

**Debate Pack**

17 May 2024

Number CDP 2024/0097

By Dr Roger Tyers,  
Sarah Pepin,  
Georgina Hutton,  
Iona Stewart

---

# Introduction of UK-made zero-emission buses

<b>1</b>	<b>Background</b>	<b>2</b>
<b>2</b>	<b>Statistics</b>	<b>5</b>
<b>3</b>	<b>Press Articles</b>	<b>8</b>
<b>4</b>	<b>Press Releases</b>	<b>11</b>
<b>5</b>	<b>Parliamentary Material</b>	<b>17</b>
<b>6</b>	<b>Further Reading</b>	<b>20</b>

# 1 Background

There will be a ninety-minute Westminster Hall debate on the introduction of UK-made zero-emission buses on 21 May 2024 at 9.30am. The debate will be led by Ian Paisley, Democratic Unionist Party MP for North Antrim.

## 1.1 Policy on decarbonising the bus fleet

Transport produced 26% of the UK's total greenhouse gas (GHG) emissions in 2021, and remains the [largest emitting sector in the UK](#).<sup>1</sup> The majority (91%) of emissions from domestic transport came from road vehicles.<sup>2</sup>

In 2021, cars produced 57% of these road transport emissions, while [buses produced just 3%](#).<sup>3</sup>

The [Government has said that buses have a role to play](#) in the delivery of its 2050 net zero target by:

- encouraging more people to take the bus, and thereby use their cars less.
- replacing the buses currently in use, which are mainly fuelled by diesel, with zero emission alternatives.<sup>4</sup>

In its [2020 green 'ten-point plan'](#), the UK Government set a target of 4,000 zero emission buses (ZEBs) to be deployed by the end of the current Parliament, equating to over 10 per cent of the total bus fleet.<sup>5</sup>

The Department for Transport (DfT)'s 2021 [Transport Decarbonisation Plan](#) noted that currently only 2 per cent of England's local operator bus fleet was zero emission, meaning "it is vital that we go further faster". The plan noted that ZEBs should also be cheaper to run over the long-term, meaning resources "can be reinvested in more frequent services, lower fares, and other improvements for passengers".<sup>6</sup>

---

<sup>1</sup> DfT Official Statistics, [Transport and environment statistics: 2023](#), 19 October 2023

<sup>2</sup> DfT Official Statistics, [Transport and environment statistics: 2023](#), 19 October 2023

<sup>3</sup> DfT Official Statistics, [Transport and environment statistics: 2023](#), 19 October 2023

<sup>4</sup> DfT, [Transport decarbonisation plan](#), 14 July 2021

<sup>5</sup> Prime Minister's Office Policy paper [The ten point plan for a green industrial revolution](#) 18 November 2020, Page 12

<sup>6</sup> DfT, [Transport decarbonisation plan](#), 14 July 2021, p65

## Ending UK sales of new non-zero emission buses

The DfT's [National Bus Strategy of 2021](#) committed the Government to setting a legal end date for the sale of new, non-zero emission buses in the UK, and to set an expectation for when the entire fleet should be zero emission.<sup>7</sup> In 2022 the DfT consulted on ending the sale of new, non-zero emission buses, coaches and minibuses. Views were sought on a specific end date for new sales between 2025 and 2032, as well as the types of vehicles this would impact.

The outcome of this consultation is yet to be published.<sup>8</sup> In March 2024 the Government said [an announcement would be made](#) “shortly”.<sup>9</sup>

## 1.2

## Funding more zero-emission Buses

The Government has pledged £525 million to support the transition to Zero-Emission Buses (ZEBs) and achieve its target of having 4,000 ZEBs on the road by the end of this Parliament.<sup>10</sup> Most ZEBs are battery electric buses, and a much smaller proportion are hydrogen fuel cell buses (see Table 2 below).

In September 2023 the Government said it had [reached its target of funding](#) at least 4,000 ZEBs.<sup>11</sup> In [May 2024 the Secretary of State for Transport, Mark Harper, said](#) “more than 5,200 buses have been funded across the UK since February 2020, with UK bus manufacturers supporting many of them.”<sup>12</sup> However, the number of ZEBs currently on the road may be lower than this. As of September 2023 there were around 3000 licenced ZEBs in the UK (see Table 1 below).

The main funding source for ZEBs in England is the Zero Emission Bus Regional Areas (ZEBRA) scheme which was available to local authorities in England outside of London but has now closed. Over £400 million has been allocated through the scheme, and [allocations by local authority](#) are listed online.<sup>13</sup> The ZEBRA scheme follows the [Ultra-Low Emission bus scheme](#) (which ran in 2018), and the [Low Emission Bus Scheme](#) (LEBS, first announced in 2015).<sup>14</sup>

<sup>7</sup> DfT, [Bus Back Better: national bus strategy for England](#), 15 March 2021, p75

<sup>8</sup> DfT Closed Consultation [Ending the sale of new, non-zero emission buses, coaches and minibuses](#) 26 March 2022

<sup>9</sup> PQ 18899 [[On Buses: Electric Vehicles](#)], answered on 20 March 2024

<sup>10</sup> Transport Select Committee, [Implementation of the National Bus Strategy](#), 30 March 2023, HC 161 2022–23, para 90

<sup>11</sup> DfT Press Release, [Hundreds of new zero emission buses to connect communities in England](#), 8 September 2023

<sup>12</sup> [HC Deb 16 May 2024 c410](#)

<sup>13</sup> DfT Transparency data, [Zero Emission Bus Regional Areas \(ZEBRA\) programmes funding amounts](#), updated 22 March 2024

<sup>14</sup> DfT Transparency data [Low emission bus scheme: successful bidders](#) 28 August 2017; DfT Transparency data [Ultra-low emission bus scheme: successful bidders](#) 6 February 2019

The ability for the UK Government to meet its target is also partially dependent on actions taken by the devolved administrations. The Transport Committee's March 2023 [inquiry into the National Bus Strategy](#) found that:

- The Scottish Government had 558 ZEBs funded, and ordered, through the [Scottish Ultra Low Emission Bus Scheme](#) (SULEBS, now ended) and the current [ScotZEB funding stream](#)<sup>15</sup>
- The Northern Ireland Executive had funded 238 ZEBs
- Wales had used a mix of Welsh Government and UK Government funding for its 84 ZEBs.<sup>16</sup>

## Support for UK Bus manufacturers

In a Commons debate on 16 May 2024, Alan Brown (SNP) and Simon Lightwood (Labour, Shadow Transport Minister) noted that Chinese manufacturers were winning many UK bus contracts over UK manufacturers.<sup>17</sup> In response, the [Transport Secretary Mark Harper said](#) that trade rules prevented the Government from instructing bus operators or local authorities from buying ZEBs from British manufacturers, but that the Government was supporting the industry:

it is not possible, given our international commitments under the World Trade Organisation, to specify that people have to buy British buses. [...] British bus manufacturers are very competitive. The Government have made support available to businesses through our Advanced Propulsion Centre and UK Export Finance. As I said to [Alan Brown], if the shadow Minister thinks that there is any unfair competition with subsidised imports, the Trade Remedies Authority has all the tools at its disposal to deal with that.

We back British buses. We have fantastic manufacturers, and I have confidence in them. In a fair competition, our bus manufacturers can take on the world.<sup>18</sup>

---

<sup>15</sup> Transport Scotland, [Scottish Ultra-Low Emission Bus Scheme](#), (accessed 16 May 2024); Transport Scotland, [Scottish Zero Emission Bus challenge fund](#), (accessed 16 May 2024)

<sup>16</sup> Transport Select Committee, [Implementation of the National Bus Strategy](#), 30 March 2023, HC 161 2022–23, para 89

<sup>17</sup> [HC Deb 16 May 2024 c410-411](#)

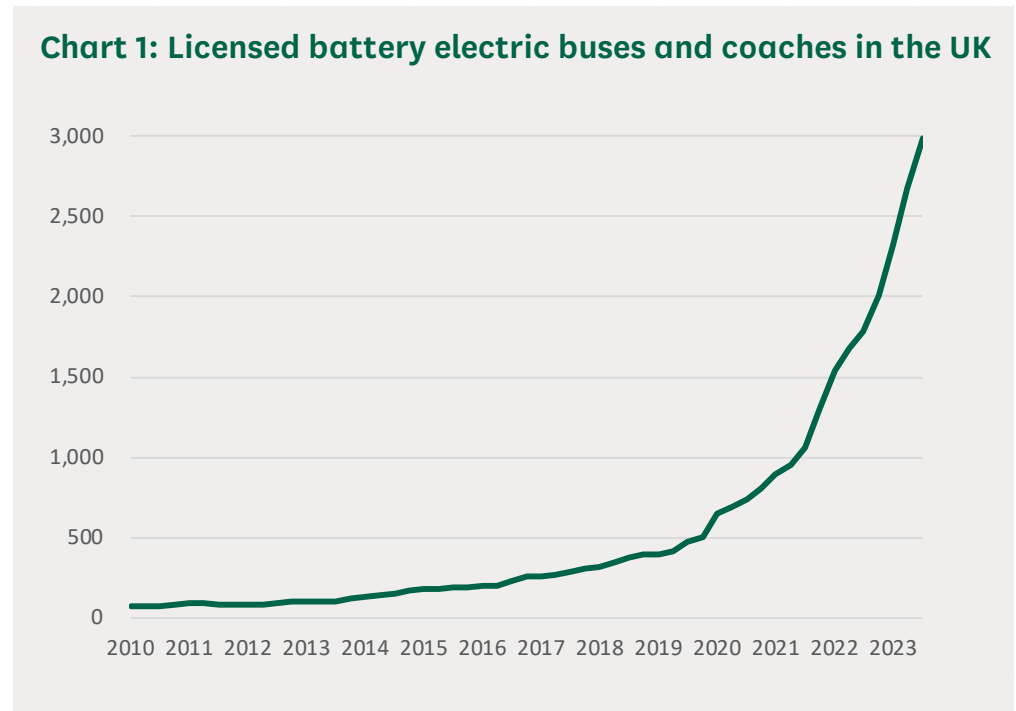
<sup>18</sup> [HC Deb 16 May 2024 c c411](#)

## 2

## Statistics

### Number of battery electric buses

At the end of September 2023, there were 2,988 licensed battery electric buses and coaches in the UK. The chart below shows the number has increased tenfold in the past 6 years from 285 at the end of September 2017.



Source: Department for Transport (DfT), [Vehicle licensing statistics data tables](#), VEH0141a (fuel)

### Manufacturers of battery electric buses

The UK has three main bus manufacturers: Alexander Dennis, Switch Mobility, formerly known as Optare, and Wrightbus. They have all developed electric buses and have a number in service across the UK. The three companies combined employ over 3,500 people.<sup>19</sup>

The table below shows the number of electric buses and coaches produced by different manufacturers. It shows that 31% (927 vehicles) were produced by British companies.

<sup>19</sup> Alexander Dennis Limited, [Annual report and financial statement for the year ending 1 January 2023 \(PDF\)](#); Switch Mobility Limited, [Annual report and financial statement for the year ending 31 March 2023 \(PDF\)](#); Wrightbus press release, [Hundreds of new jobs at Wrightbus](#), 30 August 2023.

The manufacturers with the greatest proportion of the UK battery electric bus fleet was BYD (46%), followed by Wrightbus (15%) and Yutong (11%). BYD and Yutong are Chinese companies.

**Table 1: Licensed battery electric buses and coaches in the UK by make at the end of September 2023**

Vehicle make	Number of vehicles	Percentage of vehicles
<b>UK based</b>	<b>927</b>	<b>31%</b>
WRIGHTBUS	440	15%
OTHER BRITISH	262	9%
OPTARE	170	6%
SWITCH	32	1%
ALEXANDER DENNIS	23	1%
<b>Other countries</b>	<b>2,061</b>	<b>69%</b>
BYD	1,368	46%
YUTONG	338	11%
VOLVO	81	3%
FIAT	57	2%
LDV	47	2%
CAETANO	44	1%
FORD	26	1%
Other	100	3%
<b>Total</b>	<b>2,988</b>	<b>100%</b>

Source: Department for Transport (DfT), [Vehicle licensing statistics data tables](#), VEH0141b (GenModels)

## Proportion of local bus operators using electric buses

Table 2 shows that at the end of March 2023, 4.9% of local bus operators in Great Britain used electric buses. This compares to 76.8% using diesel and 13.2% using diesel hybrid. Scotland had the highest proportion of electric buses (11.4%), followed by London (10.6%) and then Wales (5.4%).<sup>20</sup>

<sup>20</sup> Department for Transport (DfT), [Bus statistics data tables](#), Vehicles operated by local bus operators (BUS06)

**Table 2: Percentage of buses used as Public Service Vehicles by fuel type in 2022/23**

	Electric (not hybrid)	Diesel- Hybrid	Diesel	Hydrogen	Methane/ Biomethane	Other/ Unknown
London	10.6%	41.9%	46.0%	0.3%	0.2%	1.0%
English metropolitan areas	2.5%	7.6%	84.5%	0.3%	0.5%	4.7%
English non-metropolitan	1.0%	1.4%	90.8%	0.0%	2.4%	4.4%
England	4.2%	14.8%	76.1%	0.1%	1.3%	3.5%
Scotland	11.4%	3.8%	76.6%	0.5%	0.0%	7.7%
Wales	5.4%	0.0%	90.9%	0.0%	0.0%	3.7%
England outside London	1.5%	3.6%	88.5%	0.1%	1.7%	4.5%
<b>Great Britain</b>	<b>4.9%</b>	<b>13.2%</b>	<b>76.8%</b>	<b>0.2%</b>	<b>1.1%</b>	<b>3.9%</b>

Source: Department for Transport (DfT), [Bus statistics data tables](#), Vehicles operated by local bus operators (BUS06)

## 3

# Press Articles

The following is a selection of news and media articles relevant to this debate.

Please note: the Library is not responsible for either the views or the accuracy of external content.

### [Zero-emission bus pledge as Mayor of London enters third term](#)

Bus and Coach Buyer

8 May 2024

### [Co Antrim manufacturer Wrightbus eyeing 2,000 employees by end of 2024](#)

Belfast Telegraph

2 May 2024

### [Investors tap into demand for electric buses with new funding model](#)

Financial Times

7 April 2024

### [If hydrogen is the answer to a clean fuel future, what's holding it back?](#)

Times [subscription required]

4 April 2024

### [UK's £400m electric bus scheme accused of 'subsidising China'](#)

Telegraph [subscription required]

3 March 2024



**Wrightbus nears completion of first hydrogen buses for continental Europe**

Sustainable Bus

30 January 2024

**Power to the people: hydrogen in transport**

Society of Motor Manufacturers and Traders

18 January 2024

**Oxford becomes UK's electric bus capital as 159 vehicles join fleet**

Guardian

14 January 2024

**Wrightbus lands significant order for hydrogen-powered buses from Germany**

Ballymena Guardian

19 October 2023

**Wrightbus bags UK government funding to develop hydrogen coaches**

Business Live

8 September 2023

**UK falling behind rivals on low-carbon hydrogen development**

Financial Times

5 September 2023

**Wrightbus to invest £12m fund in development of 'green machine' vehicles**

Belfast Telegraph

9 May 2023

## 4

# Press Releases

### [Wrightbus unveils plan for European growth after incredible start to 2024](#)

Wrightbus

2 May 2024

World-beating zero-emissions bus manufacturer Wrightbus has unveiled plans for more jobs and widespread European expansion following 12 months of strong growth.

Named Northern Ireland's fastest-growing business by Growth Index this month, as well as the fastest-growing bus manufacturer in Europe, Wrightbus has come a long way since it was rescued out of administration by Jo Bamford in 2019.

Now, on the back of five landmark deals in Germany, and with a workforce heading towards 2,000 people, **Wrightbus CEO Jean-Marc Gales has set his sights on further expansion.**

"The business is growing very fast and I am really proud of what we have achieved over the last 12 months because every order, whether home or abroad, guarantees jobs back in Ballymena," he explained.

"We are the number one zero-emissions bus maker in the UK. A year ago, we had 200 zero emission buses on the road. Today, we have over 700 and in the next year we will get to 1,700. No-one else comes close."

Production has ramped up to keep pace with orders – 22 buses being produced a week compared to eight two years ago. That figure is expected to rise to 26 buses by the end of next year.

"It is not so long ago we had 1,000 people. By the end of the year, we will have close to 2,000 employees. After that we will grow further," said Jean-Marc. "We are creating well paid, highly skilled jobs for the long-term; manufacturing jobs of tomorrow being created today."

Last week the Ballymena firm announced a milestone deal to provide 46 hydrogen buses to Germany – taking a demo bus from Belfast to showcase its reliability and range.

The Cottbus order for the Kite Hydroliner buses follow deals in Germany with West Verkehr, Regionalverkehr Köln GmbH (RVK), and Saarbahn GmbH, with more European orders in the pipeline.

"Our buses have a vital role to play in decarbonising public transport and in partnership with operators, local authorities and governments to meet their carbon reduction targets," Jean-Marc continued.

“We will continue to grow at pace as we expand our geographic and product footprints in the future, which will result in more green jobs and roles. We're the UK leader now, and we want to become a European leader and then a world-leading company.”

Ian Paisley, the Democratic Unionist Party MP for North Antrim, added his support to the success story.

"We have seen over the last five years how Wrightbus has not only generated new, well-paid, highly-skilled jobs for the people of Ballymena but shown the rest of the world the way forward in zero-emissions transport," he explained.

“This is a future-facing, clean-tech manufacturing business that’s here for the long-term, thriving at the core of our community.”

As part of the jobs growth, Wrightbus is currently recruiting 80 apprentices to add to the 50 it already employs.

“Our apprentices already make a valuable contribution to our work and now we have excellent opportunities for more candidates who are ready to kick-start their careers while gaining recognised qualifications, invaluable work experience and earning as they learn,” Jean-Marc added.

### [Sadiq Khan pledges to “make London a byword for opportunity” as he signs in for historic third term as Mayor of London](#)

Mayor of London

7 May 2024

Extract:

**On continuing to be at the forefront of climate action, he will say [at his Declaration of Office]:**

*“I’m also passionate that London maintains its position at the forefront of climate action and environmental stewardship, globally.*

*“We’ve already made significant progress cleaning up our air, with the introduction of the world’s largest clean air zone. And now we’ll go even further - putting air pollution filters in primary schools, protecting and enhancing our green spaces and delivering a 100 per cent zero emission bus fleet by 2030. We’ll also continue planting more trees and clean up our rivers – including the Thames – in the same way we’ve cleaned up our air.”*

The Mayor pledged to Londoners that he will build a fairer, safer and greener city for every Londoner. The key priorities that he has set out for his third term include a pledge to “continue world-leading climate action with a fully zero-emission bus fleet by 2030”.

### **CPT welcomes £143 million for almost one thousand zero-emission buses**

Confederation of Passenger Transport

22 March 2024

Welcoming an announcement made today by Mark Harper, Secretary of State for Transport, Alison Edwards, Director of Policy & External Relations at the Confederation of Passenger Transport said,

“CPT welcomes this latest allocation of £143m from Government to help accelerate vital public and private investment in new zero emissions vehicles and charging infrastructure.

“We also welcome Government’s recognition of the particular difficulties faced by rural areas in moving to zero emission bus fleets, as set out in CPT’s Rural Zero Emission Bus Taskforce’s (RZEBT) [recent report](#) .”

“The transition to a zero emissions bus fleet is a huge opportunity for Britain to lead the world in creating a modern zero emission bus network that offers a growing number of passengers one of the most sustainable forms of transport.”

Under the second round of the UK Government's Zero Emission Bus Regional Areas (ZEBRA) programme 25 councils across England keen to decarbonize their bus fleets are to receive a total of £143m in funding for up to 955 new electric buses, with many rural parts of the country getting zero-emission buses for the first time.

In [a report published on 28 February](#) a taskforce of industry experts and stakeholders convened by CPT outlined how rural areas can become a driving force for the UK’s transition to a zero emission bus fleet and called for local transport authorities to produce decarbonisation strategies and for long-term Government investment.

CPT continues to engage with government, Local Transport Authorities and other key stakeholders to ensure that all necessary measures are introduced to deliver the environmental, and social benefits of a bus network that is continuously improving and ensures rural bus services, and passengers, are not left behind.

Read the DfT announcement [here](#).

### **£143 million for better bus journeys as almost a thousand zero emission buses to hit the road**

Department for Transport

22 March 2024

Rural areas in England will be prioritised to receive new buses, which will improve the passenger experience.

- 25 councils across England to receive funding for cleaner, more modern and more reliable bus fleets, with rural areas prioritised
- UK now the European leader for zero emission buses, supporting UK jobs, growing the economy and delivering a brighter future for all
- this is on top of more than £3.5 billion to protect and improve bus services while extending the £2 bus fare thanks to reallocated HS2 funding

Millions of bus passengers will enjoy cleaner, more reliable and more comfortable journeys as the government invests a further £143 million to roll out almost a thousand new zero emission buses in England.

Today (22 March 2024), Transport Secretary Mark Harper has confirmed that 955 zero emission buses will hit the road as 25 councils receive funding to decarbonise their bus fleets, with rural areas prioritised as part of the government's plan to improve local transport.

### [Sector rallies to ensure a smooth transition to zero emission buses for rural services](#)

Confederation of Passenger Transport

28 February 2024

- A Taskforce of industry experts has outlined how rural areas can become a driving force for the UK's transition to a zero emission bus fleet.
- It calls for local transport authorities to produce decarbonisation strategies and for long-term Government investment.
- Buses already provide a green and sustainable travel option, with one double decker bus capable of removing up to 75 cars off the road.

The creation of local transport energy taskforces, the sharing of recharging points and a sustained investment programme from Government are needed to ensure rural bus services can transition to net zero in the coming years.

This is according to a new report by industry experts from the Rural Zero Emission Bus Taskforce (RZEBT) that's led by the Confederation of Passenger Transport and includes leaders from the bus, manufacturing and energy supply industries.

Published today, RZEBT's report [Delivering Zero Emission Bus Services to Rural Areas](#) sets out how, by working in partnership, rural areas can become a driving force for the UK's transition to a zero emission bus fleet. It includes positive quick-win, cost-neutral solutions to help rural bus operators successfully transition to zero emission vehicles.

**Rebecca Kite, Policy Manager at CPT, said:**

“Rural buses provide a vital lifeline for their passengers, connecting people located in rural areas to towns and city centres, enabling them to access education, employment, medical appointments and other important services. Introducing the correct supportive measures will enable these bus services to transition to zero emission vehicles and will help deliver the environmental and social benefits of a bus network that is continuously improving.”

**Jeff Counsell, MD of Warrington's Own Buses and Chairman of the Taskforce** said:

“I have been particularly impressed with the level of engagement from both bus operators as well as national and local government representatives and experts from electricity, hydrogen and zero emission technology providers. It is through collaborations such as this that we will ensure all sectors can transition sustainably to zero emission solutions. The Taskforce identified a key part of this journey will be through establishing local transport collaborations that bring together local stakeholders to identify available resources and unlock solutions that deliver environmental benefits for the area.”

The report recommends a key role for Local Transport Authorities in establishing Local Transport Energy Taskforces with bus operators and other key local stakeholders. These will help determine a decarbonisation strategy for the area which prioritises energy for buses and identifies shared infrastructure sites, as well as expediting planning applications for depot recharging infrastructure. The bus sector also commits to sharing recharging/refuelling infrastructure where appropriate.

The report calls for the Government to provide additional support through:

- **Working with Ofgem to introduce a new statutory duty on Distribution Network Operators (DNOs)** which will prioritise grid infrastructure that will deliver social and community benefits. This will ensure that bus depots are moved higher up the priority list and help accelerate the process of increasing electricity supplied to depots.
- **Developing a hydrogen strategy** that gives certainty over the supply of green hydrogen for bus and coach operators, and ensuring operators can access shared refuelling sites. It is vital that the Health and Safety Executive are given the appropriate training to certify hydrogen refuelling stations and mitigate the risk of stranded assets.

- **A longer-term approach to funding, with a five year £1 billion investment programme in zero emission buses and infrastructure** in England, along with the continuation of support through the Scottish Zero Emission Bus Scheme (ScotZEB) in Scotland and similar continued support in Wales, which will instil confidence so the whole bus sector transitions to zero emissions. Government investment leverages private sector investment, with the recent ZEBRA funding scheme attracting around £1.20 of private investment for every £1 of central government investment.

CPT will continue to engage with government, Local Transport Authorities and other key stakeholders to ensure that the necessary measures are introduced to deliver the environmental, and social benefits of a bus network that is continuously improving and ensures rural bus services, and passengers, are not left behind.



# 5

## Parliamentary Material

### Parliamentary Questions

#### Bus Manufacturing

16 May 2024 | House of Commons | 750 c410-1

Oral Answers to Questions

#### Buses: Carbon Emissions

29 April 2024 | WPQ 23408

**Asked by: Gregory Campbell**

To ask the Secretary of State for Transport, what steps his Department is taking to help ensure that most zero-emission buses for use in the UK are built in the UK.

**Answered by: Guy Opperman | Department: Transport**

UK bus manufacturing is an area of strength for the UK, with 80% of buses operating in urban areas produced in the UK.

As part of the application process for the ZEBRA programmes, bidders were asked to highlight any community benefits from their proposals. This included local economic development in the area, the creation and/or retention of jobs and apprenticeships related to the maintenance of zero emission vehicles, including batteries and fuel cells, and supporting infrastructure.

The UK Government has no role in the procurement of buses, this is the responsibility of the LTA and the bus operator. During the procurement process for ZEBs, LTAs and bus operators tend to consider criteria such as value for money and route suitability, rather than geographical origins. Their priority is to procure the right vehicle, for the right location, based on quality and value for money.

#### Buses: Carbon Emissions

18 April 2024 | WPQ 21868

**Asked by: Simon Lightwood**

To ask the Secretary of State for Transport, how many zero-emission buses have been allocated funding under the Zero Emission Bus Regional Areas scheme 1 as of 15 April 2024; and how many and what proportion of those buses (a) have been ordered and (b) are on the road as of that date.

**Answered by: Guy Opperman | Department: Transport**

The Government provided £270 million to Local Transport Authorities under the ZEBRA 1 programme. This funded 1,314 buses, 1,053 have been ordered of which 313 are already on our roads across England.

More recently, the Government announced ZEBRA 2, with a further £142.8 million to Local Transport Authorities. This will help LTAs to purchase more zero emission buses, going further in our commitment to reduce carbon emissions in the transport sector whilst improving service quality for users.

### **Buses: Carbon Emissions**

**2 February 2024 | WPQ 11514**

**Asked by: Wera Hobhouse**

To ask the Secretary of State for Transport, when he expects to publish his Department's response to its consultation entitled Ending the sale of new, non-zero emission buses, coaches and minibuses, published on 26 March 2022.

**Answered by: Guy Opperman | Department: Transport**

The National Bus Strategy and Transport Decarbonisation Plan contained a commitment to set a legal end date for the sale of new diesel buses and set an expectation for when the entire bus fleet will be zero-emission.

In spring 2022, the Department consulted on determining the exact date for ending the sale of new, non-zero emission buses. Calls for evidence about the decarbonisation of coaches and minibuses were also conducted. We will provide further information in due course.

### **Topical Questions**

**HC Deb 14 December 2023 c1003**

**Asked by: Liz Twist**

Of the 4,000 zero-emission buses promised in the national bus strategy, only 660 have been funded outside London and half of those have gone to overseas manufacturers. What are the Government doing to help UK

manufacturers develop competitive zero-emission buses capable of longer distance journeys?

**Answered by: Guy Opperman | Department: Transport**

I was delighted to meet and engage with many of the different manufacturers from the UK only two weeks ago. I look forward to discussing the matter with them in more detail.

## **Debates**

### **[Zero-emission Buses and Air Quality in Sheffield](#)**

**5 December 2023 | House of Commons | 742 c25-32WH**

### **[Bus Manufacture in the UK](#)**

**31 October 2022 | House of Commons | 721 c731-8**

## 6

# Further Reading

## Library Briefing

Commons Library research briefing CBP-8734, [Buses and Taxis FAQs](#)

## Official Reports

Transport Committee, [Implementation of the National Bus Strategy](#), 30 March 2023, HC 161

Department for Transport, [Zero Emission Bus Regional Areas \(ZEBRA\) programmes funding amounts](#), 22 March 2024

Department for Transport, [Apply for zero emission bus funding \(ZEBRA 2\)](#), 20 November 2023

Department for Transport, [Bus back better: National Bus Strategy for England](#), 15 March 2021

## Articles and Websites

Rural Zero Emission Bus Taskforce, [Delivering zero emission bus services to rural areas](#), Confederation of Passenger Transport, 28 February 2024

[Wrightbus website](#)

[Navigating the future of urban mobility: e-buses and hybrid vehicles](#), Wrightbus Blog, 25 October 2023

[Driving towards sustainability: electric buses in the UK leading the way to zero emission vehicles](#), Wrightbus Blog, 25 October 2023

[Embracing tomorrow's roads: zero-emission vs. battery electric vehicles](#), Wrightbus Blog, 25 October 2023

[Zemo Partnership website](#)

Zemo Partnership describes itself as “an independent non-profit partnership” which “brings government, industry and experts together... to accelerate transport to zero emissions”. ([About us](#))

Defining a zero emission bus, [Zemo Partnership website](#)

### Disclaimer

The Commons Library does not intend the information in our research publications and briefings to address the specific circumstances of any particular individual. We have published it to support the work of MPs. You should not rely upon it as legal or professional advice, or as a substitute for it. We do not accept any liability whatsoever for any errors, omissions or misstatements contained herein. You should consult a suitably qualified professional if you require specific advice or information. Read our briefing '[Legal help: where to go and how to pay](#)' for further information about sources of legal advice and help. This information is provided subject to the conditions of the Open Parliament Licence.

### Sources and subscriptions for MPs and staff

We try to use sources in our research that everyone can access, but sometimes only information that exists behind a paywall or via a subscription is available. We provide access to many online subscriptions to MPs and parliamentary staff, please contact [hoclibraryonline@parliament.uk](mailto:hoclibraryonline@parliament.uk) or visit [commonslibrary.parliament.uk/resources](https://commonslibrary.parliament.uk/resources) for more information.

### Feedback

Every effort is made to ensure that the information contained in these publicly available briefings is correct at the time of publication. Readers should be aware however that briefings are not necessarily updated to reflect subsequent changes.

If you have any comments on our briefings please email [papers@parliament.uk](mailto:papers@parliament.uk). Please note that authors are not always able to engage in discussions with members of the public who express opinions about the content of our research, although we will carefully consider and correct any factual errors.

You can read our feedback and complaints policy and our editorial policy at [commonslibrary.parliament.uk](https://commonslibrary.parliament.uk). If you have general questions about the work of the House of Commons email [hcenquiries@parliament.uk](mailto:hcenquiries@parliament.uk).

The House of Commons Library is a research and information service based in the UK Parliament. Our impartial analysis, statistical research and resources help MPs and their staff scrutinise legislation, develop policy, and support constituents.

Our published material is available to everyone on [commonslibrary.parliament.uk](https://commonslibrary.parliament.uk).

Get our latest research delivered straight to your inbox. Subscribe at [commonslibrary.parliament.uk/subscribe](https://commonslibrary.parliament.uk/subscribe) or scan the code below:



 [commonslibrary.parliament.uk](https://commonslibrary.parliament.uk)

 [@commonslibrary](https://twitter.com/commonslibrary)