

eBus VBZ Overview 2020

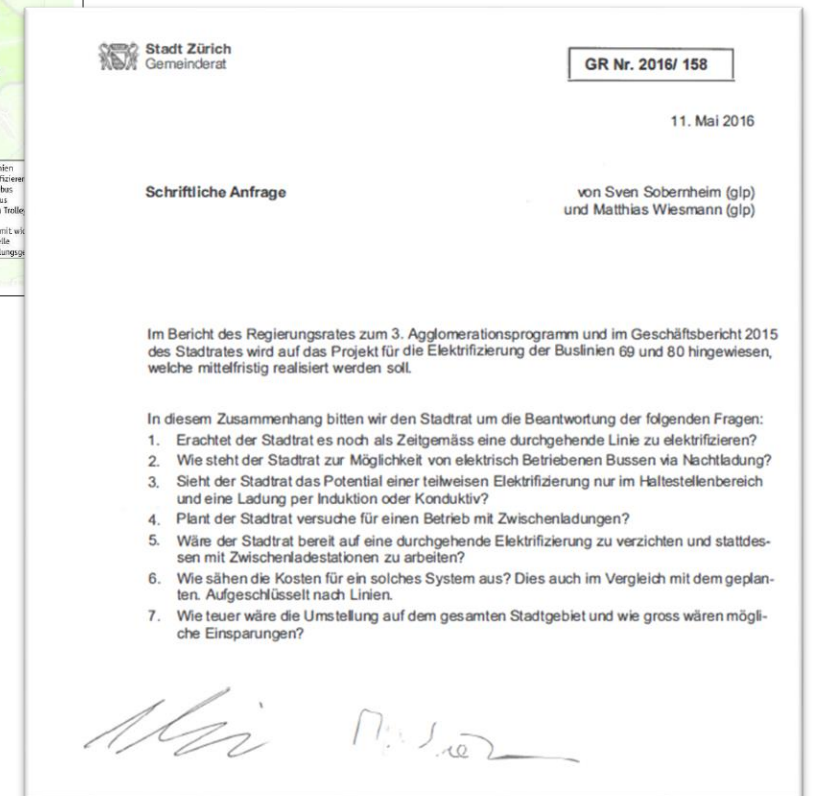
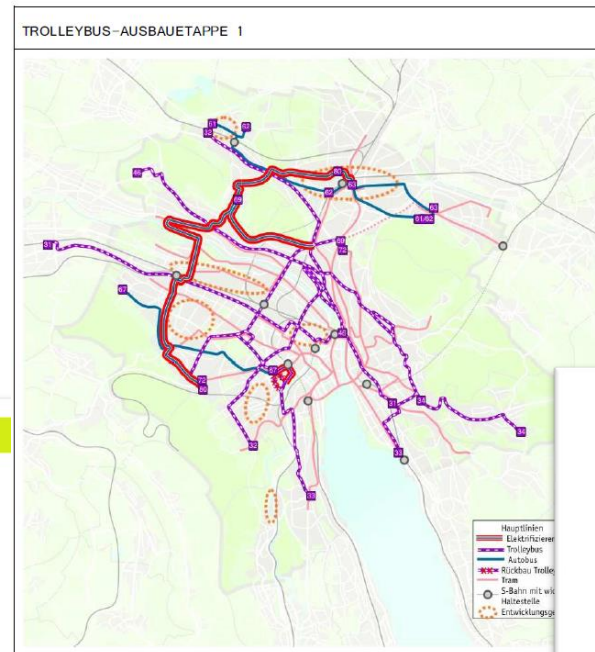
Zurich, November 13th, 2020

David Sorg

Project manager «eBus VBZ»



A quick look back

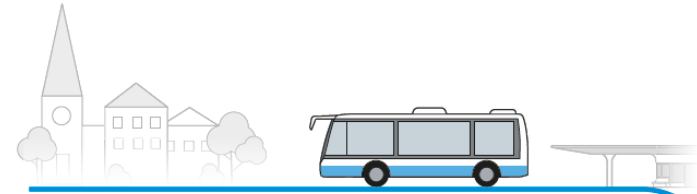


VBZ's electrification strategy:

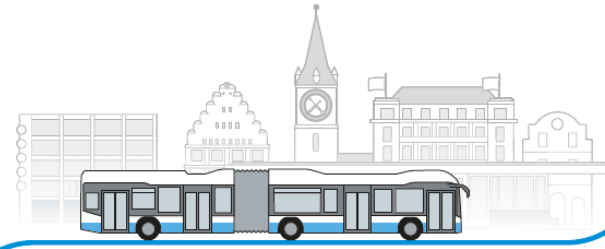
Choosing the most suitable technology for the specific context of Zurich



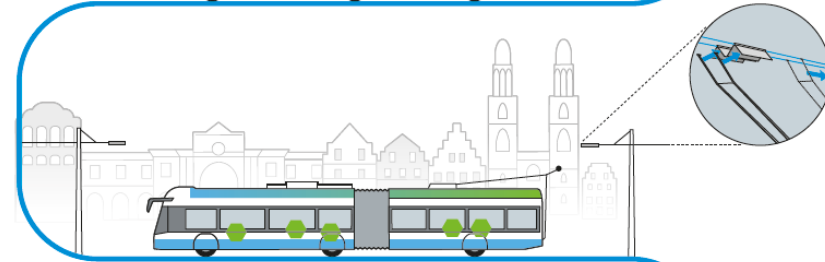
Quartier-eBus



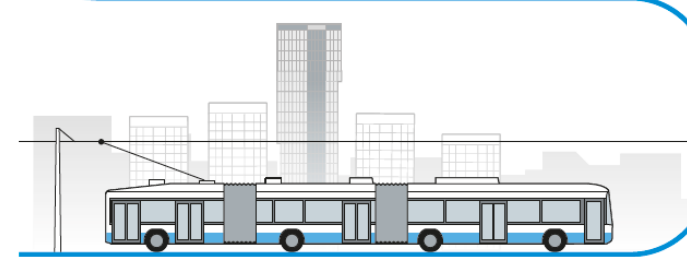
Hybridbus



SwissTrolley plus



Doppelgelenktrolleybus



Electrification of articulated bus lines

High-performance bus lines

Adapting the trolleybus system

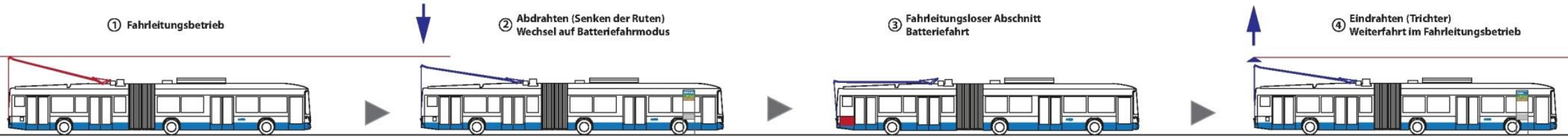


Other articulated bus lines (region)

Hybrid technology and depot charging eBus



Classical Trolleybus – with traction batteries since 2017



2016



2018



Starting with «battery-trolleybus» operations

Research project SwissTrolley plus 2017-2019



Line 83: electrical operation since summer 2020

First battery-trolleybus line in Switzerland



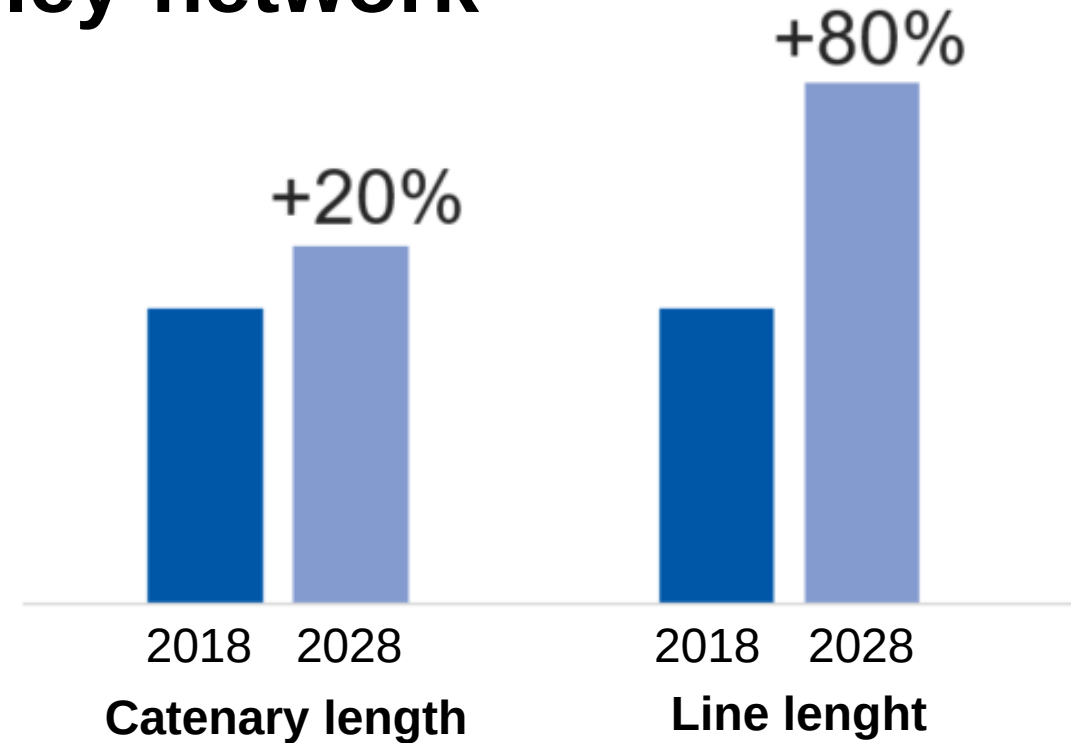
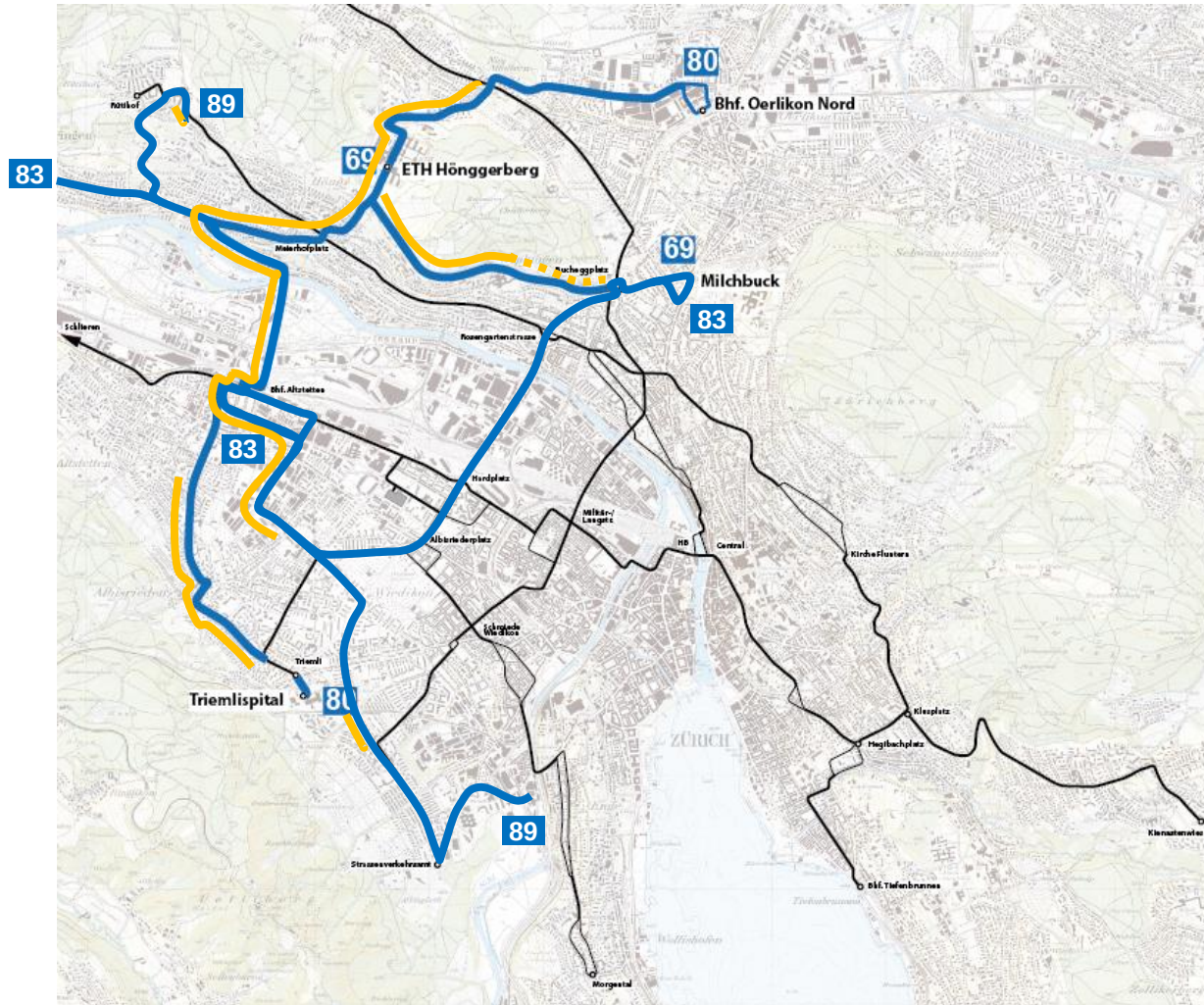
New trolleybus garage Herdern

Changes in the planning process (no catenary but CCS2)



Upcoming extension of the trolley-network

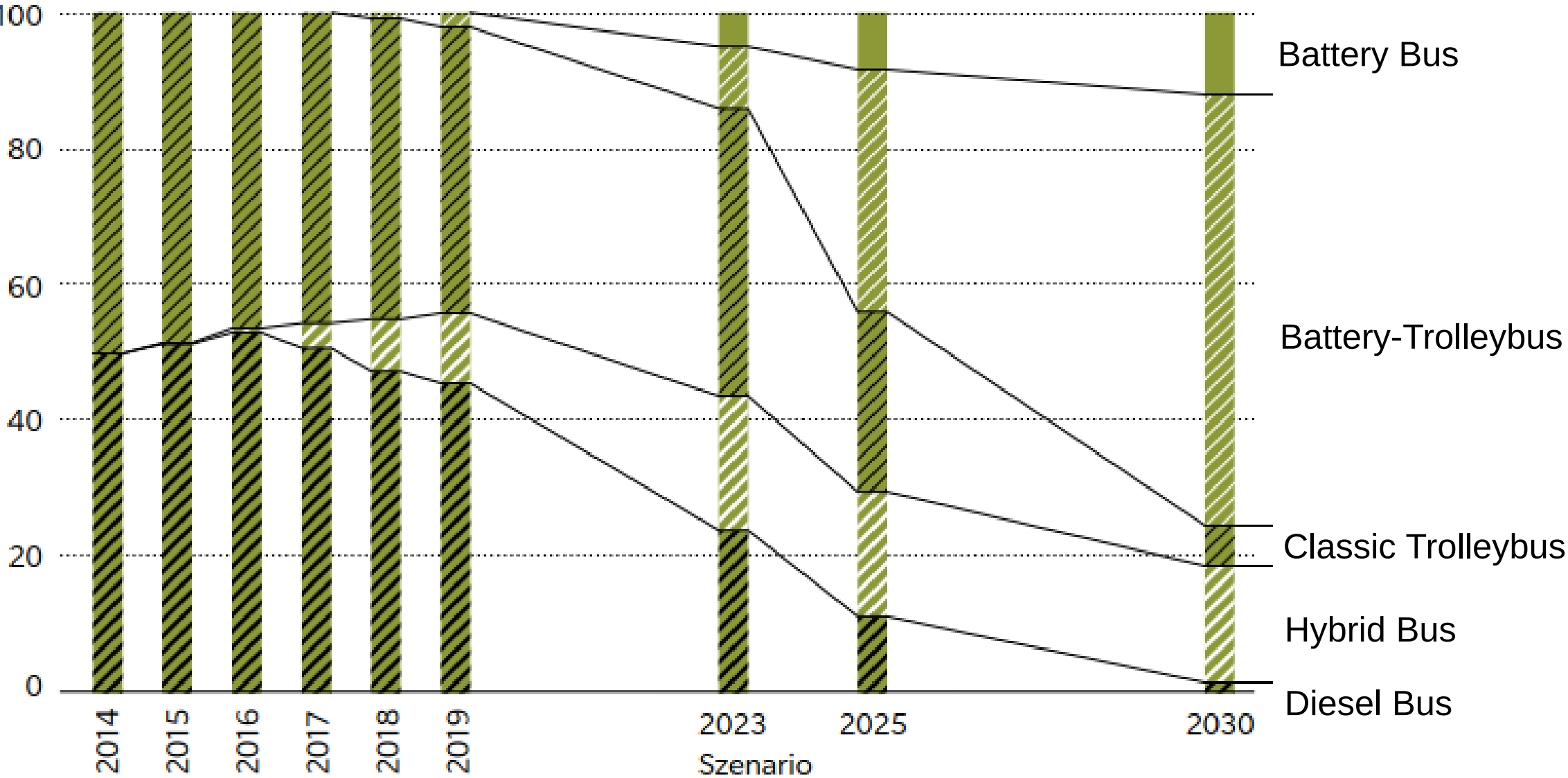
Lines 69, 80, 83 and 89



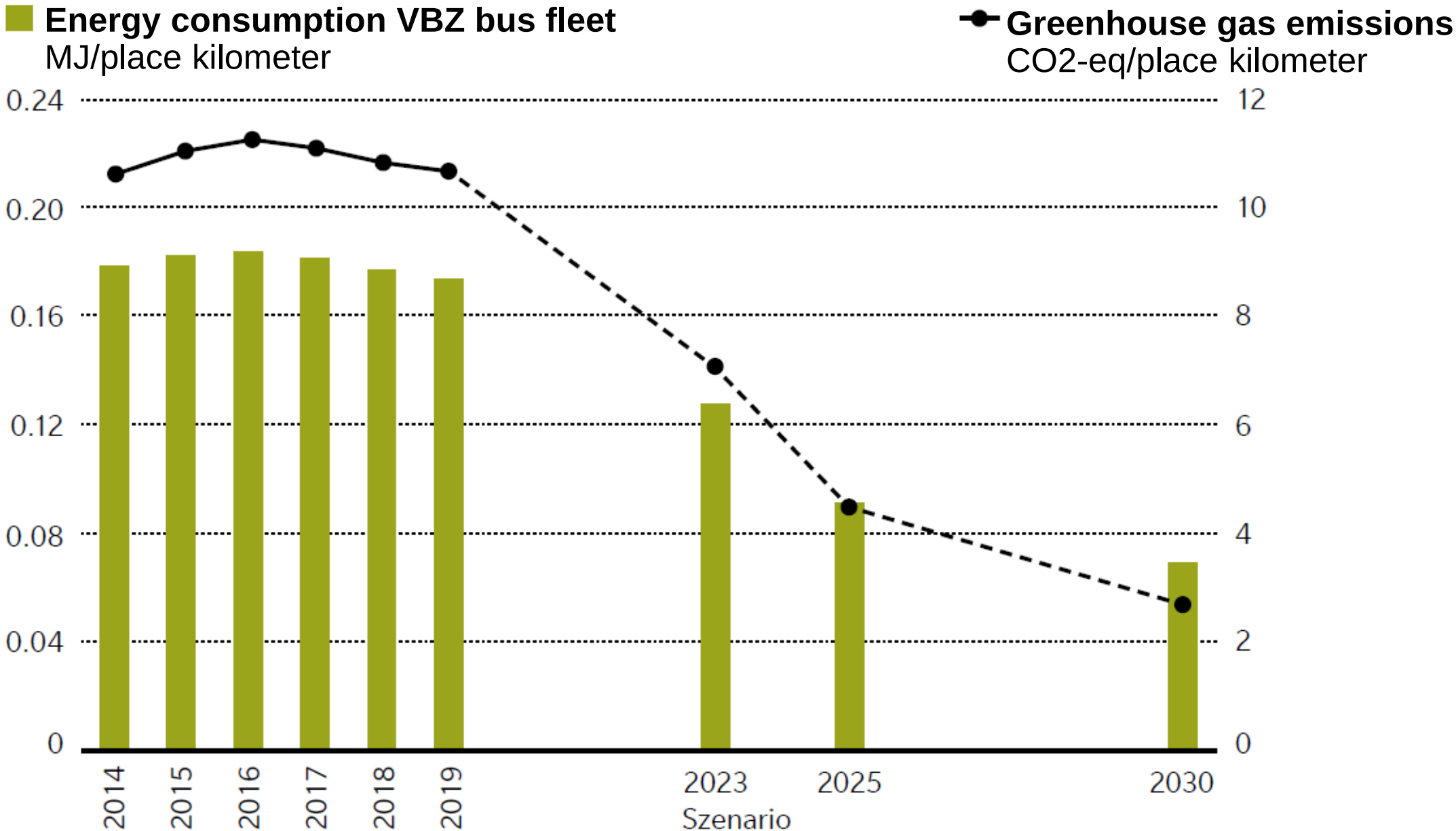
- Existing trolleybus network
- New battery-trolley lines
- Additional catenary lines 69, 80, 83 and 89

Our goal for the bus fleet electrification

Place kilometers in %



Our goal for the bus fleet electrification



Last message:

eBus projects cost money. We in PT need to present convincing solutions and a good «Storyline»



More on: www.vbz.ch/ebus
Thank you

