

**For Information
May 2010**

LEGISLATIVE COUNCIL

**PANEL ON TRANSPORT AND
PANEL ON ENVIRONMENTAL AFFAIRS**

Environmental Benefits on Expedited Replacement of Franchised Buses

Purpose

In response to the request of Members made at the joint meeting of the Transport Panel and Environmental Affairs Panel on 22 January 2010, we set out in this note the potential environmental benefits that could be achieved if the replacement programme of franchised buses could be expedited and completed in five years (i.e. by end 2015).

Background

2. Franchised bus companies are required to operate their franchised bus services with buses under the age of 18, and have been replacing their serving buses accordingly. As at end January 2010, the franchised bus fleet has 372 pre-Euro buses, 1,335 Euro I buses, 2,673 Euro II buses, 1,257 Euro III buses, 174 Euro IV buses and 2 Euro V buses. Based on the age distribution of the existing franchised buses, it is anticipated that all the pre-Euro, Euro I, Euro II and Euro III buses will retire by 2012, 2015, 2019 and 2026 respectively.

Environmental Benefits on Expedited Replacement of Buses

3. Under the normal replacement programme, by end 2015, there will be no pre-Euro and Euro I buses and it is estimated that about 3,300 Euro II and Euro III franchised buses will remain in the bus fleet. At present, franchised bus companies seek to replace their aged buses by Euro V buses, though the prevailing statutory emission requirement is at Euro IV level. If all these

remaining 3,300 Euro II and Euro III buses are early replaced by Euro V buses by end 2015, the emissions of the franchised bus fleet will be reduced by about 8 tonnes for respirable suspended particulates (RSP) and about 688 tonnes for nitrogen oxides (NOx) in 2015. A breakdown of the potential emission benefits is given in the table below-

	RSP	NOx
Emission reduction (tonnes)	8	688
Reduction in total franchised bus emissions (%)*	9%	32%

* As compared with the emission levels in 2008

4. At busy corridors such as Causeway Bay, Central and Mongkok, franchised buses could account for up to 40% of the traffic mix. In order to improve the roadside air quality at the above busy corridors, the Government has been working with the franchised bus companies on deploying more environment friendly buses to serve these areas. As at end January 2010, all franchised buses plying through Yee Wo Street, over 92% of the franchised buses plying through Hennessy Road and Nathan Road, and over 83% of the franchised buses plying through Queensway and Des Voeux Road Central already met Euro II or above emission standards. Under the normal bus replacement programme, all pre-Euro and Euro I buses and some Euro II buses plying through the busy corridors will retire by 2015. As an illustration, if all the remaining Euro II and Euro III franchised buses plying through the busy corridors are early replaced by Euro V buses by end 2015, the emissions of RSP and NOx in busy corridors will be reduced by about 20% and 29% respectively in 2015.

Environmental Protection Department
May 2010