

buses and coaches, a smart move for cleaner mobility!



green

Factsheet
green

Encouraging people to travel collectively by bus and coach can considerably help reduce our negative impact on the environment. When travelling by bus or coach, your carbon footprint is the smallest of all transport modes.

www.busandcoach.travel

www.twitter.com/Smart_move



www.facebook.com/SmartMoveCampaign

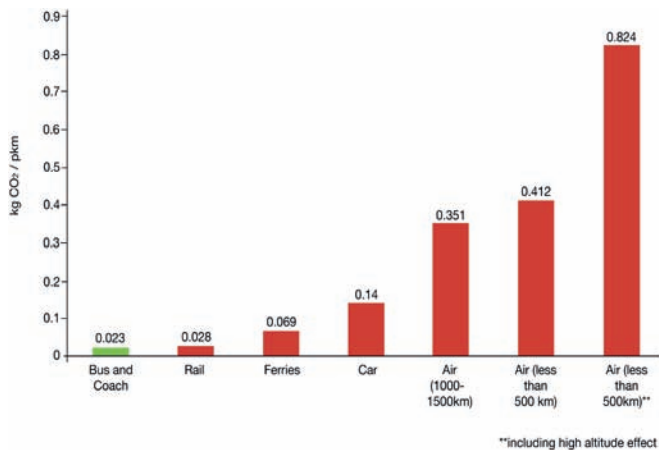


www.youtube.com/user/Smartmovecampaign



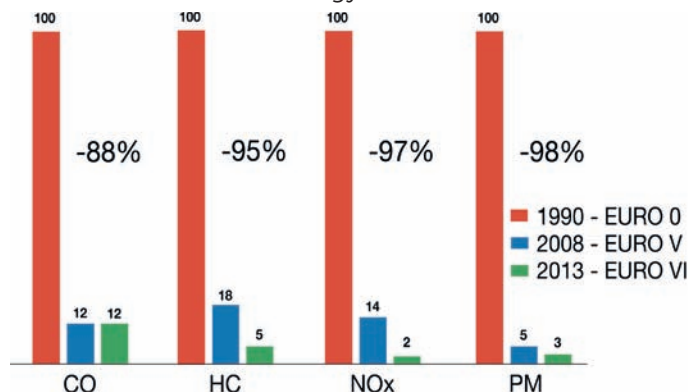
noxious and GHG emissions

Coaches emit 0.03 kg of CO₂ per passenger-kilometre. This is half that of trains and radically smaller than the amount emitted by cars (0.11) and airplanes (0.18).



CO₂ Emissions per passenger transport mode
Source: UNWTO Conference on Environmentally Friendly Travelling in Europe, 2006

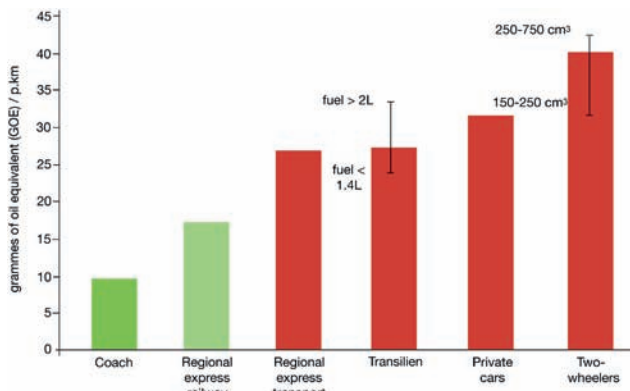
Noxious emissions such as carbon monoxide, hydrocarbons, nitrogen oxides and other particles have been reduced by up to 98% in Europe over the past 20 years thanks to the bus and coach industry's substantial investment in new technology.



Noxious emissions reduction for heavy commercial vehicles, including buses and coaches
Source: EU Commission, 2009

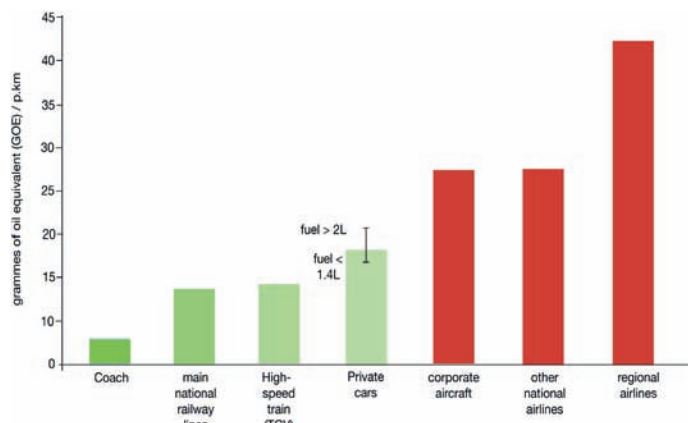
energy efficiency

To carry one passenger over 100 kilometres, buses and coaches need, on average, between 0.6 and 0.9 litre of diesel fuel whereas, on average, a diesel car will consume 5.9 litres of fuel, a gas-powered car 7.6 litres,



Overall energy efficiency by passenger mode of land transport on a regional scale in France, in gOE/p.km
Source: ADEME study on the energy and environmental efficiency of transport modes, 2008

an airplane 6.6 litres and high-speed trains 2.6 litres. No other means of collective passenger transport is more energy efficient!



Overall energy efficiency by passenger mode of transport on an interregional scale in France, in gOE/p.km
Source: ADEME study on the energy and environmental efficiency of transport modes, 2008

green vacation traveller carbon guide

Best travel option: solo traveler

- | | | |
|---------------------|---------------------|---------------------|
| 100 miles | 500 miles | 1000+ miles |
| ● Take motor coach | ● Take motor coach | ● Take motor coach |
| ● Take train | ● Take train | ● Fly economy |
| ● Fly economy | ● Fly economy | ● Take train |
| ● Drive typical car | ● Drive typical car | ● Fly first-class |
| ● Drive typical SUV | ● Fly first-class | ● Drive typical car |
| ● Fly first-class | ● Drive typical SUV | ● Drive typical SUV |

Best travel options: two travelers

- | | | |
|---------------------|---------------------|----------------------|
| 100 miles | 500 miles | 1,000 + miles |
| ● Take motor coach | ● Take motor coach | ● Take motor coach |
| ● Take train | ● Take train | ● Fly economy |
| ● Drive typical car | ● Drive typical car | ● Take train |
| ● Drive typical SUV | ● Fly economy | ● Drive typical car |
| ● Fly economy | ● Drive typical SUV | ● Drive typical SUV |
| ● Fly first-class | ● Fly first-class | ● Fly first-class |

Best travel options: family of four

- | | | |
|---------------------|---------------------|----------------------|
| 100 miles | 500 miles | 1,000 + miles |
| ● Take motor coach | ● Take motor coach | ● Take motor coach |
| ● Drive typical car | ● Drive typical car | ● Drive typical car |
| ● Drive typical SUV | ● Drive typical SUV | ● Drive typical SUV |
| ● Take train | ● Take train | ● Fly economy |
| ● Fly economy | ● Fly economy | ● Take train |
| ● Fly first-class | ● Fly first-class | ● Fly first-class |

Source: American Union of Concerned Scientists, December 2008. Note: Color-coded ranking are based on the distribution of CO₂ emissions across modes. The analysis assumes typical car and typical SUV fuel economies of 23 mpg and 18 mpg, respectively. Train emissions reflect an average of electric and diesel operations. The analysis assumes use of turboprops for 100-mile flights, regional jets for 500-mile flights, and narrow-body jets for 1,000-mile flights, based on information from the Federal Aviation Administration.