THE TURKISH COMPONENT INDUSTRY

Turkey has a strong automotive component industry. It has developed partners with the world’s leading companies, including buses and coaches.

A significant number of the suppliers are based in the cities of Kocaeli and Adapkapı, both of which have a long automotive heritage. There is a tradition of skilled craftsmen dating back to the world of small engines and parts. Some of the suppliers to the bus and coach industry also cater to the main customer, namely, the Ministry of Motorways, Roads, and Tourism, located in Adapkapı in the west of Turkey.

The components industry can trace its roots back to the 1950s, when local assembly started, and Turkish suppliers were able to establish significant links with foreign partners.

The Turkish component industry can be dated back to the 1970s, with emphasis on localisation of manufacturers.

In the 1980s, there was a substantial increase in capacity and modernisation of production facilities. This gave Turkey the capability to manufacture components to the level, design, and production methods.

Until 1995, the Turkish market, was small and very weak, but it ended with the Customs Union Agreement between Turkey and the EU. Turkey became an open-market. The newly emerging market represented a challenge by increasing its design and development capacities.

TROYSA is the Association of Automotive Parts and Components Manufacturers in Turkey. Its chairman is Mr Barış Yuçoğlu. He said: “Technological developments have been the centre of this industry. It is such research and development that is key to being competitive. Both in the local and subsidiary automotive industries, companies that can develop competitive technology will be able to accomplish domestic orders. Their presence in Turkey’s present market is Poland, Denmark, Germany, Belgium, Romania, Russia and Austria. Future will be India, China, and Iran.”

The component industry has far ahead of a lot of developing countries in terms of production knowledge and technological capacity, the latest regulations concerning automation have greatly boosted the path of new investments.

“Turkey’s need for foreign investment and the importance of large investment movements for the country’s economy have made it increasingly important to improve the industry’s capacity to have ready foreign investors.”

Also, the component industry’s need, for the development of a strong local automotive industry, the quality and prices are very important. Many of these manufacturers specialise in the bus and coach industry and will be present in Busworld Turkey.

BUSWORLD LAGOS

Busworld Lagos is being held from Thursday 22 to Saturday 24 February in the Grand Zuri Hotel. It is a bus and coach exhibition that is held in Lagos Island. It is a change from previous venues and is much more conveniently located, in a serene and safe area.

Mrs Pauline Van Trier, Busworld’s local organiser in Lagos says that: “Every manufacturer will participate, including King Long from China and Van Hool of Belgium. We will also see significant new products from both local and international companies. The inventory present in Poland, Denmark, Germany, Belgium, Romania, Russia and Austria. Future will be India, China, and Iran.”

The formal opening ceremony will be held at noon on 22 February. Mrs Van Trier expects officials from both the Nigerian Government and the Lagos State Government to attend the exhibition, the only one of its kind in West Africa.

The key attractions of the show are the multiple hall layouts designed to attract the entire bus and coach industry. It is located in the centre of the city far away from the noise and distractions of the road. It is estimated that up to 100,000 vehicles serve the city daily, the vast majority of them being minibuses. They are a major cause of accidents, congestion and pollution.

The Federal Republic of Nigeria is the most populated nation of the African continent. There are around 120 million people, representing about 25% of the population of Africa.

In Lagos, the largest city in the world without a metro system. It has only limited heavy rail services, therefore there is very heavy reliance on buses for public transport. It is estimated that 120,000 vehicles serve the city daily, the vast majority of them being minibuses. They are a major cause of accidents, congestion and pollution.

There is an extensive network of urban services, operated by members of the Public Bus Operators’ Association of Nigeria. They have more than 80 members, making them the largest body in the contiguous world.

The Ministry of Transportation in a report produced by the United Nations unless it is the key challenge of the modern city.

It is believed that the population of Lagos, the largest of any in Africa, ahead of Cairo, with its 19 million people. Lagos is a sprawling metropolis covering the mainland and a number of surrounding islands. It is expanding rapidly and has swallowed up several smaller towns and settlements. They have a population of around 20 million but, to a large extent, it is widely estimated that the population could be as high as 20 million people.

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The 6th Asian Coach Week will be held immediately before Busworld Shanghai. Chinese and European experts will have new buses and coaches for a wide number of services as well as new ideas and solutions.

The city has an estimated population of 8 million people, with an estimated number of 120,000 vehicles. The city is still great need of improvements in urban transport. The city is looking to improve any feature. Next year, the Busworld Shanghai exhibition will move to a larger city, the visit of the exhibition was expected to improve any feature. Next year, the exhibition will be held in a hall of 10,000 square meters, situated close to the Makers International Airport, to the west of the city centre.

World Trade Fair International road transport Union (IRU), stands for the interests of traditional and new transport modes, including the role of road transport in the global economy. The IRU’s mission is to promote the interests of road transport providers, in the interests of all road users. The IRU is the leading global association for road transport providers, in the interests of all road users. It seeks to ensure that road transport providers are able to operate in a fair and sustainable manner. There are ever-changing demands on road transport providers, including the need to adapt to new technologies and to ensure that road transport providers are able to operate in a fair and sustainable manner. The IRU is a strong advocate of the interests of road transport providers, including the need to adapt to new technologies and to ensure that road transport providers are able to operate in a fair and sustainable manner.

Turkish Quality and Prices Are Very Important

The Turkish component industry is far ahead of a lot of developing countries in terms of production knowledge and technological capacity, the latest regulations concerning automation have greatly boosted the path of new investments.

Among its activities, the IRU takes the initiative in making sure the rules are written, effective, and economical in full. It encourages sound and efficient road transport policies, and helps ensure that the transport sector is able to provide safe, efficient, and cost-effective services. The IRU also promotes the interests of road transport providers, in the interests of all road users. It seeks to ensure that road transport providers are able to operate in a fair and sustainable manner.

The International Road Transport Union, through its international associations, represents the interests of the world’s road transport industries. It seeks for the operating of coaches, buses and trucks, from large transport firms to cover drivers, and all international societies that make decisions affecting road transport. The IRU acts as the industry’s voice, in order to promote the interests of road transport providers, in the interests of all road users. It seeks to ensure that road transport providers are able to operate in a fair and sustainable manner.

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BOOMING DEMAND FOR BUSWORLD SHANGHAI

Busworld’s Chinese partners report unprecedented levels of demand for stand space at Busworld Shanghai, which is being transformed into a modern exhibition with major improvements.

China is also gearing up for the Olympic Games, to be formally opened on 8 August with a ceremony being hosted by the 2008 Summer Olympics Organising Committee. In conjunction with academics, the Chinese Government continues to grow. The final figures for production and sales in 2006 are not yet available, but are forecast to be in the range of 500,000 units. That is an astonishing figure. Companies are working with Western European manufacturers in areas where registrations of new buses and coaches, according to ACEC figures, were around 25,000 in 2006. Furthermore, vehicle ownership is still very low, especially in rural areas. Overall levels of car ownership are likely to be of low cost vehicles into the market leaders will expand by consolidation of the industry. The Chinese market is continuing to grow at unprecedented levels of demand for exhibition space for production and sales in 2006 are about 30,000. However, the Chinese cannot be expected to increase the capacity to meet the demand for exhibition space for production and sales in 2006 are about 30,000. However, the Chinese cannot be expected to increase the capacity to meet the

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In the Newsletter.

Looking further to the future, China is probably the only market in the world that could sustain and support an exhibition of this size for single year. That is largely due to the significant benefit of much lower environmental protection for the Olympic Games. The city will benefit from these improvements for generations. Large numbers of the estimated 250,000 buses running in Beijing are being replaced by new and much more environmentally friendly models. It is expected that the numbers of units will be around 150,000 per year. That is an astonishing figure.

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