



North-West Regional Development Agency, RO

Measures to improve the management of the fleet of e-buses for public transport operators

FOLLOW-UP NOTE

POLICY LEARNING PLATFORM MATCHMAKING SESSION

DATE: Tuesday 9 November 2021 – 13:30-15:00

BENEFICIARY: North-West Regional Development Agency, Romania

TOPICS: Mobility, public transport, buses, e-buses, electrification, operations, management, charging, upscaling

PARTICIPANTS

Host organisation and interested stakeholders

- Cristina David, North-West Regional Development Agency (the host of the matchmaking, and intermediate Body for the implementation of the Regional Operational Program for the North-West Region of Romania)
- Beatrice Moldovan, NWRDA
- Reinhold Stadler, CIVITTA
- Ioana Ivanov, CIVITTA
- Doina Dumitrescu, CIVITTA
- Radu Rus, Bistrița Municipality
- Andreea F, Bistrița Municipality

Peers from eBussed project

- Aleksii Heinonen (coordinator of eBussed, Turku University of Applied Sciences)
- Reinoud Dirkesen (Utrecht Province Public Transport Expertise Team)
- Stephanie Kessler (Free and Hanseatic City of Hamburg)

Partners from EMOBICITY project

- Eleftheria Zappa, CRES
- Pedro Ribeira, DREn Azores
- Nuno Lopes, DREn Azores
- Miguel Quinto, DREn Azores
- Diogo Beirao, ADENE
- Ana Cardoso, ADENE
- Christian Dobler-Eggers, Regionalmanagement Nordhessen GmbH



Interreg Europe Policy Learning Platform

- Katharina Krell, Thematic Expert Low Carbon Economy
- Eugénie Suplisson, Events Expert
- Mariona Campmajo, Communication Assistant

Interreg Europe Joint Secretariat

- Charo Camacho, Policy Officer

OBJECTIVES OF THE MEETING

The North-West Regional Development Agency had requested a matchmaking to learn from Interreg Europe peers what cities and public transport operators can and should do to prepare optimally for the introduction of electric buses in their fleet and which are good practices for operations management once they are procured.

Many cities in the North-West region of Romania have procured e-buses with regional funds in the past programming periods. Now the public transport operators must get acquainted with the new vehicles and learn how to handle them best.

SOME KEY TAKEAWAYS

e-bus operation:

- To ensure a smooth operation of the newly procured e-buses, all drivers and other support staff should get adequate and timely training. It is better to train all drivers instead of only a few designated. The training should be specific to the procured model and can be given by an external service provider, such as the local technical university, as done in Turku, Finland.
- Owning and operating a larger e-bus fleet has IT and data implications that must not be underestimated. Procurement must include data access or disclosure clauses that the OEM must comply with for such data as later needed in the operational phase.
- E-buses require temperature conditioning prior to start. Such pre-heating should be automatically programmed in order to save driver time.
- E-buses are much more inflammable than ordinary buses. Depot design should take this higher risk into account and separate e-buses from diesel buses, provide for special fire extinction systems for the e-bus section and consider including concrete walls between departments to shield off parts of the depot from others.
- Exchange of experience amongst PT operators is helpful to allow a group to learn together and form each other as a new technology is introduced and everybody gains experience. The national platform Initiative Elektrobus has been established to work cooperatively towards standards and technological readiness in e-bus technology.
- Many parties must be involved in the transition, none should be forgotten, it's a holistic effort.
- Two working groups of eBussed cover technical and operations-related aspects and will soon be available; Aleksii will share these with the participants in a follow-up email when available.

e-bus procurement:

- A test-phase should be included in the contract that stipulates that e-buses must drive a certain distance (e.g. 2000km in Hamburg) without zero faults or show a certain minimum availability for a specified time before procurement is formally completed. If the fault is fixed by the OEM or the operator, the counter towards the 2000km starts anew. Faulty e-buses can thus be returned to the manufacturer in case of fundamental problems that cannot be fixed.



- The procurement contract should contain a clause that obliges the tenderer to provide data and training material for smooth operation of the buses after procurement. Ideally, the contract should contain the obligation for the tenderer to train trainers.
- Procurement is easier when city administrations can instruct their publicly-owned transport companies to carry it out as these companies' margin of manoeuvre is bigger than that of city procurement departments.

SOME KEY PRACTICES IDENTIFIED

eBussed: Training for whole staff when e-buses were first introduced in the region

eBussed: Optimising charging infrastructure according to available space

eBussed: Conditional delivery of e-buses, including a practical test phase

eBussed: National E-Bus Platform

eBussed: Marketing and communication activities related to the introduction of e-buses

Several more relevant good practices can also be found on the Interreg Europe eBussed web pages here: <https://www.interregeurope.eu/ebussed/good-practices/>

ADDITIONAL ACTIONS

All participants now have each others' emails for possible follow-up actions on bilateral basis.

eBussed 4 working group reports are soon going to be available and shall be shared by Aleksis with the matchmaking participants.

Bilateral or multilateral exchanges on individual operations practices discussed can be made by email amongs the partners.

Utrecht's recommendations regarding fire-safety of e-bus depots is shared by Katharina with all participants.