improved, so that the electricity storage amount of the first power source 101 can be prevented from running out in travel of the EV bus B to the destination. For example, when the road congestion information indicates that the traveling route to the destination is jammed up, or a case in which the road environment information indicates that there are many curves in the traveling route to the destination or a gradient of an upward slope to the destination is equal to or larger than a predetermined angle, the arriving time at the charger installation place is estimated to be delayed, so that the ECU 201 predicts the charging time to be shorter corresponding to a predetermined rate. By contrast, when the road congestion information indicates that the traveling route to the destination is not jammed up, or a case in which the road environment information indicates that there are many straight lines in the traveling route to the destination or a gradient to the destination is smaller than the predetermined angle, the arriving time at the destination is estimated to be earlier, so that the ECU 201 predicts the charging time to be longer corresponding to a predetermined rate.

[0030] The ECU 201 also calculates the required electricity storage amount based on at least one of the road congestion information and the road environment information acquired by the communication appliance 202. Consequently, calculation accuracy for the required electricity storage amount can be improved, so that the electricity storage amount of the first power source 101 can be prevented from running out in travel of the EV bus B to the destination. For example, when the road congestion information indicates that the traveling route to the destination is jammed up, or a case in which the road

switching unit to switch, from the first electricity storage functional unit, a power source of an air conditioning appliance of the electric bus to a predetermined power source different from the first electricity storage functional unit.