

tackling NOx – the last big challenge

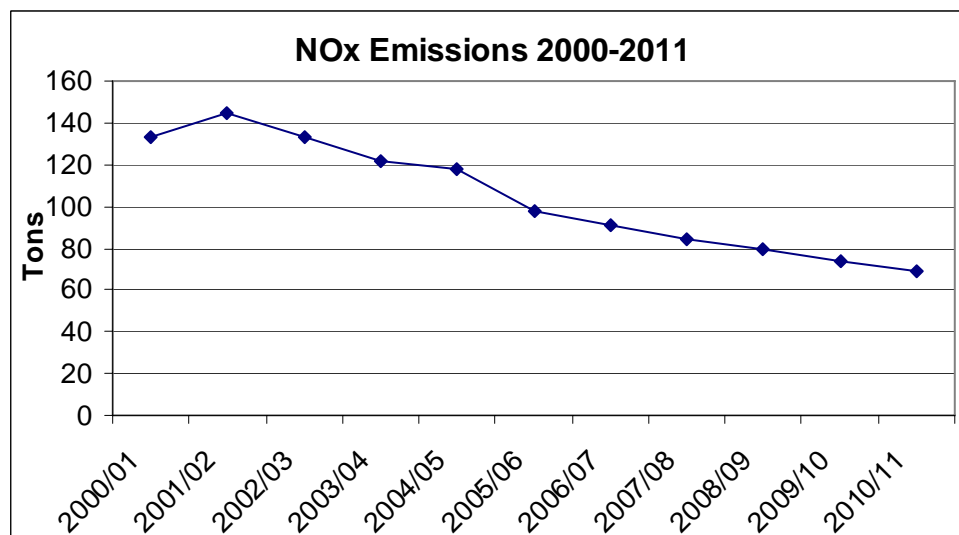
As you can see from the strenuous efforts The Oxford Bus Company has made to reduce the major pollutants, NOx (oxides of Nitrogen) is the last major challenge for the company. It's a difficult one to tackle; indeed, had there been a suitable and affordable product on the market to do this, we would already have done it, in the same way that we have managed to reduce emissions generally, especially particulates. The control of NOx is one of the main advantages in moving from Euro III through to Euro IV and we will see this by the end of 2006. Most manufacturers are addressing this by exhaust after-treatments such as adding a urea-based emission reducing agent, stored in its own tank on each vehicle.

We are committed to a sustained purchase of new buses and coaches to Euro III, IV and V standards, as available. It is notable that a new, Euro IV standard vehicle cannot be purchased yet (January 2006). It is expected that these will be available from later in 2006 and we will have some in our fleet by the end of this year.

Our future policy is to maintain our successful record of CO, PM and HC suppression, and to tackle the issue of NOx by continued purchase of new vehicles to the highest available Euro standard and to fit these with CRT units. If appropriate grants become available – not currently the case – then we will look again at what can be achieved.

Our programme of purchasing Euro IV and Euro V standard vehicles over the next five years will give significant further reductions in NOx.

| profile of NOx emissions from OBC vehicles 2000 - 2011 | | | | | | | | | | | |
|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| period | 00/01 | 01/02 | 02/03 | 03/04 | 04/05 | 05/06 | 06/07 | 07/08 | 08/09 | 09/10 | 10/11 |
| NOx (t) | 133.0 | 145.0 | 132.9 | 121.3 | 118.0 | 98.0 | 90.8 | 84.4 | 79.0 | 74.2 | 69.1 |



Devising an accurate in-service emissions profile for bus types which are not yet in use is difficult. In the absence of any official data, we have adopted a methodology whereby we have taken the percentage reductions in measured pollutants required by the higher Euro standards and applied these to current emissions behaviour. This methodology is accepted by Millbrook Proving Ground Ltd and TfL.