

Annex 2

Summary of the trial of electric buses (up to May 31, 2018)

Franchised bus company/ Type of electric bus/ Manufacturer	No. of buses undergoing or completed the trial (No. of buses under trial)	(a) Total mileage (km) ^[i]	(b) Average Energy Consumption Rate (kWh/km)	(c) Emission Benefit (NOx / PM10) ^[ii] (g/km)	(d) Average Electricity Cost (\$/km)	(e) Average No. of On-Road Breakdowns / Month	(f) Daily Bus Availability (%)	(g) Projected driving range ^[iii] (km)
KMB Supercapacitor Buses / Youngman	2 (8)	42 300	2.19	NOx: 2.59 PM10: 0.11	2.67	0.11	53.4%	19
KMB/LWB Battery-electric buses / BYD	14 (14)	70 600	1.26		1.50	0.01	75.2%	206
CTB/NWFB Battery-electric buses / BYD ^[iv]	5 (5)	362 100	1.36		1.77	0.35	77.3%	191
CTB/NWFB Battery-electric buses / Great Dragon	5 (5)	63 900	1.89		2.34	0.62	54.6%	117
NLB Battery-electric buses / BYD ^[v]	0 (2)	Not Applicable						
NLB Battery-electric buses ^[vi]	0 (2)							

Notes:

[i] From trial commencement to the end of May 2018

[ii] NO_x- Nitrogen oxides; PM₁₀- Respirable suspended particulates

The emission reduction is based on the assumption that the electric buses replaced the Euro V single-deck diesel buses running on the same routes. Emission from the power companies for the use of electric buses is not counted

[iii] The projected driving range is calculated from usable battery capacity (80% of the highest battery capacity for Youngman and BYD, and 70% of the highest battery capacity for Great Dragon as recommended by the manufacturers) divided by average energy consumption rate

[iv] The trial completed in May 2018

[v] The trial commenced in July 2018

[vi] Undergoing re-tender process