



Mieke Glorieux: "Perfect Busworld edition is grand finale"

## Thank you, Kortrijk

"This 24th Busworld is the grand finale, the jewel in the crown of 48 years Kortrijk. Finally, it was the perfect edition. It all went smoothly, and everyone is satisfied. With probably over 35,000 visitors, we are amply surpassing Busworld 2015. Thank you, Kortrijk, we have enjoyed many wonderful years here", says Mieke Glorieux who is looking back extremely satisfied and gloriously.

Busworld Europe 2017 is the marvelous conclusion of almost half a century 'Kortrijk'. "Never ever had we welcomed that many visitors. On Friday, we counted 10% more, on Monday no less than 39% more and Tuesday seemed as crowded as the day before. We will undoubtedly surpass the 2015 edition which accounted for 35,000 visitors", as Mieke Glorieux estimates.

"We have always known a gradual growth, but this year was phenomenal. New exhibitors have brought about new visitors and visitors of exhibitors who were too late to sign up this year showed up anyway. We felt in advance that this edition was going to be legendary. A week before the opening, no less than 16,000 visitors had already preregistered.

That is double as many compared to 2015."

### Start over in Brussels

Meanwhile, Busworld Europe 2019 in Brussels also seems very promising. The waiting list already features 90 exhibitors who together request more than 10,000 sqm of stand space. On top of that, also the current exhibitors demand more space. "Busworld Europe 2019 will be quite a task because we need to reorganize everything practically from scratch. The layout of the halls is different and we must also look at the logistics services. Here, in Kortrijk Xpo, they knew us and all Kortrijk Xpo employees were familiar with our fair. The entire team of 'Kortrijk' will move with us to Brussels for the 25th Busworld in 2019 but we will still need some time to adapt", says Mieke Glorieux.

### Incredible final Kortrijk edition

"They never took us seriously when we said that Busworld would leave Kortrijk eventually. Now the time has come. We hit the limits here, Busworld has burst out of its joints, there was no other choice. Emotionally, it is quite hard for my father Luc and me to leave Kortrijk



Mieke Glorieux says goodbye to Kortrijk, not without some melancholy.

behind us. It sounds so unreal: the very last closing day and evening of the last Busworld in Kortrijk."

"For Kortrijk and its surroundings, Busworld had a huge economic impact when it comes to catering, shopping

possibilities, department stores. Every Busworld edition had something unforgettable. 2017 will not only be remembered as the very last one in Kortrijk, but as the most perfect one so far which is all due to the cooperation of everyone. Thank you, Kortrijk!"

## Clearing out your stand

Stands can be cleared out as from 6pm, i.e. removing what can be carried by hand. After the exhibition has ended, the stand space occupied by the exhibitors must be left in a fully tidied and clean condition, without traces of adhesive tape, paint, remnants, chewing gum, oil stains or other dirt. All exhibitors are also required to take all waste with them or you can rent a container at the Busworld secretariat.

The certificate entitling you to a refund of the deposit (art. 12 of the General Terms and Conditions) will be supplied by the hall stewards after you have checked in with the exhibition secretariat and **only after your stand has been fully cleared out.**

Disposable stands that have been used one time, walls or other goods must be taken by the stand holders themselves. After settlement of all bills, Busworld will send you a credit note for the refund of the deposit. Participants are asked to send us their bank details by fax or email.

## Crown for Charlotte and Dirk

Tradition has it that at each Busworld edition a Mister and Miss Busworld are awarded for his and her many years of commitment to the success of the fair. This year, the title of Miss Busworld went to Charlotte Engels, head of sales at the company Automet. She was surprised and delighted. "At first, I thought I had done something wrong. It really is a nice surprise". This is the fifth edition of Busworld

for Charlotte Engels. Dirk Snauwaert, the brand new Mister Busworld, was just as much surprised. "It means a lot. I consider it an acknowledgement of Van Hool for the course the company has been taking in the past few years under the inspiration of CEO Filip Van Hool. In that light, it is rather a recognition for the company. Anything we achieve is a result of teamwork, after all."



## Busworld scoop at Solaris

Last year at the IAA in Hannover, Solaris received the Bus of the Year 2017 award for its Solaris New Urbino 12 Electric. Now, one year later, the Polish bus manufacturer's portfolio is steadily growing: a 400-million-euro turnover; 2,500 employees and a production of 1,400 vehicles a year. Keep in mind that the company is only twenty years old! This Busworld, they are showing a 10.5m Urbino for the very first time. If you like, it can be equipped with a Cummins ISB6.7E6C (209 hp) engine or a DAF MX11.

The Solaris stand obviously also features their new Urbino 18 Electric. An articulated electric city bus of eighteen meters, zero emission. The new Urbino 18 Electric has ZF drive shafts with wheel hub motors. Power comes from a 240 kWh Solaris High Power battery. Charging the battery can be done via a plug or a pantograph mounted on the roof. By spreading the weight of the batteries and electric installations over the bus as well as possible, Solaris managed to create capacity for 135 passengers. The 240 kW is the heaviest battery that Solaris has

in store. Furthermore, Solaris shows an Urbino 12 hybrid (BAE systems) in the colours of the Belgian TEC, which has ordered 208 of those. A novelty is that this hybrid version can also be equipped with a diesel start-stop function. With a GPS, the Solaris even knows when it is approaching a stop or traffic light and the engine is turned off prematurely which makes it even more environmentally friendly and economical. Solaris claims that the difference may add up to twenty percent. Solaris has its stand in hall 4.

## North America overwhelms Van Hool stand

80 representatives of the American Bus Association visited the Van Hool stand yesterday. Brendan Borwege from the ABC Company, the exclusive distributor of Van Hool in the USA, showed the group around. All guests were pleasantly surprised by the big diversification at Busworld Kortrijk. The ABA represents about 30,000 bus and coach companies from the US and Canada.



Join us on Twitter and Facebook!

Receive the latest news in the run-up to the trade fair and while it's going on. All you have to do is register on our website [www.busworld.org](http://www.busworld.org)

# 'Ventura Systems goes America'

Earlier this summer, it had already leaked that Ventura Systems, the Dutch supplier of door systems for public transport buses, is building a factory in America. They bought a large building in the state of North Carolina, where the production of the very well-known door system should be kicked off at the beginning of next year.

According to managing director Jeroen de Nooijer of the company that saw the light of day in 1984, this step is connected to the preference of US clients for high-quality European products. "In the US, one manufacturer has been assuming a monopoly position for years. Now the American clients, i.e. the transport authorities, listen very well to their customers, i.e. the passengers. They had been complaining about technical defects on the doors. Guess what? Our doors start showing defects not sooner than after 120,000 miles, while those of our competitors were already in trouble after 60,000 miles. That was the deciding factor. Still, as the Buy American Act requires that at least seventy percent of a product must be manufactured in the US, we are



Jeroen de Nooijer, managing director Ventura Systems, has great expectations of the US adventure.

opening a factory there." We will start with eight employees, but De Nooijer says he would not be surprised to see a factory as large as the Ventura factory in Bolsward, the Netherlands within the foreseeable future. The first order is in the pocket and concerns the delivery of door systems for 600 buses of the brands New Flyer, Eldorado and BYD. These buses will run in New York and Los Angeles, the ultimate two public trans-

port locations in America that set the tone for the rest of the country, according to De Nooijer. At Ventura Systems, they are hopeful for follow-up orders. Ventura Systems shows its door systems in hall 4, stand 437.

## Volvo Bus focuses on electromobility and safety

**Electromobility, active safety and a thinking bus. Those are the spearheads of Volvo Bus at this last Busworld edition in Kortrijk.**

After selling over 3,500 hybrids, hybrid electric and electric buses worldwide, Volvo Bus continues with the development of electrically powered vehicles. At Busworld, Volvo shows the latest version of their Volvo 7900 Electric, combined with a new 'OppCharge' charging system. The first four Volvo 7900 buses were commissioned at the start of this summer by the city of Differdange in Luxembourg. Volvo Bus has since signed several orders for its hybrid and electric bus systems, such as in Harrogate, England and Malmö, Sweden. Next year, Volvo Bus will deploy fully electric articulated buses in public transport in Gothenburg. In the hometown of Volvo, electric and hybrid 10-meter and 12-meter buses were already being used for urban trans-

port. At the Volvo stand, you can drive the thinking bus, virtually of course, with the nice Volvo Dynamic Steering (VDS), the Pedestrian & Cyclist Detection System and the Bus Stop Docking Concept. Volvo

also organizes demo rides with the Volvo 7900 Hybrid Articulated and a Volvo 9700 with VDS on Busworld's outdoor site. You can find the Volvo stand in hall 5, stand 502.



Volvo's 7900 Electric ....

## ExquiCity in 12,000 Lego bricks

The Lego scale model of the ExquiCity Trolley from Parma caught a lot of attention at the stand of Van Hool. This titan's task was completed by the 19 year old Italian Riccardo Brizzi-Albertelli. He has been working on this impressive scale

model for two years. The model is 1.3 meters long, weighs around 15 kg and runs fully autonomously. All lights inside and outside are functioning. On the picture, you see Riccardo and Jan Van Hool, the designer of the ExquiCity.



## Ellamp introduces Intelligent Lighting Control

The thirty year old Ellamp presents Lighting Control on the Temsa Avenue Electron. This is an integrated lighting concept in which lighting can be adapted to the circumstances and the environment. The intensity and colour shading of lighting is adjusted to the outside light and temperature in real-time. This significantly increases passenger comfort. Simultaneously, considerable savings are realized on power consumption because the light never radiates too strongly. After all, the light intensity is determined by the available outdoor light.

## 50 years of door manufacturer Masats!

**It is already the fiftieth birthday for Masats, the Spanish door and lift manufacturer for quite some brands by now.**

The company started in 1967 as a passenger carrier, or operator as we call it today. Just like many companies started at that time, the start of the current door manufacturer was 'accidental'. There was a need for good pistons for the pneumatic door openers. There were none, so they made it themselves. Over the past fifty years, Masats has grown to be an internationally operating company with 320 employees and customers around the world.

A couple of years ago, the family sold a portion of the shares to the Irizar Group. This way, Masats suddenly made its international breakthrough. Today, sixteen percent of the shares is still in the hands of the family. Under the leadership of cur-

rent CEO Frederic Solé, Masats has found entries in some major West-Flemish bus manufacturing companies but also overseas in the USA. They are even building their own factory there, where doors, lifts and ramps will be manufactured in full compliance with the Buy American Act. Initially with six employees, but that number will grow rapidly next year.

In Western Europe, Masats can now count on MAN, Volvo, VDL as loyal customers. In Spain and Portugal (Caetano), they actually control the market. In America, Masats supplies Novabus (Volvo), MCI and Alexander Dennis (ADL). The new factory in Atlanta is now doing test runs but should be fully operational in January 2018. Apart from doors for public transport buses, Masats also provides doors for trains and door systems for autonomous trains (airports). You can find Masats at Busworld in hall 2, stand 209.



The management team of Masats including CEO Frederic Solé (second from the left).

## Energy-efficient MAN buses for Hansea

**The Hansea group – with its 805 buses the largest private bus company in Flanders (Belgium) – renews its fleet which is a great investment in the environment. Hansea ordered 72 new buses from MAN, an investment worth no less than 15 million euros. This makes it immediately the largest order of buses for MAN Belgium in the 12 years that Man/Neoplan buses and coaches have been distributed in Belgium.**



This year, Hansea buys 72 environmentally-friendly MAN buses.

The 72 new buses all have a Euro 6 engine and will replace older Euro 3 buses. The buses will be deployed for Flemish transport company De Lijn.

In 2018, Hansea will make another 4-million investment, this time in new coaches and school buses. In this case too, older Euro 3 buses will be replaced by new Euro 6 models.

"Research shows that the Euro 6 standard can make a huge difference in the emission of exhaust gases and dust particles", says Harry Hondius, mobility specialist. "Consider, for example, the emission of nitrogen. For the amount of nitrogen emitted by a one Euro 3 label bus, you can deploy 25 buses with a Euro 6 label. That is a huge difference." Also, the emission of fine dust is very small in vehicles with a Euro 6 diesel engine, almost immeasurable. On top of that, the new Euro 6 diesel buses are a lot quieter than their Euro 3 version.

"We specifically go for the renewal of our fleet in accordance with Euro 6 standards. That is the best standard currently available on the market", explains Luc Juliet, CEO of Hansea. "We strongly believe in alternative drive options, such as hybrid and electric engines, and we look into the possibilities of these new systems for our mobility services. That is why our new Euro 6 buses are not the ultimate goal, but rather an important step towards a healthier environment."