Next stop: Busworld Latin America

The first ever Busworld Latin America is fast approaching, following hard on the heels of Busworld events in India and Russia. It will be held from 5-7 December in the Plaza Mayor in Medellin, the second largest city in Colombia.
Busworld Latin America has attracted more than 50 exhibitors, coming from 16 different countries from all over the world. Busworld is delighted at their support and participation.

There will be a unique selection of vehicles from well-known international manufacturers and Colombian bodybuilders. Among those participating are Daimler, Scania, GM Isuzu, Busscar Colombia, Volvo, Golden Dragon, Otokar, Inconcar, Megabuses and Carrocerias JGB.

Colombia, and many other Latin American countries, rely on a wide variety of vehicles from minibuses for rural services to articulated and bi-articulated BRT vehicles for the busiest routes.

Many suppliers of components and services are also attending. Some, like Fasching, Hanover Displays, Voith, and Funtoro are regular supporters of Busworld fairs.

The exhibition will be opened on 5 December by the Belgian Minister of Mobility, François Bellot, and the Colombian Minister of Transport, Jorge Eduardo Rojas.

Later that day, both will be speaking in the Busworld Academy Congress. See the separate article about the Congress.

**Targeting the Russian market**

*Although domestic manufacturers have a strong position in Russia, the country is attractive to importers. Some, but not all of them, are vehicles of types that are not produced in Russia.*

MAZ from neighbouring Belarus has become well established in Russia. Although the company has made trucks for many years, it first started to build buses about 20 years ago to Neoplan designs but has since developed its own range. These include full low floor and low entry buses.

With the 2018 FIFA World Cup in mind, MAZ had a football theme on its stand. There are 11 Russian cities that will host the World Cup and that will create major demand for transport. The MAZ 231 bus had a Mercedes-Benz Euro 5 engine and a ZF manual gearbox. The specification was ideally suited for suburban and shorter interurban routes, typical of travel between city centres and stadiums. Scania has had considerable success in Russia in recent years, having supplied large numbers of interurban coaches that were initially used in the Winter Olympics in Sochi. Scania exhibited a Touring coach and an intercity coach with a LIAZ Voyage body.

MAN came to Busworld Russia with the new multi-purpose Lion’s Intercity coach that was first launched earlier in 2016. This vehicle meets the latest ECE R66.02 roll-over regulations and had a number of outstanding safety features. It was also equipped with the ERA-GLONASS system, the Russian equivalent of GPS.

King Long displayed a popular high deck tourist coach which was notable for the ease of access for maintenance, and an XM6900 midibus with a gas-powered engine.

Yutong presented two intercity models, the 12-metre ZK612H9 and the 9-metre ZK6938HB9.
Busworld Academy Congress in Medellin

It is customary at all Busworld exhibitions for a Congress Programme to be organised by Busworld Academy. During Busworld Latin America, the Academy has chosen the theme: “Future Oriented Bus & Coach Transport in Latin America”.

The Congress will address different topics such as Bus Rapid Transit, integrated multi-modal public transport, zero emission buses, safety in bus and coach, and last but not least, coach tourism.

The Congress will be opened at 14.00 on 5 December and includes key note addresses by the Ministers of Transport for Belgium and Colombia. Hartmut Schick, Head of Daimler Buses, will also participate.

The full programme can be found on the Busworld Academy website. The working languages of the Congress will be English and Spanish. Admission to the Congress sessions is free, but Busworld requires visitors and delegates to register. It is recommended that this is done in advance online, but it can be done at the entrance to each session.

Hartmut Schick, Head of Daimler Buses.

Busworld Russia proved popular

For the first time, Busworld Russia was held in Moscow, from 25 to 27 October. The event was organised jointly by Busworld International and ITEMF, a member of Messe Frankfurt and ITE Group.

Busworld Russia was held in the Crocus Expo, a modern and well equipped exhibition centre, situated on Moscow’s main ring road and well connected to the city’s extensive metro system.

A total of 51 exhibitors came from eight countries and occupied 4,700sq m of floor space. Almost 3,500 visitors came to Busworld Russia and around 100 representatives of the media.

In the first nine months of 2016, Russian manufacturers produced 28,796 buses of all sizes, up 11.6% on the first nine months of 2015. The largest manufacturer is the GAZ Group with several bus building subsidiaries. KamAZ, NeFAZ and Volzhanin also build buses in Russia. MAZ came from neighbouring Belarus. Scania and MAN attended, while King Long and Yutong represented the Chinese industry.

There were also around 40 exhibitors offering components and services. Some of them have become well established in Russia over the years and were keen to show their latest products.

The GAZ factory in Nizhny Novgorod builds an extensive range of minibuses, including the new and more refined NEXT model. This is available for normal service, or with a number of additional safety features for school bus operations.

Another member of the Group, the Pavlovo Bus Factory, produces the PAZ range of mid-sized buses. The company has built up to

Voith has been active in Russia for many years.
10,000 per annum, around 8.0 tonnes gross with high frames and front mounted engines. Surprisingly, even today, most of them have petrol engines, but diesel is also available and CNG has become a more recent option. PAZ buses are widely used in suburban, rural and works transport services. They presented the Vector NEXT, an attractively face-lifted option, with a more comfortable interior, at Busworld Russia.

The main factory in the GAZ Group for large city buses is the Likino Plant, selling under the LiAZ brand. Large numbers of their full size 12-metre low floor city buses are entering service in Moscow, but they also introduced a 10.8-metre low floor midibus.

KamAZ is probably best known for its rugged heavy-duty trucks and is a regular participant in the most gruelling of international truck rallies, such as the Paris-Dakar Rally which has been held in Argentina and Chile in the last few years.

KamAZ works closely with NefAZ, the Neftekamsk Bus Factory, to offer a range of buses and coaches. They showed second generation -6282 low floor city bus with a full electric drive and a new and modern interior design.

The -5299-40-51 NefAZ model had a Euro 5 CNG engine. Another exhibit was the 52994-30-42, a low entry suburban model, and also the small Bravis midicoach with a Chinese Weichai engine meeting Euro 5 emission standards.

During the exhibition, the Busworld Academy and IRU organised a congress which gave experts in the bus and coach industry the opportunity to share their views with representatives of Government bodies and a wider audience. Different topics were discussed each day. All the presentations can be downloaded from the Busworld Academy website.

Busworld International and ITEMF were very happy with the collaboration and the attendance at Busworld Russia. The exhibitors were pleased with the number and quality of visitors, so the next edition of Busworld Russia will be organised at the same venue, Crocus Expo, from 23 to 25 October 2018.

**Busworld India**

reaches new height

Busworld International and its Indian partner, Inter Ads Exhibitions Pvt Ltd, held the 7th edition of Busworld India from 10 to 12 November. For the first time, the location was the BIEC in the southern city of Bengaluru (Bangalore). Everyone agreed that the facilities were excellent and that the standard of exhibits was very high.

In fact, 72 exhibitors came from nine countries and occupied more than 7,000sq m of exhibition space. There were more than 4,000 professional visitors, plus representatives of the media, during the three days of the exhibition. While the Indian market is dominated by two domestic manufacturers who are tied to exhibitions organised by their national trade association, it was significant that Daimler Buses and Volvo Buses attended Busworld India for the first time. With their long experience of Busworld events in Europe, they recognise the benefits of attending fairs that are exclusively focussed on the bus and coach industry.

In parallel, Busworld Academy, IRU and AS-RTU, organised a series of seminars with the theme “Bus and Coach – A Smart Transportation System for India”. This covered several topics including the challenges faced by the Indian bus industry, how technology can improve services, and best international practices. The full programme with the presentations of all the speakers are published on the Busworld Academy website and all the presentations are also available for downloading.

Didier Ramoudt, President of Busworld International, said: “India has a huge requirement for replacement of buses and therefore it is imperative for creating space for sustainable transport.”

His advice was endorsed by Oleg Kamberski, Head of Passenger Transport at IRU, who said: “Countries still do not make buses and coaches their top priority. Policy makers must look at it urgently.”

Their opinions were confirmed by Rajender Kumar Katania, Managing Director of the local

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A typical GAZ minibus.
The new Volvo 9400 coach family. Volvo has become firmly established as the market leader in the premium coach segment in the Indian market since it first entered in 2001.

At Busworld India, the company launched new versions of the 9400 coach with engines meeting BS VI emission standards. The 12-metre 9400 model had a new 8-litre engine that was developed with Volvo Eicher at its factory in Pithampur, India. The 13.8m and 14.5m tri-axle coaches were fitted with Volvo’s 11-litre engine which has proved very economical on fuel consumption.

Håkan Agnevall, the enthusiastic President of Volvo Bus Corporation, said: “The new engine range of Volvo Buses is a good example of India’s role in Volvo Group’s global plans. We are geared to offer latest solutions that can provide the optimal and sustainable ownership experience to the operators.”

His remarks were endorsed by Akash Passey, who got Volvo firmly established in the Indian market before he was promoted to his current position of Senior Vice President – Business Region International of Volvo Bus Corporation. He said: “Volvo Buses has changed right along with the changes that the Indian bus industry has undergone since 2001. We always work with innovations and new technologies to give our customers value addition.”

The new Volvo coaches are manufactured completely in the company’s factory in Hosakote, near Bengaluru.

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systems, electric fans, floors, air ducts and gas springs. The company has been active in India for 15 years and is now establishing a factory near Bengaluru that is due to open early next year. Its products have been used by Volvo Buses in India for more than a decade, but the company plans to progressively increase Indian content and seek additional customers.

**Fasching promotes safety belts**

Fasching of Salzburg, Austria, is a leading global supplier of safety belts for buses, coaches and other commercial vehicles. The company has observed the Indian market for a considerable time and attended Busworld India. Harald Pessi, Sales Director, said that the company was in close discussions with potential partners for long term co-operation.

He said that safety was a major issue for the commercial vehicle industry in India. He was concerned that belts were not mandatory on long distance coaches. He said that detailed discussions in the past gave Fasching hope that official regulations would take care of the safety of passengers. Fasching believed in the responsibility of Governments to make seat belts mandatory in coaches.

At Busworld India, Fasching showed a number of two-point and three-point safety belts, including those that could be used with reclining seats. Fasching can also offer four- and five-point harness systems that are mainly used in special applications like fire trucks and military vehicles. The company hopes to produce safety belts in India from 2018.

**Turkish technology at Busworld**

The Turkish component supplier, Makarsan Makina Ottomotiv, displayed a range of components at Busworld India, including its new safety controls for emergency doors. These attracted a lot of interest from Indian customers because of their enhanced safety and reliability performance. The Turkish company has established a subsidiary in the sub-continent, known as Makersan India.

**MG Group**

MG Group, one of India’s largest bus builders, launched the Columbus, a purpose-built airport apron bus at Busworld India. The 12-metre fully integral structure had a flat floor throughout, only 290mm above the ground when the kneeling suspension was deployed. It had three double width doors on the left hand side and two on the right hand side, giving access to eight seats and space for 62 standing passengers. It employed internationally available components like a Cummins engine, ZF transmission, plus safety features like ECAS, ABS and CAN bus systems. The stylish new bus complied fully with Airport Handling Manual Regulations.

MG Group said that it was developing the option of CNG engines and all-electric drivelines. Air passenger traffic in India had been increasing at around 20% year on year, therefore demand for airport apron buses was also increasing. The company reckoned that the total current parc was around 800 vehicles. The company said that its Columbus vehicle enhanced the image of airlines where investing heavily in new aircraft.

MG Group also showed the Mammoth coach, first unveiled at the previous edition of Busworld India. This was mounted on an MAN chassis with the unique feature of an emergency exit staircase and door in the rear face of the coach, plus a further seven emergency exits. Mr Anil Karmat, Managing Director of the MG Group, said that his company had built 100,000 buses on a wide variety of chassis since it was founded 20 years previously. It now had capacity for up to 16,500 vehicles at its two plants in Zaheerabad, Telangana, and Belgaum, Karnataka.

**SML Isuzu launches extensive range**

At Busworld India, SML Isuzu displayed a range of products. The Executive Lx Coach was an 18 seat luxury staff coach with features like reclining seats, individual air conditioning vents, entertainment systems and mobile charging points. It is positioned at the premium end of the market for staff buses. The Ecomax bus was a 12 seat model with a similar high specification, but narrower overall width, making it very easily manoeuvrable.

SML Isuzu also showed a 41 seat luxury coach and the 57 staff bus with seats for up to 38 passengers. The company said that it had built and delivered more than 200,000 vehicles to customers in India since it started operations twenty years ago.

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