



The busworld® Times

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Busworld Turkey coming soon

The sixth edition of Busworld Turkey is being organised by Busworld and its partner in Istanbul, HKF Trade Fairs. The exhibition will run from 14 to 17 April in Halls 9, 10 and 11 of the Istanbul Expo Center. That is very near the main Ataturk International Airport and is also well connected to central Istanbul by the nearby metro.



Welcome back to BMC.

The exhibition showcases one of the world's most important countries in the manufacture of buses and coaches, and all their many components and services. Sales of buses and midibuses to the home market rose substantially in 2015, compared with the previous year. Turkey is making progress in renewing city bus fleets, and the intercity express coach market

remains strong. The country relies heavily on buses and coaches for public transport.

Turkey is also a major exporter of buses and coaches. Last year, according to OSD, the Turkish manufacturers trade association, there were exports of a record 44,440 buses and coaches of all sizes, valued at USD1.15 billion!

That is a very impressive performance and it does not include many components and accessories delivered by the Turkish supply industry to manufacturers and markets outside Turkey.

The Turkish manufacturing industry is now in a very strong position. Turkish companies

have built up regular customer bases in so many countries that they are well protected from downturns. While some markets in the Middle East are having serious problems, neighbouring Iran is no longer subject to international trade sanctions, and that must surely be a great opportunity for trade between the two countries.

Turkey has adopted Euro 6 engine emission limits with effect from the start of this year, but there is enough evidence from Europe that Euro 6 vehicles are more economical than their predecessors, so that should encourage Turkish customers to invest in new vehicles.

On the other hand, there are many neighbouring countries that are still working to earlier emission standards. This is usually because refineries are unable or unwilling to produce the ultra low sulphur diesel that the latest generations of engines require. The Turkish industry is sufficiently flexible that it can provide vehicles with power units from Euro 2 onwards.

The authorities have encouraged the use of compressed natural gas as an alternative fuel. It is competitively priced and readily available from pipelines that cross the country to the Mediterranean. For city bus fleets, the higher initial infrastructure costs are soon recovered by savings in the price of fuel.

Istanbul has by far the largest Bus Rapid Transit system in Europe and much of it is a full-scale BRT system, with exclusive bus lanes in the centre of wide highways, and access from overhead bridges to stations where the platforms are level with the floors of the buses. All of the vehicles have full low floors, so they can also run off the BRT system with passengers still able to get on and off easily.

Buses of all shapes and sizes operate in Istanbul. Articulated vehicles run on the busiest routes, and they appear to be crowded all day long. At the other end, there are small vehicles, typically with 10-12 seats, that operate like shared taxis. Known as Dolmu the authorities want to reduce their numbers. They operate on fixed routes, but will stop whenever hailed by a passenger. The authorities consider them to be major contributors to congestion and pollution.

However, there are parts of Istanbul with old and very narrow streets that are inaccessible to larger buses. Companies like Karsan and Otogar have developed a new generation of low floor minibuses that are much more accessible.

Turkey also has the largest coach station in Europe, by a very long way. The Otogar is out



The attractive Isuzu Citibus.

of the city centre, close to the outer ring road, so that coaches can get quickly onto the highway network. They depart from stands located around the perimeter of the top floor of the massive facility.

The second floor houses a metro station, offering fast and frequent services to the city. The ground floor is for arrivals and also has extensive facilities for cleaning and servicing coaches, also workshops and parts stores. The Otogar serves not only the whole of Turkey, often with competing operators on the main routes, but also many neighbouring countries.



The smallest model in the Otogar range.

While Busworld Turkey is the most important showcase for the domestic industry, and for Turkey's bus and coach operators, the Expo Center is so close to Ataturk International Airport that visitors can easily come to the exhibition from other countries. Therefore, we look forward to welcoming old friends and new to Busworld Turkey in April.



The articulated Otogar Kent bus was launched in Kortrijk.



Erener makes luxurious mini coaches.



Send us your news

There is a very busy programme of Busworld events this year, so please let us have your news, particularly if you are planning to launch new products or services at any event. We will be very pleased to publish information free of charge, subject to available space, so please send news items to inge@busworld.org

Busworld China

The next edition of Busworld Beijing China will be held in the Chinese capital from 23 to 25 May 2016, following the great success of the 2015 edition.

China is by far the largest market in the world for buses and coaches. Busworld International collaborates with Bus & Truck Expo which started as a local Chinese exhibition in 2009. It was and still is organised by China's Ministry of Transport, so that guarantees a good presence of Chinese exhibitors and visitors.

Last year, for the first time, Busworld International and Bus & Truck Expo started a collaboration in order to make the Bus and Truck Expo international and lift it to a Busworld level.

Busworld China 2016 offers an excellent opportunity for bus and coach manufacturers, component suppliers, technology providers and market leaders to showcase the industry's latest products, technology, services and solutions.

Chinese manufacturers and suppliers are continuing to innovate at a rapid pace. The Government has encouraged heavy investment in electric buses and alternative fuels. In particu-



An Ankaï sightseeing bus in London.

lar, great progress is being made in the development of storage batteries which are lighter than previous generations, but still provide sufficient energy for a full day's operation.

Exhibitors who wish to participate in Busworld China can contact Mieke Glorieux at mieke.glorieux@busworld.org or +32(0)51.22.60.60 (www.busworldchina.org)



BYD has sold many electric buses in China.

Busworld India moves to Bengaluru

The seventh edition of Busworld India will be held for the first time in Bengaluru, probably better known as Bangalore, from 10 to 12 November.

Bengaluru lies in the south of India and is home to many new high technology industries. The Indian economy is thriving and the Government is actively supporting investment to

modernise the nation's city bus fleets. High specification luxury coaches provide regular express services between all the main centres of population, offering an attractive alternative to crowded trains and more expensive airlines.

India is home to two of the five largest bus manufacturers in the world. They have now been joined by the local factories of MAN, Mercedes-Benz, Scania and Volvo, in addition to other Indian builders. Competition has stimulated innovation to such an extent that today's buses and coaches in India are far removed from previous generations that were built on high truck-derived chassis. Standards

of safety and comfort have improved enormously.

Busworld India 2016 offers an excellent opportunity for bus and coach manufacturers, component suppliers and technology providers to connect with existing and potential clients directly.

The Indian market is continuing to grow strongly. The country is also a manufacturing hub for exports to Southern Asia, and as far afield as Africa.

Exhibitors are invited now to register for Busworld India with Mieke Glorieux at mieke.glorieux@busworld.org or +32(0)51.22.60.60 (www.busworldindia.org)



UD Motors, a subsidiary of Volvo, offers this bus in India.



A long distance sleeper coach in India.



A Corona high floor bus for BRT systems.

Western European Market *rose in 2015*

Analysis of registrations of new buses and coaches, above 8.0 tonnes gross, in Western Europe in 2015 suggests that the market was up around 8.5% on the previous year. This encouraging evidence supports the general levels of optimism seen at Busworld Kortrijk last October.

The rise was particularly marked in the five major markets of France, Germany, Italy, Spain and the United Kingdom, accounting between them for nearly 80% of registrations. In fact, compared with 2014, registrations of new vehicles in 2015 in those markets rose by nearly 20%.

Earlier fears about the cost and complexity of Euro 6 vehicles seem to have been unfounded, with many operators reporting superior fuel economy. Even though the price of oil has fallen dramatically in the last twelve months, how long will that situation continue?

France moved ahead strongly, to retain pole position, partly because of legislation that imposes a maximum 15 year age limit on vehicles carrying school children, but also because the intercity express coach market has opened up to competition.

The German market, in second place, has also benefitted from the liberalisation of express coach services, with a distinct rise in the numbers of double deck express coaches. The United Kingdom was late to move from Euro 5 to Euro 6, but the latest standard is now becoming well established with the market up by around 20%. Much of that is due to increased demand for city buses, but the coach sector also showed a welcome improvement.

Italy and Spain have both been down on traditional levels for a few years, during and after the global financial crisis, but both have shown welcome signs of recovery. They will continue to recover in 2016, especially Spain, where demand is rising strongly. Spain, Italy and smaller countries like Malta are seen as secure holiday destinations.

In the rest of Western Europe, Norway and Sweden continue to invest in new vehicles,



A VDL Citea Electric bus in Munster.

often on environmental grounds. Customers in those countries have taken a variety of hybrid and all-electric buses, in addition to standard diesel units.

As we saw in Busworld Kortrijk, which really is a showcase for the latest technology and future trends, there has been an increase in orders for vehicles powered by alternative fuels and drive systems.

Registrations of hybrid buses reached more than 1,300 units last year, with the United Kingdom the largest market. This is likely to continue during 2016.

Demand for buses fuelled by CNG and biogas came mainly from France and Sweden but, with the current low price of oil, gas is losing some of its cost advantages and the main benefit compared with diesel is that gas engines are even more silent than the latest Euro 6 diesel units. There is now very little advantage in tailpipe emissions.

As we saw in Busworld Kortrijk, there was a great selection of all-electric buses. Registrations doubled between 2013 and 2015, but only to little over 60 units. On top of that can be added 35 BYD all-electric buses operating in Amsterdam's Schipol Airport. All-electric registrations will take a boost in 2016, with a number of quite large orders already booked.



The Iveco Magelys won Coach of the Year 2016.



Volvo Electric Hybrid buses in Hamburg.



A Scania gas fuelled bus in Reading, England.

Busworld

crosses the atlantic

Busworld International will hold the first Busworld Latin America from 5 to 7 December 2016 in Medellin, the second largest city in Colombia.

Colombia is a fascinating country. It has a population of nearly 50 million people and is strategically located in the north west of South America, with borders on the Caribbean and the Pacific. Its immediate neighbours to the north are Panama and various Central American republics, then Mexico and the United States. Its other neighbours are Venezuela, Brazil, Peru and Ecuador.

Medellin is the second largest city with a population of around 2.5 million. Neighbouring conurbations add around one million to that total. The city lies in a valley at the northern end of the Andes mountain range which goes right down the west side of the continent. It was once feared as a major centre of the drug trade, but is now safe and secure, and enjoys a very temperate climate all year round.

Didier Ramoudt, President of Busworld International said when announcing the sixth Busworld Exhibition in the world: "The relevance of an international specialised business to business event for bus and coach professionals in Latin America and especially Colombia is clear, when taking a look at the recent market factors.

"First of all, there is a growing market for passenger transport and traffic route networks are constantly being extended. Second of all, there is an active development of domestic tourism because of the growing demand in this field. And last but not least, there is a growing need for quality public transport within the larger cities and the intercity serv-



Iveco is also active in South America.

ices. That is also why the state is developing new regulations regarding advanced passenger transport fleet renewal. I am sure Colombia is the ideal location for a successful Busworld Exhibition!"

Latin America relies heavily on buses and coaches for public transportation. The major Western European manufacturers, Iveco, MAN, Mercedes-Benz, Scania and Volvo all have important chassis manufacturing operations in Brazil, but some, like Mercedes-Benz, have subsidiary plants in Colombia. They work with bodybuilders, including Marcopolo, the largest in the world, and several others, building a wide variety of complete vehicles from small buses to large double deck international coaches.

It was Latin America that pioneered the concept of high-frequency Bus Rapid Transit systems using articulated and bi-articulated vehicles serving high platforms that were level with the floor of the bus. The Transmilenio system in Bogota, the capital of Colombia, is one of the best in the world. It occupies dedicated lanes on many of the main

routes into and out of the city, offering very high frequency services. BRT systems can be built in a fraction of the time, and at a fraction of the cost of rail, while still being able to offer equivalent movements of passengers per direction per hour.

Latin America also relies heavily on coaches for intercity travel. They have some of the longest routes in the world, including those that use the Trans-Andean highway. Some operators use impressive four axle double deck coaches.

Busworld Latin America will be held from 5 to 7 December in the Plaza Mayor Medellin Conventions and Exhibitions Centre in the Alpujarra District, the administrative and business area of Medellin.

Sales of exhibition spaces have already commenced and further news will be included in future editions of the Busworld Times.

More information can be found on www.busworldlatinamerica.org



A typical high capacity South American city bus.



A typical Mercedes-Benz Marcopolo.



A Volvo bus on the extensive BRT system in Colombia.

Busworld Russia 2016

Last October, during Busworld Kortrijk, Busworld International and ITEMF Expo signed a partnership agreement to co-operate on organisation of the Busworld Russia Exhibition. ITEMF Expo is a member of Messe Frankfurt and the ITE Group.

The first edition of Busworld Russia powered by Autotrans will take place on 25-27 October



MAN buses in Vladivostok, in Far East Siberia.

2016 at the Crocus Expo venue. This is a modern and well-equipped exhibition facility conveniently situated on the Moscow ring road.

Busworld Russia will be held every two years and will alternate with Comtrans, the international commercial vehicle show.

The plan is to have an exhibition area of 10,000sq m. It is forecast that there will be more than 85 exhibitors from more than 15 countries. The expected number of visitors will be 12,000 professionals.

Russia is investing heavily in public transport, especially in the main cities.

The authorities recognise that buses can play a major part in reducing congestion and emissions, therefore many bus lanes have been installed, and more are planned.

Russia is also gearing up for the 2018 FIFA World Cup. That will boost investment in buses and coaches in the same way as the Winter Olympics when they were held in Sochi, but on a much larger scale.

Exhibitors are invited to register now for Busworld Russia 2016 with Mieke Glorieux at mieke.glorieux@busworld.org or +32(0)51.22.60.60 (www.busworldrussia.org)



A low floor trolleybus passes the Kremlin and Red Square.



The Crocus Expo is a modern facility.

Temsa extends its range

Temsa started the ball rolling for Busworld Turkey by being the first exhibitor to sign up for the latest edition. For that we are very grateful. At Busworld Kortrijk, last October, Temsa occupied its customary area in Hall 7. There, Temsa added two brand new coaches to its range, one little and one large.



The attractive Temsa Maraton high deck coach.

The smallest member of the family for European markets is now the MD7, a 7.745 metre midicoach with capacity for up to 33 passengers, or 31 passengers plus a courier. It is attractively styled and looks like a scaled down version of the larger MD9. The comprehensive specification includes a Cummins engine and a 6-speed ZF synchromesh gearbox.

The new top-of-the-range model is the Maraton, built to an overall length of 13.08 metres,

a height of 3.9 metres and a width of 2.55 metres. This is a highly specified touring coach with large luggage capacity. Its engine is a DAF MX-11 Euro 6 unit developing up to 320kW (435hp). ZF supplied the 12-speed AS-Tronic automated gearbox, independent front suspension and rear axle. The coach is comprehensively equipped with all the latest safety standards, meeting the requirements of EU legislation.

At Busworld Kortrijk, Dinçer Çelik, General Manager, said that Temsa products were on the roads of 64 different countries, including the United States where Temsa supplies the 35ft, 40ft and 45ft market sectors, giving the company a unique position in North America.



The compact MD7 midicoach.

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