

busworld newsletter



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BUSWORLD KORTRIJK GROWS AGAIN

The 19th edition of Busworld Kortrijk will be held from Friday 19 to Wednesday 24 October in the Kortrijk Xpo. That will be preceded by a press day on Thursday 18 October. Mieke Glorieux, Director of Busworld Kortrijk, says that there has been unprecedented demand for space from exhibitors. "There will be 49,000sq m of exhibition area, consisting of six halls, two ramblas and four pavilions. We have signed up 320 exhibitors and are now completely full."

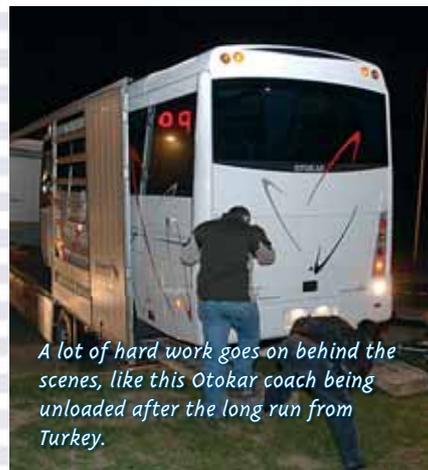
"Several of our longest standing and most loyal exhibitors have been asking for additional exhibition space. I am very pleased that they have such confidence in Busworld Kortrijk as a showcase for their products, but it has given me some sleepless nights trying to juggle with the available space!"

The main entrance to Busworld Kortrijk will be through a long pavilion located behind the halls that are



Yves Goffin of Van Hool accepts one of the European Coach Week awards.

traditionally occupied by EvoBus, Volvo and Van Hool. Visitors will pass through that first pavilion and then into others before emerging in the forum in front of Hall 1, where the



A lot of hard work goes on behind the scenes, like this Otokar coach being unloaded after the long run from Turkey.



Young visitors enjoy the family days at the weekend on the last Busworld Kortrijk.

original entrance used to be, before the rapid expansion of recent years.

The largest stand areas have been booked by major Western European manufacturers like EvoBus, Irisbus,



The prestigious Coach of the Year trophy being handed over to Joachim Reinmuth of Neoplan by Stuart Jones, Chairman of the Jury.

With the pavilions encroaching more than ever onto the area around the halls, special arrangements will have to be made for car parking. Exhibitors will be given tickets for the area under Halls 4 and 5, but Mieke Glorieux is looking for suitable parking areas in the vicinity of Xpo, linked by frequent shuttle buses.



Scania drew crowds of people to watch the demonstration of its latest chassis at the last Busworld Kortrijk.

Neoman, Van Hool, VDL Group and Volvo. There are also bus builders from China, France, Israel, Italy, Poland, Portugal, Russia, Spain, Slovenia, Turkey and the United Kingdom. Yet again, Busworld Kortrijk is living up to its reputation of being the



VISIT THE DOME

Once again, the popular Busworld Dome will be erected in the Grote Markt in the centre of Kortrijk for the benefit of journalists, exhibitors and their guests for the duration of the exhibition.

The large inflatable Dome is brightly coloured and, as befits Busworld, represents a globe of the world. It is a popular place to meet and relax in the evenings, after a busy day in the Xpo. The Dome is also popular with the citizens, and especially the shopkeepers, of Kortrijk. It is open during the days of Busworld Kortrijk and attracts visitors from other parts of Belgium.



Busworld Kortrijk is a very sociable event - Lydie Le Corre of Irisbus with Luc Glorieux.

We hope to have further details in the next Busworld Newsletter.

In 2005, a total of 25,236 visitors came from 107 countries. It was the first time that Busworld Kortrijk had attracted more than 25,000 visitors, but we confidently expect that total to be broken again in 2007.

Enjoy the summer – we look forward to seeing you in Busworld Kortrijk in October!

most truly international exhibition of its kind in the world.

In addition, there are component and service suppliers from many parts of the world. They range from large companies supplying major units, like engines, gearboxes and axles, such as Cummins, DAF Components, Allison, Voith and ZF, to companies making small specialised components that are nevertheless important and integral parts of buses and coaches. Whereas, at one time, travel and tourism was an important sector in the former Car en Bus Fairs, only four have booked for Kortrijk this year.



IRU supports Busworld Kortrijk with conferences on issues that are important to the bus and coach industry.

HOTELS AND DIRECTIONS

Kortrijk lies in the heart of Western Europe. It is a small Flemish city in the west of Belgium and stands at the crossing of two motorways, the E17 (Copenhagen-Antwerp-Paris-Lisbon) and the E403 (Ostend-Bruges-Tournai-Liège-Cologne).

There are frequent connections from Kortrijk railway station to Brussels, Lille and Ostend, with shuttle bus connections to the Xpo.

Nearby Lille is an important hub on the European high speed rail network with direct links to London, Paris, Charles de Gaulle Airport and other parts of France.

The nearest airports are Brussels, Paris, Ostend, Lille-Lesquin and Kortrijk-Wevelgem. This lies just 2km from Xpo and is fully equipped for general aviation.

Hotels in and around Kortrijk are totally overwhelmed by demand for accommodation during Busworld. Many regular visitors and exhibitors check out at the end of one Busworld and book their accommodation for the next edition in two years time!

This year, Busworld has signed an agreement with a well-known Belgian agency that will help visitors to find accommodation. Contact them on the web at info@deboeck-incoming.com, stating your requirements. Fortunately, Xpo Kortrijk is easily reached by an excellent road network, avoiding the need to go into the centre of the city.

The earlier that you book, the more likely you are to find accommodation nearer to Kortrijk.



INDIA ON THE MOVE

The first quarter of the year seemed to pass in a flash, with highly successful Busworld exhibitions in Mumbai, Istanbul and Shanghai. Much has been written about the rapid development of the bus manufacturing industry in China and Turkey, but less on India, which is moving ahead at quite a rapid pace, after years of relatively little progress.

People in the industry inevitably make comparisons between India and China. They are the only two countries in the world with a population of more than one billion people each. Both are developing rapidly and both have large demand for buses and coaches for public transport. Both have ready availability of skilled labour, and that has caught the eye of Western manufacturers seeking to establish at least one base in the only continent where sales volumes, for buses and coaches, are forecast to continue rising.

Compared with China, the advantages of India are Western-based legal and financial systems and the widespread use of English, especially in business. There is a feeling among Western manufacturers that they can build trust and establish long-lasting partnerships, to the advantage of all concerned.

Volvo timed its entry into India perfectly. The company realised that the ambitious plans to build an extensive highway network would initially create demand for heavy trucks and other construction equipment. As the network opened up, there would be ongoing demand for heavier trucks and for inter-city coaches.

Having established a factory in the southern city of Bangalore for the assembly of chassis, Volvo teamed up with Jaico, a subsidiary of the Azad Group, to build coach bodies to Volvo designs.

Their coaches have quickly become the benchmark in India and, thanks to them, the Volvo brand is now well known, even to the ordinary man in

the street. Although Volvo coaches sell for a far higher price than most competitors, operators have found that their productivity is much higher and customers are prepared to pay higher fares for faster journey times and much greater comfort.

That has not gone unnoticed among the competitors. Tata owns 21% of the Spanish bodybuilder, Hispano, and plans to bring a range of Hispano-designed vehicles to India, forming a premium range. Tata has also teamed up with Marcopolo to form a joint venture that will build simpler models at competitive prices for the volume market.

Shortly after Busworld India closed, Tata and Iveco announced the signing of a Memorandum of Understanding to analyse the feasibility of co-operation, across markets, in the area of commercial vehicles. They said that the MoU would encompass a number of potential developments in engineering, marketing, sourcing and distribution of products, aggregates and components. Shortly after that, they set up a joint Steering Committee to determine the feasibility of co-operation.

Ashok Leyland, Irizar and TVS Sundaram have formed a joint venture to build the Irizar





There are many old-style double deck buses in Mumbai, but built within the last few years.

InterCentury coach body on a new Ashok Leyland chassis with a much more powerful rear-mounted engine.

MAN has teamed up with Force Motors, initially to assemble and progressively manufacture medium-range trucks. It is expected that bus and coach chassis, using many of the same components, will become available around 2010.

There are also persistent rumours that Mercedes-Benz has its eyes on India. The one thing that all the

European partners have in common is the ability to build vehicles that will comply with India's new regulations on construction of buses and coaches, and on conformity of production, due to come into force in October 2008. There is a lot of similarity between the European "Bus Directive" (EC2001/85) and the new rules in India.

Most regular bus services, especially in the cities, are operated by state road transport undertakings under a tightly-controlled and regulated licensing system.

Passengers expect low fares, therefore specifications tend to be very simple. Indeed, fuel accounts for around 60% of the cost of operating bus services, therefore fuel consumption of the different models is a very important consideration.

Nevertheless, there are signs that India is moving forward. Floor heights are coming down, making buses more accessible. There are now a small number of buses with rear mounted engines. The new directive on bus construction will stimulate further improvements in design and development.

Euro 3 emission limits are mandatory in the four major cities of Chennai, Delhi, Kolkata and Mumbai, plus a few of the smaller cities. Euro

2 limits are in force elsewhere. Euro 4 is scheduled to replace Euro 3 in 2010 in the cities, and Euro 3 will replace Euro 2 elsewhere at the same time.

Delhi has particular problems with emissions and pollution, therefore all 6,000 buses in the city are powered by compressed natural gas. There is likely to be more interest in gas in other cities, partly because of the price advantage compared with diesel. The main complication is the additional weight of the gas tanks, when there is a maximum permitted weight limit of 16,200kg on two axles.

Looking further ahead, Indian cities are also showing interest in Bus Rapid Transit. Indeed, on the Volvo stand at Busworld India earlier this year, there was a large poster showing examples of the systems that the Swedish company had helped to install in various cities around the world.

When bus and coach manufacturers, and their markets, are on the move, it is always encouraging for Busworld India. Customers need to be able to see new models and components in an exhibition that is dedicated to their industry. We hope to see many of the new products at the next Busworld India.



India needs to update its bus fleet with new technology.

EUROPEAN COACH WEEK: 2007

The ever-popular European Coach Week will be held from Saturday 13 to Tuesday 16 October, just before the opening of Busworld Kortrijk. This year there will be one category for high-specification touring coaches and another for multi-purpose vehicles, or "double-earners", capable of fulfilling several roles, including line service, school



The attractive sharp styling of the new Jonckheere coach.



The Van Hool Astron combines classic styling with superb finishing.

It never ceases to amaze the judges how a little extra care and attention to detail in drawing up a specification can make a journey considerably more comfortable for drivers, couriers and passengers.

This year the Board of BAAV has decided to reduce the overall number of prizes to give more status to those that will continue to be offered. Prizes will be announced and awarded at the opening ceremony

transport and shorter-distance excursions. We define multi-purpose coaches as being not more than 3.4 metres high.

Entry is restricted to manufacturers taking part in Busworld Kortrijk. Vehicle age is limited to a maximum of a single season of active work. Entries can be submitted by owners or manufacturers.

A series of tests, both on-road and static, are carried out by juries. They are looking principally at driver and passenger comfort and safety, including modern electronic systems that assist drivers or warn the driver if they think that he is drifting from lane to lane on a highway.

Other factors that will be judged include fuel consumption in the face of stricter environmental standards, also anti-theft and other security devices.



The Bova Maqiq demonstrates the tight turning circle achieved by the steering third axle.



The Neoplan Starliner shows its luggage capacity.

of Busworld Kortrijk on Thursday 18 October at 16.00. Entry forms are available from Busworld. Please contact Sonja Vande Wiele for entry forms, by telephone on (+32) 51 22 60 60 or by e-mail at sonja.vandewiele@busworld.org

All entries will be very welcome.

HYBRID BUSES AT KORTRIJK

The use of alternative fuels and more economical drive systems are rising up the political agenda, on all kinds of vehicles. City buses are prime candidates, because they return to the same depot every evening for refuelling. Although they represent only a tiny proportion of the total numbers of vehicles in circulation, they are highly visible, because they work long hours in urban areas.

Although many people consider Busworld Kortrijk to be primarily for the coach industry, buses are also important, especially given the numbers of visitors and the many countries from which they come. Therefore it is to be hoped that we will see some examples of recently announced hybrid buses in Busworld Kortrijk in October.

Two types of hybrid technology have evolved, series and parallel. In a parallel drive system, the vehicle has two sources of power, a combustion engine and an electric motor plus battery pack. They are connected to the transmission in parallel, so that power to make the vehicle move can be derived from both sources at any time, with an on-board computer system optimising the performance of both systems to achieve best fuel economy.

SEND US YOUR NEWS

We will be publishing another edition of the Busworld Newsletter in September before Busworld Kortrijk. If your company has any new products and would like us to publish information about them, free of charge, please contact sonja.vandewiele@busworld.org no later than the first week in September. Photographs will also be most welcome.

The more news that we can provide about launches and novelties at Busworld Kortrijk, the greater the number of visitors who are likely to come to see them.



Scania has recently launched this novel hybrid concept bus, with a completely flat, obstruction-free, area for passengers.

In a series hybrid drive system, a combustion engine drives a generator that sends electric current to a series of storage batteries, or capacitors, or even a flywheel. The final drive is by electric motor. When large amounts of power are required for acceleration, the motor draws electricity from both the batteries and the generator. When the bus decelerates current is regenerated through the electric motor to the batteries.

Series hybrid drive systems are relatively simple, because electric motors are efficient over a wide range of speeds. The combustion engine can be set to run at a constant or nearly constant speed, thus improving fuel consumption, while reducing noise and emissions, and also wear and tear.

Although hybrid buses offer the benefit of substantial savings in fuel consumption over the life of the vehicle, there is a downside. Traditional lead-acid batteries are heavy but relatively inexpensive. They are expected to require replacement every year or two and that cost must be offset against the savings in fuel consumption. Furthermore, the weight of the batteries can restrict the maximum number of passengers that can be carried within legal

maximum axle weight limits.

At the other end of the scale, modern lithium-ion batteries hold a considerably greater charge for a given weight, but they are much more expensive. Manufacturers and operators hope that the cost of these units will come down as production volumes rise, but the price of a replacement battery pack currently makes it difficult for operators to predict running costs.

Furthermore, like gas-fuelled buses, there may be a very limited second market for hybrid buses. They will have to be written down totally by the first owner, and probably over a shorter time span than conventional diesel buses. It will be interesting to see to what extent the various manufacturers and suppliers can address these concerns at Busworld Kortrijk.

NEWSLETTER ON LINE

The Busworld Newsletter is now available on-line at www.busworld.org. Alternatively, we can arrange to send it to you by e-mail. Please make your request to mieke.glorieux@busworld.org.