



Gold Steering Wheel for 107 drivers



Yesterday no less than 107 drivers were given the Gold Steering Wheel by the people from the Federation of Belgian Bus and Coach Companies and Tour Operators. In order to qualify for the award, the drivers had to comply with the following conditions: have been active in the sector full-time for at least ten years, have driven half a million kilometres behind the steering wheel of a coach or bus, have never caused an accident before and be registered full-time at the national social security office (RSZ/ONSS).



The laureates of the Gold Steering Wheel.

In his introduction Paul Laeremans, managing director, stressed that the driver is still the most important public relations agent of the companies. Service provision, punctuality, friendliness and safety are the most important elements here. The high level of safety is strictly monitored in the sector. The distribution of the Gold Steering Wheel proves that the drivers can maintain this high level thanks to their dedication and reliability. All the honoured drivers received a pin in the form of a steering wheel, a handy lunch box and a diploma.

A good maintenance of the buses and coaches safeguards this high level of

safety and quality. But a good maintenance is done by a reliable staff. That is why six mechanics were given The Gold Key for their contribution to that high quality.

Platinum

Next to the Gold Steering Wheel and the Gold Key there is also the Platinum Steering Wheel and Key. Five drivers and one mechanic qualified for this

distinction. The five drivers needed to have been active in the sector full-time for at least forty years, have driven at least two million kilometres, have never caused an accident before, be registered at the national social security office (RSZ/ONSS) and be in possession of the Gold Steering Wheel or the Gold Key.

Valère Gaens, Redgy Devriendt, Renaat Hye, Albert Guillemyn and Guido Vanhoutte all received a Platinum Steering Wheel. The Platinum Key was given to Frans Bats.

IRU diploma

Just like the previous years the IRU gave a diploma of honour and an honour badge to the best drivers in the international passenger transport on the road. It was up to the presidents of the IRU Geneva to decide which of the drivers who covered several hundred thousands of miles without one single accident would be receiving this honour. For the year 2011 and 2012 eleven drivers received this badge of honour.



The laureates of the Platinum Steering Wheel and Platinum Key.



The laureates of the Gold Key.



The laureates of the IRU diploma.

This distinction is a reward for the drivers who, thanks to their safe driving behaviour, their loyalty to the company and their moral characteristics, do honour to their profession. Managers of transport companies who drive their own vehicles can qualify

Open house at 21st Century

The British company 21st Century Technology Solutions Ltd. is a leading supplier and integrator of mobile technology for the public transport. The products and services that it delivers include mobile surveillance in vehicles via closed-circuit television (CCTV), inspection of the driver's behaviour, of the fuel use and of the safety. This afternoon the company is having a demonstration at its stand 941 in hall 9.

Furthermore, the system can be extended with counting systems for passengers getting on or off the bus via infrared or digital cameras. The company developed all the required software for this application. Part of the hardware is acquired from external sources; part is developed by 21 Century itself. It is built by external assembly companies.

The entire programme can also be further developed. Additional functions can be added when the market asks for them, for example. Furthermore, the method for processing the collected data can be adjusted according to the wishes of the transport companies.

A very special feature is the EcoManager, which accurately checks the driving behaviour of the bus operator as well as the resulting fuel use and immediately informs the driver by means of an interface whether he is driving economically or not. These data are stored in the system and can therefore be analysed later on. The EcoManager can also be fitted with an instructor telling the driver how he can drive in an economical way. This course falls within the European Code 95 on the obliged trainings for professional drivers.

In the meantime 21st Century has delivered more than 25,000 systems to public transport companies in Europe, including Arriva and Deutsche Bahn, where they have been built in buses, trains and trams.

You need to see how the software and telematics systems such as the products of 21st Century work in order to really understand what they are capable of. That is why 21st Century is having a demonstration at its stand 941 in hall 9 this afternoon, where the possibilities of the different systems will be shown.



21st Century offers mobile surveillance via closed circuits.

Almost a winner: Composite Mobility

Prior to the biennial Busworld exhibition there is always the European Coach Week, better known as ECW, during which coaches and buses are assessed on the basis of certain characteristics such as safety, comfort, environment-friendliness, etc. by a jury of experts. Any exhibitor can enter his or her vehicles for this event, including constructors of prototypes. Time and again a number of surprising vehicles can be spotted during ECW. Last year for example, a minibus with fuel cell drive participated.

This time the most striking vehicle was the Composite Mobility CM Mission 150E. At first sight the vehicle looks like an ordinary minibus, but nothing is further from the truth if you look a bit closer. The CM Mission has no chassis and features a robust bodywork which – according to the developers – can easily do service for about 25 years. Furthermore, it is constructed from very fire-resistant material. The construction has already proven its worth in many vehicles, such as airport fire tenders.

Due to the lack of a steel chassis the bus has a very low floor spread over its full length. A second important aspect is the fact that this bus is equipped with an electric drive system. A Fiat Ducato hub integrated in the front of the bodywork is used. The diesel engine has been replaced by an electric drive, which was developed by eMoss. For the lithium-ion type accumulators eMoss developed a special formula that practically rules out the risk of a fire due to a short circuit. Per

battery charge the bus has a radius of action of 150 kilometres.

Another crucial feature is that the Composite Mobility CM Mission 150E is very light, even if you count in the weight of the batteries. In case of a gross vehicle weight of 5,000 kg the bus can still

accommodate 22 seated passengers and the driver. The CM Mission participated in the ECW as candidate for the Innovation Award, but did not win – although it was very close. One comfort to hold on to, albeit scant, is that the jury decided not to administer the prize at all this year, so technically the CM Mission did not lose.



The Composite Mobility.



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It's raining honour badges for drivers

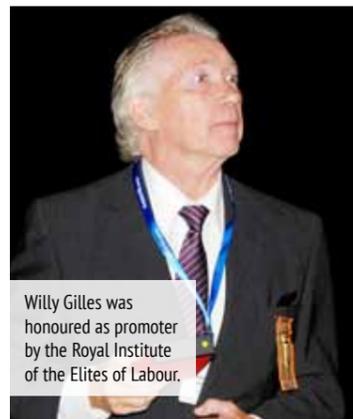
François Reynders proclaimed Emeritus Honour Dean of Labour

François Reynders and Jean Wyns of the Federation of the Belgian Bus and Coach Companies and Tour Operators (FBAA) can be called Emeritus Honour Dean of Labour and Honour Dean of Labour from now on. This distinction and many other honour badges for the dozens of Laureates of Labour were distributed during an official ceremony in the Kinepolis movie theatre in Kortrijk by the Royal Institute of the Elites of Labour (Koninklijk Instituut der Eliten van de Arbeid in Dutch, Institut Royal des Elites du Travail in French). Former television host Sabine Devos was the perfect presenter of this well-cared-for event.

The title of Laureate of Labour awarded by the Royal Institute of the Elites of Labour is not just the umpteenth distinction, nor is it given to just anybody (see frame). People that are honoured have been subjected to a very long selection procedure. Willy Imbrechts, general commissioner of the government, briefly explained the meaning of the distinction. It is aimed at rewarding especially



François Reynders, president of the Royal Institute of the Elites of Labour Kirson and the new Honour Dean of Labour Jean Wyns.



Willy Gilles was honoured as promoter by the Royal Institute of the Elites of Labour.

meritorious workers for their skills and commitment to their profession.

The badge is issued in five classes according to the number of years of service. The Bronze Honour Badge of Labour is awarded to workers having proven their skills in the daily performance of a certain profession during at least five years. One of the lucky winners here was Thibaut Schonaerts from Jimet, who shortly talked about the beginning of his career as driver of the Routemaster.

Another Laureate of Labour from our sector, Vanessa Campana, used to be active in the field of school transport, but nowadays she is responsible for the shuttle service to the hospital in Liège. She has done this for more than ten years now, every day with the same or an even bigger amount of enthusiasm. She, together with numerous other candidates, received the Silver Honour Badge of Labour. Thereafter about eighty people from the sector marched up to the

table of honour in order to accept their Gold Honour Badge of Labour for more than fifteen years of dedication to their profession.

Valère Gaens, who has been working in the bus sector since 1979, described his extensive career in a nutshell. Whereas he started with one single bus he is nowadays crossing the country with no less than 31 coaches. He thanked his wife Mia and the FBAA for their constant support during all those years.

What is the Royal Institute of the Elites of Labour (RET/KIEA)?

The Royal Institute of the Elites of Labour is a public benefit purpose foundation. It was established in 1954 by Her Royal Highness Queen Elisabeth. The Royal Institute of the Elites of Labour cooperates with the employers' organisations, the professional associations, the representative employee's organisations and the administrative authorities.

The representatives of the Royal Institute of the Elites of Labour form part of the Organising Committee which include the different sectors of activity and which, at least every five years, organise a selection procedure for candidates in order to acquire the title of Laureate of Labour in their professional sector, whereby level or position do not matter.

The Organising Committees also appoint the Honour Deans of Labour: the real 'ambassadors' of the professional sector. All the Honour Deans of Labour together form the Royal Board of Honour Deans of Labour, a public benefit purpose foundation that supports the activities of the Royal Institute of the Elites of Labour.

With the Openmatic ZF now offers software as well

ZF is and will remain one of the most important manufacturers of driveline systems and axle suspensions for buses and other commercial vehicles. These products are still being further developed, as is demonstrated by the youngest generation of axles and suspensions displayed at Busworld. Important criteria here are saving on weight and limiting the consumption.

But in addition to all of that ZF offers a number of services. The most recent expansion of the ZF service portfolio is the Openmatic software, an open computer platform that was developed together with Intel and that can be used for fleet management, telematics and a number of other functions via an on-board computer and internet connection. The principle is simple: an on-board computer stores data which can then be exchanged with a server by means of a mobile phone connection. On that server the data are processed by means of software programmes and they are then displayed in clear statistics, tables or databases.

Customisation by means of apps

Thanks to its open architecture the Openmatic system can be easily extended with all kinds of extra possibilities,

which can be bought in internet shops in the form of apps. These apps can be ZF-owned, but apps of third parties are perfectly compatible as well.

With its Openmatic system ZF is entering an area which two players are already active in: the manufacturers of digital tachographs and the suppliers of on-board computers with the accompanying software packs. The unique selling point of Openmatic however is the open architecture, thanks to which it probably offers more possibilities and options for a personalised design and functioning than its two competitors.

In fact, Openmatic is a continuation and extension of a telematics system that was first and foremost developed in order to access and troubleshoot the AS Tronic gearboxes and the automatic transmissions at a distance. In case of the Openmatic system a laptop is not even absolutely necessary, a tablet or a smartphone works just as well.

Furthermore, it is a system that is suited for all kinds of transport means, ranging from commercial vehicles to taxis, and that can be further extended with an entertainment channel for example. A number of European customers already work with ZF for this system, but what is even more important is the fact that not so long ago, a first order from Asia was received: one of the world's biggest public transport companies, The Kowloon Motor Bus Company (1933) Limited (KMB) of Hong Kong, ordered fifty units of this open, manufacturer-independent system.



The ZF Openmatic.

Made in Spain – sold to BYD

Unlike the general assumption that the Chinese industry almost exclusively delivers to Europe and not the other way around, the exchange of components between Europe and China is not one-way traffic. Europe definitely has market opportunities in China, in the hi-tech components market to be exact. One of the companies that is benefitting from it is the Spanish Keld, which produces intelligent operating systems for air-conditioning in buses and coaches. It delivers its systems in Europe to, amongst others, the compatriot company Hispacold; in China it supplies its products to a local Chinese manufacturer of air-conditioning systems that are built in BYD electric buses, meant for export to the USA and possibly Europe in the near future. In this way, Keld shares in the benefits of BYD's success.

Integralia sells its first VIP minibus

Yesterday Integralia sold its first new VIP minibus to Grand Class from Madrid. This Spanish firm is specialised in luxury transport. The new VIP minibus is a Mercedes Sprinter 516 CDI (Euro 6). The bus can accommodate fifteen people. You can find Integralia in Kortrijk in hall 1. In addition to the new VIP minibus you can admire two other Integralia models as well.



Carolus opts for Setra TopClass

During Busworld 2013 Carolus, the bus tour company from Belgium, ordered 11 Setra TopClass 516 HDH. Quite special indeed, seeing that in this way the Carolus' fleet is supplemented with the newest and most sophisticated techniques and Euro VI engines on the short-term. Furthermore, Carolus decided to make an appeal to EvoBus Belgium for the maintenance of the vehicles.

The choice for Setra was a well-thought-out decision: "To us Setra stands for driving in an exclusive, comfortable and carefree way. We have known the brand of Setra for years now and with the TopClass, we are sure that we offer our customers the best of the best", according to Carolus.



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