



BUSWORLD KORTRIJK 2013

Electrifying!

When the latest edition of Busworld closed its doors in Kortrijk on 23 October, the consensus among many exhibitors and visitors was that it had been the best Busworld ever!

The number of visitors was an all-time record, at 32,048. They came from 116 countries, also a record. Although footfall was lower on the public day, Sunday, and on the last day, on all other days it was higher than in previous years. The only complaint about the popularity was

the number of traffic jams in and around Kortrijk!

The large temporary pavilions, Halls 8 and 9, were much better connected to the main Xpo than previously, and also benefited from the



Van Hool's A308E all-electric midibus.



VDL launched the Citea Midi LE midibus.



The world premiere of the VDL Futura FMD2.



An Irizar i3 low entry bus on a Scania chassis.



Iveco has refreshed and expanded its Crossway range.

fact that one of the two main entrances was at one end of Hall 9. That meant that far more visitors came through Halls 8 and 9 than before.

The number of exhibitors was also an all-time record, at around 390. That was because some of the manufacturers took smaller areas than previously, freeing up space for more suppliers of components and accessories. It was a formula that worked very well.

While Northern European markets are generally performing reasonably well in terms of new registrations of buses and coaches, Southern Europe remains in the doldrums. Other parts of the world continue to perform strongly so that overall global registrations (above 8.0 tonnes gross) are likely to be higher this year than in 2012. Certainly, the atmosphere among exhibitors and visitors was much more upbeat than two years previously. That was very encouraging.

Because Busworld is the largest global exhibition of its kind that is dedicated to the bus and coach industry, exhibitors always want to show their latest developments and services.

Busworld expected a large number of launches of Euro 6 products, because the new EU emission limits come into force from 1 January 2014, although there are some limited derogations. What was not predicted was the number of all-electric vehicles. They were everywhere! While hybrid had appeared to be the flavour of the future, there were surprisingly few hybrid buses in Busworld, even though many believe that they are the bridge between standard diesel buses and all-electric.

Volvo, in particular, has made this point, introducing a plug-in hybrid option that can take fast charges of electricity at each end of a route, extending the percentage of mileage that can be achieved in all-electric mode. Field

tests on a service in Gothenburg have reduced fuel consumption by 81%, compared with a standard Euro 5 diesel bus, while also giving drivers and passengers a more comfortable journey.

The all-electric buses that were in Busworld were a very interesting mix. The big issue is the range that an all-electric bus can achieve on fully charged batteries. They not only have to power the vehicle, but also provide current for all the systems of the vehicle, including heavy applications like heating and air conditioning.

The general rule appears to be that, the smaller the weight and size of the batteries, the more a vehicle needs fast recharging during service, but there is a saving in weight and therefore an increase in the number of passengers that can be carried.

At the other end of the scale, a bus with batteries that can provide a full day's range suffers a weight penalty and limitations on passenger capacity, although some seem to turn a blind eye to that. While the enforcement authorities sometimes weigh fully loaded coaches, when did you last hear of a city bus being diverted over a weighbridge?

In Western Europe, it took ten years for the diesel engine to be refined from early prototypes to fully reliable units with greater fuel economy than the petrol equivalent. It might well take the same time for advanced systems like fuel cells and all-electric buses to become fully proved.

Nevertheless, it already means that the next edition of Busworld Kortrijk, in October 2015, will be the stage when today's babies are up on their feet, walking and talking! Hartmut Schick, CEO of Daimler Buses, has already thrown down the gauntlet, saying that

one of his company's next developments will be a city bus platform that can be powered by diesel, hybrid, all-electric or fuel cell power.

The introduction of so many all-electric vehicles at Busworld might have been a surprise, but should not detract from the large numbers of new Euro 6 diesel buses and coaches, all around the exhibition.

The early evidence is that Euro 6 engines in themselves are more expensive, also the cooling and other systems necessary to meet the new and very strict emission limits. On the plus side, the early indications are that Euro 6 engines are much more silent than previously, and that there are significant benefits in fuel consumption. These should enable the higher initial costs to be recovered within four to five years, depending on annual mileage. Thereafter, the savings in fuel consumption become a bonus.

The challenge at Euro 6 for coach manufacturers has been to offset the higher weight of cooling and control systems by saving weight elsewhere. A fully laden two axle coach, with passengers and luggage, is often very near critical maximum gross axle weight limits. There were several examples of weight-saving components at Busworld, especially seats, and we can expect to see that trend continue in the next edition.

Within an hour before the closing of Busworld Kortrijk, Mieke Glorieux, Director, and Luc Glorieux, founder of Busworld, were talking to the Mayor of Kortrijk. He said that Busworld was a fantastic event for the city, for its national and international profile, and for the local economy.

The dates for the next edition of Busworld Kortrijk have been confirmed as 16 to 21 October 2015.



Safety simply cannot be compromised.

FIRST BUSWORLD ACADEMY CONFERENCES

During Busworld, the new Busworld Academy held its first three conferences. One was entitled "The implementation of e-mobility and hydrogen mobility into passenger transport" organised in collaboration with HyER.

Another was on the subject of "How can transport organisations collaborate to build a stronger and strategic business case based on the sustainable advantages of bus and coach?"

The third was a hot topic "Safety and fire safety". A number of interesting views were expressed. Some felt that the industry did not compare favourably with airlines on emergency evacuation advice. Once a vehicle catches fire, it can take hold rapidly, leaving only two or three minutes for full evacuation.

There was a view that manufacturers put a lot of thought into getting passengers onto their vehicles, but not enough into emergency evacuation.

All Busworld Fairs around the world promote buses and coaches as the safest and cleanest mode of transport. Safety simply cannot be compromised.

busworld turkey

COMING UP NEXT

It will be a busy year in 2014, because the Busworld team will be organising three major events in conjunction with local partners. The first will be Busworld Turkey, to be held on 24 to 27 April in the Istanbul Exhibition Centre, close to the main Ataturk international airport and the Metro to the city.

Despite having some troublesome – to say the least – neighbours, Turkey is booming. One quick measure of any economy is the number of tower cranes erecting new buildings. They are everywhere in Istanbul.

The Government is leading a number of major infrastructure projects. A rail tunnel has been built under the Bosphorus, linking Europe and Asia. It will open shortly to passenger traffic.

Funding has been secured to build a third Bosphorus bridge, to the north of the two present bridges, which are frequently choked with traffic. It will be close to the Black Sea and will take long distance international traffic well clear of the city.

A major international airport, claimed to be the largest in the world, is projected for Istanbul, north of the city centre. An even more ambitious project is to build a canal linking the Black Sea with the Sea of Marmara, taking heavy international shipping off the Bosphorus.

Public transport has not been neglected. In the first ten months of this year, there were 2,594 registrations of full size and articulated



Otokar celebrated 50 years of production.

city buses in Turkey. Part of the reason is that municipal elections are being held next spring.

All new buses registered since January 2012 have had to be accessible, with a wide variety of low entry and full low floor models now in circulation.

IETT, Istanbul, has registered many hundreds of new buses. Karsan, Mercedes-Benz and Otokar have all benefitted. It is quite amazing that companies like Karsan and Otokar can ramp up production very quickly. Both factories build other automotive products, with workforces that are multi-skilled and very adaptable. They can switch labour quickly and efficiently to meet demand. It is an almost unique ability that makes them highly responsive and competitive.

The market for large luxury coaches has also been strong, with 1,188 registrations in the first ten months of this year. The sector is dominated by Mercedes-Benz with a 65% share.

Many coaches are used on the extensive network of express services, both within Turkey and to some neighbouring countries. Other coaches serve the important tourism industry.

Turkey is also a major producer and user of midibuses and midicoaches, with Otokar being the market leader. One of the more recent developments has been the introduction of 5.5-6.0 metre low entry minibuses. Many of



An Otokar low entry interurban midibus.



Temsa has launched the LD low deck coach range.



Karsan launched the Jest low entry minibus.

them are used in suburban areas with narrow streets, feeding passengers to larger buses on trunk routes.

The Turkish manufacturing industry is largely self sufficient. Most engines, and specialised units like fully automatic gearboxes and portal axles for low floor buses are imported. Otherwise, almost everything has a "made in Turkey" label on it. Many of these suppliers are substantial exporters, as any visitors to Busworld Kortrijk would have observed. They are building to high quality standards at competi-

tive prices, so Busworld Turkey is a "Must Visit" exhibition for engineers and purchasers.

Istanbul is a major regional trading hub with flights to many countries in the region and further afield. Busworld Turkey has rapidly established its own reputation as an international event. In some of the neighbouring countries, the quality of diesel is far below Western European standards. It is a measure of the flexibility of the Turkish industry that it can supply vehicles with Euro 3, Euro 4, Euro 5 and Euro 6 engines, depending on market demand.



One of many new city buses for Istanbul.

We will tell you more about Busworld Turkey in the next edition of the Newsletter. In the meantime, make a note of 24-27 April so that you can come and enjoy Istanbul next spring!

BUSWORLD INNOVATION AWARDS

Whatever you offer, you have to keep it up to date with fresh ideas. The directors of Busworld introduced for the first time innovation awards for components and accessories. Exhibitors were invited to submit applications for awards. The President of European Coach Week, Emmanuel Vansteelandt, chaired an international jury that had a very wide range of experience.

A number of submissions were rejected before the jury toured the exhibition to access almost twenty products. This was on the Wednesday before the press day, when much of the exhibition was still being set up, and, regrettably, two or three applicants were not available.

Having toured the booths, talked to representatives, and looked at the various innovations, the jury retired to consider them. The first test was to distinguish between what was a logical, on-going, product development, and what was genuine innovation. What was truly new and would offer benefits to bus and coach operators?

The products had to be submitted by exhibitors at Busworld Kortrijk. Eventually, the jury whittled the applicants down to 5/6. The reason for that is that one product had been developed by e-Traction in the Netherlands, but was being put into production by Zhiel-Abegg in Germany.

So who won awards? Zhiel-Abegg won an award for the ZA Wheel, an electric in-hub motor suitable for low floor all-electric buses. The synchronous electric motor sat inside a super-single wheel and tyre with a claimed efficiency



VDL's all-electric Citea uses the ZA Wheel.

of around 90%. It is already being used in the all-electric version of the VDL Citea. It can also provide regenerative braking. The system was developed by e-Traction which also won an innovation award.

Another award went to KomTelSys Reum of Germany for its Atlas 2 infotainment system. Developed for coach operators, it could offer every conceivable demand, including all forms of media, GPS tourist information, and connectivity with smart phone and tablet devices. Despite its wide range of capabilities, the system was remarkably compact.

Q'Straint, a Canadian company that specialises in security systems for passengers in wheelchairs, developed the industry's first fully automatic rear-facing wheelchair securement system that could be installed in almost any bus or rail vehicle. The jury was impressed that the Quantum system could be used by the passenger without the driver having to leave his/her seat. The passenger pressed a switch which activated clamps that fitted gently on the wheels of a chair, holding it firmly in place. When ready to alight, the passenger could warn the driver, then the clamps would release when the bus came to a full stop.



The new CO2 aircon system from Konvekta.

Konvekta, the German HVAC manufacturer, won an award for its introduction of an air conditioning system that uses CO2 as a refrigerant. Carbon dioxide is a purely natural substance, readily available in the atmosphere.

It is harmless to people and replaces previous refrigerants that have high greenhouse gas potential.

Voith won an award for its Secondary Water Retarder, a wear-free continuous braking system that uses the engine coolant as an operating medium. It weighed only 35kg and, by using water instead of oil, significantly contributed to the protection of the environment. It also helped to save costs, keeping the foundation brakes cool on long descents.

Judging by the enthusiasm of the Innovations Awards, and the pride with which the winners displayed their labels on their stands, they look certain to become a regular and popular feature at future Busworld Kortrijk events.



The new Setra TopClass S 516 HDH.



Van Hool's hybrid Exqui.City.

ECW awards



On the weekend before Busworld Kortrijk opened, the ECW (European Coach and Bus Week) trials were held. With six buses and twelve coaches participating, it was one of the largest competitions ever. All the vehicles were put through a series of tests, each carried out by several teams of experienced jury members.

The Grand Award Bus was given to Van Hool's Exqui.City 23-metre bi-articulated hybrid bus for combining a new vehicle concept with a hybrid drive line and a high level of comfort for passengers. The jury thought that its exterior design broke new grounds and should be able to increase the attractiveness of urban public transport for its users. The interior combined comfort with a number of large and small innovative features like improved lighting and a unique sound system.

The Grand Award Coach was given to the Setra TopClass S 517 HDH which had its world première at Busworld Kortrijk. The jury said that the coach combined traditional Setra values like a perfect shape, quality interior and good working place for the driver and the guide with a high tech drive line. The styling was evolutionary rather than revolutionary, retaining some typical Setra styling elements. The jury also awarded Coach and Bus Labels for Comfort, Safety, Ecology and for Bus Design. Van Hool and Daimler Buses won all of these awards, although the Ecology Label Bus was shared by Van Hool with BYD and Ebusco.

Coach of the Year



The Setra ComfortClass 500.



Hartmut Schick received the trophy from Stuart Jones, on his left.

On the first day of Busworld Kortrijk, Stuart Jones, Chairman of the International Bus & Coach of the Year Jury, handed over the Coach of the Year 2014 trophy to Hartmut Schick, Head of Daimler Buses.

The jury consisted of 19 trade journalists, one from each of 19 European countries. After extensive tests earlier in the year, they awarded the accolade to Setra for its new ComfortClass 500 series coach.



The Ellisup Concept Bus.

IVECO'S STUNNING ELLISUP PROJECT

One of the great surprises at Busworld Kortrijk was the unveiling of Iveco's Ellisup all-electric concept bus. The name comes from the combination of electricity, lithium-ion batteries and super capacitors. One of the main objectives of the concept vehicle is to get potential customers, passengers, city authorities, the media and other opinion formers to see hardware and give feedback.

Iveco has previously sought to minimise the intrusion of wheels and tyres into low floor buses by reducing the size of them. The Ellisup vehicle had eight small wheels and tyres, developed by Michelin, and mounted on stub axles. Four of them were driven by electric motors, also from Michelin. Electrical energy was stored in a combination of batteries and super capacitors, with the latter being used to boost acceleration away from stops.

Externally the vehicle looked stunning, with a large sloping one piece windscreen and deep side windows, offering excellent visibility for passengers. Three double width doors facilitated fast entry and exit.

The interior was full of French flair, benefitting from the greater space made available by the small wheels and tyres. It looked more like a trendy up-market café than a city bus. There were low backless seats, bright colours, excellent down-lighting, and many other fascinating features.

Iveco and its partners in the Ellisup project must have been delighted with reaction to the new vehicle. It was certainly one of the talking points at Busworld Kortrijk.



The novel interior of the Ellisup.



The Ellisup relies on fast overhead charging.

BUSWORLD EVENTS IN 2014

In addition to Busworld Turkey, there will be a Busworld in Kiev, Ukraine, from 22 to 24 October 2014 and in Bogota, Colombia, from 4 to 6 December 2014.

More information about these events will be announced next year.

RUDI KUCHTA "BUS BUILDER OF THE YEAR 2013"

Rudi Kuchta, Senior Vice President of the Product and Sales Bus Unit of MAN Truck & Bus AG was awarded "Bus Builder of the Year 2013" at Busworld Kortrijk. The prize is a personal award presented to individuals of outstanding merit in the industry. The judges were impressed by Rudi Kuchta's unbroken service for a bus company and his long-term commitment to the industry. He started his career at Neoplan in 1992 and has headed Bus Sales at MAN since 2009.



Mieke Glorieux gives the award to Rudi Kuchta

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