



Busworld Europe Brussels, 4-9 Oct. 2025 – Key takeaways



As part of Next Wave - Phase IV, Iceland

New Energy (INE) attended Busworld

Europe 2025, the leading zero-emission

bus exhibition in Europe, held at Brussels

Expo, Belgium, 4-9 October 2025



POST SHOW REPORT

**busworld®**  
EUROPE BRUSSELS  
4-9 OCT 2025

## FACTS & FIGURES

### EXHIBITION

NET SIZE (SQM)  
82,000

VEHICLE  
MANUFACTURERS  
81

COUNTRIES  
40

NO. OF VEHICLES  
238

SUPPLIERS  
478

BELGIAN  
EXHIBITORS  
23

INTERNATIONAL  
EXHIBITORS  
536

### 45,427 VISITORS



#### REGION

EUROPE	85.6 %
ASIA	5.3 %
MIDDLE EAST	4.2 %
LATIN AMERICA	1.9 %
NORTH AMERICA	1.4 %
AFRICA	1.2 %
OCEANIA	0.5 %



#### VISITOR TYPE

BUSINESS	42.9 %
BUS/COACH OPERATOR	33.7 %
FEDERATION/ASSOCIATION	0.9 %
GOVERNMENT	2.8 %
UNIVERSITIES/RESEARCH	0.8 %
TOURISM ORGANIZATION	6.9 %
NGO	0.6 %
MISCELLANEOUS	11.2 %



#### DECISION-MAKING LEVEL

BOARD	16.7 %
TOP-LEVEL MANAGEMENT	27.7 %
MIDDLE-LEVEL MANAGEMENT	16.5 %
FIRST-LEVEL MANAGEMENT	8.8 %
EMPLOYEE	27.9 %
TRAINEE	0.8 %
STUDENT	1.7 %

## Key takeaways (I)



- Zero-emission (ZE) solutions available in “nearly” all categories
- Battery electric (BE) solutions ~70% of demonstrated ZE solutions ( $H_2 \sim 30\%$ ) (personal guestimate)
- Battery coaches highly visible. Indicating >400 km range and 1,2 MW charging capabilities
  - Chinese highly visible in this segment and offering lower CAPEX
- Almost all sizes of buses available with battery solutions
  - In buses and coaches frequently diesel heaters are used for comfort and range
- $H_2$  visible in larger buses



## Battery electric highly visible



## Increased luggage carrying capacity for new BE solutions



## Key takeaways (II)

- In some presentations BE solutions were addressed
  - “Much lower range in cold conditions”
    - In most Nordic locations, buses/coaches will use diesel heaters. Up to 4-6 l. diesel per 100 km, therefore not zero-emission
  - Very high tire tear and wear (due to the heavy weight of the vehicle). This impacts the OPEX, while tire dust has impact on health conditions in inner cities
  - Heavier vehicles – also impact road conditions
  - These issues must be accounted for in the total life cycle and environmental costing
- Availability of vehicles increasing relatively fast
  - Longer range and lower costs foreseen during the years to come
- There are no obstacle for bus operators to switch to zero emission
  - Except a higher CAPEX in the beginning
  - Infrastructure needs to be built simultaneously
- Both technologies available
  - Deployment in hundreds, both of BE & H<sub>2</sub>, by operators

## Articulated H<sub>2</sub> bus



## Producers offer both H<sub>2</sub> and BE



Double-deckers were available both BE and H<sub>2</sub>

Battery range above 400 km



Lets clean up our cities  
BE and H<sub>2</sub> buses and coaches are readily available now



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