



busworld academy

LAUNCH SEMINAR



Solaris can offer a variety of hybrid systems.



The highly successful Transmilenio BRT system in Bogotá.



A Van Hool fuel cell bus in Oslo.



An all-electric BYD bus.

We told you about the establishment of the Busworld Academy in Newsletter number 48. It is now fully operational and a number of industry experts have signed up. They can offer expertise in a wide number of topics that are relevant to the bus and coach industry. You can find out more about the Busworld Academy on <http://kortrijk.busworld.org/academy>

The Busworld Academy launch seminar will be held on Friday 18 October at Busworld Kortrijk. The theme will be: "How can transport organisations build a stronger and strategic business case based on the sustainability and safety advantages of bus and coach."

The programme starts at 9.30 with registration and a networking breakfast followed at 10.00 by a welcome and opening of the seminar by Redgy Deschacht, President of the Busworld Foundation.

Stefan Meersseman, President of the Busworld Academy, will make a presentation at 10.30. That will be followed by three workshops, the first being a stakeholders meeting, the second on sustainability, and the third on safety, including fire prevention.

After lunch at 12.30, the afternoon session will commence at 13.30 when Jos Streng, Coordinator of the European Electro-Mobility Observatory (EEO) will present the current status on the implementation of hybrid, electric

and hydrogen technology in the European bus and coach fleet.

At 14.00, there will be testimonials on fuel cell buses by representatives of the cities of Antwerp, Liguria (Italy) and Aberdeen, followed by experience of electric buses in the Friesland region of the Netherlands.

At 14.15, Fernando Sanclemente, General

Director of Transmilenio, Bogota, will discuss Bus Rapid Transit in the capital of Colombia.

This is one of the most advanced and effective BRT systems in the world.

At 14.45, Mrs Hilde Crevits, Flemish Minister for Mobility and Transport, will give the vision of the Flemish Government on sustainable and safe passenger transport.

That will be followed at 15.00 by a tour of the Busworld Kortrijk exhibition and will conclude at 16.00 with an official press conference and launch of the Busworld Academy.

Delegates are invited to register for the duration of the seminar, or to attend presentations that are of particular interest to them.

MIRROR PALACE

Mieke Glorieux, Director of Busworld Kortrijk, is keen to remind all readers that the Mirror Palace will be open every evening during Busworld, starting with a gastronomic night on Friday 18 October.

There will be food from the various countries where Busworld exhibitions are held.

The Mirror Palace is centrally located on the Schouwburgplein, in the middle of Kortrijk.

Mieke says that it is a great place to relax after a busy day in Busworld to meet friends or entertain customers.

Admission is free, but please show your Busworld badge to gain entry.

HESS PREMIERE

Hess, the highly regarded Swiss bus and trolleybus builder, will launch its new SwissAlpin at Busworld. This is a midibus that has been specially developed for Swiss Alpine conditions. Built on a Scania low entry chassis, its Euro VI engine can have optional power ratings of 280, 320 or 360hp. The body is constructed in the Hess CO-BOLT aluminium system.

The SwissAlpin is 9.7 metres long, 2.4 metres wide and 3.2 metres high. Among the interesting optional features is a partial glass roof, giving passengers superb visibility of Alpine scenery.



ELECTRIC HUB MOTOR

There is increasing interest in electric drive systems. One of the most innovative has been developed by Ziehl-Abegg, based in Künzelsau, near Stuttgart.

The ZAWheel is a motor that can sit inside a super single wheel and tyre. When used in tandem, they can provide smooth, silent and stepless acceleration in a city bus.

One of the first applications is in VDL's Citea Electric city bus that will be available on demonstration outside the halls of Busworld Kortrijk. Visitors can see the ZAWheel on the company's stand at Busworld.



SIMPLE SAFETY INITIATIVE

A number of fatal accidents occur each year when cyclists come up on the inside of a bus (or truck) as it is making a right hand turn. Stagecoach Manchester has fitted large bright yellow stickers on the back of each of its 750 buses, warning cyclists of the dangers of passing buses on the inside.

Bus drivers have a restricted view of this area and an unseen cyclist in the process of overtaking could potentially be in a dangerous position if the driver attempts to turn or pull into a stop.



THANK YOU

daimler buses

Daimler Buses held an International Press Event in Stuttgart on 4 and 5 September to review its global activities and to preview plans and products for Busworld Kortrijk.

Hartmut Schick, Head of Daimler Buses and CEO and President EvoBus GmbH, and his Board drove inside the Carl Benz Arena in the stunning new Setra TopClass coach. It was a novel way to enter a conference!

He opened with a warm hearted welcome to the large audience and "welcome to the automotive season". While summer may be coming to an end, the "hot phase" has yet to start for all fans of motorised transport: the International Motor Show in Frankfurt, followed by Busworld Kortrijk. He and his colleagues mentioned Busworld regularly throughout their presentations, and for that we are very grateful.

Hartmut Schick said that the bus industry had not been for the faint-hearted in recent years. That was still particularly true in Europe, with 2012 the worst year for registrations in twenty years. The market was continuing to decline, mainly due to the effects of the financial and sovereign debt crisis and their burdens on many public budgets.

Europe remained a challenge, but there were grounds for cautious optimism at Daimler Buses, with sales in the first half of 2013 running 5% ahead of the same period last year. There were positive signals from Latin America, especially Brazil in the run-up to the World Cup and the Olympic Games. Mexico was showing slightly slower development, but the positive trend in Turkey was continuing.



The Tourismo K will have its world premiere at Busworld.

Comparing the first half of 2013 with the first half of 2012, sales were up 5%, but revenue down 3%, mainly because of the higher mix of chassis. Daimler Buses generated profits in the first half of 2013 and, in his words, "was on an upswing".

Hartmut Schick attributed this to Daimler Buses' Globe2013 programme and its central themes of growth and efficiency. There has been international success, winning major orders around the world. Whole processes, structures and organisations had been examined critically to improve efficiencies and to become an even better business partner.

In a very confident presentation, Hartmut Schick said that Daimler was the first manufacturer with a complete Euro VI fleet. He expected that around 1,700 buses and coaches with Euro VI technology would be in service by the end of 2013. Almost one in three new

city buses were being supplied with Euro VI engines.

Till Oberwörder, Head of Marketing, Sales and Aftersales Daimler Buses, previewed Busworld Kortrijk 2013. There will be no fewer than five world premieres and two show premieres on the Mercedes-Benz and Setra stand.

The new Setra TopClass 500 is bound to be one of the stars of the show. At the other end of the coach range will be the new short Tourismo K, built totally in the factory in Turkey, and the replacement for the previous Tourino. There will also be the world premieres of the Citaro low entry Euro VI and the Intouro M Euro VI.

Most impressively, all those vehicles were available for ride and drive demonstrations in and around the suburbs of Stuttgart the following day.



The Citaro low entry bus with Euro VI engine.



The new Setra TopClass S516HDH.

NEW FOCUS FOR EUROPEAN COACH AND BUS WEEK

Immediately before every edition of Busworld Kortrijk, the very important European Coach and Bus Week, or ECW for short, takes place.

ECW has always been a unique opportunity to test the latest buses and coaches and put them through their paces. They are driven on a mixture of normal roads and assessed for their appeal and comfort for drivers, tour guides and passengers.

For drivers, it is important to have a very comfortable seat, controls that come readily to hand, easily readable display systems and excellent all round visibility. Tour guides must have a very comfortable seat, sensibly sized work place and room for storage of documents.

For passengers, measures like ease of entry and exit, seat comfort, all-round visibility and low interior noise levels are all important. Other factors include luggage capacity and ease of access for maintenance checks.

As in previous years, there will be separate competitions for buses and coaches because they are quite separate types of vehicles with different priorities for drivers and passengers.

Small buses and coaches will not be tested separately. They will be judged either in the bus or coach category, depending on their specifications.

For the 2013 edition, the Board decided to move the focus to play a pioneering role. They

want to provide insights into future technological developments within the industry and their possible impact on mobility.

The Board wants ECW to reach out to different parties, such as policy makers, bus and coach buyers, and even the general public. It wants to highlight the innovative character of the industry that does not always receive the attention it deserves.

A special task force reviewed and revised the ECW formula to produce a modern concept with a view to the future, instead of the past and present. The Grand Award Coach and Grand Award Bus will continue as in previous years. Every bus and coach that enters will be participating in this competition.

There will be new Best of Category Labels, for Safety, Ecology, Comfort & Ergonomics, and Styling & Design. Every Label will be granted a maximum once to a coach and once to the bus with the highest score in each particular category. If no vehicle has an exceptionally good score in any category, the judges can decide not to grant that Label. The Board believes that these Labels must be meaningful and therefore they have to be earned. It means that there could be a maximum of eight Labels or a minimum of none!

The Board has also decided to add one very special Label for Innovation. For this part of the competition, manufacturers can also enter with a prototype or demonstration vehicle since no test drives will have to be performed. However, it must be presented as a vehicle. A drawing or scale model will not be accepted. The Innovation Label can be granted more than once for every innovation that meets or exceeds a level considered sufficiently high by the jury.

Busworld and the ECW Board want to encourage manufacturers to show us and the rest of the world their most innovative practices, both

in existing vehicles, and in concepts that might not yet be homologated.

Entries for the Innovation Label have been opened to all other exhibitors too (so not only for bus & coach!) provided that they are received by 30 September at the latest.

For further information on European Coach & Bus Week, please refer to the Busworld website.



The Neoplan Starliner will be a strong contestant.



Iveco Bus is entering the new Urbanway city bus.



MAN is submitting its Lion's City Hybrid bus.

DARVAN

Darvan is a young and dynamic company based in West Flanders, producing a wide range of custom-made tools, gauges, extrusions and other equipment.

At Busworld, Darvan will launch a new filter concept to capture particulate material from

diesel engine exhausts. The filter system has no moving parts or catalyser, nor does it require any additives to make it work. The system is an open gate, which means that no back pressure can occur. Even when the filter is completely full of particles, it still has an open gate so that the engine can operate normally. The system can be cleaned without any particles escaping into the atmosphere. Darvan will display a Euro 3 bus that has been retrofitted with their system at Busworld on Stand 952.



This new filter will be launched at Busworld.

BUS RAPID TRANSIT WITH EXQUI.CITY

Without a doubt, one of the stars of Busworld Kortrijk in 2011 was Van Hool's Exqui.City, the Belgian company's very adaptable solution for Bus Rapid Transit systems. The first example was an articulated trolleybus for the Italian city of Parma. A fleet of similar articulated vehicles is in the course of delivery to Geneva. The latter vehicles have motors on the second and third axles, enabling them to cope safely with steep gradients and adverse weather conditions in winter.

Van Hool can build articulated and bi-articulated hybrid versions of the Exqui.City. Those delivered so far have MAN diesel engines and Siemens Elfa hybrid drive systems. However, a fleet of 15 will be delivered in the summer of next year to the Swedish city of Malmö, with engines fuelled by biogas. This is a popular renewable fuel in Sweden, ideally suitable for buses that return to the same depot every night.

Bus Rapid Transit systems are gaining in popularity. They have demonstrated that they can move large numbers of passengers per direction per hour. They are most effective if they have their own dedicated right-of-way and priority over other traffic, especially at busy intersections. Faster point-to-point journey times make them more attractive to passengers, helping to cut down congestion and pollution in urban centres. Particularly for regular



An Exqui.City trolleybus for Geneva.



A bi-articulated Exqui.City for Metz.

commuters, fares are lower than the cost of private motoring and parking all day in urban centres.

BRT systems can be built at a fraction of the cost of tramways, but they have many of the same advantages, plus much greater flexibility.

They can also be up and running in months, compared with years for a tramway system.

Van Hool has demonstrated with its luxury coach range that it can be very adaptable to the requirements of individual customers. The same philosophy applies to the Exqui.City range. The largest order to date has come from the French city of Metz.

They specified their own rather more square styling at the front and rear ends of their bi-articulated vehicles. All 27 will be in service by the time of Busworld Kortrijk.

VOLVO PROMOTES ELECTROMOBILITY

Volvo Buses reports growing interest in energy-efficient vehicles that are able to operate completely or partly on electricity. The Swedish company will hold the world première launch of its 7900 Articulated Hybrid bus. It is 18 metres long and can carry up to 154 passengers. Its fuel consumption is approximately 30% lower than the equivalent diesel variant. In electric mode, its carbon dioxide and air pollution emissions are equivalent to zero. Even

in diesel mode, particulate and nitrogen oxide emissions are much lower as a result of the new 5-litre Euro 6 diesel engine.

Volvo has taken orders for more than 1,200 examples of its hybrid buses from 21 countries, including recent contracts for 200 with two customers in Bogota, the capital of Colombia. More than 800 Volvo hybrid buses are now in service, with the largest number in the United Kingdom.

Volvo will also show a 12-metre 7900 hybrid, and all three models in its popular coach range, ie the 9500, 9700 and 9900.



Volvo will launch its 7900 Hybrid articulated bus at Busworld.

VDL HITS HAT TRICK AT BUSWORLD

VDL Bus & Coach will introduce three new models at Busworld Kortrijk. One has been talked about for some months, namely the Citea SLFA, an articulated city and intercity bus with optional lengths of 18 and 18.75 metres.

We also knew that there were plans to extend the award-winning Futura coach range. The FMD2 is a multi-purpose vehicle that takes maximum advantage of the modular construction technique employed by VDL and all the related benefits. It will be available at 12.2 metres and 12.9 metres, both on two axles, with a longer FMD2-129 at Busworld. As an option, this model can be fitted with a wide centre door, so that a wheelchair lift can be located in the step-well.

The third model, a late surprise, has been a remarkably well-kept secret. VDL Bus & Coach will launch the Citea MLE (Midi Low Entry), a new model for the public transport market. It will be offered in lengths from 8.8 to 10.8 metres. An MLE-88 will be on the stand.



VDL will launch the Citea MLE midibus.

The Citea MLE will be built for VDL by Wrightbus in Northern Ireland. These models have a lower gross weight than any existing VDL buses, and will give the company an unrivalled product range.

This is a logical next step in a collaboration that has been on-going for more than a decade. During this period, VDL Bus & Coach and Wrightbus have successfully completed various projects together all built in Wrightbus' patented Aluminique structural system. The Citea MLE offers low weight, better fuel economy and a long life, resulting in maximum profit of ownership.

All three new models will be on the VDL Bus & Coach stand in Hall 4. Outside the Hall, the VDL Citea Electric, a fully electric 12 metre low

floor bus, will be available for demonstration drives. It will be an ideal opportunity to experience the smooth and silent ride of this vehicle.

VDL engineers have located the batteries and electric systems very neatly, mostly in a tower in the offside rear corner of the bus. Various electric drives and battery packages can be offered so that customers can specify the most ideal and optimal combination for their requirements. One of the attractions of the Citea Electric is the high level of commonality with standard diesel-powered Citea buses.

All the exhibits will have Euro 6 engines from the partner suppliers to the VDL Bus & Coach, namely DAF, Cummins and FPT. In the outside area, there will also be a MidCity and MidEuro, both on the facelifted Mercedes-Benz Sprinter platform.



A right hand drive version of the longer Citea MLE.



The Futura FHD2 won Coach of the Year 2012.

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

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