**Table 1:** Main results from the SORT comparison between a FC Bus and a diesel-electric hybrid bus of the same type.

Energy requirements						
		A360 FC		A360 Hybrid		
SORT 1	1	11.096 MJ/km		20.556 MJ/km		
SORT 2		9.62 MJ/km		16.589 MJ/km		
Total lifetime savings when driving a A360FC Bus						
NO <sub>x</sub>	7.812 tons	CO <sub>2</sub>	•	824.6 tons		
СО	4.9 tons	Energy		4 359 600 MJ		



Figure 1: Installation of the HRI at the Solvay plant in Antwerp.

**Table 2:** Overview of buslines in which the FC Buses will be operated in Antwerp.

Line nr	Terminus A	Terminus B	Length [km]	Number of stops
650	Antwerpen Luchtbal	Kapellen	15	34
730	Franklin Rooseveltplaats	Miksebaan	23	47
770	Franklin Rooseveltplaats	Putsebaan	26	51
780	Dorenboslaan	Putsebaan	39	70



Figure 2: FC Buses in Sanremo.



Figure 3: Aberdeen buses at Van Hool (Left) and after delivery in Aberdeen (Right), early in 2014.

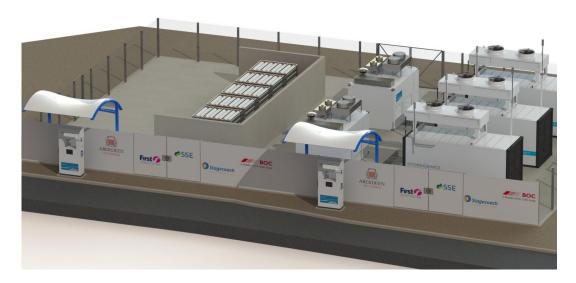


Figure 4: Artist impression of the new HRI that will be foreseen in Aberdeen.

Table 3: Annual savings on green house gas emissions due to the operations of the High V.LO City fleet.

Site	Annual mileage [km]	CO2 [ton]	CO [ton]	Hydro carbons [tons]	NOx [ton]	Particulated matter [ton]
Antwerp	194,406	208.9	3.13	0.86	5.40	0.12
Aberdeen	22,800	107.6	1.60	0.44	2.80	0.06
Sanremo	129,048	518.0	4.10	1.28	9.75	0.20
Total	346,254	834.5	8.83	2.58	17.95	0.38





**Figure 5:** Key Events in 2013 for the High V.LO City project. **Upper left:** Presentation of the first Sanremo bus in Riga **Upper right:** FCBus presentation on EUSEW2013, **Lower left:** Panel discussion with High V.LO City site managers on Busworld, **Lower right:** Project presentation at the International FC Bus Workshop