



Report 15.56
Date 17 February 2015
File E/12/01/04

Committee Council

Notice of motion: Cr Sue Kedgley

Councillor Kedgley has given notice of her intention to move the following motion, pertaining to the Wellington bus fleet, at Council's meeting on 25 February 2015:

That the Council:

1. *Notes that that the NZ Transport Agency has issued new Rules for Urban Buses that come into force on July 15, which stipulate that cities like Wellington must use lower emissions buses that are Euro 3 and higher.*
2. *Notes that 45% of our diesel buses (around 200 buses) are pre-Euro 3 models, and do not comply with these new emissions standards.*
3. *Notes that exhaust from diesel buses emits greenhouse gases that contribute to climate change and air pollution, and particulates that are carcinogenic, and pose a health risk to Wellingtonians.*
4. *Notes that the Council has committed itself, in its draft Climate Change strategy, to reducing greenhouse gas emissions across all areas of influence; to promoting and providing low emission transport and to investigating the use of low carbon fuel sources for passenger transport.*
5. *Notes that when the Regional Council discontinues trolley buses in 2017, there will be a significant increase in diesel emissions from the Wellington bus fleet.*
6. *Notes that more recent, post Euro 3 diesel buses bring benefits in terms of fuel efficiency, reliability and maintenance, as well as reduced pollution.*
7. *Agrees that the Regional Council's draft 2015/16 Annual Plan should include a proposal that:*
 - a) *Greater Wellington Regional Council adopt a target of phasing out all pre-Euro 3 buses within the next three years, and request officers to work with bus operators to achieve this target*
 - b) *Emissions targets should be included in the new Regional Council contract with bus operators, and this should include a target that new buses should be Euro 6 or higher*

- c) *Bus operators may use alternative technologies such as filters or emulsified fuels, which reduce the polluting emissions of diesel buses and allow emission standards to be met in lower rated buses, while transitioning to the new Euro 3 and higher standard*
- d) *Bus operators in the Wellington region should remove any bus that is older than 20 years of age from the school bus fleet by 2017, and only use buses that are Euro 3 or higher when transporting children to and from school.*

Background

The New Zealand Transport Agency (NZTA) has introduced new rules for urban buses (known as the RUB) which stipulate that cities like Wellington must use lower emission buses that are Euro 3 and higher, and that pre-Euro 3 buses should be phased out.

The new rules come into force on July 2015.

Internationally there is a move to get rid of all old, pre-Euro 5 diesel buses. In Europe, for example, all commercial vehicles are required to meet a minimum emissions standard of Euro 5.

There are 207 diesel buses in Wellington that are pre-Euro 3, and which will not comply with the new rules. This includes 41 diesel buses that are so old they don't meet any standard; 128 Euro 1 diesel buses and 37 Euro 2 diesel buses.

The Euro 1 standard is 22 years old and the Euro 2 standard is 19 years old, and these old diesel buses emit high levels of particulates, as well as CO₂ emissions, nitrous oxide and other harmful emissions that contribute to inner city pollution.

We were assured, during the trolley bus debate, that all old Euro 1 and 2 buses would be phased out of the Wellington bus fleet within the next two years. It is also important for our credibility that we phase out polluting pre-Euro 3 buses before we get rid of our non-polluting fleet of 60 trolley buses, which will significantly increase our emissions.

The new NZTA rules contain a provision that allows Regional Councils to agree to transitional arrangements to manage the financial and operational impact on operators with significant numbers of pre-Euro 3 buses. Retrofitting vehicle exhaust systems or the use of emulsified fuels can reduce emissions and lift Euro performance to one level higher. Therefore these technologies could provide an alternative transitional option for operators who are not able to phase out the old, non-complying buses within the agreed timeframe.