you competitor, i.e. when you loose a concession, your trained staff goes to the winner. An education standard for the sector would also help.

It is also hard for fleet owners to have comparable monitoring systems in vehicles from different suppliers. The car manufacturers don’t do this on purpose, as they have many different suppliers too. EU policy could help here.

4. Recent developments on Mobility Management/Cleaner Vehicles/Ecodriving

The main developments are new ways of training fleet personal by using E-Learning facilities, which will reduce costs for training. This means that larger groups will be able to get educated at lower costs.

One main problem is that – and more urgent due to the economic crisis- always when changing your fleet the cost comes before the benefit. One has to invest in vehicles, equipment or staff, before the energy efficiency pays of. Now more than ever data on the cost-effectiveness is essential.

Another recent development that also applies is the abundance of data available at companies like Leaseplan. This allows fleets to adapt more quickly as they can see their cost-effectiveness immediately.