



On January 10, 2003, Mr. **Alain Delaunay**, **STAO Laval**'s network Director, and Mr. **Daniel Pointeau**, the Technical Manager, decided to discontinue treating the tank with the standard chemical additive that they had used up to that point to prevent bacteria and freezing.

The treatment by the **Xbee** enzyme of these 50,000 liters of diesel fuel, intended for the fleet of about 90 buses of the city of Laval, then began.

After a complete year of treatment, this is what can be asserted and ascertained:

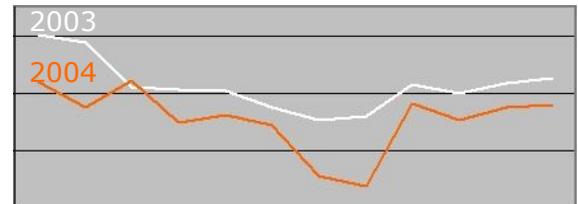
Xbee fuels contribute actively to the reduction of the CO₂ emissions, the main greenhouse gas. This Laval fleet is reducing its CO₂ emissions by almost

230
tons per
year

Ascal results, based on the Veolia Transport urban fleet of Saumur. Stopping service. Based on 1,500 operating hours per year.



- ✓ No technical incident that could be attributed to the **Xbee** enzyme occurred over this period.
- ✓ The establishing of the tank's conformity on July 7, 2003, by a specialized company (**GDDC e.mat**) provided a very clear indication of the effectiveness of the **Xbee** enzyme.
- ✓ A first decrease in consumption in 2003 led to another one concerning the whole fleet in 2004: **-3.9%**. Consumption decreased during eleven months on the twelve in 2004! Taking into account the exceptional meteorological conditions in 2003, we can measure how important is the capacity of the **Xbee** biotechnology to reduce the consumption.



STAO Laval is a member of FNTV.



GDDC e.mat is the company which established the conformity of the **STAO** tank.

Engines and fuels guarantees:

▫ **Xbee** is in compliance with the **CEC** tests, recognized by the **ACEA** that represents 13 of the main European vehicles manufacturers.
<http://www.acea.be>

▫ On the other hand, **Xbee** respects the European regulation **EN 590** Diesel norm and **CSR 500 IFO 380** norm.

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On behalf of a large petroleum company, the laboratory **SGS** studied three samples of #2 diesel on May 11, 2005. From right to left:

- 1) at the volume indicator,
- 2) at the admission,
- 3) 5 cm far from the bottom of the tank.

All the samples are extraordinarily clear!

Since July 2003 – date when the tank has been treated to comply with the standard NFM 88 514 -- millions of liters of fuel have transited.



Comparison of a bus exhaust: this second hand bus was purchased in August 2005 with 236,994 km. 44,724 km later, the same exhaust has been photographed for comparison.

