

Good to know

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See you at Busworld 2015!

In a couple of hours Busworld 2013 will be over. It was a successful edition all along the line. The welcome desk registered an increase in the amount of visitors of about 6%, and the number of journalists has expanded again as well. Furthermore – maybe you have noticed – Busworld managed to attract quite a lot of young people as well. A whole

team of workers put its best foot forward in order to help the exhibitors and visitors if necessary. As soon as the horns of the coaches announce the end of this edition at 7 o'clock tonight, the Busworld crew will start brainstorming about the upcoming fair. The complete programme and all the information will be published on www.busworld.org. See you in 2015!



Tourisme Assistance Cars extends its European partner network

Replacement buses arriving within one and a half hours



Didier Bousquet from Tourisme Assistance Cars.

In case a coach has a breakdown the passengers need to be offered an alternative to get to their destination as soon as possible. With Tourisme Assistance Cars, Didier Bousquet founded a cooperative whereby bus and coach companies in Europe help each other with regard to replacement buses.

After having worked in the French department of Aveyron as a coach entrepreneur for about twenty years, Didier Bousquet founded Tourisme Assistance Cars three years ago. "When a coach has a breakdown along the way or gets involved in an accident the coach com-

pany needs to find a replacement bus as soon as possible. However, that's easier said than done, as one is often not familiar with the region one is driving through and the local bus and coach companies. That is why I founded the cooperative called Tourisme Assistance Cars, which initially consisted of about 1,100 French bus companies."

Ever since then Tourisme Assistance Cars has been extending its network with helpful partners in Spain-Portugal, Italy, Germany, Switzerland, Austria, Czech Republic, Slovakia, Poland, Bulgaria and Great Britain. The company is hoping to make headway in the Benelux as well.

"We do not position ourselves as travel insurance company or company offering road assistance, but as a service network for replacement buses. As soon as a coach has a breakdown and a replacement bus is needed, Tourisme Assistance Cars can be notified", Didier Bousquet explains. "One mentions the desired type of coach, the number of people that need to be transported, where the people need to be transported to, whether luggage needs to be carried and if there are any other special requirements or wishes. As soon as I receive this information, I contact the different coach companies that are registered in the network and ask them if they can provide a replacement bus.

Once I have found an alternative bus and I also know the cost price for the replacement service, I notify the stranded coach company. In case both companies have come to an agreement and the payment has been made, the replacement bus leaves. All of this does not take long. In general, a replacement bus is found within one to one and a half hours. Over the past two years we have delivered around 750 replacement buses, which comes down to one bus per day on average."

www.tourismeassistancecars.com

BAAV rouses college students' interest in the Bus Fan project

Original youth trip to Lorraine

About two hundred and fifty students of the Flemish colleges have devoted themselves to the Bus Fan project in order to organise a youth trip to the – relatively unknown – Lorraine. He or she who can plan a 'hot' and 'cool' trip for thirty people for 20,000 euros can take the trip for real, together with his or her friends.

The Professional Association of Bus and Coach Companies in West-Flanders (BAAV) devised the Bus Fan project together with FBAA in order to develop and promote initiatives attracting more and more travellers to the coach. Special attention is given to a younger target group, consisting of people who most of the times do not even consider coach trips and go straight for holidays by air.

"When young people hear the word 'bus' they almost immediately think of a school bus or a service bus. Everybody uses the word 'bus' nowadays, even when a coach is meant. In contrast to what many might believe, coaches have a lot of unique selling points and advantages and are produced in all kinds of models: as sleeper bus, with meeting room, drawing room or little tables. The possibilities are practically infinite and you can all discover them here, at Busworld",

Jan Deman (BAAV) told to about 250 students of the Flemish colleges for tourism, i.e. Thomas More (Mechelen), PXL (Hasselt), Howest (Kortrijk), Erasmus (Brussels) and Vives (Brugge).

"In cooperation with the tourist office of Lorraine we give you the opportunity to develop an original coach trip for young people to this region. All you have to do is show us what we as a sector need to do in order to offer an attractive coach product. The objective here is that you submit a unique concept, a detailed description of the trip, a calculation of the prices within the limits of the pre-defined budget of 20,000 euros and a marketing plan, by means of which we can promote this trip towards young people."

Make the trip 'hot' and 'cool'

On behalf of the five Flemish colleges Ivo Siebens stated that the Bus Fan project offers the students the opportunity to field-test the knowledge that they acquired during their education. "Lorraine is a relatively unknown region and that fact in itself definitely stimulates creativity and innovation. Maybe you as young people do not consider coaches 'hot' or 'cool'. But now it is up to you to make



Peter Boendermaecker talked about the many assets of Lorraine.

them that way by means of your own Bus Fan group trip for 30 youngsters. From every college three candidates will be selected, whose project will be submitted to a professional jury. Out of the fifteen laureates, one project will be chosen. That project will take place in real life: the winner can take his friends on the trip designed by him- or herself."

Peter Boendermaecker of the tourist office of Lorraine thereafter talked about the many assets that the region of Nancy-Metz-Verdun has to offer. He also briefly mentioned the cooperative Le Club LorTour that unites around fifty hoteliers and attractions that are specifically aimed at groups.



Polish smile for Lithuania

This bus really represents the international character of Busworld: the bus was built by AMZ from Poland for a client from Lithuania; it is currently on display at Busworld and after the fair it will be transported to its final destination. And to make things even more international: it is an electric bus, fitted with a Czech Cegelec drive line. Striking detail of this bus: the 'smiling' front.

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Bosch looks ahead with its 'Driver workplace and cabin of the future'

Infotainment and safety go hand in hand



The boundaries of technology are unlimited. Looking at the visionary concept of the 'Driver workplace and cabin of the future' of Bosch, we even estimate that it could be realised in a couple of years. It is a real jewel of automotive technology whereby driver, dispatching, traffic information, external partners and travellers are kept up-to-date with real-time information. Entertainment, infotainment and service are present everywhere. And the driver? Well, he can focus on arriving at his destination safely.

At Busworld Kortrijk Bosch presents a visionary bus cab in which all the possible high-tech technological applications and information needs of the driver and passengers are integrated. All along the line simplicity, user-friendliness and safety are strived for. Next to vehicle-related information, dispatching and external partners also send out all the necessary information, linked to the location. You name it, Bosch has it. And this vehicle of our dreams might come true sooner than we hope.

Identified driver

The system does not only include all kinds of technological features that are already available now, such as lane detection, emergency brake system, night vision, sleep detection system for the driver and several means of communica-

tion such as phone, internet or track-and-trace systems. Bosch takes the bus to the next level with its futuristic concept 'Driver workplace and cabin of the future'. Let us take you on a future coach trip. Via his smartphone the driver is recognised. Automatically, the pre-programmed mirrors are set, the chair is correctly positioned and the driver's favourite music and radio stations are loaded. At the same time he connects to the central and to the other drivers on the road at that moment. In the driver's seat, the steering wheel has been replaced by a control stick and the dashboard with numerous buttons and lights has made room for one single screen. Important information is immediately displayed on the screen in huge letters. Less important information appears on the background, in smaller letters, and can be called up by the driver if necessary.

Updated ride planning

In the meantime all the useful and necessary information for his ride has been loaded, including the stops along the way, traffic jams and traffic diversions. As soon as the driver leaves, all the information is updated. The system is connected to the digital tachograph, which means that when the driver needs to take his mandatory break, this is mentioned on the screen. Of course in that case, he is directed towards a suitable parking with restaurant or lodging for the night. If it is necessary to book a parking space in advance, the



system will do so automatically.

If the driver receives a phone call on the way it will only be answered if the conditions are safe. Should the navigational system and the traffic information detect a traffic jam within one kilometre or behind a bend the phone call will be unconditionally ignored. The driver is also warned for traffic jams, accidents and obstacles on his route, and even for upcoming ambulances, so he knows that the lane will have to be cleared. In case it looks like the driving times and rest periods will not be made, the network calls up another driver in time. If the timetable is interrupted this is immediately communicated to the passengers waiting at the bus stop by means of messages on the signboards or on their smartphones.

Which driver, which vehicle?

Not only the driver is spoiled on a technological level, the travellers too are absorbed by the information flow. Of course the system recognises and registers the passengers via their smartphone. In case they take a seat in the chair booked by them in advance they can request all the information that is useful to them via their tablet, smartphone or touchscreen in the back of the chair. They can see the name and the age of the driver, how much driving experience he has and how long he has been working as a driver. The passengers can also get more information about the coach, including the brand and the type, the age of the vehicle and the number of kilometres that it has already covered.

A general entertainment programme with movies, news sites, footage databases and games even allow the passenger to play chess with another person who is sitting four rows in front of or behind him. All that the passenger needs to do is send out a request for a chess partner and the candidates can apply.

Virtual travel guide

Dispatching and the driver can activate a travel guide if the passengers are interested. In that case movies and information messages are started up as soon as the bus approaches or passes by a certain location. A front view camera transmits actual images and completes them with useful information about buildings, streets and places of interest that are caught sight of. Furthermore, the passengers are immediately informed of the opening hours of a shopping mall or the admission fees of a certain museum. If the travellers get hungry or thirsty along the way, they can select something from the 'virtual menu' and moments later, the travel guide is standing right next to them with a coffee, a soft drink or a snack.

With its visionary concept Bosch has reduced the entertainment, infotainment and service or hospitality from and by the driver to an absolute minimum. Thanks to this the driver can focus on one of his most important tasks: getting at his destination safely.



Clearance of the stands

As from 7 p.m. the stands may be cleared of things that can be carried away manually. The certificates which give right to a reimbursement of the deposit (art. 16 of the General Terms and Conditions) will only be spread around as from 6 p.m. in order to prevent early deconstruction of the stands. The exhibitors need to make sure that the stand space used by them is completely clean and cleared up and free of any marks of tape, paint, residues, chewing gum, oil stains or other dirt after the fair. All the trash needs to be disposed of by the exhibitors themselves after the exhibition. The cost price for the container space for the trash shall be passed on to the exhibitors. Disposable stands for single use, walls or other goods may not be dumped in the containers. The exhibitors need to take all those things with them. Additional costs resulting from non-compliance with the obligation stipulating that the stands need to be completely cleared up and cleaned after the fair, shall be deducted from the deposit. At the end of November Busworld will send you a credit note for the reimbursement of the deposit. All exhibitors are requested to send us their bank details via fax or e-mail.



Unicla compressors

Know-how from three countries

Not all Chinese manufacturers are relatively new in the market. There are some that have been active for quite a while now. An example is the company Unicla, the manufacturer of compressors for air-conditioning systems, with a history of almost forty years. In the sixties it developed its milestone product, the 14-cylinder axial swashplate compressor.

Nowadays Unicla manufactures a very broad range of suction and axial compressors. The technical knowledge for these products comes from three differ-

ent countries: Japan, China and Australia. The home of the company is in Japan though. It was founded there in 1964. In 2005 the production was moved to Hong Kong and the company got new owners as well.

It was taken over by Peter Yee from Hong Kong, owner of International Auto Engineering, and relocated to China. Part of the shares were transferred to the Australian Mark Mitchel, owner of the Unicla importer SCA Australia and gifted with an enormous amount of practical know-how. You can find Unicla at Busworld at stand 824.



Nowadays Unicla manufactures a broad product range.

Rudi Kuchta, 'Bus builder of the Year 2013'

Rudi Kuchta (47) from the company MAN has been proclaimed 'Bus builder of the Year 2013' at Busworld. This prize is a personal distinction that is given every two years to people that have made themselves exceptionally useful in the sector. Kuchta, Senior Vice President at the business unit Product & Sales Bus at MAN, was able to convince the jury due to the efforts that he made for the bus sector during several years. An uninterrupted employment at a bus manufacturer, a visionary mind and the execution of future-oriented projects are the three criteria one needs to fulfil in order to qualify for the prize. Kuchta



Rudi Kuchta received the prize from Mieke Glorieux.

started his career in 1992 at Neoplan and has been head of the Bus Sales business unit at MAN Truck & Bus AG since 2009. "I am very honoured with this prize and it fills me with pride: it is a conformation of the success of MAN Truck & Bus. I would like to thank my colleagues and employees that dedicate themselves every day and really make an effort for the development and construction of our unique buses", Kuchta said when he was given the prize.

Cellofoam pays attention to fire safety

Cellofoam is a German specialist in the field of foam panels used for sound and heat insulation. Their newest applications consist of fire-resistant foams, which are to prevent fires in buses and coaches or at least limit the negative consequences of these fires as much as possible. The foam can even be processed into the interior of the bus, and in this way they offer the passengers more time to get out of the bus in case of fire.

One of the newest products of Cellofoam is the Cello Barrier, a kind of film that guarantees a liquid-tight sealing of the engine compartment so the fuel cannot spread to the passengers' area in case of fire. Furthermore, Cello Barrier has excellent sound-proof characteristics and is completely recyclable.

Editor in chief: Jean-Pierre Schoukens
jps@busworld.org
Photography: Hervé Ally
Translation: X-L-Ent
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