

- National low emission bus support (which can come in the form of capex interventions, or subsidies for operators such as the Bus Services Operator Grant low emission uplift in the UK)
- Local budgets for innovation from municipalities, public transport authorities or bus operators
- Offset funds from bus operators which would otherwise have been spent on the cost of operating an equivalent diesel or electric bus

In most cases this funding is already secure, however in some instances, the partners are awaiting the review of funding applications or awaiting final board decisions. Each city has provided a letter of support (see Appendix 3) from a political representative, which commits the city to ensuring that the full co-financing will be in place by the point of signature of the project (assumed December 2016). The funding strategy for each city is illustrated below, with notes on the status of each funding request.

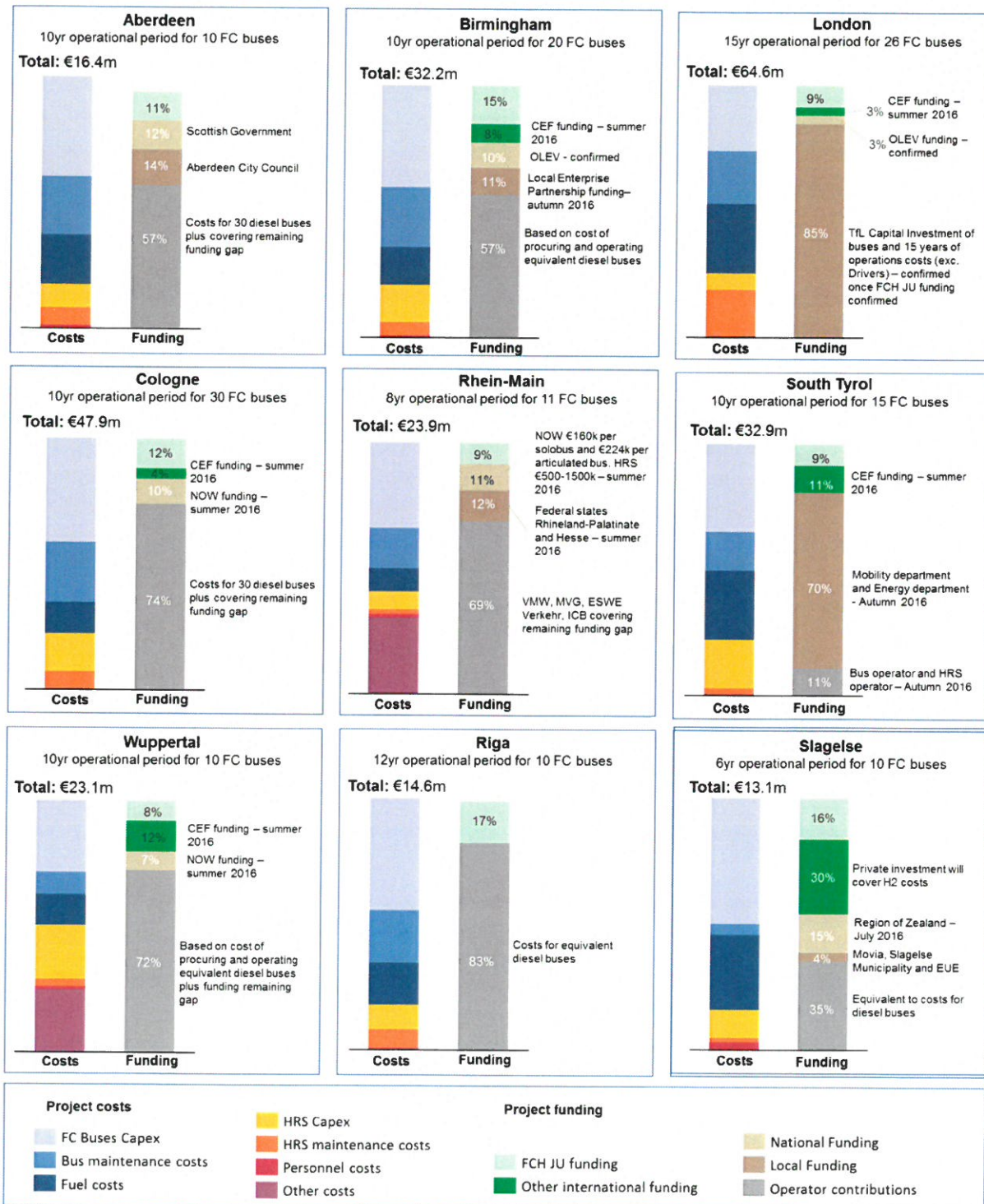


Figure 24: Project costs and funding strategies for each deployment location