

HyFLEET:CUTE Final Conference
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Ruter As

Public Transport Executive for Oslo and Akershus counties

Ove K. Kjølstad
Contract manager

Ruter#

Two PTE's merged into RUTER in 2008

Share owners
Oslo: 60 %



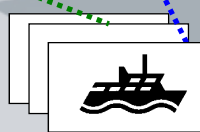
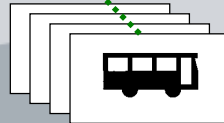
Akershus: 40%

Board



Contracts

Cooperating agreement



Mill of riders

73

40

100

4

26

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The Oslo region



Oslo (city and county)

Inhabitants:	580 000
Area:	453,7 km ²
Municipalities	1
Ridership:	187 mill. rides

Akershus (county)

Inhabitants:	530 000
Area:	4916,6 km ²
Municipalities	22
Ridership:	55 mill. rides

Hydrogen – The promising future of transport

- Will it ever become anything else than the future?

The merger of Ruter has create a merger of two policies:

Oslo on hydrogen:

- Too expensive. Alternative fuel (e.g. bioetanol, biogas) could bring more reduced emissions today
- Sceptical to environmental costs to transport of hydrogen
- Negative to produce hydrogen from fossil fuel

Akershus on hydrogen:

- Energy for the future
- Innovative to move emissions backwards in the production chain
- Willing to invest in infrastructure and to test buses on routes

=> **Ruter** has adopted much of the Oslo-policy

The **political majority** in Akershus county has a *strong will* to enter into a hydrogen project. The political majority in Oslo has *supported* the idea.



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Hydrogen Bus Project in Oslo



HyNor = National Norwegian Hydrogen project
HyNor Oslo = Local HyNor project in Oslo
Sub projects with cars and buses

- Ruter's lawyers regard the project not to be a R&D project
- ⇒ Competitive Tender for the operation
 - ⇒ The bids were more expensive than the first budget
 - ⇒ Statoil dropped out of the project
 - ⇒ First competition cancelled
 - ⇒ New competition to be announced

Hydrogen Bus Project in Oslo: Budget & Financing

- Need for new match funding since Statoil dropped out
- Applications to Transnova and owners will be decided in December
- HyNor Oslo has got the funding from Norwegian Research Council (NRC) [to local fuel production], but there is a need for a reapplication since Statoil dropped out

<u>Budget</u>	<u>Mill €</u>	<u>Finance</u>	
<u>Mill €</u>			
Operational costs	3,8	Ruter	5,2
Investment costs	9,4	Application Transnova	1,8
Local fuel production	2,75	Application owners	3,6
Financial costs	1,8	Application EU	5,5
		Application NRC	1,65
Total	17,75	Total	17,75

Hydrogen Bus Project in Oslo: New Challenges

The drop out of Statoil:

- New match funding
- Organising of a filling station and local production of hydrogen (Statoil guaranteed a new energy efficient & environmental friendly production plus hydrogen prices equivalent to diesel oil.)

The match funding:

- There will a political decision to continue the project (owners funding)
- A need for (new) national support for funding (Transnova & NRC)

Production & filling of hydrogen:

- Ruter has got the 'problem' of organising a filling station (Location? Costs?)
- How to organise local production of hydrogen?
- The environmental objectives of the project "need" local production.

Time limit:

- Short time for a new competitive tender.
- How to organise this tender?