



## eBus figures



**1,458,161**  
km

The distance travelled by ZeEUS buses running in pure electric mode<sup>1</sup>



**523,998**  
litres<sup>2</sup>

The amount of diesel fuel saved by the ZeEUS bus project<sup>1</sup>



**751,6**  
tons<sup>3</sup>

The amount of carbon dioxide emissions prevented by the ZeEUS bus project<sup>1</sup>

<sup>1</sup> Figures coming from 7 cities for the period September 2014 - August 2017

<sup>2</sup> Assuming 38l/100 km

<sup>3</sup> ISO 16258 factor for Diesel and GaBi factor for EU electricity grid mix (2014)

Coordinated by UITP, ZeEUS is the most important EU-funded project, testing almost hundred series and pre-series high capacity battery e-buses across Europe. The project has proved that high capacity electric buses are a viable technology that can effectively contribute to reducing air and noise pollution in our cities.

During ZeEUS, several electric technologies for the entire system are being tested under different operational conditions and evaluated with a common methodology. The ultimate objective of the project is to create a comprehensive set of tools to support decision-making through all the various steps for the deployment of electric bus systems, from vehicle choice to procurement and successful operation.

Moreover, the ZeEUS project follows the development of the electric bus market through the ZeEUS Observatory, a platform on which European operators, authorities and industries are sharing knowledge and best practices coming from the daily operation of e-bus fleets. A complete overview of their progress and many other relevant aspects of e-bus deployment are gathered in the latest ZeEUS eBus Report #2 (digital copies available on the ZeEUS website).

[www.zeeus.eu](http://www.zeeus.eu)



The ZeEUS project is coordinated by UITP. ZeEUS is co-funded by the European Commission under the 7th Research & Innovation Framework Programme, Mobility & Transport Directorate General under grant agreement n° 605485. The ZeEUS project has been launched by the European Commission in the frame of the European Green Vehicle and Smart Cities & Communities.



## Stockholm

**Vehicle technology:** 8x Plug-in Hybrid Electric

**Brand and model of the vehicle:** VOLVO 7900 Electric Hybrid

**Bus length:** Standard 12m

**Charging technology:** fast charging at end stations, automatic to the roof of the bus

**Line:** 73

**Start of the operation:** March 2015

**Total passenger capacity:** 71

## Eindhoven

**Vehicle technology:** 43x Full Battery Electric

**Brand and model of the vehicle:** VDL Citea SLFA- 181 Electric

**Bus length:** Standard 18m

**Charging technology:** fast and slow charging at the bus depot (roof mounted pantograph)

**Line:** several lines

**Start of the operation:** December 2016

**Total passenger capacity:** 136

## London

**Vehicle technology:** 3x Plug-in Hybrid Electric

**Brand and model of the vehicle:** ADL E400H

**Bus length:** Double decker 12m

**Charging technology:** Inductive charging at end stations, slow charging at bus depot

**Line:** 69

**Start of the operation:** December 2014

**Total passenger capacity:** 83

## Münster

**Vehicle technology:** 5 x Full Battery Electric

**Brand and model of the vehicle:** VDL Citea Electric

**Bus length:** Standard 12m

**Charging technology:** opportunity charging at terminal

**Line:** 14

**Start of the operation:** September 2015

**Total passenger capacity:** 80

## Bonn

**Vehicle technology:** 6 x Full Electric

**Brand and model of the vehicle:** Sileo Bo-zankaya

**Bus length:** Standard 12m

**Charging technology:** overnight slow charging at the bus depot

**Line:** 606 / 607

**Start of the operation:** April 2016

**Total passenger capacity:** 80

## Warsaw

**Vehicle technology:** 10 x Full Electric

**Brand and model of the vehicle:** Solaris Urbino U12e

**Bus length:** Standard 12m

**Charging technology:** slow charging at bus depot, fast charging via the pantograph at end stations will also be implemented at the later stage

**Line:** 222

**Start of the operation:** June 2015

**Total passenger capacity:** 70

## Pilsen

**Vehicle technology:** 2 x Full Electric

**Brand and model of the vehicle:** SKODA Perun

**Bus length:** Standard 12m

**Charging technology:** fast charging at bus terminals and slow charging at the bus depot

**Line:** 27

**Start of the operation:** May 2015

**Total passenger capacity:** 82

## Paris

**Vehicle technology:** 20 x Full Electric

**Brand and model of the vehicle:** Bolloré Bluebus

**Bus length:** Standard 12m

**Charging technology:** overnight slow charging at the bus depot

**Line:** 341

**Start of the operation:** May 2016

**Total passenger capacity:** 100



## Barcelona

**Vehicle technology:** 2 x Full Electric 12m and 2 x Full Electric 18m

**Brand and model of the vehicle:** IRIZAR i2e and SOLARIS Urbino 18

**Bus length:** IRIZAR i2e - 12m and SOLARIS Urbino 18 - 18m

**Charging technology:** IRIZAR i2e - overnight slow charging at the bus depot and SOLARIS Urbino 18 - slow-charging at depot and fast charging at terminals

**Line:** IRIZAR i2e - L.20, L.34 and SOLARIS Urbino 18 - H16

**Start of the operation:** IRIZAR i2e - September 2014 and SOLARIS Urbino 18 - September

**Total passenger capacity:** IRIZAR i2e - 75 and SOLARIS Urbino 18 - 115 passengers

## Cagliari

**Vehicle technology:** 6 x Battery Trolleybus

**Brand and model of the vehicle:** 4 x Vossloh Kiepe A330T and 2 x Solaris T12

**Bus length:** Standard 12m

**Charging technology:** overhead line charging

**Line:** 5-ZeEUS

**Start of the operation:** March 2016

**Total passenger capacity:** Vossloh Kiepe A330T - 86 and Solaris T12 - 82