

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	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 _x	7.812 tons	CO ₂	824.6 tons
CO	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

