

COACHES

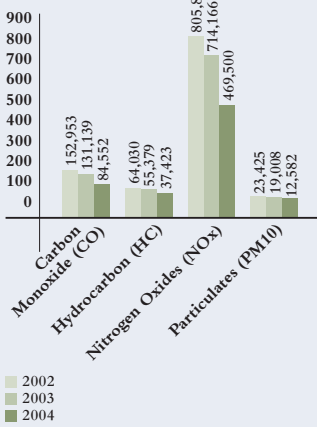
GREENHOUSE GAS EMISSIONS

This year we have seen a small increase of 2% in the total GHGs emissions from our coach operations. This is due entirely to expansion of our operations. Despite the continued investment in new vehicles, we have maintained our level of efficiency. Coaches continue to be an extremely efficient form of public transport on a per passenger kilometre basis.

EMISSION OF AIR POLLUTANTS

The total emissions of local air pollutants from our coaches continues to decline due to sustained investment in new vehicles (see Chart I). The average age of our owned coach fleet is 5.9 years and 4.45 years for all of our operations.

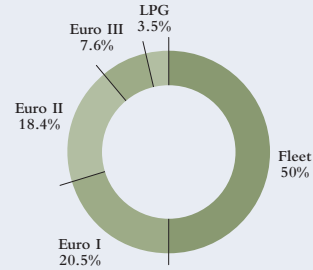
TOTAL EMISSIONS ARISING FROM COACH DIVISION
(’000 kg) – Chart I



An average speed was estimated to be 22kmph for our airport services and 64kmph for our scheduled network.

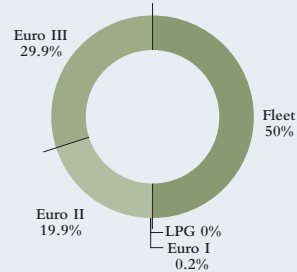
A breakdown of our coach fleet is shown below.

OWNED COACH FLEET PROFILE BY ENGINE TYPE (%) – Chart J
Total Fleet: 474



* excluding Airlinks fleet

NETWORK COACH FLEET PROFILE BY ENGINE TYPE (%) – Chart K
Total Fleet: 914



For our coaches we own we achieved a pass rate of 100% for both exhaust emissions testing undertaken by the VOSA and roadside checks.

DEPOT INFRASTRUCTURE AND LAND CONDITION

None of our owned or leased properties have been classified as contaminated under Part IIA of the Environmental Protection Act 1990.