

how we've already tackled the pollutants

From 1995, we embarked upon an ambitious programme which replaced our entire fleet within five years. When purchasing new vehicles, our policy was (and remains) to only purchase vehicles meeting the most recent Euro standard in force at the time of purchase. This programme and purchasing policy has continued to a total cost of some £20m. Consequently, the average age of our bus fleet is 6 years, against a target laid down by the government of 8 years, and a national average of 8.4 years.

While investing in our fleet, we also addressed the concerns about particulates and other emissions with the fitment of "Continuously Regenerating Particulate Traps" (CRTs) to the exhaust systems of all buses and since 2001 to all new coaches. Fitment of a CRT will give reductions in addition to the Euro standards to the regulated pollutants as detailed here.

measured pollutants and their reduction with CRT	
pollutant	CRT reduction ¹
Particulate Matter (PM)	90%
Carbon Monoxide (CO)	90%
Hydrocarbon (HC)	90%
Oxides of Nitrogen (NOx)	5-15%

The process of renewing and upgrading our fleet is continuous with new, less polluting vehicles replacing older, less efficient ones. As a result of the sustained investment made over the last decade our fleet emission profile now looks like this:

pre-Euro	0
Euro I	0
Euro II	17
Euro II + CRT	90
Euro III + CRT	45
total	152

Not only has The Oxford Bus Company (OBC) insisted that CRTs are fitted as standard to all new vehicles purchased, but the company has implemented a programme of retro-fitting CRTs to all buses purchased before this policy was introduced.

As a combined result of the purchasing specifications and the retro-fitting programme, 100% of the city bus fleet is now fitted with CRTs, as is the majority of our coach fleet. Although grants towards the purchase of CRTs were available under the Government's "Clean Up" programme, these grants did not cover all of the capital costs or any of the additional costs associated with the on-going maintenance of these units. Therefore, our decision to specify and retro-fit these units demonstrates our commitment to mitigate the effects of emissions from the fleet even though in this instance, it results in increased operating costs.

We have also introduced ultra-low Sulphur diesel to our fleet, which cuts down significantly the emission of Sulphur Dioxide, the primary source of acid rain.

¹ Eminox Ltd

Fleet maintenance is critical in controlling vehicle emissions. The emissions profile of a brand new vehicle will deteriorate very quickly if it is not adequately maintained. All OBC vehicles are subject to rigorous maintenance schedules, including an emissions test every five weeks. External validation of the efficacy of our maintenance schedules is provided by annual and random emissions tests conducted by VOSA. Data on these tests gathered for last three years show that OBC has a 100% pass rate.

These figures show the significant advances we have made in recent years in controlling and reducing emissions from our fleet:

OBC emissions 2000 - 2005					
	2000/1	2001/2	2002/3	2003/4	2004/5
Hydrocarbon (HC) (t)	8.00	11.00	7.20	5.50	4.10
Carbon Monoxide (CO) (t)	28.00	31.00	23.10	18.20	13.00
Oxides of Nitrogen (NOx) (t)	133.00	145.00	132.90	121.30	118.00
Particulate Matter (PM) (t)	1.20	2.00	1.00	0.70	0.52

