
For Immediate Release

Press Release

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Sarawak Metro's hydrogen buses back in action after maintenance works completed

KUCHING: Sarawak Metro Sdn Bhd's hydrogen-powered buses are back on the road to continue its trial operation service, after completing scheduled maintenance works.

The trial operation service, which was introduced in 2020, has always focused on gaining first-hand knowledge and experience on these zero emission vehicles, as well as to create greater public awareness on hydrogen mobility.

According to Sarawak Metro's Chief Executive Officer, Ts. Mazli Mustaffa, the buses have also served to provide valuable insights into sustainable and modern public transportation and has since served over 60,000 passengers, with the numbers increasing every year.

"This is a clear demonstration of the growing awareness and acceptance of clean energy solutions among the public, especially in Kuching," he said.

Reiterating the importance of the trial operation service, Mazli said the operation has allowed Sarawak Metro to have a clearer understanding of the workings of operating a fleet of hydrogen fuelcell electric vehicles (FCEV), particularly for public transport purposes.

"It's a vital part of the process of adopting new technology such as hydrogen fuelcells towards the decarbonisation of the public transport sector, and from the data we've collected, we've also been able to better gauge the hydrogen buses' performance in our tropical weather and the local terrain."

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He pointed out that the data collected during the trial operation has been essential in determining the optimal design of the future hydrogen buses to support the Kuching Urban Transportation System (KUTS).

These future hydrogen buses will be the feeder buses providing the “first and last mile connectivity” for the Autonomous Rapid Transit (ART) system, once passenger service for Phase 1 of the KUTS project begins.

The current hydrogen-powered buses continue to operate free of charge on two dedicated routes: the Downtown Heritage Loop which is run daily and the Damai Loop, which is run on weekends. The Downtown Heritage Loop takes passengers around the city centre while the Damai Loop is from the city centre to Damai Central.

Details of the bus schedule are available on the Sarawak Metro website www.mysarawakmetro.com and the ‘H2 Sarawak’ mobile application.

Besides the daily trial operation passenger service, the hydrogen buses have also catered for the needs of the various government agencies, the private sector, academia, as well as non-governmental organisations (NGOs).

“Over the years, Sarawak Metro has hosted delegations from various organisations, including Rapid KL, Malaysia’s largest bus operator, who wanted to learn more about our hydrogen buses,” said Mazli, adding that the trial operation has contributed immensely towards achieving Sarawak’s ambition of transforming the public transport sector through hydrogen technology.

End.

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Photos and Captions:



The hydrogen bus on the Downtown Heritage Loop near the Kuching Waterfront



A delegation from Rapid KL experiencing the hydrogen bus in June last year

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About Sarawak Metro and KUTS project:

Sarawak Metro Sdn Bhd (Sarawak Metro), a wholly owned subsidiary of Sarawak Economic Development Corporation (SEDC), has been entrusted by the Sarawak Government to modernise public transport through the Kuching Urban Transportation System (KUTS) project.

Sarawak Metro is the implementer, operator and maintainer of the KUTS project.

The project is being developed in phases, and Phase 1 includes the development of three lines: the Blue Line from Rembus in Kota Samarahan to Hikmah Exchange in the city centre; the Red Line, from Kuching Sentral to Pending; and the Green Line, from Pending to Damai.

Construction of the first package for the Blue Line is expected to complete by the fourth quarter of 2025 and all three lines are scheduled to be fully completed by the end of 2027.

The backbone of the KUTS project is the introduction of the zero-emission Autonomous Rapid Transit (ART) hydrogen vehicles.

The ART vehicles will be operated on dedicated lanes, meaning they will not share the lane with other road users. The ART hydrogen vehicles will run on rubber tires, and hence the dedicated lanes will be trackless. The lanes will mostly be at-grade (road level) while certain sections of the alignment will be elevated.

The ART operation will be supported by a network of feeder buses, which will also consist of hydrogen-powered vehicles to offer the 'first mile and last mile' connectivity for commuters.

The move to use hydrogen is in line with the Sarawak Government's aspirations to advance the hydrogen economy and to decarbonise public transport in Sarawak.

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