



## Van Hool at Busworld

# EX breaks through at Busworld



Van Hool is using Busworld to present its newest showpiece 'Made in Macedonia': the EX, which means 'Extremely Efficient'. The multifunctional vehicles are being produced in Skopje since the end of 2014 and are now turning out to be a commercial success, with already more than one hundred pieces sold.

The goal of the EX is to comply with the demand from the market that wants a vehicle that can be deployed on two levels: as regular bus and as coach. A product or a workhorse with two faces. "At Van Hool we have already thought of a nickname for the EX: the two-earner," says spokesman Dirk Snauwaert.

The production of the EX is integrally taking place in the factory in Macedonia, owned by Van Hool for 100%. Six hundred technically trained and well-educated locals are taking care of an end product that is completely flawless. The concept, i.e. the research and the development, was worked out in the Belgian head-

quarters though. "Everything takes place in accordance with our quality standards," Dirk Snauwaert underlines on behalf of Van Hool. "And let's be honest here: all of our expectations have been met."

The EX can be delivered in different versions (15H, 16M, 16H and 17H), depending on the size. Minimally 57 seats, maximally 67 seats. The Daf MX11 engine is Euro 6 certified and the vehicle received the Ecology Label of the EWC (European Coach Week) in Kortrijk as well. The orders for the EX come from Europe, and particularly from France. During Busworld an EX with the steering wheel at the right side (for the British market) is on display as well for the very first time.

Since the launch, one hundred vehicles have already been sold and that number is now during Busworld still on the rise. According to Filip Van Hool, three days after the opening another 17 orders were placed, nine of which for the well-known French operator Royer. Royer will be using the vehicles on the intercity lines

with Germany and Switzerland, or for multi-day trips. If you see the CEO smiling at the fair in Kortrijk, you'll know why. On the outside the EX might look like any other bus or coach, "but the big difference is inside," Dirk Snauwaert states. "The EX is extremely configurable according to the wishes or needs of the customer."

CEO Filip Van Hool revealed the EX17M with three axles at Busworld.



**busworld**  
KORTRIJK  
16-21 OCT 2015



## Busworld Academy

# "The future is going to look completely different"

Busworld is more than a fair where, during this 23rd edition, 411 exhibitors and thousands of professionals from all over the world meet. As a side activity there is also the Busworld Academy: a series of high-level seminars where experts brainstorm about the means of transport of the future.

That the Busworld Academy is taken seriously is illustrated by the fact that both Flemish minister Ben Weyts as well as

federal minister Bar Tommelein (replacing his colleague Jacqueline Galant) were present.

According to Bart Tommelein it stands beyond doubt: the importance of buses and coaches will only be growing in the upcoming years. Still, the Belgian government is pleading for a multimodal approach of the mobility problem. Or in other words: not just buses and coaches but also trains and bikes and even pedes-

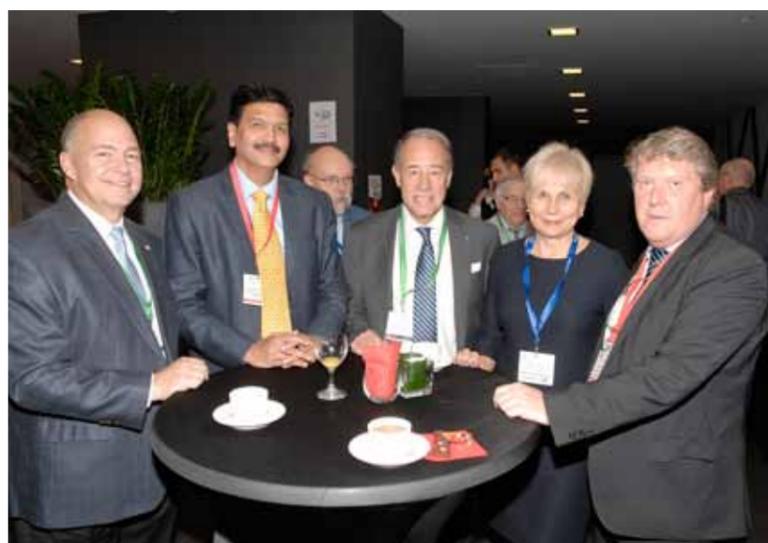
trians will all have a say in the debate. "In any case, the world of buses and coaches is facing an enormous challenge," says Bart Tommelein. "Not only do they have to contribute to a better mobility, but also to a better environment. In the end these vehicles will also have to be increasingly safer."

### In need of a mental switch

Minister Ben Weyts pointed to the fact that Flanders and a fortiori Belgium has a big problem: traffic jams. "Unfortunately we are the best in class in Europe in this respect," Weyts states. "This does not only have an impact on the economy but also on the ecology. In the future a mental switch in the minds of the people will be more than necessary. Or in other words: we have to focus on alternative means of transport. An attractive, quick, comfortable, innovative and environment-friendly public transport is one of the solutions. I am pleased to see that not just the government, but also the sector of coaches and buses itself is largely investing in the future that will and must look different. When I see that the public transport company De Lijn is already deploying its first electric buses or I notice the tram-bus driving through Kortrijk I know that we are doing well. And as minister of tourism I am also very much in favour of buses and coaches. To all the people visiting our country: "Discover our lovely sites, try our delicious beers and then take the coach or the bus."



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## 13 Ivecos for Cars Pérrier

CEO Dominique Perrière of Cars Pérrier from Haute Normandie, which is celebrating its 70th birthday next year, signed an agreement in Kortrijk for three Magelys Pro of 12.8 metres, the first coaches in its fleet with a Euro 6 engine. One of these coaches will be used for Flixbus.

Furthermore, Cars Pérrier also bought ten Crossways. The delivery of the vehicles is planned for March 2016.

Dominique Pérrier closes the deal in the presence of the top people at Iveco.

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## Nicolas Tellier looks back on the history of buses and coaches in France

# “A book full of nostalgia”

Passionate about the world of coaches and buses. That's the least you could say of the Frenchman Nicolas Tellier, communication manager at Iveco France. He is not just a faithful visitor to Busworld, but also writes books on the sector. In his newest publication he looks back with nostalgia on what happened in France during the last years 1950/1980.

Nicolas Tellier could go on for hours about it. He is practically a human encyclopaedia. From time to time he feels the urge to translate his passion into a book. Right about now his newest publication should be available in the book store and for sale via internet: 'Autocars, autobus et trolleybus de France, 1950/1980' ('Coaches, buses and trolley buses in France, 1950/1980').

For Tellier this publication (his fourth) is a dream come true. In his childhood he was already a big fan and admirer of all the beautiful buses and coaches driving through the streets of Paris and other cities. "The only thing that I did not have, were pictures from that time," Tellier says. "But the impossible happened. I met Jean-Henry Manara, who as a photographer took hundreds of pictures from coaches and buses. One long défilé from the fifties, sixties, seventies and eighties. Great material for a beautiful book."

### A book to look at and to read

It is not just a book that contains unique and magnificent pictures, but the author also makes an analysis of what the sector looked like in the past. At

that time, there were a couple of dozens of actors in France, including Berliet in Lyon, Chausson and Citroën in and around Paris, Isobloc in the Ardèche and in Suresnes (Ile-de-France), just to name a few. "In the end one big consolidation movement was formed under the impulse and leadership of Renault," Tellier says. "Until Renault merged its coach and bus division with Iveco in 1999. Both manufacturers then each took up 50 percent in the new Irisbus. On 1 January 2003 Renault left the sector and Iveco Bus came owner for 100%. Today, Iveco falls under the holding CNH of the well-known Italian family Agnelli."

### A bit of nostalgia

Nevertheless, la douce France still has a national coach and bus industry, thanks to Iveco (with two factories, one around Lyon and one in The Vendée) and Mercedes (which has a factory in the region of Lorraine).

With his newest book, Tellier wants to make the people dream. "Nostalgia, yes, but people want and need it," Tellier states. "Far too few books have been written on these activities and there is a big risk that all of this information gets

Nicolas Tellier still has a Saviem coach from the factory in Annonay himself.



Nicolas Tellier was very pleased to hear that Magelys had received the title 'Coach of the Year' during Busworld.

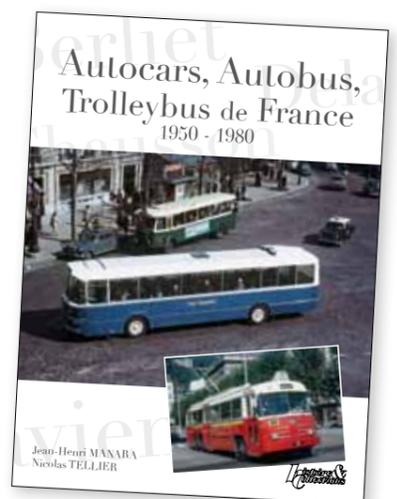


lost. For example, who can remember that Van Hool already had a commercial antenna in France in the fifties? Tellier's newest book will have a print run of 3,500 copies. Are you interested? Just go and get yourself a copy!

### Books by Tellier

Before his most recent book, Nicolas Tellier published three other books:

1. « La Grande Aventure des Cars Chausson » (1988 - Edijac)
2. « La fabuleuse aventure du S 45, ou 40 ans d'histoire de cars Renault » (1993 - Massin Editeur)
3. « Les autocars Isobloc, ou l'œuvre de Joseph Besset » (1998 - ETAI).



## Impressive S-1 Gard keeps you away from wheels

In hall 9, at fair booth 973, an impressive video is shown on the security system S-1 Gard, preventing pedestrians from arriving under the wheels of a bus. It is an American invention. The system, which was developed by Mark B. Baron, is very simple in use.

It consists of a rubber block that is attached to the front of the wheel via a support arm connected to the body. The round form of the rubber block shifts people who unexpectedly arrive in front of the wheel to the side of the bus, i.e. outside of the wheels' range. The video

was made with a real human being and shows how the system can prevent accidents and therefore injuries.

"In Stockholm, 500 city buses have already been equipped with the S-1 Guard and the Washington Metropolitan Area Transit Authority installed the system in its entire bus fleet," says Krista Barry, manager of the company that was founded by Baron with the appropriate name 'Public Transport Safety International Corporation' (www.s1gard.com). The second invention by the company is even more straightforward: a side skirt for low-floor buses that is mounted between the front and back wheels.



By means of a video manager Krista Barry shows how the life-saving system S-1 Gard works.

## Job Day attracts lots of people

In line with tradition, a Job Day is organised during Busworld each year during which companies from the sector that are looking for drivers can get to know potential candidates. A meeting place that attracted more people than ever.

Twelve companies from the whole of Flanders and around 150 potential drivers got together on the Job Day. This shows that the profession of bus or coach driver still appeals to the imagination. Frank Naert (55 years old), living in the Flemish town of Kuurne, was one of the people who showed interest in a new job. "I worked in the transport sector for thirty years, a job for which I also had to drive around with a truck", Naert says. "But the company is now terminating all its activities, which means that I have to find another job. Bus driver ... Why not? I am qualified for it. I once drove through Spain for two weeks with a coach full of tourists who, in combination with a normal holiday, were tagging along with famous singer Eddy Wally on tour. It was a great experience. A suchlike job therefore really appeals to me. I am looking for a full-time position."

### Offer

No shortage of jobs on the Job Day. Transibus from Ledegem for example, a company with a strong tradition and a fleet of 80 vehicles, was looking for 3 new drivers for school buses and another



The Job Day is an excellent opportunity to find a new job.

three for day tourism (as from 2016). "But filling the vacancies is not a simple task," Johan Dewulf says on behalf of Transibus. "It's not that easy to explain. It's a fact though that all of the companies are practically fishing in the same pond. Furthermore, the unemployment rate in the province of West Flanders is low. That does not make things easier either. Finding new employees in Hainaut (where we work for the public transport company TEC) is significantly easier. In each case, organising a Job Day is a great initiative."

### Support of public employment service VDAB

Sylvae Tours, a company from Herzele in East Flanders, was looking for two bus drivers for De Lijn and one driver for a

coach during the Job Day. "It always takes several months before the vacancies are filled," Wilfried Janssen from Sylvae Tours confirms. "We prefer candidates from the region, because the experience has taught us that drivers who have to come from far do not usually stay with us very long. In each case it is positive that the public employment service VDAB is helping us in our search by offering training courses."

Editor in chief: Jean-Pierre Schoukens  
jps@busworld.org  
Photography: Hervé Ally, Bieke Bruggeman  
Translation: X-L-Ent  
Lay-out and printing: Ally Graph-x  
Publisher: Luc Glorieux