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CLEANER DRIVE

Addresses Task 2.2.2/6 ("Use and Integration of New Generation Vehicles and Radically Improved Propulsion Systems in the Transport System") of Key Action 2 on Sustainable Mobility and Intermodality within the Growth 2000 Programme

| Project details | |
|-----------------|---------------------------------------|
| Domain | Vehicle Technology: Vehicle Emissions |
| Duration | from 01/07/2001 until 01/06/2004 |
| Website | |
| Other sources | Cordis |

The CLEANER-DRIVE project addresses Task 2.2.2/6 ("Use and Integration of New Generation Vehicles and Radically Improved Propulsion Systems in the Transport System") of Key Action 2 on Sustainable Mobility and Intermodality within the Growth 2000 Programme. It is an RTD project that exploits the experiences, stakeholder contacts and market influence of national programmes on cleaner vehicles to develop European solutions on four topics:

- information to vehicle operators; information to vehicle operators;
- vehicle environmental rating vehicle environmental rating
- policy on infrastructure for gaseous transport fuels (hydrogen and natural gas).policy on infrastructure for gaseous transport fuels (hydrogen and natural gas).

OVERALL GOAL

The overall goal of **CLEANER-DRIVE** is to specify and test actions that remove barriers to market entry of new generation vehicles, with a particular focus on information barriers.

Specific objectives are:

- To pilot the dissemination of credible information on vehicle options to market actors through national Web-sites, based on a common European framework for data inputs.To pilot the dissemination of credible information on vehicle options to market actors through national Web-sites, based on a common European framework for data inputs.
- To develop a robust European methodology for vehicle environmental rating that draws attention to cleaner vehicles and technologies, and to pilot its use in a Web-based tool. To develop a robust European methodology for vehicle environmental rating that draws attention to cleaner vehicles and technologies, and to pilot its use in a Web-based tool.
- To identify the conditions under which a commercially viable **infrastructure for gaseous fuels** could be made available for long-distance road transport, including policy support such as short-term **fiscal incentives** and the introduction and harmonisation of **span**

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SCOPE OF THE PROJECT

The scope of the project includes light vehicles, light commercial vehicles, trucks and buses, particularly in inter-urban use. The main fuels and propulsion systems to be addressed are advanced diesel and gasoline systems, hydrogen, CNG, LNG, LPG, electricity, hybrid electric drives and fuel cells. Particular attention will be paid to the feasibility of providing a network of hydrogen and natural gas refuelling infrastructure for fuel cell vehicles. More than 10,000 vehicles will be involved in the demonstration projects directly accessible to partners.

Coordinator

- [Energy Saving Trust](#) (UK)

Partners

- [Agency for Environment and energy management](#) (FR)
- [AEA Technology plc](#) (UK)
- [CETE - Centre d'Etudes Techniques de l'Equipement de Lyon](#) (FR)
- [CETE - Centre d'Etudes Techniques de l'Equipement Nord-Picardie](#) (FR)
- [Dipartimento Idraulica Trasporti e Strade Roma](#) (IT)
- E-mobile - Swiss Association for electric vehicles (CH)
- [European Association for Natural Gas Vehicles](#) (NL)
- [Infovel - Associazione per la Mobilità Sostenibile](#) (CH)
- [The Netherlands Agency for Energy and the Environment](#) (NL)
- [National Austrian oil company](#) (AT)
- [TNO automotive - Organisation for Applied Scientific Research](#) (NL)
- [TNO intro - Organisation for Applied Scientific Research](#) (NL)
- [Institute of Chemical Technologies and Analytics \(Vienna University of Technology\)](#) (AT)
- [Swedish Transport & Communications Research Board](#) (SE)
- [Flemish Institute for technological research](#) (BE)
- [VTT - Technical Research Centre of Finland](#) (FI)