Great variety at

**Busworld Turkey**

The sixth edition of Busworld Turkey was held from 14 to 17 April in the Istanbul Expo Center. It was organised jointly by Busworld International and its Turkish partner, HKF Trade Fairs.

There were 145 exhibitors from 12 countries. Of those, 122 were Turkish, while the other 23 came from 11 countries, including China. Turkey has the largest bus and coach manufacturing industry in Europe. It’s even one of the largest producers in the world, still a long way behind China and India, but those countries are much bigger and more populated. Taking this into account, the size of Turkey’s industry, and the number of markets to which it exports, are truly impressive.

Busworld Turkey was a showcase for the country’s bus and coach industry. A total of 11,078 visitors came from 91 countries. The exhibition center was within sight of Istanbul’s main international airport, and that must have helped international visitors.

The timing of Busworld Turkey was most appropriate. The Turkish Government had decreed that all new buses and coaches built for use in the country from 1 January 2016 had to have engines compliant with Euro VI emission limits.

Most manufacturers pre-built Euro V models and those could also be sold after 1 January. Exhibitors reckoned that the last of the Euro V models would be sold very soon and that their model ranges would then be wholly Euro VI. Turkish manufacturers have already been building many Euro VI models for Western European markets but this was the first opportunity to show them to their domestic customers at a major exhibition in Turkey.

The largest bus in the exhibition, by a considerable margin was the Metrotus BRT vehicle built by Akia. This is an Iranian company with its headquarters and main factories in Tabriz. Akia owns 80% of a joint venture with a Turkish partner to build buses in the automotive city of Bursa.

The Metrobus had three sections, all low floor until just ahead of the fourth and fifth axles in the rearmost section. There were four double width doors on each side. The driver sat in a full width cab, in the left hand steering position. To his right there were several screens displaying on CCTV passenger movements around each door that was open.

The 25-metre bus had a Mercedes-Benz OM470 engine and an Allison fully automatic gearbox. There were electric traction motors on each of the fourth and fifth axles, and the latter was also steerable. Akia said that the Metrobus could also be built as an all-electric trolleybus. There was capacity for 290 passengers, with only 29 seats.

BMC made a welcome return to a Busworld exhibition. The company went through a turbulent period under previous ownership and ceased building buses around the end of 2012. The company is an important producer of military vehicles and the Government was anxious to find new owners. The first priority was to keep them in production.

BMC with factories in Izmir, is now owned 49% by Qatari investors and 51% by two Turkish companies. The company occupied a large stand showing its 12-metre ProCity low floor buses with the choice of Cummins CNG or diesel engines. BMC also displayed a new 10.05-metre low floor midibus. Although the range was largely as produced by the previous owners, all the vehicles in Busworld Turkey had Euro VI engines. There were also new styling features on some models, including...
deeper side glazing between the front and rear axles, letting more light into the vehicle.

Güleryüz is a family owned company, based in Gemlik, near Bursa. One of its exhibits was the only double deck bus in the exhibition. The company has exploited a niche in the Turkish market and has double deck buses running on regular services in Istanbul. Güleryüz has also built quite a number of open top double deck buses for sightseeing.

They have low floors and wheelchair accessibility at the second door. The one in the exhibition had a Mercedes-Benz engine and was for a customer in Bulgaria. There was also a 12-metre Cobra low floor city bus, again with a Mercedes-Benz engine and a three door midibus, built to 9.3-metres.

Isuzu, or more correctly Anadolu Isuzu, is a loyal supporter of Busworld events. They displayed a number of Euro VI models at Busworld Kortrijk last year, but this was the first opportunity to show them in an exhibition in Turkey. The 12-metre Cityport bus had a Cummins engine and deeper side glazing between the axles. A smaller Cummins engine was fitted in the 9.5-metre Citibus midibus.

Examples of the smaller NovoCity were also shown, with Euro VI Isuzu engines.

Isuzu was very proud of its new research and development centre that had been built at a cost of EUR6.25m. It included a prototype workshop and design centre that was an important part of a strategy to get closer to customers and their passengers. Isuzu said that it was exporting to around 35 markets.

Otokar is another loyal supporter of Busworld exhibitions. They were celebrating winning one of the first Turkish tenders for Euro VI city buses. ESHOT of the city of Izmir had placed an order for 100 Kent articulated vehicles, a model first launched at Busworld Europe (Kortrijk) last year. Like other manufacturers, Otokar was displaying a wide variety of Euro VI models and said that it had been the best selling brand in Turkey for the last six years.

Otokar built 3,531 buses and coaches in 2015 and has exported to 45 countries. Its European subsidiary, headquartered in Paris, has increased sales in France, Italy and Spain. The first right hand drive midicoaches will be delivered to a distributor in the British Isles shortly.

Temsa had an impressive representative selection of its range. The new super high deck Maraton is one of the most stylish coaches on the market. One was built to a VIP specification with 2+1 seating for 41 passengers within an overall length of 13.08m. Metro, a leading Turkish intercity operator, had ordered 50 of them.

Temsa showed its 9.5-metre ElectriCITY midibus. It had 200kWh batteries sufficient for a day’s range. One of the company’s directors said that Temsa was also developing a full size all-electric bus but with an opportunity charging system.

Temsa offers the full low floor Avenue city bus. This had benefitted from attractive front and rear styling changes. The presence of a number of domestic manufacturers is always going to stimulate competition and there was ample evidence of good attractive styling at Busworld Turkey.

Busworld Turkey will move to a brand new home in 2018. The Istanbul Expo Center is building new halls and the steel structure was already being erected during this year’s exhibition.
Busworld in Beijing China

The Bus & Truck Expo ran in the Chinese capital from 23 to 25 May. This exhibition was first established in 2009 by the Chinese Ministry of Transport as a largely domestic event. In 2015, Busworld International started to collaborate with Bus & Truck Expo to open the event to international exhibitors and visitors and to enable the exhibition to benefit from the Busworld brand.

The event was held in the New China International Exhibition Center in the Shunyi District of Beijing.

China has by far the largest bus and coach manufacturing industry in the world. Last year, a fraction under 300,000 buses and coaches of all sizes were produced. Around one third of those were city buses and there is a growing sector for dedicated school buses, with around 25,000 entering service.

The Chinese Government has encouraged the development and production of zero emission buses. Battery technology is improving all the time, facilitating greater operating range on a full charge. BYD, the leading all-electric bus builder, has been able to reduce the weight of its batteries by one third while still offering the same range as previous models.

Zero emission buses are an important part of the Government's strategy to reduce pollution which can be a serious problem in the cities. Alternative fuels like compressed natural gas are also popular following the completion of gas pipelines across China from the gas fields in the west of the country.

Chinese manufacturers are supported by a thriving and innovative component industry offering everything from engines and axles to interior fittings for buses and coaches. The exhibition is a great opportunity to find out all that is happening in the largest market in the world.

Busworld Russia 2016

During Busworld Europe (Kortrijk) last year, Busworld International signed a partnership agreement with ITEMF Expo, a joint venture of Messe Frankfurt and ITE Group, to hold Busworld Russia in Moscow. The exhibition will be held every two years, alternating with Comtrans, an exhibition for all types of commercial vehicles.

The first Busworld Russia in Moscow will be held from 25 to 27 October in the Crocus Expo Centre, a modern facility conveniently located on the main Moscow ring road. The exhibition will have a planned space of 10,000 sqm and is predicted to attract 85 exhibitors from more than 15 countries. The major cities in Russia have been modernising their fleets, but there is still demand for more services and for bus priority to alleviate severe traffic congestion.

Russia will host the FIFA World Cup in 2018. That will create demand for coaches to transport participants and spectators. The Winter Olympics in Sochi in 2014 set a precedent, with the acquisition of more than 700 new Scania interurban coaches which subsequently entered service in Moscow.

Russian customers are already familiar with Western European drivetrains and that demand is likely to continue. There will also be plenty of opportunities for companies providing components and services to the Russian industry.

We will bring you more news about Busworld Russia in future editions of The Busworld Times.
Great Minibus selection

Turkey has a large and thriving industry that converts popular panel vans to small buses and coaches. Some companies can also build small to medium size bodywork on chassis. The most popular donor vehicles are the Mercedes-Benz Sprinter and the Iveco Daily.

While some of the convertors stick to the Turkish market, many are active exporters, throughout Europe, the Middle East and beyond. Competition has encouraged creativity and quality standards are generally good. Some are very innovative and excellent.

One company, Erduman, displayed a very attractive coachbuilt body on the Mercedes-Benz Atego chassis. This can carry up to 33 passengers, but the show exhibit had a VIP specification with 29 seats and tables.

Several companies showed vehicles that were very easily accessible. There were various solutions, from partial low floor layouts to lifts that could take a passenger in a wheelchair up to the standard floor.

Erener showed an Iveco Daily 70 built to 8.5-metres. It had a low floor behind the rear axle with a manual ramp to give access to a passenger in a wheelchair. When that was not required, the space was suitable for standing passengers. A similar arrangement was available from Bur-Can.

Another company, Esref Karoser, showed a Mercedes-Benz Sprinter with a low floor layout between the axles. It had access through double width doors, and was in the bright purple colours of many of Istanbul’s buses.

There was an excellent selection of small coaches mainly based on Mercedes-Benz Sprinters. Among those that caught the eye were ToJo Karaser with a curved lower side window line that swept up in an arch towards the rear. CanCan Oto displayed two Sprinters, one with a heavily modified front end, including deep fairings.
Busworld crosses the Atlantic

Busworld has become the world’s largest specialised exhibition brand for the bus and coach industry, encompassing vehicle manufacturers, component and parts suppliers and service providers.

The very first Busworld exhibition was held in Kortrijk, Belgium, in 1971 and has run every two years since.

In 2001, Busworld embarked on international expansion, taking the unique Busworld concept to China, India, Russia and Turkey. All of these are major markets for buses and coaches.

Busworld Latin America will be held from 5 to 7 December in Medellin, the second city of Colombia. The country is well known for its extensive and highly efficient Bus Rapid Transit systems, especially Transmilenio in Bogota.

Colombia is strategically placed in the north of South America, with coastlines on the Pacific and the Caribbean. It has close links with other South American and Central American countries and is a logical hub for the bus and coach industry.

Brazil is by far the largest country in South America, but is suffering at present from deep economic and political problems. The market is down quite seriously, but it is important to make the point that other countries in South America are unaffected and are continuing to trade and invest normally.

European manufacturers enjoy a strong presence in South America through local manufacturing, but there is increasing competition from bus builders from other parts of the world, including China and Korea. North American school buses, both new and used, are popular in Central America because of their rugged construction and simplicity.

The South Americans were the first to establish Bus Rapid Transit systems, using high capacity vehicles running on their own dedicated routes. Most of the vehicles have high floors, level with station platforms. Passengers pre-purchase tickets, so they can get on and off vehicles very quickly. This facilitates fast journey times, bypassing other traffic, and moving large numbers of passengers per direction per hour.

Bus Rapid Transit systems can be installed at a fraction of the price of tram or metro lines and are very effective. They can be found in many cities in South America where the systems are very large.

Smaller buses frequently feed passengers into the BRT systems, on what is often called “last mile” transport. Because rail networks are sparse, buses are also widely used for rural and school transport.

There are also extensive express coach networks, including famous routes that work right down the spine of the Andes.

Busworld Latin America will be held in the
Busworld India relocates

The 7th edition of Busworld India will be held in the southern city of Bengaluru (Bangalore) from 10 to 12 November 2016.

Bengaluru is vibrant city and home to many high tech industries. Busworld India will be held in the Bangalore International Exhibition Centre (BIEC) which is within easy reach of the city centre.

India is the most populated country in the world, with 1.34 billion people at the last count, just ahead of China with an estimated 1.26 billion. According to the Ministry of Road Transport & Highways, there were 1,840,000 buses in circulation at the end of 2014. The numbers have been rising by about 70,000 per annum and include vehicles of all sizes from minibuses upwards.

While levels of car ownership are rising steadily, they are still very low, at around 21.6 per 1,000 inhabitants. That places great demand on public transport, and especially buses. The Indian industry is steadily modernising, introducing vehicles with lower floors and easier accessibility.

The Government is keen to modernise city bus fleets and regularly offers stimulus funding. There is also demand for vehicles with CNG engines, especially in Delhi, where they are mandatory.

India has also expanded its network of intercity highways. That has led to the development of networks of express coach services on all the main routes. They have introduced features like reclining seats, air conditioning, air suspension and modern entertainment systems.

Busworld India 2016 is the ideal opportunity to find out about this rapidly growing market and to meet existing and potential clients directly. There are excellent prospects for companies that can provide new technology and services.

Bengaluru has a major airport with national and international flights served by many leading airlines.