



## Newsletter – 3

February 2010

### Fleet Environmental Action and Assessment

**EDITORIAL** The European FLEAT-project on energy efficient fleet management started in October 2007 and is now in its final phase. The project ends in March 2010, with a big international event in Sweden. During this event the main results of the FLEAT-project, like the outcome of the pilot actions, will be presented, along with other relevant presentations. Everybody is more than welcome, from fleet managers, researchers to policy makers. More on this event a bit further in this newsletter.

Most of the national events have already taken place, and a report of the Belgian FLEAT-event, which was a great success with nearly 150 participants, can also be found in this newsletter. The number of pilot actions that are being monitored in the FLEAT-project has increased since the last newsletter, from 29 to 36. These actions range from ecodriving courses to the use of environmentally friendly vehicle technologies (such as natural gas and electric vehicles), and the implementation of mobility management initiatives. These are being implemented in a range of vehicle fleets: passenger cars, utility vehicles as well as public transport fleets. Two of these pilot actions are discussed further in this newsletter. The outcome of all pilot actions will be integrated in the toolbox on the FLEAT-website. The toolbox will also be redesigned and rearranged in order to become more user friendly. The intention is to create an application where a fleet manager that wants to 'do something' in his fleet, can actually get inspiration. Information on the different type of actions, the potential results and costs & benefits will all be part of the toolbox. This way the FLEAT-project hopes to get more and more fleets interested in increasing their energy efficiency, and thus decreasing their carbon emissions. The FLEAT-project might be officially ending, we hope our actions are not!

**Tobias Denys**, VITO, FLEAT

**Leen Govaerts**, VITO, Project coordinator FLEAT



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## FINAL FLEAT CONFERENCE **How do we make our fleets climate efficient?**

Fleet managers are facing the challenge of optimizing the mobility aspects of their companies both for economical reasons but also to meet climate change.

On the final conference of the Fleat-project in Örebro, Sweden 9-10 March we will present best practice examples on Mobility Management, vehicle technology and driving behaviour from public, private and company fleets from all over Europe.

Three study tours to choose from are included in the conference program. On study tour 1 we will see the Örebro local system for production, upgrading, distribution and use of renewable fuels for public transports and more. Study tour 2 is a visit to a successful eco-training center where we will see their Eco2-Trainer-simulator. We will also visit a green-award winning transport company with great experience in Mobility Management. The third study tour is a walking or bicycle tour in Örebro to see efficient planning of transportation.

There is also a possibility to do a pre-conference tour in Stockholm on the 8th of March where we will see clean cars, buses and fuels in Stockholm. On the 9th of March there will be a pre-conference tour going from Stockholm to Örebro, stopping in the town of Västerås for lunch and visit to a unique biogas project and waste handling at the company Svensk Växtkraft.

Örebro is a beautiful town in the very heart of Sweden. The population of 130 000 makes it the seventh largest town in the country.

With its closeness to Stockholm (200 km), Gothenburg and Oslo (both 300 km) it is a natural logistical centre of Scandinavia. Its attractive position makes Örebro a multifaceted business region and an ideal place for conferences and trade fairs. The infrastructure is good with a Travel Centre for trains and buses as well as Örebro Airport.

Örebro is the Town of Cycling in Sweden. Cycling in Örebro is easy. There are a lot of cycle lanes and in several places it is possible to hire a low cost municipal bike.

More information on the program, practical information, how to get to Örebro and more is found on <http://www.fleat-eu.org/conference.php>

Make your registration now!  
Registration fee is 80 €.



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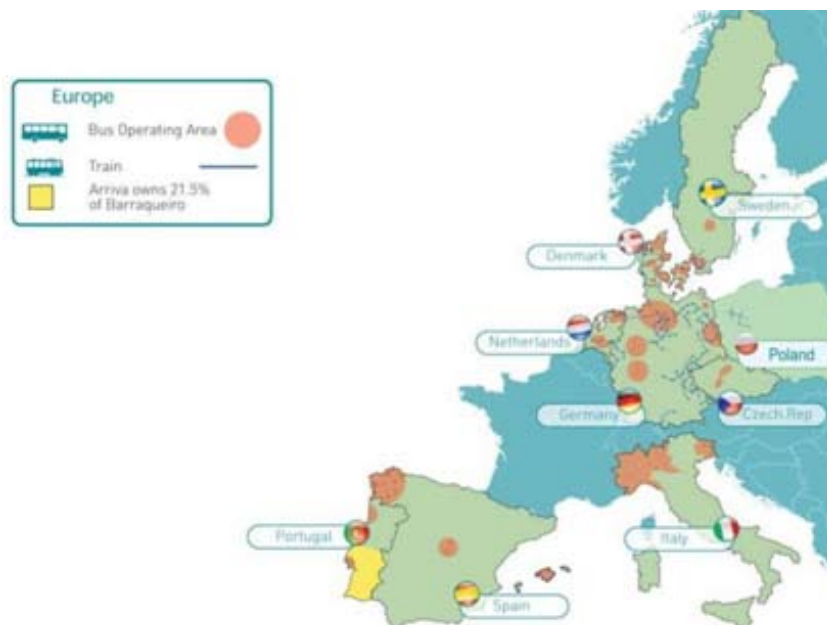


## PILOT ACTIONS

### Arriva pilot successfully finished

Arriva, one of the largest public transport companies in Europe, has successfully finished its pilot for FLEAT. Arriva is a British company that is active in 10 European countries. It provides train and bus services across the continent. Its main focus areas are the United Kingdom, Scandinavia and the Netherlands. SenterNovem was the Fleet partner that provided the liaison.

The pilot in the Netherlands focused on ecodriving. It was developed in corporation with the National “Het Nieuwe rijden” program. The training was done by VVCR. It involved 425 drivers directly, and 1100 drivers indirectly for the FLEAT pilot. VVCR not only



trained drivers, but made some drivers “Mentor Drivers” to ensure the success of the project in the longer term. During the training a 9-15% reduction in fuel consumption was achieved. After 3 months 7% of fuel was still saved on each tank.

The FLEAT pilot in the Netherlands was part of an integrated action of Arriva to improve damage handling and to save fuel. The integrated action aimed to create a culture change by raising awareness and a creating a focus on prevention. In Germany and Scandinavia Arriva introduced a new concept of risk managers and a risk website. Furthermore, in the UK Arriva also organized fuel saving activities with feedback to the driver (coloured lights). The next activities of Arriva involve the development of the Ecoibox system to improve education, monitoring and feedback.

**R.J. Lindeman**, SenterNovem/Agentschap NL, FLEAT



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## Soft measures or hardware measures – two different attempts to save fuel (BEMAG)

If a bus-company tries to save fuel they have two major possibilities:

1. Working on soft measures like driver trainings
2. Working on hardware measures like influencing the engine

In the BEMAG pilots in Austria both possibilities were tried out, and they turned out to give a totally different result:

### 1. *Driver trainings*

BEMAG monitored fuel consumption before and after the ecodriving trainings from one bus in Vorarlberg, Austria. In May a one day driver training was provided according to the new EU standards in additional driver trainings. The result was a reduction of fuel consumption of 6 %.

The problem in driver trainings seems to be the long term effect. So you will/would need additional actions that this reduction lasts for a longer time then some months.



### 2. *Installing a system for optimizing the fuel injection*

There are a lot of companies on the market that sell such or similar systems. They promise a reduction of fuel consumption by 5 to 10 % by optimizing the fuel injection. BEMAG tested one of these systems in 5 busses and the effect was deflating. No bus had any positive influence on fuel consumption at all. VITO has the same experience: no retrofit device that was tested had any effect on fuel consumption.

So at the moment our conclusion is: start with soft measures (driver trainings, maintenance staff trainings, follow-up and rewarding schemes etc.). If you think of hardware, think more along the lines of CNG vehicles, electric vehicles, etc. Be skeptical about retrofit technologies that promise fuel reduction by installing a cryptic device. In BEMAG's pilot actions, it proved to be more rewarding to work on aerodynamic matters, tire pressure or to optimize the maintenance of the bus.



**Alois Rathgeb, BEMAG, FLEAT**



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## Belgian FLEAT-event

28/10/2009

The Belgian FLEAT event, organised by VITO, Mobimix.be and Mobiel21 in cooperation with ARGUS and KBC, proved to be a success. Nearly 150 fleet and mobility professionals were given the opportunity to attend a program featuring 18 speakers, grouped in 1 plenary and 3 parallel sessions, each with their own focus. In the plenary session, firstly Belgian statistics on commuter traffic were presented, followed by an overview of the FLEAT project with special attention to some interesting pilot actions. The first parallel session, attracting a crowd of over 50 people, discussed economical and fuel efficient fleet management. Practical examples were given on ecodriving, the impact of drivers on the operational cost of lease vehicles, and the use of natural gas as a vehicle fuel. The second session dealt with mobility budget and smart taxability. Several experts on this topic discussed the differences between ideal theory and everyday practice. Finally, speakers in the third session discussed the topic of mobility management and solutions concerning road infrastructure. Special attention was given to opportunities on parking management, to cyclist facilities and to benefits for carpoolers.



In parallel to the speaker sessions, a small fair on environmentally friendly vehicles took place just outside the event location. A total of 11 exhibitors showed 16 different cars and scooters driven by electricity, natural gas or hybrid drives. Inside of the building, participants could test their ecodriving skills on the driving simulator, or they had the opportunity to learn all about the electrical vehicle charging station that was on display.



**Bart Beusen, VITO, FLEAT**



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