



COMPRO

COmmon PROcurement of collective and public service transport clean vehicles

Polis Conference
Toulouse, 16 March 2007



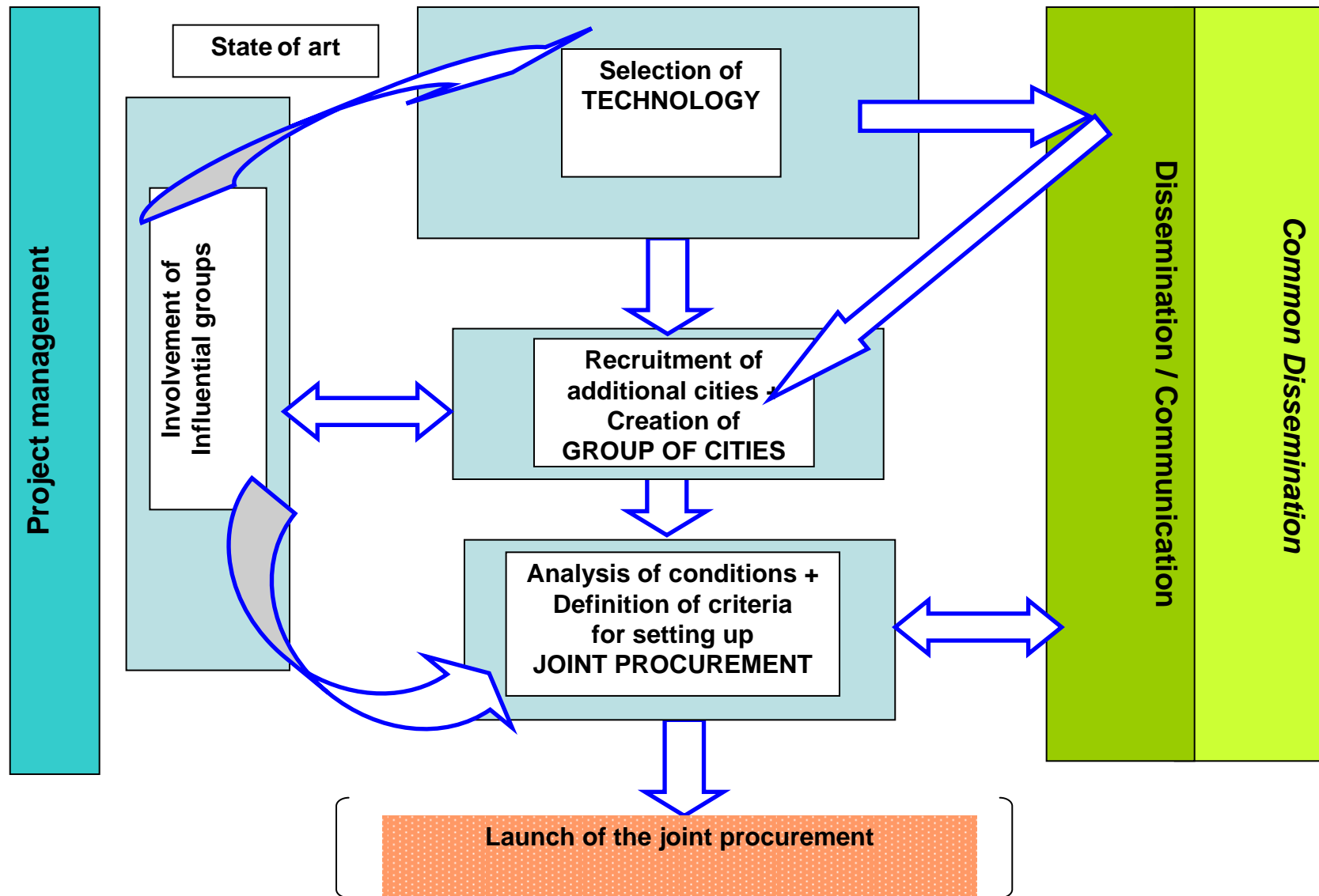
Objectives

- To analyse the conditions for a common procurement of collective and public service transport clean vehicles (COMPRO) at European level, responding to a selected technology/ies.
- To develop the clean vehicles market taking action on the demand side in order to homogenize the products technical requirements and create a buyers consortium of local authorities to reach the critical mass needed to press the prices of clean transport technologies down.



3 Phases

- Phase I: definition of the object of the contract (selection of technology/ies) → WP2
- Phase II: attainment of the critical mass (commitment of cities) → WP3
- Phase III: setting up of joint procurement → WP5
 - Maintaining a dialogue with the supply side (WP4)-





Partners

Local authorities are crucial market actors when it comes to vehicles procurement

- (ISIS ITALY)
- Nantes Metropole FRANCE
- SEMITAN FRANCE
- City-State of Bremen GERMANY
- Bremer Straßenbahn AG GERMANY
- Emilia-Romagna ITALY
- Gatubolaget SWEDEN



How to participate 1

COMPRO Survey

Through a questionnaire, COMPRO will assess the state of the art of the European market in terms of:

- ✓ Clean technologies most in use within local/regional authorities
- ✓ Future trends
- ✓ Experiences of green public procurement



How to participate 2

Become a FOLLOWER CITY

As the common procurement will respond to a selected technology (i.e. CNG and hybrid) one or more groups will be established according to the technologies selected.

Along the process, local authorities will contribute to identify:

- ✓ The conditions for a joint procurement of clean collective and public service means of transport
- ✓ Homogeneous terms and conditions for achieving common standards and sales;
- ✓ The barriers which hamper the production and diffusion of clean vehicles.



For more information

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Thank you

POLIS CONFERENCE

Emilia-Romagna's role in COMPRO project

*Presentation by Silvia Zamboni
Emilia-Romagna Region*

Toulouse, 15th March 2007

Emilia-Romagna regional government competences in transport sector

According to the national law 30/98 the Emilia-Romagna Regional Government has competences for:

- regional mobility budget
- former national roads
- Road Safety Observatory
- regional rails and railway services
- urban and suburban public transport
- urban sustainable mobility and logistics.

In the field of urban mobility, it is specifically responsible for:

- car feed-parks
- cycle lanes
- restricted traffic zones
- implementation of sustainable mobility measures

Incentive policy to local public transport

In order to reduce traffic air pollution, the regional government allocates incentives to local public transport (LPT) by

- contributing to the bus fleet renewal
- supporting researches, meetings and agreements with other local authorities.

The regional strategy aims at:

- progressively creating local public transport fleets made up of eco-compatible vehicles
- (in relationship to urban areas) supporting modal interchange and traffic fluidification and restriction on the main access roads to towns centres (by means of reserved bus lanes and telecontrol systems).

Incentive policy to local public transport

The bus fleet in Emilia-Romagna region is made up of about 3400 vehicles.

While national regulations foresee a mandatory percentage of 5% of low impact vehicles to be purchased in each procurement batch, since 2002 onwards Emilia-Romagna's regional Government has raised this threshold to at least 20% for each order of new vehicles.

More than 250 low impact buses are now operating in Emilia-Romagna.

The last buses orders carried out by public transport companies feature more than 50% low impact vehicles, particularly thanks to fuel shift to natural gas made by the major transport companies in the 13 towns with a population of more than 50 thousands residents.

Low impact vehicles

The low impact technologies on which the regional mobility and public transport department is mainly engaged are:

- CNG vehicles
- electric vehicles
- hybrid vehicles

The regional government has promoted the implementation of new depots and refuelling stations in compliance with regulations and according to local needs.

Electric and hybrid vehicles have been promoted by Emilia-Romagna region first of all in urban areas since they help to decrease noise and air pollution (particulate).

Further projects development

Hydrogen and hydromethane

The regional mobility and public transport department is also carrying out researches on hydrogen vehicles and hydromethane (that is a low emissions fuel blend made up with methane and hydrogen produced from biomass) in order to evaluate its technical/economic feasibility and the time needed for a real implementation of this technology on bus fleets.

Hydromethane

Hydromethane is a mixture of compressed natural gas (CNG) blended with renewable hydrogen to further improve environmental impact of public CNG vehicles.

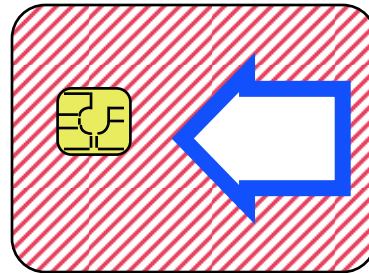
'HYDROMETHANE' as a new sustainable energy vector

The proposed project offers the following major benefits:

- Distributed 'On-Site' Generation of hydrogen integrated into existing CNG fuelling stations
- Hydrogen Generation from Bio-Ethanol as renewable source using an innovative package plant technology.
- Use of CNG charged with 'green hydrogen' to create 'HYDROMETHANE'
- Conversion of CNG vehicles to HYDROMETHANE ('green' Hydrogen/CNG hybrids)
- Quantitative monitoring of environmental, economical and social impact (including a hydrogen technology dissemination campaign)

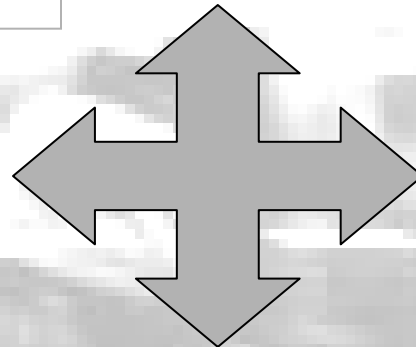
Emilia-Romagna's role in COMPRO project

- ✓ It regards 3 kinds of tickets:
single ride ticket/ordinary
discount card/season discount
card
- ✓ The amount to pay depends
on the real use: no forfait
- ✓ It is extended to all the
operators.



STIMER

The Integrated Mobility Fare System in EMILIA-ROMAGNA



- ✓ It allows passengers to use different
transport modes throughout the whole
regional territory, by using the same
contactless travel card;
- ✓ in the future it could be used to pay for
other additional services, such as parking
and car sharing.

Emilia-Romagna Region's task in COMPRO

Emilia-Romagna Region will contribute:

- to the state of the art analysis in the public transport fleet compositions, procurement problems, requirements and trends
- by collecting other Italian and European cities experiences through several networks (such as Polis and Federmobilitàà)
- to the construction of minimum common requirements to define technical specifications.

With reference to the organisation of a group of committed cities, Emilia-Romagna region will be responsible for recruiting cities in **Italy, Spain, Portugal** and **Greece** to build up the consortium interested in a potential common public procurement of clean vehicles.

Emilia-Romagna Region's task in COMPRO

Emilia-Romagna will also contribute to:

- the setting up of the Procurement Management Group
- contacting different manufacturers and other stakeholders involved in the region's activity.

Emilia-Romagna will organise a workshop on experience exchange in green public procurement targeted at clean vehicles joint procurement.

Thank you for your attention!

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