



Public visitors' day is a smash hit "What a beautiful fair!"



On Sunday, the general public got the chance to visit the 23rd edition of Busworld. In line with tradition, the open house attracted many curious people. Young and old admired the sparkling buses and coaches, including the De Vlieger family. "Busworld? An absolute must-see."

The De Vliegers have always felt connected to buses and cars. Father Thierry has been working as a driver for a quarter of a century, and if it was up to him he'd add another 25 years to his career. As professional driver he is familiar with the traditional bus transport (for public transport company De Lijn) as well as with the coach tourism. Switzerland, Austria, Norway, Greece, France, Spain and Italy: he travelled to all of these destinations on behalf of his employer (the company De Hauwere from the Belgian city of Dendermonde). Mother Marijke is also a fan of buses and coaches and is, just like her husband, very passionate about the sector in general. As a complementary activity next to her normal job, she also worked as a driver in the past. But now



their two young children, Tom and Sam, are her main focus. The whole family came all the way from Dendermonde to Kortrijk for Busworld. "A

must-see", Thierry states while his wife nods in agreement. "This biennial family trip has become a tradition. First of all, we come to take a look at the new models.

The De Vlieger family is enthusiastic about the Busworld fair.

I personally think that the Futura, the double decker bus of VDL, is fantastic. But the newest double decker of Van Hool, the TX27, is really nice as well. Thierry De Vlieger says that he saw the profession of driver change with his own eyes. He denounces the lack of vision in a lot of cities. "In the past you could always park your bus at designated parking spaces in a car park. But now, you have to look for these spaces with a magnifying glass. It's a disaster - not just for the passengers who have to continue their journey on foot, but also for the drivers themselves. In the past I sometimes had time to go and visit a tourist spot myself. But unfortunately, these times have passed."

A feast for the eyes

Despite all of this, Busworld is the place to be for Thierry and his family to get energised again. "This sector has every-

thing to fall in love with it", Thierry De Vlieger says. "The fair is a feast for the eyes. Still, there are a number of things that have struck me in comparison to the former editions. First of all there's the fact that the interest in it all is still growing. On the other hand though, I saw that the holiday booths have disappeared. Much to my regret, because I liked to gain some information on national or international tourist attractions. It's really a shame that these booths have been done away with." Judging by the children's faces, they like it here too. Tom, the eldest, is quite clear. He too, just like his father, wants to sit behind the wheel of a bus or coach for a living later on. "That is my big dream for the future," Tom says. His impression of Busworld? "Fantastic." Seeing that, according to the proverb, children and fools always tell the truth, we just have to believe it. "In comparison with the previous editions we get a lot of free gadgets this year: toy mini buses, hats etc. The only downside is that there are no ice creams. I think that this could bring in some extra money." Duly noted.

Free shuttles to the airport

Due to a strike by the Belgian Railways today and tomorrow, Tuesday, Busworld is offering free shuttle buses from and to the airport of Zaventem (Brussels Airport) and Charleroi (Brussels South). At the respective departure points the Busworld representatives, who can be recognised by the specific red Busworld vest, will guide the fair visitors who want to make use of this service to the coaches. Please find the timetables below with the times of departures from Kortrijk Xpo to the respective airports.

Kortrijk Xpo entrance NORTH	Approximate arrival Airport Brussels South (Charleroi)
6.10 AM	8.00 AM
7.10 AM	9.00 AM
8.10 AM	10.00 AM
9.10 AM	11.00 AM
10.10 AM	12.00 PM
11.10 AM	1.00 PM
12.10 PM	2.00 PM
1.10 PM	3.00 PM
2.10 PM	4.00 PM
3.10 PM	5.00 PM
4.10 PM	6.00 PM
5.10 PM	7.00 PM
6.10 PM	8.00 PM
7.10 PM	9.00 PM
8.10 PM	10.00 PM

Kortrijk Xpo - entrance NORTH	Approximate arrival Brussels Airport (Zaventem)
6.10 AM	8.00 AM
6.40 AM	8.30 AM
7.10 AM	9.00 AM
7.40 AM	9.30 AM
8.10 AM	10.00 AM
8.40 AM	10.30 AM
9.10 AM	11.00 AM
9.40 AM	11.30 AM
10.10 AM	12.00 PM
10.40 AM	12.30 PM
11.10 AM	1.00 PM
11.40 AM	1.30 PM
12.10 PM	2.00 PM
12.40 PM	2.30 PM
1.10 PM	3.00 PM
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3.10 PM	5.00 PM
3.40 PM	5.30 PM
4.10 PM	6.00 PM
4.40 PM	6.30 PM
5.10 PM	7.00 PM
5.40 PM	7.30 PM
6.10 PM	8.00 PM
6.40 PM	8.30 PM
7.10 PM	9.00 PM
7.40 PM	9.30 PM
8.10 PM	10.00 PM

Lots of new things at Solaris

At the fair booth of the Polish bus and tram factory Solaris there are lots of novel things to be seen: there are no less than three new buses on display, including a midibus. It is the first one of the Polish company, although it is still a concept vehicle. What is striking is that this midi is constructed on a DAF substructure, the one of LF. Then there is also a new Urbino 12 LF, an upgraded variety of the Urbino 12 which was introduced by Solaris last year.

But the real big news is of course the arrival of the electric version of the Urbino: the Urbino 12 Electric. It has a 240 kW/h strong battery that provides a sufficient action radius. Not a bad choice considering the electric hustle of the public transport. It's choices like these that have brought Solaris to the position it is in now. For example, the Polish company was one of the first to embrace the production of hybrid city buses in all kinds of configurations. In the meantime there are already a lot of



Solaris's order portfolio for 2016 is already quite full.

electric Urbinos driving around in Europe, with the exception of the Benelux as shown by a map. During a press conference on the opening day of Busworld it was said that the sales of the Urbino 12 are exceeding expectations. For next year, the order portfolio is quite filled already too. Furthermore, the new Urbino 12 LE is supplied with a DAF MX 11 engine or the

lighter Cummins ISB6.7. The new Urbino range heralds another phase in the existence of Solaris, which is celebrating its 20th birthday in 2016. A new factory hall of 7,500 square metres was taken into use and there is a new board of directors as well, although the Olszewski family remains the owner of the company. "In the meantime a third generation is getting ready," Solange Olszewska said with a proud smile on her face.



MAN is seeing the bus market in Europa grow

Interview with Rudi Kuchta, senior vice-president Bus Sales MAN

The performance of Busworld is exceeding expectations. We cannot give any definitive results regarding the number of visitors yet, but on the third day of the show the manufacturers are already saying that their sales exceed expectations. The same holds true for MAN. Rudi Kuchta, senior vice-president Bus Sales at MAN Truck & Bus is seeing with his own eyes that the market for buses and coaches is significantly picking up in Europe. MAN Truck & Bus is also celebrating its hundredth birthday this year.

Acea, the organisation of vehicle manufacturers, recently published figures that show that the bus sales in the European Union have increased by 16.5 percent this year in comparison to the same period the year before. Rudi Kuchta: "MAN is actually very successful in Europe. In Spain we are market leaders with regard to the sale of substructures. Our hybrid buses are doing well in Sweden and Norway, two countries in which we are also successful with regard to gas and biogas buses. Earlier this year, we delivered a big order of hybrid and gas buses to Paris. And then there is the tender of Deutsche Bahn, our home market, to which we will be supplying 800 buses in the next four years." Apart from that Kuchta also sees opportunities for growth in Italy and Spain, where the economy is recovering again.

Double decker buses

For this year (2015) Kuchta is expecting to sell 6,000 buses and coaches. He is hoping for a growth of 10 to 15% for 2016. Kuchta is expecting a lot from the 'Fernbus' (long-distance bus) market, especially in Germany and France. "In particular the double decker bus is interesting in this respect. We can see that the enthusiasm for this segment is on the rise and that the sales in Europe will be growing to more than 300 vehicles."

In this segment, MAN is doing really well with the Skyliner.

"It is a strong and beautiful product with the biggest storage space for luggage in double deckers and an excellent TCO, although that depends on how you deploy the vehicle. Nowadays, 300,000 kilometres per year is not an exception, and especially not in the 'Fernverkehr'. The order list of MAN for the Skyliner now already contains 60 vehicles. The orders that were placed during Busworld include two for a Skyliner for Belgian companies: Herman van Damme and Scheldeborden. And there are still other orders that will probably be signed during the next days of Busworld. The Skyliner that is now displayed at the MAN booth has already been sold to the ice hockey team of Ingolstadt (Germany). To MAN Truck & Bus, Neoplan is the 'premium brand' for the Skyliner and Cityliner, both of which are currently manufactured in the Turkish capital of Ankara. It might seem as though the two brands are competing with each other on a lower level. Kuchta however guarantees that this is not the case and says that the concern is simply applying a two-brand strategy.

Zero-emission transport

Earlier this year, MAN launched the Lion's Intercity, specially designed for the intercity transport. A market that, according to Kuchta, comes down to around 4,000 vehicles in Europe. The focus is mainly on Scandinavia and once the import bans are done away with, it will be on Russia too. He expects that 'electric', battery-electric or hybrid, will soon become the magic word for public transport in cities/city centres. "The market demand will be highly determined by the issues of CO2 emissions and zero-emission transport. We have to prepare ourselves to the fact that the market will look completely different in a couple of years."



The Skyliner attracts a lot of attention at the MAN booth.

MAN Truck & Bus has existed 100 years and is now in the last phase of a significant restructuring. The highlight for the bus division has been the renovated bus

factory in the Turkish city of Ankara. In the past few years, the Germans invested more than thirteen million euros in it. In Plauen MAN has a site for coaches with

'Sonderausstattung' (special equipment).

132 Ivecos for Nettbuss Norway

During Busworld, Iveco closed an agreement with the Norwegian Nettbuss for the delivery of 132 buses, including amongst others around a hundred Iveco Crossway Liners and Crossway Low Entry and 25 Iveco Daily minibuses, all equipped with the newest Hi-Matic 8 gearbox. The various buses will be fuelled by biodiesel. Nettbuss, a transport company with a fleet of 3,300 buses and part of the



Arne Veggeland, CEO of Nettbuss (to the right) with Paul Mechele, head of Iveco Bus Northern Europe.

Norwegian Railways, is active in the whole of the country.

Arne Veggeland, CEO of the Norwegian operator Nettbuss, signed the contract for

the fleet of 132 buses at the Iveco booth. 112 buses will be driving around in Glåmdalen and Grenland and the others in 14 other cities. The buses will be delivered between January and June next year.

The order consists of 107 Crossway Line and Crossway Low Entry buses and 25 Iveco Daily minibuses with the Hi-Matic gearbox.

Nettbuss is property of the Norwegian Railways and is active in Sweden and Norway. With 3,300 buses and 7,000 employees, Nettbuss is one of the biggest employers in Scandinavia.

TomTom Telematics evaluates driver's driving behaviour in real-time

During Busworld, TomTom is presenting the OptiDrive360, an application that does not only tell drivers in real-time where the traffic jams are, but that also immediately confronts them with their own driving behaviour.

An additional feature is that the application can also be linked to the tachograph in order to verify driving and resting times or calculate the driving time that is still left.

New at TomTom Telematics is the bigger 7-inch screen that acts like an open platform on the basis of Android and which various apps can be added to. Furthermore, the screen can be connected to, for example, rear-view cameras or a camera on the upper floor of a double decker bus. The tablet can be further extended with worksheets, all sorts of documents or a safety checklist that needs to be filled out before departure.

The integrated OptiDrive360 application evaluates drivers during their rides on the basis of eight criteria, including speeding offences, idling, fuel consumption and changing gear. These data are then sent to the dispatching, but are also immediately visible by means of icons on the screen. In this way, drivers are stimulated to drive in a greener and safer way. The Webfleet Tachograph Manager is a complete digital tachograph solution, by means of which bus drivers can download, analyse and save their driving performance and in this way comply with the national and European legislation. The package also contains an automated fine calculation on the basis of any violations in the past. Furthermore, the Remaining Driving Time is available as an add-on. This function gives bus companies a real-time overview of the remaining driving times of their drivers, per day and per week, entirely according to the EU Working Time Directive.

Karsan

Bus for narrow streets

At Busworld, Karsan is presenting a prototype of the electric Jest minibus



The Karsan Jest: practical vehicle for city transport.

for the very first time. As from 2017 the production of this wheelchair-accessible minibus will started up. Because of the Jest minibus's compact dimensions, Karsan is mainly focussing on historic city centres and districts with narrow streets.

Bearing this in mind, the bus can be used on supply routes to junctions and connection points to the bigger public

transport network in cities. However, the minibus can also be deployed during off-peak hours and in this way replace subway trains and city buses with low capacity utilisation.

According to Karsan the Jest, only six metres long and fitted with a Euro 6 engine, is the only low-floor bus with a normal height and accessible to wheelchair users. Since its launch in May 2013 the Jest is now the most popular minibus in Turkey. Just in Istanbul more than 1,850 buses are driving around, spread over 120 different lines. In the whole of Turkey more than 3,000 vehicles have already been sold. In the meantime there are also Jest minibuses driving around in Romania, Bulgaria, Hungary, Austria and Germany. Next to the Jest, Karsan is also displaying the 8-metre long Atak and Star buses during Busworld.

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