



We are very happy to announce Busworld Latin America 2014 from 29 May until 31 May in the International Exhibition Center Corferias in Bogota, Colombia. More information will follow.

## GEARING UP FOR busworld kortrijk



Mercedes-Benz is already producing Euro 6 versions of the Citaro.



There will be a strong Turkish contingent in Busworld.



LAZ from the Ukraine can offer gas fuelled city buses.



The Volvo plug-in hybrid can extend the all-electric range.

**For most of us, our thoughts are on the summer with warmer weather, holidays and longer hours of daylight. October seems a long way ahead.**

For Mieke Glorieux, Director of Busworld Kortrijk, and her team, October is approaching quite rapidly. The planning and preparation for Busworld Kortrijk, to be held from 18 to 23 October, is in full swing. As in previous years, the seven permanent halls and the popular

Rambla will be supplemented by two fully serviced temporary pavilions on hard standing. More than 300 exhibitors, coming from 29 countries, have booked space and will be planning their participation, including new products and services.

Commenting on Busworld Kortrijk, Mieke Glorieux said: "It is amazing to think that what started out as a small, almost regional, Belgian fair has grown to become the largest and most international of all exhibitions for the bus and coach industry.

"We have just over 300 exhibitors coming from 29 countries, so that will, once again, give Busworld Kortrijk a real international flavour. When I look at the list in detail, the largest number are coming from Germany, with 56, but they are closely followed by Turkey, with 50.

"Last year, we welcomed 31,698 visitors from 118 countries, when we had a target of 28,000 visitors! We are hoping for similar numbers, if not more, this year. We know there will certainly be world premières from the vehicle





What will be revealed at Kortrijk this year?

manufacturers, because Euro 6 emission standards are just around the corner. We expect many vehicles with the latest engines.

“At the last count, there were 42 exhibitors that manufacture or convert buses and coaches, coming from 17 countries. Although diesel-powered vehicles will continue to dominate the industry, we are likely to see other solutions, such as hybrid and all-electric.

“There are also exciting developments among the many exhibitors who provide accessories

and services. There are new developments in diagnostics that enable customers to monitor the performance of their vehicles remotely. There are innovations in fare paying systems that enable passengers to travel without handling cash and that speeds up journey times. Some of the largest European markets are deregulating express coach services, which is

a welcome and major opportunity for manufacturers. These are just three examples of the latest trends that will be seen in Kortrijk.”

During Busworld Kortrijk, there will also be a number of conferences on topical subjects. More information on these will be carried in the next edition of the Newsletter.



Typical of the beautifully presented components at Kortrijk.

# europaean coach week

## LOOKS TO THE FUTURE

**It has become a well-established tradition to hold the European Coach and Bus Week immediately prior to Busworld Kortrijk, the leading international exhibition in the world.**

Known as ECW for short, the 16th edition will be held from Saturday 12 until Tuesday 15 October and will consist of a series of trials and presentations. The tests will be held at the Xpo Kortrijk Exhibition Centre and external test courses.

ECW is moving with the times. Although the tests will be similar to previous years, ECW is changing its focus to play more of a pioneering role.

Emmanuel Vansteelandt, President of ECW, explained the new direction. “We want to provide insights into technological developments within the bus and coach industry and their possible impact on travel, in the widest sense. We want to reach out to all the different parties, such as policy makers, bus and coach buyers, and the customers who travel on our vehicles. We want to highlight the innovative character of the industry that does not always get the attention and praise that it deserves. A special



taskforce has reviewed and revised the ECW formula to produce a modern concept with a view to the future instead of the past and the present. To stand still is to fall behind!”

As in previous years, there will be a Grand Award Coach and a Grand Award Bus. There will no longer be separate competitions for midi and mini buses and coaches, but they can still enter the competition in the bus or coach categories.

There are separate competitions for buses and for coaches because they are designed for different functions and therefore have different levels and needs of safety, comfort, ecology and design.

In addition to the Grand Awards, ECW can grant Best of Category Labels in the following categories: safety, ecology, comfort and ergonomics, styling and design. The taskforce feels very strongly that these awards have to be earned, therefore ECW can grant a maximum of eight Labels – four to coach and four to bus – and a minimum of none!

ECW will also award the very special Label for Innovation. For this competition, manufacturers can enter a prototype or demonstration vehicle. No test drives will be performed, but drawings or scale models will not be accepted.

More than one Label for Innovation can be awarded if the Jury believes that the level of innovation is sufficiently high.

Emmanuel Vansteelandt said: “We want to encourage manufacturers to show us and the rest of the world their most innovative practices, both in existing vehicles and in vehicles or concepts that are not yet homologated.”

# BUSWORLD ACADEMY ESTABLISHED

Throughout its existence, Busworld has been a focal point for people who want to find all kinds of information on the many aspects of the bus and coach industry. Using our worldwide network of exhibitors, operators, academics, journalists, engineers and other contacts, we have always been able to point people in the right direction.

The time has come to step up a gear and formalise our abilities by establishing the Busworld Academy. The President is Stefan Meersseman. The Busworld Academy has three main objectives, mainly to acquire, bundle and share bus and coach related knowledge about all aspects

of the industry, including its participating companies, technological developments to enhance sustainable mobility, legislation, markets and more specialised topics, such as coach tourism.

Stefan Meersseman explained: “Acquire means that we will look for all existing knowledge, studies, projects and proposals. A lot of research is being done, but some of it is not communicated well enough. We need to motivate schools, colleges and universities to undertake new research with suitable qualified people, especially when there is need for extra knowledge in a certain area.

“Bundle means making all this information, both existing and new, “findable” or retrievable.

“Share means making this knowledge available for other parties to support bus and coach development worldwide through the Busworld communication channels and through the participation of Busworld Academy Expert Members in seminars, congresses and other events where the right knowledge can and will make the difference.”

Knowledge in the Busworld Academy will be organised in five main categories:

## 1. The industry and its participating companies:

bus and coach producers, component, accessory and service suppliers and installers in all the Busworld regions. Our aim is to offer a complete guide to all companies in each sector. This will be developed on a self-service basis. Any company will be able to add its own information to the Database and will be responsible for keeping that information up to date.

## 2. Technological developments:

the research and development departments of the bus and coach industry and other related industries academics, engineers, experts in various fields, and students. This will concentrate on important topics like safety, sustainable mobility (weight of vehicles, mobility, alternative energy, ) and the availability of funding for research.

## 3. Legislation:

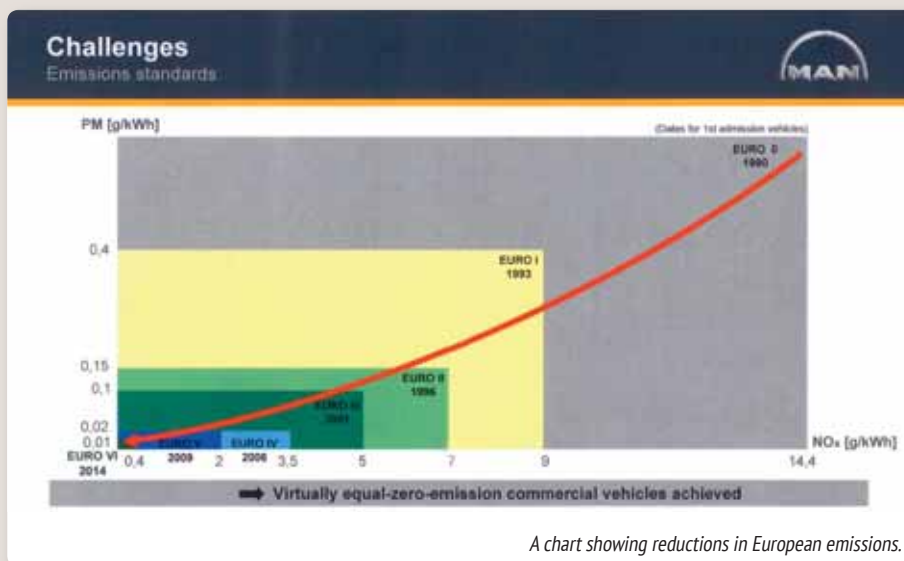
the construction and use of buses and coaches emissions legislation Bus Rapid Transit and school buses import and export regulations. This will have links with legal authorities and trade associations like IRU and UITP.

## 4. Market information:

this will describe the bus and coach business per region, especially those where Busworld is active. We will collate all available statistics and market research. This information will be important for people involved in marketing, product planning, aftersales, and also for journalists.

## 5. Specialised topics such as Coach Tourism.

We plan to bring you more information about the Busworld Academy in the next edition of the Newsletter.



A chart showing reductions in European emissions.



Did you know that there are hybrid buses in La Reunion?



An Indcar midibus for sightseeing in Bergen, Norway.



At 14.7 metres, these are the longest double deck coaches ever built by Van Hool.

## NEW VAN HOOL SLEEPER COACHES

Stagecoach, one of Europe's largest public transport groups, recently launched the first of ten novel sleeper coaches, developed with, and built by, Van Hool.

Sir Brian Souter, Chairman and co-founder of Stagecoach, has long had an ambition to operate sleeper coaches on overnight services between London and Scotland. Two years ago, he had three old articulated coaches con-

verted with 24 bunks. They sold out every night on the 600km London-Glasgow route, but, because of their low capacity, they just broke even financially.

Sir Brian had earlier developed the megabus.com network of express services in the United Kingdom and North America. Many of those across the Atlantic are operated by Van Hool double deck coaches which have proved highly popular. The North American operation is the fastest expanding part of the Stagecoach Group.

Sir Brian took his ideas to Filip Van Hool who, along with his team, was up for the challenge. As one would expect from Van Hool, the new coaches are very well appointed. At 14.7 me-

tres overall length, they are the longest double deck coaches ever built by Van Hool, at a reputed price of around EUR600,000 each.



The lower deck in daytime running layout.

The coaches have 52 large and comfortable leather seats arranged around tables for daytime running. There are double seats on the nearside upstairs and single seats across the gangway.

On the lower deck, the arrangement is reversed. The seats can be converted quite easily into 42 lie-flat bunks. They are on two levels, with passengers protected from falling out by straps and strong netting. Passengers have a choice between a blanket or a onesie, which is a one-piece sleeping suit.

The coaches are branded megabusGold.com and will serve three routes between Scotland and London. They will offer more than 1,700 beds per week, seven days a week.

During the daytime, they will run premium services from London and Glasgow in a fully seated form.

They are equipped with a toilet, galley, power sockets and free wi-fi and offer a very high standard of comfort on city to city services.



The upper deck with seating converted to bunks.

## “WHAT CITIES WANT”

That is the title of a study completed by MAN and the Technical University of Munich. It maps strategies for modern city planning around the world and innovative traffic solutions for the metropolises of the future.

According to United Nations, the world's urban population will grow by 85% to 6.3bn people by 2050. Over two thirds of humanity will then live in cities.

The fifteen cities of Ahmedabad, Beirut, Bogota, Copenhagen, Istanbul, Johannesburg, London, Los Angeles, Lyon, Melbourne, Munich, St Peterburg, Sao Paulo, Shanghai and Singapore contributed to the study and provided information on how they wanted more



The MAN Lion's City Hybrid.



MAN Lion's City buses delivered last year to Vladivostok, Russia.

attractively to design their urban traffic in the future. For citizens and companies, the accessibility and attractiveness of cities as well as their quality of life is of primary importance.

The expansion of public transportation, however, has the highest priority. This includes more public transport lines that run more often, as well as having more reliable services. By doing this, cities are responding to demands of their citizens, for whom the quality of public transportation is just as important as the length of travel time, when they have to choose a means of travel.

Anders Neilsen, CEO of MAN Truck & Bus AG and a Member of the Management Board of

MAN SE commented: "We want people to use public transportation. Today's ticketing and tariff systems, however, still makes this difficult. This is why cities are not only investing in public transportation infrastructures but increasingly in user-friendly information and communication systems as well."

Integrated mobility plans, combined transport, ambitious environmental goals as well as right of way for alternative drive systems: the study provides information on numerous innovative solutions and gives an overview of the diverse strategies for sustainable mobility in cities.

The report can be downloaded from the MAN website in German and English.

## SMART MOVE ROAD SAFETY HANDBOOK

Smart Move, a joint initiative of Busworld and the International Road Transport Union (IRU), has launched the Smart Move Road Safety Handbook for use by drivers, companies and authorities.

The Handbook focuses on three main issues: safe vehicle, safe driver and safe company. It invites bus and coach companies to sign a road safety charter, while providing drivers with a set of easy-to-use safety checklistS.

It also provides recommendations to policy decision-makers and manufacturers on making buses and coaches even safer.



A very high capacity Hess trolleybus in Zurich.

Yves Mannaerts, IRU Vice President and President of the IRU Passenger Transport Council, stressed: "By adopting and making efforts to widely disseminate this Handbook to every single company and every single driver, we want to make a concrete contribution to enhancing road safety, by raising awareness and spreading best practices within our sector. In doing so, we intend to maintain the bus and coach industry's leadership as a road safety champion among all transport modes."

Buses and coaches have remained the undisputable road safety champions among all road transport modes for many years. Statistics

show that it is seven times safer to go to school by bus instead of the family car. In the European Union, buses and coaches have consistently shown excellent safety records, equivalent to that of trains, despite sharing the road with other, lesser-trained road users, thanks to industry initiatives to continually improve safety.



A Solaris BHNS vehicle in France.

Doubling the use of buses and coaches in the EU alone is expected to reduce the number of fatalities on European roads by more than 1,500 per year. This figure could be improved further with more investment in safer infrastructure.

# WILL WEIGHT LIMITS RISE?

In some countries in the European Union, buses and coaches are already permitted to run at 19 tonnes gross on two axles on domestic services. In most other countries, the maximum permitted weight on two axles is 18 tonnes.

Following widespread consultation over the last two years, the European Commission is proposing a new Directive which will permit a one-tonne increase to the weight of all two-axle buses and coaches to 19 tonnes maximum vehicle weight.

The Commission has recognised that the increasing number of safety-related features on buses and coaches, and the greater complexities of engines with much lower emissions limits, have tended to increase unladen weight. Furthermore, the average weight of passengers and their luggage has increased since the Commission last legislated on vehicle weights and dimensions, in 1996.

In return for this concession, the Commission is proposing to tighten the enforcement of compliance with weight limits by using on-board weight sensors that can be read remotely by enforcement agencies.

The Directive is also proposing increases in



The new Setra S516 needs additional cooling at the rear.

the overall length of trucks while maintaining current limits on the lengths available for cargo capacity. The additional length will be used for more rounded and aerodynamic fronts, reducing drag and increasing safety in the event of impact. At the rear, drag-reducing tails or flaps could be added, helping to save fuel consumption.

The proposals will need to be debated by the European Parliament before becoming law and that may well take up to two years.

There is an argument that on-board weight sensors will increase the unladen weight of vehicles, therefore there may well be a lobby for 19.5 tonnes gross on two axles. This might just be acceptable to the Commission, because one of its primary concerns is to eliminate overloading which causes damage to road surfaces, increases the risk of accidents, and creates unfair competition with competitors that comply with existing weight limits.

The new proposals can also make a significant contribution to reductions in emissions and fuel consumption per passenger. It will enable more people to transfer from their cars to public transport where emissions per passenger per km are already very very low.

## HOTELS AT BUSWORLD

When the regular exhibitors and visitors to Busworld Kortrijk book out of their hotels at the end of the exhibition, many of them book for the next Busworld Kortrijk in two years time!

Kortrijk only has a limited number of hotels and they are already likely to be fully booked. However, there are hotels in nearby towns and cities like Bruges, Ghent, Roeselare, Ypres and just across the border in Lille.

Have a look at [www.busworld.org](http://www.busworld.org), then click on Kortrijk and that will take you to practical information including a number of hotel websites.



Batteries are heavy items on all-electric buses.



Gas tanks add to the weight of city buses.

## GIVE US YOUR NEWS

We will be publishing more Newsletters before Busworld Kortrijk. We will be pleased to include any information on products and services which exhibitors plan to promote at Busworld Kortrijk. This is a free service, so please send your news to [inge@busworld.org](mailto:inge@busworld.org)



Join us on Twitter (@Busworld), Facebook (page: Busworld) and LinkedIn (group: Busworld)!

Receive the latest bus and coach industry news via our monthly e-newsletter. Register at our website [www.busworld.org](http://www.busworld.org)

## newsletter online



The Busworld Newsletter is now available on-line at [www.busworld.org](http://www.busworld.org). Alternatively, we can arrange to send it to you by e-mail.

Please make your request to [inge.buytaert@busworld.org](mailto:inge.buytaert@busworld.org).