



Environmental Benefits of the Coach

Coach travel is the greenest travel option in Europe today; it is twice as efficient as rail, four times more efficient than the car and six times more efficient than air travel.

Coach travel has the lowest carbon dioxide emissions per passenger, per kilometre than any mode of transport. One coach equates to 30 cars on the road.





Coaches therefore make a healthy contribution to the health and vitality of any city. Yet they often encounter obstacles which restrict their ease of movements which would improve air quality and inhibit the potential of the coach to unlock greater economic growth for a city or region.

How to overcome operational obstacles:

- Develop suitable facilities at hotels and attractions for passengers to conveniently board and alight from coaches and enable coaches to park on site.
- Improve the overall a provision of sufficient secure off-street parking locations for coach parking complete with facilities for coach and drivers.
- Introduce time restricted on-street parking locations which have a correlation with break and rest limits in Drivers Hours regulations – eg a one hour stay would comfortably allow for a minimum legal break of 45 minutes to be taken.
- Use smart technology to identify and advise coach drivers where spaces are available and avoid unnecessary coach trips searching for vacant spaces.
- Clear instructions and signing for coaches visiting cities and attractions with information easily available on websites to allow drivers to familiarise themselves in advance of their journey.
- Remove restricted Access to Environmental Zones based on age or type of engine fitted to the coach. Instead base restrictions on emission levels and make demonstrating compliance with this as simple as possible.

- Remove coaches from the electronic road tolls in some Member States.
- Enable coaches to use bus only lanes in all European cities
- Encourage the provision of adequate comfort facilities for coach passengers, toilets, refreshment outlets and waiting areas.

Emissions

Carbon Dioxide

Coaches emit just 0.03kg of CO₂ per passenger, per kilometre considerably less than the figures for rail 0.06kg of CO₂, car 0.21kg and air travel *.

Based on these official figures a coach is 20% more efficient than a car and therefore brings 5 times the benefit in reducing CO₂ limits in urban areas compared to the private car.

The experimental development of HVO fuels for buses which already is producing in trials a reduction of 90% in CO₂ emissions over conventional diesel fuels will also be available for use in coaches in the near future further strengthening the environment benefits of the coach.

NO_x

This is the key pollutant in the Air Quality problem.

Euro 6 Coaches emit just 0.0014 g/ per passenger km compared to 0.037 g/km per car making a coach 16% more efficient in reducing NO_x levels than private cars.

The development of alternative fuels eg GTL for passenger vehicle use will further reduce NO_x and CO₂ levels and will add another benefit to those already listed above for increasing tourism by coach and allowing them controlled access to environmentally sensitive towns and cities.

In conclusion Tourism by coach is part of the solution, not part of the problem to improving the overall environmental situation in European towns and cities.

Source:

Defra/DECC (2011). Guidelines to Defra/DECC's GHG Conversion Factors for Company Reporting.

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