



The busworld. Times

No. 58 - June 2015 - www.busworld.org

First booking for Busworld *Turkey*

Busworld Turkey has become a well established event in the international calendar of major bus and coach exhibitions. That is not surprising, considering the strong position of the domestic manufacturing industry and the many component and service suppliers that support it. The Turkish automotive industry is the largest exporter and earner of foreign currency of any industry in the country.

The products of Turkish bus and coach manufacturers can be found in practically every market in Europe, and throughout North Africa, the Middle East and Central Asia. Turkish component suppliers work to the highest international standards and many of them are major exporters in their own right. Turkey is a country which deserves a major dedicated bus and coach exhibition.

Busworld Turkey will be held from 14 to 17 April 2016 in a new venue in Istanbul. The Istanbul Expo Center (IFM) is located on the same grounds as the previous venue and therefore remains close to the major Ataturk International Airport, the WTC Business Towers and the WOW Hotels that have been used by many exhibitors and visitors to previous editions of Busworld Turkey.

Busworld Turkey 2016 will be able to offer more than 15,000sq m of space in halls 9, 10 and 11. By 2018, IFM will have built additional halls and Busworld Turkey will be hosted in the most modern Expo building in Turkey.

The 2016 exhibition will be very significant for Turkey, because the country will adopt Euro VI emission standards that year. Many new models can be expected from domestic manufacturers, although some are already available for customers in the European Union. The first exhibitor, Temsa Global, has already signed up to attend Busworld Turkey. Other bus and coach builders have been invited to confirm their attendance. That will be followed by sales and commitments from other exhibi-

tors in the extensive components, parts, accessories and service industries that flourish in Turkey.

It is worth noting that Turkish Airlines, which has its principal hub at the nearby Ataturk Airport serves more international destinations than any other airline in the world so that should help to bring visitors from other countries to Busworld Turkey which is always popular and well attended.



The first all-electric midibus from Temsa.



Temsa launched the LD range two years ago.

Booming Busworld India

Busworld India 2015 was a great success. It was held in the Bombay Convention & Exhibition Centre from 28-30 April and was the platform for the launch of a number of new vehicles and components. The exhibition was formally opened on the first day by Mr Diwakar Raute, the Minister of Transport for the Government of the State of Maharashtra.

India is the world's second largest market for new bus and coach registrations, after China. Manufacturers offer a wide range of products, meeting demand for works transport, school, rural, suburban, city, intercity and tourist applications. Vehicles range from relatively simple, with high frames and front-mounted engines, to much more sophisticated designs with a strong Western European influence.

Those who know the country and the market well reckon that demand for buses and coaches over 7.5 tonnes gross will rise from the current level of just under 50,000 per annum to double that figure by 2020. These volumes give the main Indian manufacturers economies of scale and therefore the ability to be competitive not only in neighbouring countries, but also as far afield as the Middle East and Africa. They are supported by a domestic component manufacturing industry that is developing new products and many of them were represented at Busworld India.

India suffers from high road accident rates, including unacceptably high numbers of deaths and serious injuries, but the country is making progress to reduce those levels. For buses and coaches, all new vehicles must comply with the Bus Code which is broadly similar to the European Bus Directive in terms of dimensions and safety features. Manufacturers also have to prove Conformity of Production and this had done much to raise construction standards.



Intercity express coach services are popular in India.



The Transport Minister of Maharashtra (third from right) opened Busworld India.



Part of an audience at the well-attended seminars.

The high volumes and the potential size of the market have attracted international manufacturers. Scania has established a bus and coach factory near Bangalore, building intercity coaches and very recently launched city buses. For more than 20 years, Scania in Sweden has believed in ethanol as an alternative fuel. It has extremely low emissions, and it can be produced quite easily in India from renewable crops that can be harvested two or three times a year without competing for the supply of food crops from arable land. Scania showed a low floor ethanol-fuelled city bus that will shortly go into volume production in India.

MG Automotives, part of the MG Group, introduced its first-ever luxury coach, the Mammoth, on an MAN CLA 16.22 chassis with a front mounted engine. The new coach was completely designed in-house and had a number of novel features, including an emergency door in the rear face. Considering that it was the first of its kind, the Mammoth won praise for the quality of materials and the high standard of finish.

The Automobile Corporation of Goa Ltd is one of the largest bodybuilders in India. The most novel vehicle on their booth was an amphibious bus using American technology and built for the Goa Tourism Department. ACGL also

displayed a left hand drive luxury school bus developed for the Middle East. Two other buses, for the Indian market, had front and rear faces in metal, rather than fibreglass. These were in sections for easy replacement in the event of an accident and were preferred by some Indian customers.

Mr O V Ajay, CEO of ACGL, said that his company had been growing at an average rate of 10-12% annually and that his company was looking for further expansion, to around 18% in 2015, partly by entering further market segments.

SML Isuzu displayed three vehicles, representative of its range. They were an 11-metre coach, a 9-metre bus for staff transport and a small 6-metre 13-seat executive coach. The company said that it was working on a number of other new developments and predicted that demand for school bus and staff transport would grow significantly in the next five to seven years.

Veera Vahana is a bodybuilder, based in Bangalore. The company surprised many by



The rear emergency steps and door by MG.

launching its own complete low entry city bus. The VR2 LE was built to a high specification, including a Cummins BS-IV compliant engine, Allison fully automatic transmission WABCO disc brakes with EBS, and a second generation ECAS suspension system.

Mr K Srinivas Reddy, Managing Director of Veera Vahana, said that it was a premium product and he aimed to sell around 50 units per annum. By using components from world-class suppliers, he expected to bring down maintenance costs and the overall life cycle cost.

Buses and coaches in India are becoming more modern and sophisticated. That is attracting further international suppliers to the market. For instance, Wilcomatic India PVT, a subsidiary of Wilcomatic of the UK, delivered the first drive-through automatic bus wash system to BUSZONE, a leading bus dealership. The system was being installed to provide an additional service for the dealer's customers.

Songz Automobile Air Conditioning Co Ltd, the world's largest manufacturer of bus air condi-

tioning systems, came again from China to Busworld India. The company had previously supplied the Indian market with a different brand name, but was now planning to set up an assembly plant in India and to build a service team to support customers.

A delegation from Busworld talked to the exhibitors who said they were very pleased with the quality of the visitors. Didier Ramoudt, President of Busworld Int., summed up the exhibition: "I am very happy with the positive evolution of this 6th edition of Busworld India."



Scania will build the OmniCity in India.

More space at Busworld Kortrijk

Busworld Kortrijk will run from 16 to 21 October and will have more space than ever before. Mieke Glorieux, Director of Busworld Kortrijk, advises that the large temporary pavilions that form Halls 8 and 9 will be extended, giving through access to Halls 1 and 2 as usual, and to Hall 3 for the first time. This will give even better circulation for visitors.

The temporary pavilions have hard standing and are fully serviced. Many visitors arrive at the North main entrance which takes them straight into Hall 9, then into Hall 8, and thereafter to the permanent halls of the Busworld Xpo site.

This additional space has already been booked by exhibitors so Busworld Kortrijk will be larger than ever before. Two years ago, more than 32,000 visitors came to Busworld and we are quietly confident that the number will be exceeded in 2015.

Exhibitors have every reason to be more optimistic about the industry. Registrations of buses and coaches above 3.5 tonnes gross in the first four months of this year were running

more than 17% ahead of the same four months in 2014, according to the European Automobile Manufacturers' Association.

Italy and Spain are showing good signs of recovery while the three largest markets, France, Germany and the United Kingdom, all showed good increases.

Part of the reason can be attributed to growth in demand for inter-city express coaches in a number of markets, particularly Germany, following deregulation. This has created a noticeable increase in demand for high capacity coaches, including double deck and vehicles

built to a maximum length of up to 15 metres.

There is much more information about Busworld Kortrijk on the website, including plans of the halls. As usual, we expect a number of world premières and many new products and services.

Can we also remind you that hotels in and around Kortrijk become extremely busy during Busworld. The sooner you book accommodation, the better.

Further news will be carried in the next edition of the Busworld Times.



It is light and bright in the pavilions.

China partnership success

Busworld International was very pleased with the success of the partnership between Busworld China and Bus & Truck Expo. The large exhibition was held in the superb facilities of the China National Convention Centre in Beijing from 11 to 13 May 2015. A surface area of 14,000sq m was allocated to bus and coach products and suppliers.

All the main Chinese bus and coach manufacturers were present, showing a total of 66 vehicles, around 40% buses and 60% coaches. Several new vehicles were launched and there was also one completely new manufacturer, Eastlake New Energy Group, promoting its buses with the Yangtse and Tian Ji Xian brands.

China has taken a strong lead in the development of all-electric buses. Demand for them has been stimulated by Government subsidies that encourage operators to buy them and help to reduce emissions in busy urban centres. A more recent trend is for all-electric vehicles around 6-8 metres in length.

Sunlong's exhibits included the SLK6663 electric midibus of 6-metres length. Its batteries could be fully recharged in less than twenty minutes, giving the vehicle a range of 80km on typical urban roads.

Yutong, China's largest bus and coach builder, unveiled the T7, a direct competitor to the long running Toyota Coaster.

In May last year, during a visit to the Shanghai Automobile Industry Corporation, Xi Jinping, President of China, expressed his determination to replace all vehicles used on Government duties with domestic brands. The President said: "It is a new opportunity for indigenous auto makers and great efforts must be made to beat those foreign brands."

The T7 had modern but quite restrained styling, so it will not quickly appear dated. The launch vehicle had a US-made 6-litre petrol engine and an Allison fully automatic gearbox but Dongfeng or Shanghai VM diesel engines are also available. The T7 will go into volume production shortly and is likely to be a major challenger to the Toyota Coaster and other vehicles in that size category.

There remains strong demand in China for full size buses so it was perhaps surprising that only one articulated vehicle was in the exhibition. Demand for dedicated school buses, usually smaller size, continues to grow. Coaches come in all shapes and sizes, from high end luxury for tourism to smaller and quite basic vehicles for works transport.

There were no international bus and coach manufacturers in the exhibition, but many well known Western suppliers were present, including Allison, Cummins, Bitzer, Continental, Hübner, Konvekta and Millbrook.

During the exhibition, a successful Busworld Academy seminar was held. It discussed new-energy buses such as battery electric, also diesel-electric hybrids. The event was well attended and created a large amount of interest.

During the exhibition, Didier Ramoudt, President of Busworld International, was inter-



1. A Foton coach in the exhibition.
2. Yangtse is a new bus brand in China.
3. Daewoo Bus is well established in China.
4. The Bitzer booth in Beijing.
5. An all-electric city bus from Yutong.
6. The Actia booth in Beijing.
7. A high deck coach from King Long.

viewed by Chinabuses.org. He talked about the growth of the Busworld organisation over the years then turned specifically to China.

As a true Busworld man, he commented that he had not seen any trucks, presumably because they were in other halls! He praised the collaboration with the Chinese partners and said that they had a very good team. "We had good co-operation. We work with very nice people whom we can trust and they trust us. We are very complementary to each other. We can bring this exhibition to a high level and that is our goal."

The next Bus & Truck Expo will take place in Beijing from 23 to 25 May 2016.



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European Coach & Bus Week

This year, the very popular European Coach & Bus Week (ECW) will be held immediately before Busworld Kortrijk, from 10 to 14 October. All exhibitors are invited to participate in a series of tests that will be held at the Xpo Kortrijk Exhibition Centre and on external roads in the area. Vehicle manufacturers can submit their applications to enter the ECW vehicle competition until 30 June.

Two years ago, the focus of ECW was changed by the Board. They wanted to provide insights into technological developments within the bus and coach industry and their possible impact on travel, in the widest sense. The Board wanted to reach out to all the different parties, such as policy makers, bus and coach buyers, and the customers who travel on the vehicles. They wanted to highlight the innovative character of the industry that does not always get the attention and praise that it deserves.

As in previous years, there will be a Grand Award Coach and a Grand Award Bus because buses and coaches 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



The intercity coach sector is growing strongly. This is the new MAN Lion's Intercity.

categories: Safety, Ecology, Comfort and Ergonomics, Styling and Design. The Board feels very strongly that these awards have to be earned, therefore ECW can grant a maximum of eight Lables – four to coach and four to bus, and a minimum of none!

In 2013, for the first time, ECW was also opened to exhibitors that do not manufacture vehicles. This proved very popular and will be repeated again in 2015. The judges were looking for genuine new product innovation, as distinct from improvements and refinements to existing designs. Six companies received an ECW Innovation Label in 2013 and were



Setra is always a contender at ECW.

very proud of their awards. Exhibitors can submit applications to be judged for an ECW Innovation Label 2015 until 30 August.

Further information is on the Busworld website, or contact inge@busworld.org

Busworld Academy



busworld academy KNOWLEDGE PLATFORM FOR THE WORLDWIDE BUS & COACH SECTOR

During Busworld Kortrijk, Busworld Academy will run a comprehensive programme. On 16 October there will be a round table debate for bus and coach federations and associations. The topic is "further improving the image of the bus and coach sector."

Seminars will be held on 19 to 21 October. You can find details of the topics to be discussed and the speakers who have already been confirmed on the Busworld Academy website.



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