

**Declaration of intent on promoting
large-scale deployment of clean, alternatively fuelled buses in Europe**

1. The transition to low-emission mobility is without alternative.
2. We, representatives of transport authorities, cities and regions, are committed to making it happen. Clean, alternatively fuelled (electric, hydrogen or natural - in particular bio-methane - gas) buses offer strong prospects for increasing quality of lives of our citizens. They improve air quality and reduce noise levels. They also support the needed decarbonisation of transport.
3. We, bus manufacturers, mobility and infrastructure providers, support cities and regions' ambitions in their attempt to promote low and zero-emission mobility. The number of clean, alternatively fuelled bus models is constantly growing, while average prices are falling. Many cities are already testing or using these vehicles and their related infrastructure.
4. Now it is time to accelerate deployment. This requires a real collaborative action:
 - a. Transport authorities and operators need to commit to purchasing volumes of clean, alternatively fuelled buses systems - large enough to matter;
 - b. Transport authorities, transport operators, energy providers & grid operators need to clearly commit to establish corresponding efforts to plan and build a suitable infrastructure;
 - c. Bus manufacturers need to continue extending the range of available vehicles, improve their reliability and bringing prices further down;
 - d. Bus manufacturers and standardisation organisations need to continue working on common standards in view of their widespread use, especially for the electric recharging infrastructure, based on the current mandate to the relevant European Standardisation Organisations (M/533). Interoperability is needed to develop the market.
5. The current share of alternatively fuelled buses in the European bus fleet is roughly 10 - 12 percent (approximately 20.000 out of a total of 200.000 public transport buses (according to UITP figures)). Increasing this share to 30 percent in 2025 yields considerable public and private investment opportunities. We are committed to make it happen. Particular action is needed to foster growth of zero-emission buses. Action under this initiative should contribute to deploying at least 2.000 zero-emission buses by the end of 2019 in the EU, with growing rates thereafter. This alone represents an investment opportunity of over 1 billion Euros.
6. Such a collaborative action needs to be organised. This is why we participate in a European Deployment Platform for clean, alternatively fuelled buses. It will support:
 - a. Information exchange to better match demand and supply;
 - b. Mapping of technology developments, common requirements for buses, infrastructure and key performance criteria;
 - c. Better organise actors and align procurements, where appropriate;
 - d. Leverage investments and promote joint actions, where possible and

- e. Issue recommendations on specific policy topics, including open, fair and equal access to data for SMEs and start-ups.
7. Public procurement is a main lever. To orientate effective procurement, we endorse the set of common public procurement principles attached to this declaration.
8. Such a shift needs to be flanked by clear long-term policy orientation. A substantial revision of the Clean Vehicles Directive is required to encourage public procurement of clean vehicles in Europe. Furthermore, energy taxation schemes could create the right incentives for procurement, including, where needed, policy changes to reach a more equal tax treatment of clean alternatively fuelled buses.
9. We take note of the financial opportunities offered by the Cleaner Transport Facility at European level and encourage financial institutions to support the aims of this initiative through innovative finance mechanisms.
10. Monitoring noise and air pollution will help to demonstrate the benefits of the deployment of this technology. We aim to improve the quality of life in cities.

Date

Signatures

ANNEX

Common principles for public procurement of clean, alternatively fuelled bus systems (i.e. buses and their related infrastructure)

1. **Provide clear long-term orientation through appropriate planning:**
 - a. Base clean bus deployment on a long-term sustainable urban mobility plan, which has been set up in dialogue with all relevant public and private actors.
 - b. Set clear and tangible targets, including for decarbonisation and air quality (where targets per km/passenger can be appropriate).
2. **Fully plan the decision and implementation process:**
 - a. Decide early at system level on the type of approach and its requirements, and map all relevant actors that need to be involved in the process, including local authorities, transport operators, energy providers and grid operators.
 - b. Ensure strong political support and plan sufficient upfront planning time.
3. **Early engage in a dialogue with manufacturers:**
 - a. Consult with manufacturers early on, respecting procurement rules.
 - b. A competitive dialogue can make sense in certain occasions, but is not always useful in view of the complexity of its organisation.
4. **Define a clear strategy for risk mitigation and benefit sharing:**
 - a. Identify technological and operational risks and involve relevant actors (local authorities, operators, energy providers) in a risk mitigation strategy.
 - b. Agree on the allocation of costs and benefits that fall upon different actors. Ensure that those who have to bear costs (e.g. transport operators) are enabled through extra support or are compensated through adequate benefit-sharing.
 - c. Establish a reasonable timeline for return on investment (> 8 years).
5. **Procure full system solutions:**
 - Remain technology neutral to the extent possible – do not lock yourself into one technology too quickly.
 - Build on a systemic approach, including vehicles and related infrastructure, by specifying functions and services at the system level of the transport operation. Do not only focus on vehicles details.
 - Define the functionalities and the operative scenario: do not consider only upfront purchase cost, but lifetime cycle cost of operation, include environmental and health impacts, and consider lessons learned from testing in your own environment.
6. **Where possible, align procurement:**
 - Where possible, align procurement along common principles and criteria.

The common principles build on discussions with relevant public and private actors and related work carried out under different EU-funded projects such as ZeEUS, CHIC, JIVE or CleanFleets.

You can send any requests for additional information to: MOVE-CLEAN-BUSES@ec.europa.eu