



Busworld 2015 *the biggest ever*

The president of Busworld/chairman of BAAV, Redgy Deschacht, kicked off the 41th edition of Busworld, the 23rd in Kortrijk, with excellent news. Busworld Kortrijk 2015 is the biggest edition ever, with 411 exhibitors including 59 manufacturers. The daily contact of Busworld with the stakeholders within the world of passenger transport has, according to the president, everything to do with this success.

The sector is facing some big challenges regarding mobility. New technologies and insights will give rise to completely new systems in passenger transport, and these should be driven by the sector itself. Redgy Deschacht: "If we do not

"Sector has to take the lead, otherwise we will be subcontractors soon"

Redgy Deschacht, president of Busworld

take the lead here, the companies from our sector run the risk of being downgraded to subcontractors; subcontractors for visionary service providers who have nothing to do with mobility anymore. In this worst-case scenario these service providing companies would have full power over our sales and marketing. They are currently looking into all possible ICT applications in order to control the activities that we offer ourselves.

We simply cannot wait until others tell us which part buses and coaches should play in the mobility of the future. Let us act proactively, say what we are good at and which role we claim in the multimodal transport world which we are slowly but steadily evolving towards."

Platform

In this evolution Busworld offers a helping hand to an ever increasing amount of companies, researchers and policy makers from our sector, for example with the extensive input of Busworld Academy. "In the light of this multisectoral and global approach, we closed partnerships and started up collaborations with the IRU, with POLIS – the European network for cities and regions, with ERTICO – the network of companies and institutes active in the development of intelligent transport systems, with CHIC – the network that promotes hydrogen applications, with EFRA – the international federation of producers of fire-retardant substances, with the university and the university college of the city of Ghent, with SP – the technological institute of Sweden that researches accident prevention and with VICA – the Flemish network for product innovation in the coach sector," says Redgy Deschacht. He ended his speech by thanking the entire Busworld team led by Mieke Glorieux.

Brian Souter

A passionate entrepreneur with a heart for buses and with a vision of the future for coaches, based on the use of social

media and a focus on the customer in particular. This was, in a nutshell, the speech of Brian Souter, former owner and CEO of Stagecoach, during the official opening of Busworld 2015. Changing the social behaviour, both of the customer as well as of the coach entrepreneur, is in his opinion the key to a healthy future of the coach sector. He started off with an anecdote: "there was a boy in the toilet of a Virgin train who saw that there was no toilet paper. He posted this on Twitter immediately. His tweet was read by Virgin, and the conductor was told to bring the boy a roll of toilet paper at once. This, to Souter, is the epitome of customer friend-



Former CEO of Stagecoach, Brian Souter, called for a better use of the social media in the sector.



Redgy Deschacht, president of Busworld, urged the sector to be at the forefront of the development of new systems and technologies.

liness, something which he is currently missing in the sector. He also referred to the importance of the use of social media, something he investigated in his own company Stagecoach a while ago after having done this for some other companies. "Normally, this always made me happy, but I got depressed when I saw how we dealt with the social media at Stagecoach. Ryanair for example has a site in Dublin, employing two-hundred young people who are working fulltime on developing and devising cool things for the social media. That is what I like to call changing behaviour," Souter said. For

example, he had not thought the approval of long-distance public transport in France possible, but yet it happened. In England this was already customary in the eighties, and really stimulated people to take the train. An example of the fact that there are always chances where there are threats. "Wi-Fi could be a unique selling point for the coach business, but what is all comes down to now is to seize the opportunity ...!"

Grand Award Coach for Setra

The coach Setra Topclass S 516 HDH was the big star during the most recent edition of the ECW. This top product from the city of Ulm did not only deserve the Grand Award Coach 2015 according to the jury but also distinguished itself in the categories Styling & Design and Ecology as laureate. The jury decided not to distribute the Grand Award Bus this year because in its opinion, no vehicle offers an added value on top of what the market has to offer today. The jury did not take its decisions regarding the labels and the Grand Award overnight. Past Saturday and Sunday they inspected, assessed and evaluated the vehicles before presenting their results to the Grand Jury, which set up the final ranking past Tuesday after a last inspection round of the vehicles and a long deliberation. It took a while, but as Busworld president/BAAV chairman

Redgy Deschacht told us at the beginning of the deliberation: "1+1 is not always 2." Next to Setra, Van Hool was also invited on stage for the label Ecology with its three-axle EX17 H. The jury appraised the many efforts that Van Hool did on an ecological level in this segment, as well as the enormous progress that the Belgian company made. The Safety label was awarded to the Volvo 9900, amongst others for the innovating Volvo Dynamic Steering (VDS) system. For many members of the jury this system is not really a Safety feature but rather an improvement of the driver's comfort. VDS automatically compensates for every bump in the road, absorbs vibrations and removes kicks in the steering wheel. The system also facilitates steering at low and high speed. Furthermore, the steering wheel automatically returns to the centre when the driver loosens his or her

grip. Altogether the driver is significantly less tired after a ride, which in itself of course has a positive influence on the safety on the road. The Comfort label was handed over to the MAN Lion's Coach, specially designed for the hundredth birthday of the German manufacturer.

Buses

In the category buses the labels Design and Safety were not awarded. Granted, all the participating buses were fitted with advanced technology, but apart from that there was nothing that distinguished them from their competitors. With regard to comfort the Isuzu Citiport did impress the jury. For the Ecology label, the jury could not decide between the two electric buses of BYD and Ebusco and therefore awarded the label to both of them.



Free ride with the ExquiCity to Busworld

Will the first tram-buses in Belgium be driving around in Kortrijk soon, the hometown of Busworld? Could be ... The Belgian public transport company De Lijn is currently looking into the financial feasibility. The construction of a tram track turned out to be way too expensive. During the fair the tram-bus ExquiCity of Van Hool, moving to Martinique after Busworld, will be put to the test between the train station of Kortrijk and Hoog Kortrijk, the district where the fair is taking place. The rides with the ExquiCity are for free thanks to some generous sponsors, including Busworld. In exchange for the free public transport the public transport company De Lijn just asks its users to fill out a short questionnaire. Those participating stand a chance of winning a trip to Martinique. For your information: the ExquiCity stops right by the halls in the Kennedylaan (bus stop Kinopolis-Xpo).



The entire ECW jury.

Coach dominate ECW

Seven coaches and five buses participate in competition



The ECW, the European Coach Week, was once again organised a week prior to Busworld, on Saturday to be exact. One of the participants cancelled last-minute – whether the rough weather and the ice-cold wind had to do with it is unclear. That is why only seven coaches and five city buses participated in the competition.

In the ECW the jury is divided into different groups. They each get assigned their own subject, ranging from the evaluation of the driving behaviour of a bus or coach to a questionnaire to be filled in about the safety of a vehicle. There are different categories that a vehicle can participate in, being: of course the handling, CO2 emissions, sustainability or ecology and maintenance, innovation, comfort and ergonomics for the driver, comfort for the passenger, safety and design.

The same categories apply to the participating city buses and coaches. The only difference is that there is one extra assessment: the work area of the tour guide. To that end two tour guide judges were invited as well. Their first remark about one of the participants was that the passengers all dispose of a neat television screen and usb connection, whereas the tour guide does not. This immediately set the tone for the tour guides. In general, they think that the

work area of the tour guide in coaches is rather outmoded and not satisfactory.

In total fifteen teams of jury members were on the road this Saturday and they all went about very meticulously. Here and there distinctive parts were looked at and described in detail. The inspections in and around the vehicles were done very professionally as well. Of course the teams disposed of professional sound metres for measurements in and around the vehicles as well as two emission measuring devices in order to chart the CO2 exhaust of the coaches and buses. The vehicles were also submitted to tests in which the manoeuvrability, hill holder and tractive force backwards and uphill were probed.

Driving on a cobbled street was also part of the test, as well as taking left- and right-angled bends and passing by a roundabout at an average speed. The test drivers executed these exercises in a competent and composed way. The jury members filled out extensive evaluation forms, which were then uploaded into calculation models. On the basis of these models the ranking was determined and the winner was identified.

Number-one innovation for Van Hool

Just like in any other competition, the jury did not have an easy job. The coach participants included the brand-new Van Hool EX 17H, the Setra S 516 HDH, Volvo 9900 and the Yutong HTC12 – the latter could unfortunately not be tested because it had not been registered yet. Nevertheless the Yutong looks really nice, both on the inside and the outside. It is a very fine coach, but it is clear that the designer has not fully taken into account the Western European sizes: there is not a lot of room between the seats inside.

The number-one innovation came from Van Hool EX 17H. A triple axle variant to the EX which was introduced last year. It is a new coach series, directly positioned under the famous TX series of the manufacturer from Koningshooikt and targeting the new market for long distance transport. With this new product Van Hool stepped away from the familiar design and developed something completely different. "In-house," Jan van Hool adds proudly. The EX 17H looks great, sleek and modern and has a luxurious exterior. The driver is offered a completely new developed cockpit. The EX 17H is produced in Macedonia, where Van Hool is now already supplying ten coaches per week. They are then transported to Koningshooikt for further finishing construction. Two birds with one stone, as covering the distance between Macedonia and Koningshooikt is also the perfect practical test.



The three-axle EX of Van Hool scoops up the Ecology label.



Setra Topclass S 516 HDH is returning to Germany with Grand Award Coach.



The special edition of the MAN Lion's Coach was rewarded with the Comfort label.

Volvo 9900

A second innovation could be seen in the Volvo 9900. Not the coach itself is new – it was renewed two years ago with the arrival of Euro 6 – but Volvo has no equipped it with Dynamic Steering. An electronic aid that makes sure that the coach follows in its on tracks on straight roads and takes bends with the greatest of ease. With one finger on the wheel – well at least in a manner of speaking. Dynamic steering also improves the comfort when driving on bumpy roads. This Volvo is open for testing during Busworld. During ECW, the Swedish engineers promised us a great test drive with lots of rough roads and roundabouts.

Regulars

Setra sent its top model to this edition of the ECW: the S 516 HDH. A magnificent coach, which appeared in Car&Bus Magazine a couple of times already. What is particularly nice is the 'front under-run production', integrated in the valve behind which a spare wheel can be stored. You might say that the Setra is the best in the coach range at the moment.

Another familiar vehicle is the MAN Lion's Coach C, this time in a special 'MAN 100 years' finish. MAN particularly focusses on safety and sustainability. This Lion's Coach has a Cw value of 0.39 and is further equipped with a lance guard system, the newest brake assistant that helps in case of an emergency stop, as well as adaptive cruise control and MAN Efficient Cruise, the 'proactive cruise control' saving on gas. Apart from

the comments of the travel guides on the work area in the Visigo, the Turkish Anadolu Isuzu – the partnership between the Turkish Anadolu and the Japanese Isuzu – presented it as a fine midicar in a luxurious design. The sales of the brand in the Benelux have now been picking up. There are already a number of Anadolu Isuzu vehicles driving around.

Midi and Mini

There were two outsiders in the category 'coaches': a midibus and a minibus. The first is the Austrian K-Bus or Kutsenits Tourist 716 / 719, the other one the Karsan Star. Kutsenits is based on the Mercedes-Benz Sprinter, whereby the frame was integrated in the substructure. It can accommodate no less than 38 people. Of course this also means that the design is quite special, with an enormous rear overhang. With its midi, the Star, Karsan from Turkey is clearly aiming at short-distance transport. In Turkey, the amount of people driving between their home and workplace on a long distance is high. This Karsan looks good and is fitted with an FTP engine (Fiat Power Train). A NEF4 of 137 kW (186 hp) and a torque of 680 Nm at 1250-1900 rpm.

Electric city buses

Nowadays city buses are really focussing on 'electrical'. Two buses we already knew, the Ebusco 2.0 LFP and the BYD Ebus. The third one was the electrical Yutong ZK6128BEVG. The Ebusco is the famous bus from Finland which was already presented during Busworld in the past. After the show it will be going back again, but a new Ebusco has been announced. The exact release date has not been determined yet however.

The BYD was one from the production batch for the Schiphol airport in the Netherlands. It is the second generation and clearly shows that BYD has taken into account the points of criticism. The front entry has been improved for example, by creating more space between the front wheel housing. Furthermore, thanks to a better battery capacity, the BYD now only uses two batteries instead of three, resulting into a significant space and weight advantage.

The third electrical bus participating in this ECW was the Yutong ZK6128BEVG. At first sight, this is a fine city bus, claiming to have, with a battery capacity of 295 kWh, an action radius of 250 kilometres at a consumption of 0.9 kWh/km (CCBC) and 0.8 kWh/km in case of SORT1.

Winners ECW

Labels Coach

- Grand Award Coach**
Setra Topclass S 516 HDH
- Styling & Design Label**
Setra Topclass S 516 HDH
- Comfort & Ergonomics Label**
MAN Lion's Coach Efficient Line
- Safety Label**
Volvo 9900
- Ecology Label**
Setra Topclass S 516 HDH
Van Hool EX 17 H

Labels Bus

- Comfort & Ergonomics Label**
Citiport, Anadolu Isuzu
- Ecology Label**
Ebusco LFP
BYD ebus

Maybe a diesel looks a bit faded next to it, but Isuzu has also sent its city bus Citiport. A decent bus with the engine mounted at the back to the right, with 215.7 kW (292 hp) at 2100 rpm and 1087 Nm in case of 1285 rpm. What immediately catches the eye when you enter the vehicle is the overwhelming amount of bars and handrails. Granted, you can hold on everywhere, but whether this really improves the whole thing is a question that will have to be answered in practice. Karsan was also represented in this category with no less than two buses: the Atak and Jest. The midi Atak is the OV version of the Star and has the same FTP engine. With 23 seats and up to 35 places to stand it has a capacity of 58 passengers. The Jest is a practical, small minibus and has a GVW of 4600 kilos. Taking into account its own weight of 3140 kilos (including driver and fuel) this results in a capacity of around twenty people.



From now on, the electric buses of BYD can show off their Ecology labels.



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Every day

Busworld TV

Every day the camera team of Busworld TV gives an account of the events at Busworld. Each morning you get your fresh share of news, including impressive footage and interviews. Look carefully, because you might turn up on the screen as well! You can watch the Busworld video reports on <https://www.youtube.com/user/busworldtv>

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Busworld Daily Times

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In the bus category, Isuzu Citiport was given the Comfort label.