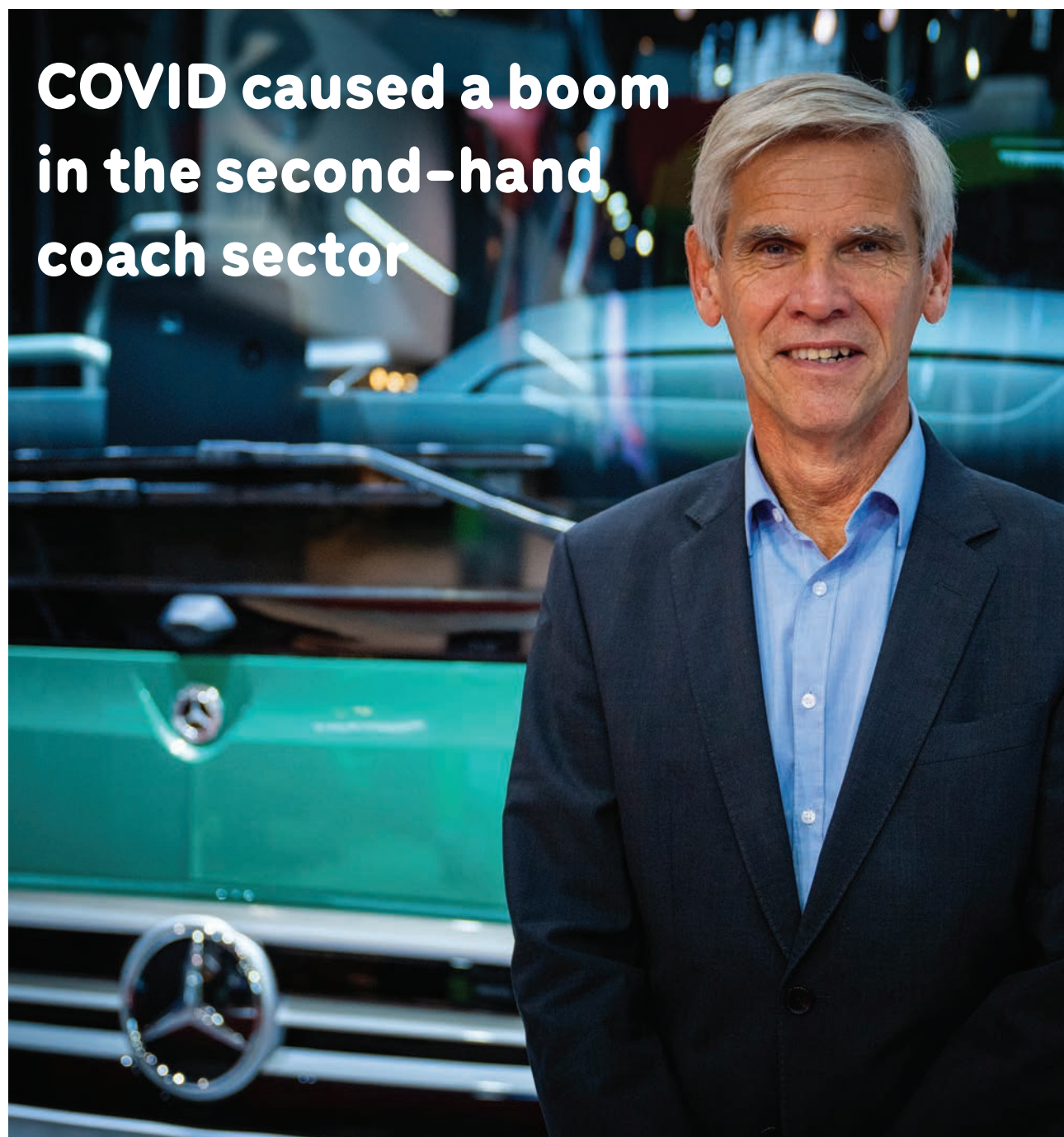


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EUROPE BRUSSELS TUESDAY 7 OCTOBER 2025



COVID caused a boom in the second-hand coach sector



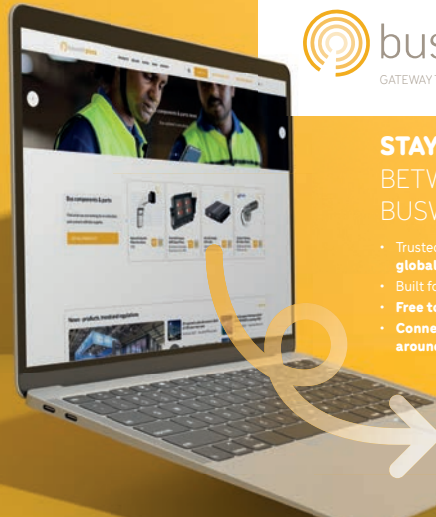
EXPOMAP inside

The coach market has almost completely recovered from the disastrous COVID years. Production, sales, and commercial operations had come to a near standstill almost everywhere. In the meantime, the second-hand market experienced golden years. Unprecedented prices for used vehicles disrupted the sector, but the production of new coaches is now steadily increasing. The introduction of new technologies such as cybersecurity, however, has made new coaches significantly more expensive.

COVID halted production in large parts of the world. Coach manufacturers were hit hard too. Operators of private transport companies put their orders on hold. The tourism sector, in particular, suffered severely from the lockdown. Coaches were parked en masse, and most manufacturers were forced to temporarily shut down their plants.

"For almost two years, we had nothing to build and hardly any sold almost nothing. That had a major impact on our operations, as R&D activities continued during that time," says **Geert Van Impe**, Sales Director at MAN Belgium.

» continued article see p. 2



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BUSWORLD DAILY TIMES IS A PUBLICATION OF BUSWORLD EUROPE. IT IS PUBLISHED ON A DAILY BASIS DURING BUSWORLD EUROPE 2025 ORGANISED IN BRUSSEL EXPO FROM 4 TO 9 OCTOBER 2025.

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advertising.busworld@tcenp.be

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Francis Demasure
X-L-Ent taalbureau
Markegemstraat 134
8720 Wakken
Belgium

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Bieke Bruggeman, Jos Haas

PREPRESS

TC&P
Karel Lodewijk Dierickxstraat 38
9000 Ghent
Belgium

PRINT

CTP digital printing
Grotenhoutlaan 5
2300 Turnhout
Belgium

PUBLISHER

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» continuation of article p. 1

Soaring prices

COVID had an unprecedented impact on the market for second-hand coaches. Because these vehicles had barely been used for almost two years, their mileage was lower, allowing them to remain in service for several more years before replacement. At the same time, there were no new coaches available to fill the gap. The result: prices for second-hand coaches soared to record heights.

"Used coaches were sold for amounts close to the price of new ones. Today, prices have dropped again. We now see operators renewing their fleets by trading in two used vehicles for one new model," says **Toon Meeusen** of **AM Buses**, a Belgian company specializing in the purchase and sale of used vehicles.

Before COVID, coaches were usually resold after five years, but that period has now increased to seven. This is not only a consequence of the pandemic but also because, since July 1 this year, the latest vehicles must comply with stricter regulations that include more safety features. As a

result, delivery times at MAN have increased from about six months to fifteen. Those longer waiting periods also force operators to keep their vehicles in service for longer.

"I was pleasantly surprised by the resilience and solidarity of the sector. Companies showed tremendous flexibility and creativity in working together," says **Steven Somers**, CEO of **Daimler Buses Belgium**. For him, COVID belongs to the past. "Daimler Buses is reaching record sales levels. We could sell even more if we could produce them fast enough."

The German manufacturer's order books are already full for 2026. "The implementation of mandatory new technologies doesn't cause delays because most of them are already integrated into our coaches. We're always one step ahead of the regulations," adds Somers.

An exception was the Chinese manufacturer **BYD**, which did not experience production shutdowns during COVID. "Our workers live on the factory site, which basically meant they were living in a safe bubble and were able to continue working.

During that time, we completed a large order for the Netherlands," explains **Javier Contijoch**, Vice President of **E-bus Sales BYD Europe**.

Manufacturers of city buses for public transport were least affected by the pandemic. The impact was less severe because these companies mainly produce large fleets under long-term contracts.

More than the city bus manufacturers

Buses that are now six to seven years old are therefore fetching particularly high prices on the second-hand market. Such vehicles find a buyer immediately.

In addition, they are used less intensively than before. Coaches now cover 60,000 to 80,000 km annually, whereas before COVID that figure was much higher.

The growing presence of electric vehicles cannot be denied, but EVs won't revolutionize the industry within the next five years. For many coach operators, there is no need to be concerned; the diesel engine is far from its end. ■



COVID undeniably influenced corporate strategies, says MAN manager Geert Van Impe.

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electric DRIVE

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Fogmaker 2025

Fighting a fire in a bus with more nozzles

Scientists are scratching their heads trying to figure out how to extinguish burning electric batteries. For electric buses and coaches, there are still no regulations on how such fires should be dealt with. Research into fire suppression methods and techniques in electric buses is one of the tasks undertaken by the Swedish manufacturer **Fogmaker**. "But our PFAS-free fire suppression system with multiple nozzles throughout the vehicle remains the most efficient, safe, and environmentally friendly solution," says **Niklas Björnvik**, Manager at Fogmaker.

Fogmaker makes fire suppression systems for buses and coaches more ecological by eliminating harmful PFAS chemicals from the liquid extinguishing agent. The extinguishing product Eco-1 is already in use in the United States, Canada, and Australia, where PFAS substances are banned. An international standard for phasing out PFAS will likely not come into effect until 2027.

"Our product is more effective than other fire suppression systems. When fighting a fire, not only the speed of the intervention matters but also how quickly the temperature of the fire source drops. That's where we make the difference. With our extinguishing agent, a fire can be cooled from 850 degrees to 0 degrees in just ten seconds," says Björnvik.

At **Busworld 2025**, Fogmaker will showcase its latest innovation for even more efficient fire suppression — a system with multiple handles connected to pressure cylinders that allows a fire inside a bus to be extinguished from several points. Intervention is possible at up to four locations within the interior. Installing such systems is always pre-

ceded by a risk analysis to identify potential fire zones. The fire suppression process works by dispersing a fine water mist under high pressure. One liter of extinguishing liquid converts into **1,700 liters of steam**, effectively limiting the damage. In buses, about **7.5 liters** of Fogmaker's high-pressure extinguishing fluid is stored.

Retrofit

More than **300,000 vehicles** in over six countries are equipped with Fogmaker technology, saving numerous lives and vehicles. "And yet, many bus operators still hesitate to integrate our system. Fogmaker can also be installed as a retrofit. A typical installation costs around **€1,400**, plus **12 hours** of mounting time," says Manager Björnvik.

Fogmaker is also focusing on possible fire suppression in **electric vehicles**. A battery fire is particularly difficult to extinguish. At present, there is nothing more that can be done than to slow down the fire so that passengers can leave the vehicle in time.

The company collaborates with the Rise Institute, specialised in industrial research. "We are doing extensive research, but governments remain very cautious due to environmental concerns. Burning batteries release large amounts of toxic substances — risks that authorities understandably want to avoid," concludes the System Design Manager.

Some consolation for firefighters is the fact that **50 to 60 per cent** of fires originate in **mechanical components** of a bus, such as the engine and brakes.

Burning batteries still remain an exception. Initial findings are positive. Many electric vehicles are still relatively new. ■



"Fogmaker continuously conducts research" says Niklas Björnvik, manager at Fogmaker.

Summary

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Floor plan + alphabetical exhibitor list
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AWARDS IN 2025: 4 COMPETITIONS

Busworld Vehicle Awards



The 22nd edition of this competition took place on 27 September with 12 competing vehicles: 6 buses and 6 coaches. And the winners are...



YUTONG BUS
U15
Hall 3 | Booth 305



YUTONG BUS
T14E
Hall 3 | Booth 305

BUS – Labels of Excellence

- **COMFORT**
Daimler Buses
Mercedes-Benz eCitaro
- **ECOLOGY**
Yutong Bus U15
- **SAFETY**
Yutong Bus U15

Grand Award BUS

- **1st Runner Up**
Daimler Buses
Mercedes-Benz eCitaro
- **2nd Runner Up**
Ebusco 3.0

COACH – Labels of Excellence

- **COMFORT**
Daimler Buses - Setra S 515 HD
- **ECOLOGY**
Otokar e-TERRITO 13
Yutong Bus IC12E
- **SAFETY**
Daimler Buses - Setra S 515 HD
- **Driveline Technology Coach**
Scania Irizar i6S Efficient PHEV

Grand Award COACH

- **1st Runner Up**
Daimler Buses - Setra S 515 HD
- **2nd Runner Up**
Yutong Bus IC12E

The best performances in the different sub categories are awarded with a label of excellence.

Busworld Vehicle Design Award



For the very first time in its history, Busworld has grants the Vehicle Design Awards. A jury consisting of specialized design professionals took a look at the exterior and interior of all **buses and coaches present** at Busworld Europe 2025 over the past few days. Taking all the design aspects into consideration they unanimously came to the conclusion that the **Yutong Bus U15** is the winner of the first Busworld Vehicle Design Awards in the category Bus, and the **VDL Bus & Coach Futura 3** in the category Coach.



YUTONG BUS
U15
Hall 3 | Booth 305



VDL BUS & COACH
FUTURA 3
Hall 5 | Booth 504B

Busworld Digital Awards, highlighting digitalization in bus and coach



The Busworld Digital Awards aim to recognize and celebrate ground-breaking digital products and services that are transforming the bus and coach experience for the better.

Out of 31 participants the jury (an international group of bus and coach operators and digital experts) has selected a first, second and third place in the 4 different categories.

2nd & 3rd PLACE

Digital Operational Excellence

- **2nd – ZF Group**
ZF Bus Connect
Hall 5 | Booth 537
- **3rd – Robert Bosch GmbH**
Secure central gateway
Hall 5 | Booth 510

Digitally Enhanced Driving

- **2nd – Knorr Bremse**
Knorr-Bremse Fusion
3.0 Pedestrian Advanced
Emergency Braking
Function
Hall 11 | Booth 1161
- **3rd – Daimler Buses GmbH**
MirrorCam
Hall 5 | Booth 503

E-Mobility Management

- **2nd – Daimler Buses GmbH**
Digital e-bus fleet
charging simulation with
energy flow optimization
Hall 5 | Booth 503
- **3rd – Adibus A/S**
ChargePlan
Hall 4 | Booth 434

Digital Onboard Comfort

- **2nd – ACTIA**
Powerdrive Cortex
Hall 4 | Booth 441
- **3rd – BatOnRoute**
BatOnRoute – School and
Staff Transport App
Hall 9 | Booth 912

Digital Operational Excellence

- **Yutong Bus Co., Ltd.**
Link+ (Yutong Fleet
Management)
Hall 3 | Booth 305

Digitally Enhanced Driving

- **MAN Truck & Bus**
Safestop Assist
Hall 4 | Booth 401

E-Mobility Management

- **ZF Group**
ZF's Braking and e-Drive
Synergy Program
Hall 5 | Booth 537

Digital Onboard Comfort

- **Molead**
Intelligent Cockpit System
Hall 8 | Booth 843B

Busworld Innovations, your opinion counts



Out of the 47 applications, the Busworld Awards jury labeled 24 products and services as innovative. But you also have a say in this! Do you agree with them or not? Visit the exhibitors on the following shortlist, evaluate their new product and give your vote by scanning the QR code! If a product gets more than 50% YES votes, it will become an official Busworld Europe 2025 Innovation.

INNOVATION: ✓ OR ✗? YOU DECIDE!

- **A&K Fahrzeugteile Heidenau GmbH**
Omnibus Classic Parts – Program
Hall 8 | Booth 811
- **ACTIA**
PowerDrive Cortex
Hall 4 | Booth 441
- **Altertek Ltd**
Bus ESS Re-Cell Service + Hybrid &
Full Electric ESS Regeneration
Hall 3 | Booth 308
- **AutonomyNow**
ADAS Streamlined
Hall 9 | Booth 947

- **Butterfly Flexible Seating Solutions**
Butterfly Motorcoach Convertible
Sleeper Seat
Hall 11 | Booth 1220
- **CitySwift**
CitySwift Headway Simulations
Hall 11 | Booth 1112
- **Erwin A. Lang GmbH & Co. KG**
FUENF-E by Lang
Hall 6 | Booth 651A
- **Imagry**
Imagry Autonomous Buses
Hall 11 | Booth 1189A
- **Jaakko-Tuote Oy**
JTPPrivacy Glass
Hall 8 | Booth 861
- **K2 Mobility GmbH**
PANION – Integrated Charging
Management
Hall 11 | Booth 1138
- **Konvekta AG**
NeXwork – Intelligent Climate
Network for Electric Buses
Hall 5 | Booth 508
- **MyBusDirect Zrt.**
Industry 4.0 Starts with Employee
Transportation
Hall 11 | Booth 1189B
- **Protecfire**
Detexline 4V
Hall 11 | Booth 1179

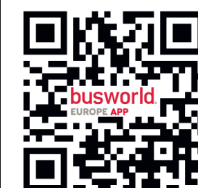
- **Robert Bosch GmbH**
Fuel cell power modules compact
100 and compact 190
Hall 5 | Booth 510
- **Saint-Gobain Sekurit Transport**
Amplisky® OMBRA/PERLA
Hall 8 | Booth 833B
- **Spheros Germany GmbH**
REVO®-E R290
Hall 3 | Booth 317
- **UNVI**
UNVI C26
Hall 3 | Booth 301
- **Veldo Teknoloji A.S.**
KONTROLBURDA
Hall 11 | Booth 1187
- **Wuxi Hongyu Auto-Parts Manufacturing**
Ray Tracing Roof
Hall 9 | Booth 962
- **YUTONG BUS Co.**
NFC Digital Key Application +
Yutong Immersive Surround Sound
Hall 3 | Booth 305
- **Zhengzhou Senpeng Electronics Technology Co., Ltd.**
Senptec Electric Digital Driver's
Workplace (DWP)
Hall 9 | Booth 941
- **ZF Group**
ZF e-comp Scroll electric air
compressor
Hall 5 | Booth 537

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Busworld all about people » continued see p. 16



Youngest visitor

At just six weeks old, Amelie represented three generations of the Meeuwissen family present at Busworld on Sunday. Grandfather "Toine" and father Christophe are successful distributors of Otokar and dealers of second-hand buses in Belgium



Volvo Marcopolo Signing

Volvo Buses Europe and Marcopolo's partnership officially confirmed at Busworld with a signing session. Fltr: João Paulo Ledur (Strategic Director Marcopolo), Anna Westerberg (CEO Volvo Buses), André Armaganijan (CEO Marcopolo) and Thomas Nylund (Managing Director Volvo Buses Europe).



Busworld welcomes Greek delegation

Busworld Foundation welcomes Mr. Stelios Sakaretsios, secretary general for Transport in Greece, and Mr. Stefanos Agiasoglou, President of OSY, the PTO in Athens. Both gentlemen are looking for safety systems and cameras for city busses in Greece. In addition, the delegation takes part in the congress session on Funding Strategies for Sustainable Bus Services. BAAV Vice president Stefan Meersseman and BAAV Administrator Jo Van Pee were guiding the Greek delegation in Busworld.



Yutong unveils four cutting-edge BEVs

At Busworld Europe 2025, Yutong has showcased four premium battery electric models under the motto "Think Eco, Move Green," while unveiling its cutting-edge Yutong EV Long-life Tech.

The four new models launched by Yutong include:

1. The intercity electric bus IC12E

The Yutong IC series, built on the world-leading YEA electric vehicle specific platform, utilises cutting-edge NEV technologies to meet the premium mobility needs of 12- to 15-metre vehicles. The Yutong IC12E measures 12.66 meters in length, 2.55 meters in width, and 3.5 meters in height.

It can accommodate up to 61 seats and features a luggage compartment with a maximum capacity of 4.5 m³.

Its 465.99kWh battery adapts to various operational needs. Thanks to its lightweight design and energy-saving technology, the vehicle achieves outstanding energy efficiency, delivering a maximum range of 675km under SORT2 conditions.

2. The premium electric coach T14E

The Yutong T Series is designed for the premium tourist coach market, available in both electric and diesel variants, with models spanning 12 to 15 meters. Since its European launch in 2023, the T Series has sold over 400 units across Norway, the UK, Italy, Denmark, and other countries. The Yutong T14E measures 13.97 meters in length, 2.55 meters in width, and 3.9 meters in height. It can accommodate up to 59 seats and features a luggage compartment with a maximum capacity of 8 m³.

The company has launched a large battery electric tourist coach, equipped with an ultra-high bat-

tery capacity (621.33/704.17 kWh). Featuring lightweight design and energy-saving technology, these vehicles deliver outstanding energy efficiency with a maximum range of 850km (704kWh under SORT3 conditions).

3. The electric double-decker U11DD

Since its launch in 2022, Yutong's U-series buses have gained widespread recognition. Available in 10, 12, 13, 15, and 18-meter versions with low-entry and low-floor designs, including both single and double-decker models, these buses now operate in over 14 countries, serving diverse public transit needs from high-capacity main lines to low-traffic branch lines. The Yutong U15 measures 14.95 meters in length, 2.55 meters in width, and 3.39 meters in height.

With a maximum capacity of 57 seats or 90 passengers and a 662.75kWh battery pack, this model adapts to various operational needs. Featuring lightweight design and energy-saving technology, it delivers exceptional power efficiency with a maximum range of 850km under SORT2 conditions.

4. The premium city bus U15

Yutong U11DD measures 10.88 meters in length, 2.55 meters in width, and 4.35 meters in height. Its upper deck has 42 seats while the lower deck accommodates 20, with a total capacity of 87 passengers. The standard battery capacity is 467.38kWh, with an optional 556.41kWh configuration to accommodate different operational needs. Featuring lightweight aluminum body design and energy-saving technologies, this vehicle delivers outstanding power efficiency.

The 467 kWh battery achieves a range of over 625 km under ULEB conditions. This product combines high safety, low energy consumption, and large passenger capacity, making it ideal for European urban environments with narrow roads and frequent stops at traffic lights and speed bumps.

Lifecycle management

Following the release of its YEA (Yutong Electric Architecture, specialized for battery electric buses) at the Busworld Europe 2023, Yutong will unveil its groundbreaking Yutong EV

Long-life Tech. This industry-leading solution features a 1.5 million km/15-year battery system, paired with a direct-drive flat-wire motor offering extended durability, a seven-in-one controller, plus Yutong's proprietary thermal management system, battery safety technology, and intelligent management system, delivering true vehicle-battery lifespan parity.

Beyond product and technology launches, Yutong has presented its full life cycle intelligent solutions. Through its "EnRoute+" service brand, intelligent connectivity technologies, and global service network including its European parts central warehouses, Yutong offers worldwide customers complete "operation-management-maintenance" solutions. The company's eight service commitments ensure worry-free operations: Yutong direct service, 24/7 standby, full lifecycle service support, support for major events and competitions, 15-year genuine parts guarantee, 1-year parts warranty, 100% transparent service processes, customized and managed service packages. ■



Protect Lives and Equipment

Fogmaker's fire suppression system is designed for engine compartments and other enclosed spaces. High-pressure water-based mist chokes fires quickly and cools the area to prevent reignition. The system is automatic, independent of electricity, and always ready.

Water mist does not conduct electricity and Fogmaker is safe to use in electric vehicles.

New for 2025 is a sectional valve that directs the suppressant to the area where it is needed. One system protects several risk areas and provides extended cooling time for safe evacuation of passengers and driver. Environmentally friendly with our PFAS-Free liquid, Eco 1.

FOGMAKER
INTERNATIONAL AB



Hall 5
Booth 512



The largest verified fleet in Europe.



New: VDL Bus Group

The merger of VDL Bus & Coach and VDL Van Hool has created one bus company: VDL Bus Group. This new company will operate with two complementary brands - VDL and Van Hool - each conveying its own identity and market focus. Both brands are represented at Busworld where the synergy between innovation and customer focus takes centre stage. In addition, two VDL Futura 3 coaches are on display, it is the Futura FHD-129 in a "Green" and "Gold" version.

This Futura 3 129 HD is 12,885mm long, 3,703mm high and the wheel-base is 6,810 mm. A 13.5-metre-long VDL Citea Low Entry will also be on display. An Astron super high-decker and an Astromega double-decker will be exhibited on behalf of the Van Hool brand. With these five buses, VDL Bus Group will position itself in both the coach market and the public transport market. Production at VDL Bus Group is organised geographically by vehicle type and brand.

The VDL Citea for public transport is manufactured at the facto-

ry in Roeselare, Belgium. The VDL Futura coaches are produced in Valkenswaard, the Netherlands. In Macedonia, the buses of Van Hool are manufactured. "Combining the two companies will create a solid foundation for further growth, innovation and customer focus in the European and Northern-American bus markets", as VDL states. The VDL Bus & Coach division reported a turnover increase from €132 million in 2024 to €270 million for the first six months of this year.

This increase is due to significant improvements in deliveries. It expects the turning point to become profitable again in 2027. The VDL Groep has its headquarters in the city Eindhoven (The Netherlands). The company was founded in 1953. More than seventy years later, since 2016, the company has been managed by the third generation of the Van der Leegte family. VDL Groep employs 14,000 employees and operates in 20 countries. The group consists of more than 100 specialist operating companies that all work closely together. ■



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BISA OTOMOTIV	780
BITZER	528
BLABLACAR BUS	849B
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CKRBUS / NEHO OTOMOTIV	1105A
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4-9 OCT 2025 

ASTRID



REGISTRATION AREA



PATIO

DAIMLER BUSES

2

502
SOLARIS

100

501
KARSAN

114



SHUTTLE BUS
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only 8.00-10.00 on 6+7+8+9 Oct.

MAIN ENTRANCE
EXIT SOUTH

P VIP

P T



BUS

TRAM



METRO

ISUZU BUS

IVECO
BUS



FOGMAKER



 Catering Cloakroom Toilet Accessible to people with disabilities Hotspot Meeting room



- 1 Eat Fastfood**
Belgian Fries & burgers
- 2 Nina**
Assortment of italian pasta & pinsa
- 3 Poule et Poulette**
Chicken nuggets, chicken wings and fries,
soupe tom ka kai & wrap with chicken
- 4 Pico Bello**
Assortment of pasta & panini
- 5 Thai Café**
Thai Specialities

- 6 Be Shop 5**
Mini market with sandwiches, hot dishes, soft drinks, snacks and hot beverages
- 7 Brasserie 58**
Table service 'Brasserie'
- 8 Eaters**
Asian streetfood with pokéballs & banh mi
- 9 Mr. Boudin**
Belgian upgrade hot-dog
- 10 Belgian Beer Bar**
Belgian beers, salads, sandwiches, croques & sweets

-  **Dim's**
Dim sums & bao
-  **Frietkot De Corte**
Belgian fries & fricandel and poulycroc
-  **Mamy**
Pasta, durum, smoothies
-  **Hot-Dog**
-  **Cocotte en scène**
Fresh juices, smoothies & healthy bagels
-  **Le Pain Quotidien**
Bio sandwiches, salads, soups & sweets
-  **Ellis Gourmet Burger**
Famous burgers & fries

-  **Be Shop 9**
Mini market with sandwiches, hot dishes, soft drinks, snacks and hot beverages
-  **Chess Catering**
Self-service with pasta, salads, vol-au-vent, 1/2 chicken
-  **Les délices d'Eric**
Hot coffee, pancakes, waffles, sweets, sandwiches, ...
-  **Mex-y co**
Tacos, burritos

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Day 2

Driving Innovation in Digital & Sustainable Mobility

Day 2 of the Busworld Europe Congress puts **digital transformation and sustainability** at the center of the debate. From data-driven opportunities in mobility to the latest on autonomous buses, fleet management, and smart energy systems, today's sessions provide hands-on knowledge for every operator, manufacturer, and authority. **Safety** is again

in focus, with discussions on EU safety regulations and insurance challenges for electric bus charging. Coach operators will discover **new strategies to boost ridership, enhance passenger comfort, and prepare for the energy transition on long-haul routes**. Local and regional authorities are invited to explore demand-responsive transport solutions and

the open mobility ecosystem. End the day in style at the Networking Dinner, the perfect occasion to connect with colleagues and shape the future of mobility together.■

CONGRESS ENTRANCE:
Hall 7 via the Mezzanine (balcony)

busworld®

EUROPE 2025

CONGRESS

BRUSSELS, BELGIUM 6-9 OCT 2025

in collaboration with:



THE PROGRAM

TODAY

TUESDAY OCTOBER 7th

- TRACK: DIGITAL MOBILITY SOLUTIONS (FREE)**
 - **09:00 – 11:00:** Navigating the Data Landscape in Bus & Coach Mobility: Opportunities, Challenges, and the Road Ahead
 - **11:15 – 12:30:** User Awareness & Inclusion on the Implementation of Digital Assets in Passenger Transport
 - **13:00 – 14:15:** Autonomous Buses: Status of Technology and Criteria for Successful Implementation
 - **13:30 – 14:45:** Fleet Management Systems and Technologies for OPEX Reduction
 - **15:00 – 16:15:** Software to Steer Smart Energy Management Systems & Charging Strategies
- TRACK: SAFETY AND SECURITY IN BUS AND COACH OPERATIONS (FREE)**
 - **09:00 – 11:00:** Evaluation & Amendments on the General Safety Regulation II
 - **11:30 – 12:45:** Risk Management and Insurance Related to Charging of Battery Electric Buses
- TRACK: LONG DISTANCE OPERATIONS: THE FUTURE OF COACH (FREE)**
 - **11:30 – 12:30:** Models and Platforms for Collaboration Between Coach Operators and OTAs & Other Stakeholders, to Increase Ridership
 - **13:30 – 14:45:** Trends in Exterior and Interior Coach Design & Technologies for Increased Passenger Comfort
 - **15:00 – 16:15:** Access to Cities for Coaches and Long Distance Bus Services
 - **16:30 – 17:45:** Decarbonizing Long Haul & Interurban Routes: Status on the Energy Transition in Operations > 300KM
- TRACK: BUS SYSTEM MANAGEMENT FOR LOCAL AND REGIONAL AUTHORITIES (FREE)**
 - **11:30 – 12:30:** Integrating Demand-Responsive Transport Services for Economically Viable Efficient Public Transport in Rural Areas
 - **16:30 – 17:45:** The Open Mobility Ecosystem - Collaboration With Buses
 - Networking Dinner (paid)
18:00 – 21:00: Registration closed.

TOMORROW

WEDNESDAY OCTOBER 8th

- TRACK: ZERO EMISSION BUS CONFERENCE (PAID)**
 - **09:00 – 10:30:** Shaping the Future: Zero Emission Bus Market Trends and Policy Support
 - **11:00 – 12:15:** Evolution of CAPEX and OPEX for Zero Emission Buses: Outlook and Strategies
- **11:00 – 12:15:** Optimizing Zero Emission Bus Operations: Leveraging Data and AI
 - **13:30 – 16:30:** Organizational Change and Real-World Performance of Zero Emission Buses

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Let's talk!

Hall 5
Booth 519a

Discover how our battery systems can supercharge the efficiency of your electric buses.

Your fleet deserves the best – and we're here to deliver it

MAN Truck & Bus presents fully electric MAN Lion's Coach 14 E

The highlight of MAN's presentation (Hall 4, Stand 401) at this year's Busworld is the fully electric MAN Lion's Coach 14 E, which is celebrating its world premiere here in Brussels. MAN is utilizing the drive technology from its successful Lion's City E family for urban and interurban use. The Lion's Coach E has a battery capacity of 356 to 534 kWh with a range of up to 650 kilometres. Sooner than expected MAN is starting series production already next year at the Turkish MAN plant in Ankara.

Both the drive technology and NMC battery packs are manufactured in large series at the Nuremberg plant. The new Coach E features a smart design concept that reduces the drag coefficient (Cw value) to 0.31, which is comparable to that of compact SUVs. The basis for the eCoach is the tried-and-tested Lion's Coach, which was unveiled in 2017. Initially, the eCoach will hit the road as a 13.9 m long, three-axle vehicle with a maximum technically permissible gross weight of 27.3 tons. It can carry up to 61 pas-

sengers comfortably, with no restrictions on luggage space ranging from a minimum of 11 to a maximum of 13 cubic meters.

Following the electric Lion's Coach 14 E three-axle coach, MAN will be rolling out further models in the coach segment step by step until the turn of the decade. "The eCoach is also a real opportunity for coach tourism to reach new target groups for whom sustainability is also a key factor in travel planning," says Heinz Kiess, Head of Product Marketing Bus. "In particular, because with a CCS charging capacity of up to 375 kW in conjunction with the driver's statutory driving and rest periods, a similar usage profile to a diesel bus is already possible today and will become better in the near future with the Megawatt Charging System, MCS, up to 750 kW."

Series production is scheduled to start in 2026 at MAN's Turkish plant in Ankara, which has been successively converted to eMobility in recent months. "The realignment at the site

in Ankara is an important part of MAN's transformation into a provider of sustainable transport solutions," emphasizes Oktay. An "early fleet" is to go to selected pioneering customers in the European core markets next year.

Also at the MAN booth, there is an electric low-entry bus MAN Lion's City

12 E LE with new features for the 2025 model year and a Class 2 approval. A second highlight is the new battery generation (MAN BatteryPack) from MAN's own production facility in Nuremberg, which is currently ramping up with an initial capacity of up to 50,000 packs per year. ■



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The MAN Lion's Intercity with EfficientHybrid keeps performance high and emissions low. The MAN EfficientHybrid automatic start-stop system recovers braking energy intelligently, reducing fuel consumption and emissions without compromising on comfort or performance. It is the smart choice for economical and sustainable driving, whether in city traffic or on regional routes. Find out more at www.man.eu/lionsintercity



New safety glass from Finnish Jaakko-Tuote Oy

A smart safety glass for buses and coaches is presented by Finnish manufacturer Jaakko-Tuote Oy in hall 8, stand 861. Smart as it switches from transparent to opaque as desired. It is an innovative product with which Jaakko-Tuote Oy competes for the title of Busworld Europe Innovation 2025 for which the visitors at Busworld can vote; so you decide who wins the prestigious title.

This smart JTPrivacy Glass features an integrated PDLC-film that achieves this effect. It is used in sun-roofs and panoramic roofs with light and heat control and a sleek design, side windows for privacy and glare reduction, and also in partition windows for separation in buses, taxis and limousines.

Jaakko-Tuote Oy is a family business founded in 1971 and is now one of the leading companies in the industry.

The company is specialized in the fabrication of safety glasses - flat or curved - for the automotive industry, buildings, ships and boats, machinery cabins, trams and trains.

Jaakko-Tuote Oy's products can be found in the articulated VDL Citea, Auvetec's autonomous shuttle bus, the Skoda Transtec tram, Transtech Railway's ICS wagon and Lännen's tractors, among others. All the prod-

ucts comply with the ECE and AS standards. Testing according to those standards is done in-house with specialized equipment. ■



Booth 517,
Hall 5



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Busworld all about people » continuation of p. 6



Why a good driver's seat?

For bus and coach drivers, a good seat is not a luxury but an absolute necessity. They often spend long hours behind the wheel, which places considerable strain on the body. An ergonomically designed driver's seat plays a crucial role here. It supports the body in the right way and helps prevent back pain and other physical problems. At the ISRI stand (Hall 7 booth 760A) you can explore all the details.

Modern driver's seats are equipped with various adjustment options, such as adjustable backrests, lumbar supports, seat height and depth. These functions make it possible to adapt the seat to the driver's individual physique. This promotes a healthy sitting posture and reduces pressure on the spine and muscles, even during long journeys.

In addition, air suspension, heated seat surfaces and breathable materials contribute to comfort. Road vibrations and shocks are absorbed, reducing fatigue. A comfortable seat not only increases the driver's well-being, but also road safety: a rested, pain-free driver is more alert and reacts faster.

In short, investing in high-quality driver's seats pays off. They contribute to the driver's health, reduce absenteeism and ensure a more pleasant driving experience.

These are the minimum functions for a good driver's seat

- Pneumatic suspension system
- Automatic weight adjustment
- Tilt adjustment
- Backrest adjustment
- Seat cushion adjustment
- Adjustable spring travel
- Height adjustment
- Horizontal adjustment
- 3-point belt system
- Integrated pneumatic lumbar and side support
- Integrated headrest

Optional extras:

- Swivel unit (to facilitate getting in and out)
- Seat climate control (heating and ventilation)
- Hands-free system setting
- Armrests■



A new innovative coach sleeper seat by Butterfly

A brand new 'Coach Sleeper Seat' is unveiled at this year's Busworld Europe. The Butterfly seat can transform in less than 10 seconds, from two premium recliners into a private lounge or a full two-meter lie-flat bed without tools, floor anchoring, or cabin rework. The convertible 3-in-1 design helps operators maximize fleet use and deliver business-class comfort on the road, as Butterfly Seating states.

The manufacturer is Hong Kong based Butterfly Flexible Seating Solutions which has chosen Busworld for the European launch of its innovative Coach Sleeper Seat: "Introducing European operators to a seat unlike any other on the market". With this one seat, Butterfly Seating offers three modes for use of a coach: in daytime, as an overnight sleeper, and premium charter service with true Passenger Comfort: Spacious 78-inch beds with up to 40-inch hip width

delivering lie-flat luxury comparable to business-class air travel. Privacy screens, personal storage, charging ports, and refined finishes create a luxurious sleep-ready environment.

"Butterfly gives operators more control over how they serve their passengers and provides a practical way to add value to their fleets," said Lars Rinne, CEO of Butterfly Seating. "With a single vehicle, you can run daytime routes, overnight sleeper services, or VIP charters - while offering passengers a premium experience without added complexity. In the U.S., our partner operators have increased their utilization rates while charging a premium." Butterfly-Motorcoach has received global design awards for its simplicity and comfort such as the Red Dot Award. Butterfly will exhibit at Busworld Europe for the first time in 2025, showcasing the Coach Sleeper Seat in Hall 11, Booth 1220.■

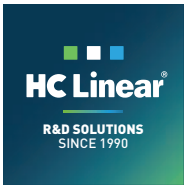




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EBLO Seating, a Dutch company with more than 40 years of experience, is a seat supplier for bus and coach vehicles. EBLO Seating has been a reliable partner for companies such as MIVB/STIB, TEC, RATP, ... With a large range of products complying with European standards, our seats provide excellent comfort and safety features at great value for money prices. Any questions about our products, Our Team will be happy to help. Feel free to contact us by email at info@ebloseating.com or call +31 (0)180 - 512 866. Visit us at stand 1116 in hall 11 to meet and discuss your plans and upcoming projects.

Booth 1116



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Booth 417



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Energy management becomes a challenge

The greatest challenge for bus operators will be energy management for fleets of electric buses from different manufacturers. Cooperation from the manufacturers will be essential for efficient operations.

For decades it was sufficient to refuel diesel buses in the evening to ensure they could run their routes flawlessly the next day. With electric fleets, however, a new chapter begins. "Running two or three electric buses is no problem," as one energy specialist put it. "Managing thirty or more electric buses is the biggest challenge yet for a bus company. Operators need to link energy management for charging their buses to route planning and operational data from buses already on the road."

You can use your bus's average battery consumption as the basis for drawing up a driving and charging schedule. Additional information from the previous day can be downloaded

when the bus is being charged. "But that information is of no use, just like daily or weekly reporting," the expert noted. "You need access throughout the day to operational data on each bus's battery use. A bus may consume more or less than planned. Or it may return later than scheduled due to a flat tyre, an accident or traffic congestion. Such factors disrupt a pre-programmed charging plan and may result in buses not being sufficiently charged overnight to cope with the next day's schedule."

REDRAWING CHARGING SCHEDULES ON THE FLY

For larger fleets, the underlying software must constantly redraw the schedule for all charging stations, sometimes also taking into account off-peak and peak rates from the energy supplier. Whereas until recently electric buses were typically charged once in full, the trend is now towards more staggered charging. On

arrival at the charging station the bus is kept in standby with a limited charge, followed by almost full charging, then back to standby, with a top-up shortly before returning to service. While such a charging concept can be programmed, keeping it up to date requires real-time data from buses on the road.

And here lies the stumbling block for efficient energy management. Manufacturers build perfectly serviceable electric buses, offer extensive reporting tools, but are reluctant to provide real-time information on battery consumption during the day. For a fleet made up of buses from a single brand, a manufacturer may still be willing to make an exception.

A SERIOUS PROBLEM FOR MIXED FLEETS

But for operators running vehicles from several different manufacturers, a serious problem arises. Each

manufacturer has its own system of data collection and processing, and there is no compatibility whatsoever. In such cases, it is advisable to opt for an external software package (for example ChargePoint, which acquired ViriCity a few years ago) in which all data can be gathered and processed.

Energy and bus specialists therefore recommend that, when purchasing electric buses, operators should ask manufacturers directly about their willingness to provide data on battery use online and in real time, separate from their standard reporting.

"Vehicles on the road must transmit that data to you so that an operator can process all information from any electric bus in a standardised way, enabling optimal charging schedules and efficient operation of your bus lines or network," one bus specialist emphasised. ■

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The Paradiso G8 1200 is Marcopolo's premium bus that elevates the standard of highway transport, ensuring more efficiency for the operator and more comfort for the passenger. The model combines sophistication and performance with fuel savings, resulting in maximum performance during each route.

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INDCAR posts record figures

INDCAR, a leading company in the development and manufacture of minibus bodies, presented three vehicles from its range at stand number 402A in hall 4: the 8-metre-long electric version of the e-Mobi City, the 8.5-metre-long Wing for discreet services and, for the first time, the Spica model, with a body on a Mercedes-Benz chassis. The Shaula model, also from the Mercedes-Benz range, will also be on display outside the hall.

Acquisition of Car-bus.net

2025 is shaping up to be a historic year for IND CAR. The company closed the last financial year with a turnover of €58 million, a figure that is expected to rise to €78 million this year, an increase of 34%, demonstrating solid and steady growth. Production capacity will also reach a record high, with a 23% increase from 450 to 555 units.

An important milestone in 2025 was undoubtedly the strategic operation that is part of the international growth and expansion plan announced in September last year: the acquisition of Car-bus.net, a Spanish coachbuilder specialising in Mercedes-Benz chassis. As a result of this integration, IND CAR has diversified its portfolio and now offers solutions suited to multiple chassis configurations, thus consolidating a range that covers both the urban and the tourist segments.

129 units of the new e-Mobi City electric model sold

The e-Mobi City has been presented at Busworld as the new electric version of IND CAR's renowned Mobi City on an Iveco eDaily chassis.

This zero-emission model has already won its first tender, one that has been officially announced at Busworld: 129 units for the client Astral, which are set to operate in the Lazio region.

The e-Mobi City, a fully European urban vehicle, incorporates a 140-kW electric engine and on-board energy totalling 111 kWh, spread across three batteries. Its dual charging system allows for 22 kW type-2 or CCS Combo2 connectors up to a maximum of 80 kW, with a full charge achieved in just one hour and 30 minutes.

"The development of this new model constitutes a major challenge for IND CAR. We're proud to present a 100% European product that's designed to meet the demands of all-electric urban mobility, in close cooperation with IVECO. We would like to extend our special thanks to Romana Diesel, our partner in the region, for her support and dedication to the project.

It's also an honour for us to take part in one of the most important tenders in Europe to acquire electric vehicles, which are scheduled to be on the road in the Lazio region from September 2026 onwards", declared IND CAR CEO Gaël Queralt.

With a track record dating back over 135 years, IND CAR has consolidated its standing at the forefront of its sector in Europe. The company currently employs a team of 330 professionals and produces over 630 units per year, which are exported to more than ten European countries. ■



INDCAR CEO Gaël Queralt.



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