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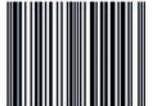
J-Bus Gears Up for a Safe Future

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Busy All Over the World

Unfortunately, we can't go to all these places we visited to create this issue of Asian Buses in a coach. Well, yes, we could, but then it would take a long time for us to commute. While Floyd was in Japan to get the inside scoop on J-Bus, I have been manning the booth at the Truck & Bus Expo in Thailand. There, one could see a radical design of a doubledeck-long bus from Laos. It looked like one could travel the world, although it may not be exactly road-legal in many countries. I have also been to Germany, where an operator of public transport in the city of Hannover let us in on the inner workings of their business. Seeing buses in operation in different countries and continents makes me realise that these vehicles are gaining more and more importance in order to cope with rapid urbanisation and increase of population.

Interestingly, the trend to go for electric buses does not seem to have reached our shores. While in Europe more and more cities ban fossil fuel driven vehicles, over here city buses still belch out smoke. However, as someone pointed out in one meeting, the idea of going full electric sounds simple and the bus manufacturers would surely be able to produce the vehicles in a short period of time. But then creating the infrastructure to keep these buses on the road might be difficult. During the expo in Thailand, one visitor commented on the fact that, somehow, there seems to be no development towards a cleaner inner city transport in Bangkok. Meanwhile, countries like Singapore are moving rapidly towards the implementation of the Euro 6 emission norm. In our conference section we have a number of articles that give you the latest on global trends and we highlight upcoming events that you may use as a platform to learn more about the issues around transportation in our interconnected world.

One of the key trends, globally, is the idea of autonomous driving. And the more people I talk to, the more confusing it gets. Some say we are already very close, with several loops already running such vehicles, while others are still not convinced that the entire concept is viable. I guess that the reality is somewhere in between. It may still take a few more years before it will be commonplace that we hop onto a bus without any driver in it, but it will happen. Here, just as with the electric buses, the question is if we are ready in terms of infrastructure. While electric buses may need charging stations, autonomous vehicles will need a lot of bandwidth for these buses to communicate with each other and to the dispatch centres. Also, several voices can be heard that the eradication of the drivers as a work force may not be ethical. The question arises what we shall do with all the drivers that we don't need anymore. Certain quarters may not be as welcoming as I am when it comes to the idea of driverless vehicles. Hopefully, some manufacturers can shed more light at our exhibition, MCVE 2017, which is not too far away anymore. And it is in front of our doorsteps. For a change, I can take the bus to work!

Drive safe and see you soon,

Stefan Pertz

Editor, Asian Buses



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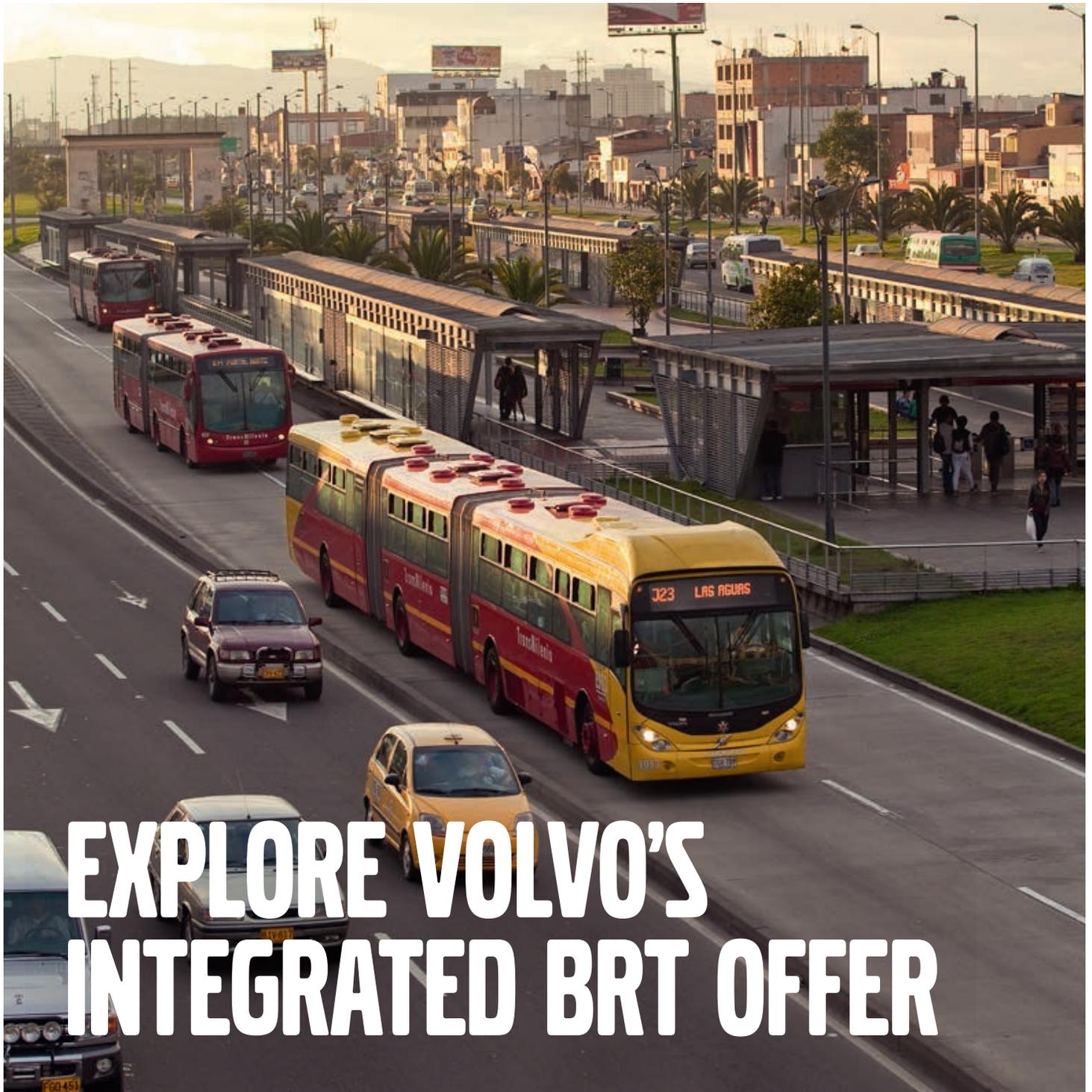
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The NEOPLAN Tourliner – a New Member of the MAN Bus Family

Another world première was celebrated with the launch of the new NEOPLAN Tourliner, which offers bus companies a new entry model in the field of premium coaches.

The flexible applications – from long-distance to tourist travel – the numerous assistance systems and its excellent aerodynamics all make the new NEOPLAN Tourliner a real all-rounder. As with all buses, it also benefits from improved engine and transmission functions, which now offer more torque and more power with lower consumption thanks to an optimised driveline. The newly redesigned headlights with LED daytime driving lights in 'angel eye' optic will in future adorn all NEOPLAN buses.

Pioneering Safety

With state-of-the-art driver assistance systems and a reinforced skeleton, the Tourliner provides the highest level of safety in every situation. It also meets the ECE-R.66.02 strength of superstructures regulation which will come into force from the end of 2017.

Impressive Workplace

The Tourliner's generous and high-quality driver's workplace provides plenty of freedom of movement as well as enough storage space for all the essentials. Ergonomic seats, a visual as well as haptic high-quality multi-function steering wheel, as well as optimally placed devices and switches which are easy to operate, make the driver's work easier and ensure added safety. In short: not only your passengers, but also your drivers will be impressed by the particular advantages of the Tourliner.

Sales expectations for the IAA were also exceeded in the bus sector. A total of more than 350 vehicles are on the company's order list. Reifers Reisen from Warburg, for instance, snapped up the first NEOPLAN Tourliner. Amongst other things, MAN also had the chance to symbolically hand over the 7,500th MAN Lion's Coach at the IAA. The NEOPLAN Skyliner was also a cause for celebration: it was presented with the IBC Award at the trade show. In a preceding extensive comparison test, it had particularly asserted itself amongst other double-deckers in terms of its chassis and of passenger comfort. 

Systems that Stand for Safety

- ACC Adaptive Cruise Control
- ASR Anti-Slip Regulator
- BA Brake Assistant
- EB Emergency braking system and emergency brake hazard warning lights
- EBS Electronic Brake System
- ESP Electronic Stability Program
- DSP Dynamic Stability Program
- LGS Lane Guard System
- MAN BrakeMatic with maximum speed control management and cruise control
- MAN EfficientCruise + MAN EfficientRoll
- GPS-supported cruise control (improved even further)
- MSC Maximum Speed Control
- ROP Roll Over Prevention
- TPM Tyre Pressure Monitoring Xenon light Similar to daylight – illuminates the road ahead perfectly
- Service interval calculator To monitor all the connected systems and components
- Attention Guard Increased safety thanks to the attention assistant

More Storage

The sophisticated design of the luggage racks is not only a visual highlight, but also means they are more generously sized and easier to access.

Unique Comfort

User-friendly service sets and optimum climate control with individual ventilation guarantee relaxed travel

Spaciousness

The new lighting concept with indirect LED lighting throughout impresses immediately and creates a pure sense of well-being.

Sin-Pen Opts for Premium Buses for Premium Service

One of country's most established companies, Penang-based Sin-Pen Travel Sdn Bhd, has selected Scania for the next phase of its business expansion into the premium segment of travel and tours.



The first set of Scania assets it will acquire will be the purchase of two single deck 31-seaters that are built on the Scania K360IB4x2 chassis with 360 bhp Euro 3, 6-cylinder engines and fully automated Opticruise gearbox. In total, the company is ordering 10 Scania bus chassis. Once completed, these buses will be running primarily the Penang to Genting route, a highly popular trip.

"We chose Scania coaches as we find that they offer the best in terms of passenger comfort, safety technology and fuel economy which are very important factors as our service covers the whole of Peninsular Malaysia, South Thailand and Singapore," said Sin-Pen Executive Director Mr Goh Eng Boon during the launch of its Premium Class Coach and online booking service in Penang.

"We have been in the business for over 30 years and we have decided that it is the right time to offer a new premium class coach experience for our passengers with a ride that is comfortable and safe, yet fuel efficient for the best profitability," said Goh.

"The journey, safe arrival and experience that we offer our passengers are the most important factors from the moment they board a Sin-Pen service and that is why we plan to invest in Scania coaches next year." Currently, the company operates seven buses. Some of these will be divested once the new Scania buses will be handed over to the company, increasing the overall number of buses run by Sin-Pen.

The Scania coach chassis comes with 2 years free Scania Assistance, 2 years free Scania Maintenance and 10 years free Scania Fleet Management. The Scania Fleet Management system will send vehicle data, vehicle position and reviews of vehicle and driver performance to Sin-Pen to let it to make informed decisions and take the necessary actions. Complemented with Scania Driver Training and Coaching, it will increase the uptime and productivity of its fleet while achieving the best fuel economy.

"We are very happy that an established company like Sin-Pen has placed its trust in Scania's sustainable transport solutions to take the company towards the best profitability and towards enhancing the lives of passengers of this country," said Managing Director of Scania Southeast Asia, Marie Sjödin Enström.

Y.A.B. Lim Guan Eng, Chief Minister of Penang was present as the VIP for the hand-over ceremony. He praised Sin-Pen for their effort to make the welcome to Penang a most pleasant one for tourists as the island is rapidly developing into an MICE and holiday hotspot. In his speech he highlighted a number of prestigious projects which are near completion and will require transportation for visitors. He sees them travelling in style.

As part of their 30th anniversary, Sin-Pen also launched a newly developed website, which allows passengers to directly book their seats on the buses. Users can choose their seats and make online payments, receiving their ticket immediately without having to spend time and effort going to a counter. According to Goh, there will be other components added for other bookings, such as hotel rooms. Taking such forward looking approach, the company decided for their own platform rather than using consolidators. ■





Buses Take Stage at Bus & Truck Expo, Thailand

Although visibly smaller in size, with only a test drive activity happening outdoors, the event was nonetheless interesting for those involved in the transport industry. Especially buses took centre stage as there were numerous activities and exhibitors present with innovations to show. Several companies showcased their GPS and fleet management systems. This should not surprise anyone as the use of tracking systems is compulsory in Thailand.

Main sponsor for the event was PTT, Thailand's petrochemical giant. Petroleum Authority of Thailand (PTT)

Held for the 13th time, the Bus & Truck Expo in Bangkok, Thailand, saw some new approaches to transporting passengers.



was established on December 29, 1978, concurrently in the period of the second world crisis of petroleum shortages. Thus, PTT commenced its primary mission in expediting to procure adequate oil for domestic consumption. That was such a drive for PTT to seek additional indigenous petroleum reservoirs for the benefit of the country. As a result, Thailand has been able to increase energy security.

Highlighting the importance of craftsmanship in the industry was the award for the bus bodies, awarded by the organisers of the 2016 Bus & Truck Expo, TTF. On display were the three



winners, whereby the first and second place went to bus bodies built onto Scania chassis with the third place being a bus body sat onto a Volvo frame. Visitors were invited to inspect the buses from the inside and outside.

One exotic bus on display was a four-axle, long distance double-deck coach from Laos. This bus wasn't just long, it was also very comfortable with huge seats that featured individual TVs and a lot of build-in comfort.



Anticipating a change in the legislation for smaller buses, Mercedes-Benz, through their distributor Asia Truck Co., Ltd, was displaying their OF 917 chassis. While the Hilux is hugely popular as a mini-bus, there may soon be a move to forbid these as a means of transporting people. The OF 917, with some 8.5 meters length and the ability to fit a body to sit 24 persons would be an ideal vehicle for tour operators, companies and for inner-city commutes. ■



Asian Trucker to Launch Interactive Service Network Map

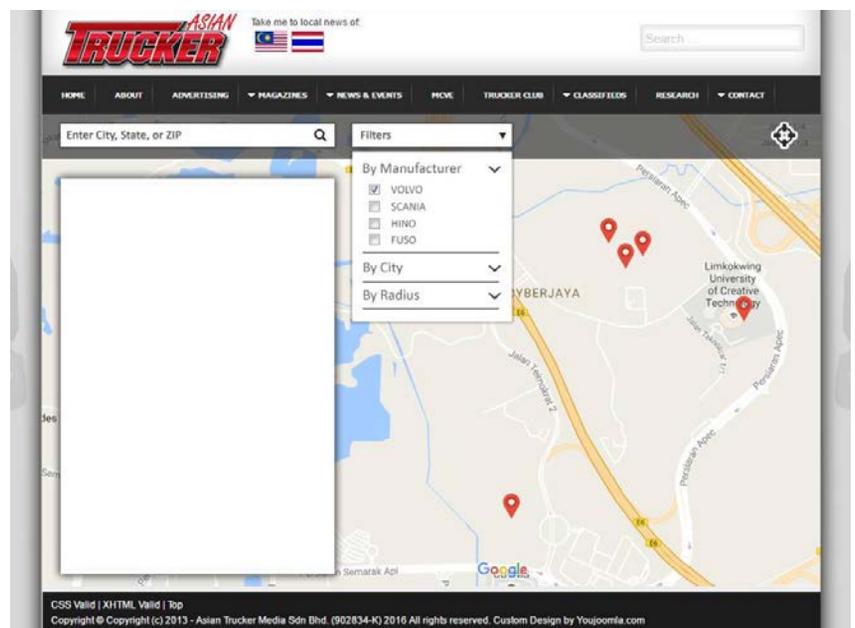
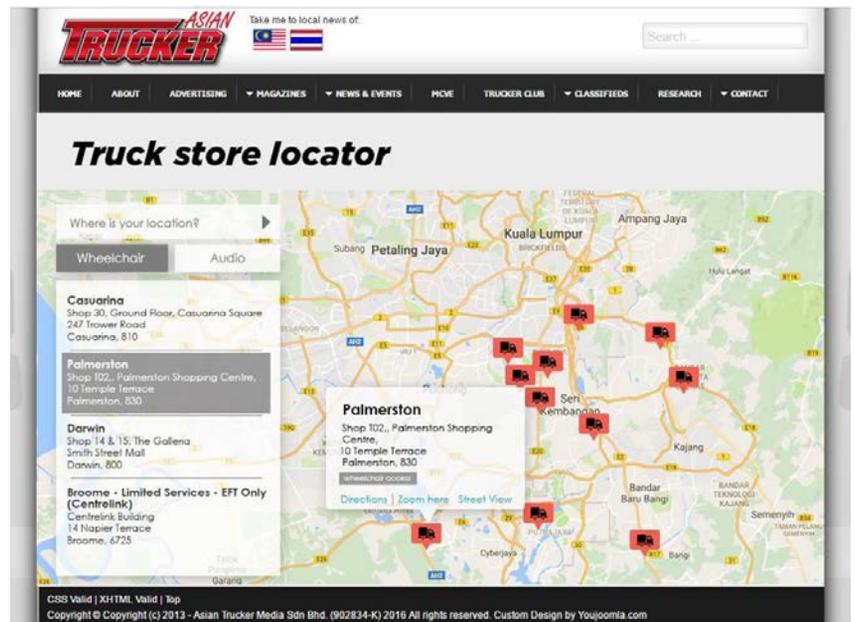
Compiling all the data from the truck brands available in Malaysia, Asian Trucker has created a tool that lets users view and compare these service networks. By selecting the brands one would want to compare, the map will show the locations of the service centres and allows to view the contact details.

Partnering with Active Telematics, the interactive map was made possible, thanks to their support. "Naturally, this is in line with what we are doing when we offer tracking and monitoring solutions. There is a connection here and we are sure that the market will be happy to have this tool," said Omar Hatmi, Managing Director of Active Telematics.

Meanwhile, the actual map was programmed by students of Lim Kok Wing. "To get the best possible result, we ran this as a project as a competition. Students were given this assignment with the goal of honing their design and programming skills," said Stefan Pertz, Editor of Asian Trucker. "This is also a showcase for our research facilities that companies can tap into in order to make better decisions. We now have substantial data available on fleets and the industry in general," he continued.

The map will be available online on www.asiantrucker.com and is free of charge. Asian Trucker will maintain the map in regular intervals.

To be used as a decision making tool, dealer locator or to simply find the contact details of a service centre, this interactive map helps you in your daily business.



The Asian Trucker Dealer Network Map is sponsored by:





UN High-Level Advisory Group's Ten-Point Plan to Advance Sustainable Transport

The United Nations High-Level Advisory Group, of which UITP (the International Association of Public Transport) is a member, recommends in a new report that greener, more efficient and sustainable transport can save trillions and help achieve the Sustainable Development Goals.

Greater investment in greener, more sustainable transport systems is essential for propelling the economic and social development that is vital to achieving the Sustainable Development Goals, according to an expert panel report delivered to UN Secretary-General Ban Ki-moon in New York.

Finding that global, national and local transport systems are held back by inefficiencies and a lack of sustainable investment, the panel's report provides ten recommendations on how governments, businesses and civil society should re-direct resources in the transport sector to advance sustainable development. The report recognises the avoid-shift-improve approach as a useful framework for taking action on sustainable transport, which public transport forms the foundation of.

The experts, including representatives from public transport, automotive, aviation, rail and maritime industries, found that a transformational change to sustainable transport can be achieved through current 'business as usual'. The report shows that there is a global consensus on what needs to be achieved: moving away from individual motorised transport to providing access through a combination of multi-modal, collective shared mobility solutions and sustainable transport systems, notably through expanding public transport.

Investment in sustainable transport, the experts found, could lead to fuel savings and lower operational costs, decreased congestion, reduced air pollution and savings of up to US\$70 trillion by 2050.

UN Secretary-General Ban Ki-moon noted that sustainable transport was essential to efforts to fight climate change, reduce air pollution and improve road safety: "Sustainable transport

supports inclusive growth, job creation, poverty reduction, access to markets, the empowerment of women, and the well-being of persons with disabilities and other vulnerable groups." The panel's recommendations highlight:

- The importance of an integrated approach to policy, investments and institutional strengthening and the benefits of engaging a wide range of stakeholders and funding sources
- The promotion of sustainable transport technologies, cleaner fuels and the increase of international development funding.
- The need to put particular weight on the needs, challenges and opportunities in developing countries

High-Level Advisory Group on Sustainable Transport

In August 2014, UN Secretary-General Ban Ki-moon appointed members of a High-level Advisory Group on Sustainable Transport to provide recommendations on sustainable transport actionable at global, national, local and sector levels. The Advisory Group, established for a period of three years, will work with Governments, transport providers (aviation, marine, ferry, rail, road, and urban public transport), businesses, financial institutions, civil society and other stakeholders to promote sustainable transport systems and their integration into development strategies and policies, including in climate action.

The International Association of Public Transport (UITP) is a passionate champion of sustainable urban mobility and is the only worldwide network to bring together all public transport stakeholders and all sustainable transport modes. We have 1,400 member companies giving access to 18,000 contacts from 96 countries. Our members are public transport authorities and operators, policy decision-makers, research institutes and the public transport supply and service industry. 



J-Bus Gears Up for a Safe Future



A delegation of people in Malaysia travelled to Japan to learn more about J-Bus and Hino, and got an inside look at their operations, writes Floyd Cowan.



Travelling from Komatsu Airport to the J-Bus plant in the company's mini-bus it struck me how good J-Bus does some things. As this was my first time in Komatsu I wanted to take in the scenery. This was the perfect bus to do that in. Not only was it comfortable, but the windows were large allowing for a panoramic view. How many times have I been in a new place, crammed into a mini-bus and not able to see the views because of the bus design? All too many.

J-Bus Introduction

I was with representatives from government and the private sector in Malaysia who are involved with transportation. Travelling with us – making sure we were well taken care of – was Dato' Shibaiki Yoichi, Senior Advisor Business Development and Yasuo Sanehisa (Mike) Technical Advisor, Sales Division, Hino Motor Sales Malaysia.

Komatsu is located directly west of Tokyo on the Japan Sea, an hour's flying time from Haneda Airport. We were warmly welcomed by senior managers from J-Bus including President Keiji Maeda. After an exchange of gifts Mr Yutaka Minegishi, Senior Executive Officer introduced J-Bus and the Komatsu plant. "J-Bus produces buses at two plants," he began. "Here at Komatsu, where the Head Office is, the main production models are tour buses. At our other plant at Utsunomiya, north of Tokyo, they mainly produce route buses."



While J-Bus was formed in October 2004 its roots go back much longer. J-Bus was the result of a merger between Isuzu and Hino. Tokyo Gas Electric Industries was the grandfather of the company while Isuzu Motors Limited was launched in 1937 followed by Hino Heavy Industries in 1946. For many years both companies made buses, but when the companies, then Hino Auto Body, Ltd. and Isuzu Bus Manufacturing Co., Ltd merged with J-Bus in 2002 they kept the J-Bus name. Today it is under the leadership of President Maeda and Vice President Yoshiyuki Miyatake. Of the 2077 people employed at Komatsu 140 are involved in design, 30 in production and 859 work in the factory.

Falling Demand

The large and medium sized buses produced by J-Bus are sold by both Hino and Isuzu. Hino also sells large sightseeing buses and three versions of the mini-bus. Komatsu plant has the capacity to make eight buses a day or one bus every 57 minutes as they work an eight-hour day, five days a week.

Perhaps the most telling statistic that Mr Hideaki Kozaka, General Manager and Chief Engineer imparted concerned the total demand for buses in Japan. "Over 20 years the demand has decreased by 50%." From the time J-Bus was formed it has increased its market share for large city buses from 50% to almost 70% while its market share for large sightseeing buses went from less than 40% percent to over 66%.

In the early days of J-Bus the decision was made to focus on the domestic market and not export to other countries. President Maeda explained, "At that time domestic demand was strong for buses while overseas local markets were building up. The

local competition was becoming very competitive. Shipping costs were high, so the decision was made. The situation has since changed and we are now looking at foreign markets for opportunities to export our buses."

Only Hybrid Bus

Last year J-Bus began producing hybrid buses at the Utsunomiya plant. The hybrid engine, which is a new type of hybrid, is supplied by Hino. "Only Hino and Isuzu have hybrid buses in Japan."

President Maeda pointed out that the company's research and development is done at Hino when he was asked about self-drive for buses. "It is being studied how to use self-drive in trucks. That research will be used to see how applicable it is for use in buses."

First, Safety

In an interview with President Maeda, Mr Masahiko Kuwayama, Senior Executive Officer Otake and Mr Kozaka, Chief Engineer for Buses and manager Oda we discussed Hino's approach to building a bus. Quality, reliability and safety are the three key elements in the Hino philosophy. "Our most important priority is safety," President Maeda noted. "There have been some serious accidents involving buses on Japan's highways, so the public, the government and manufactures have become very aware of the need for a high level of safety."

"One problem," related Kozaka, "is the lack of bus drivers. The average age of a driver in Japan is over 50. Young people are not attracted to driving buses." However, a lack of experience contributes to many bus accidents.



"Due to these accidents, a safety campaign has been implemented," President Maeda added. "The first step was pre-crash safety. Building safety elements into the bus that will reduce accidents."

Exceeding Standards

One such item is the tipping test, that we witnessed at the end of our tour of the factory. All the new buses are tipped slowly to

one side. It has to be at a 35-degree angle before the opposite tires lift off the ground to pass the test. J-Bus' buses exceed that standard.

J-Bus has introduced another three safety features that are all standard on their buses. The first is an automatic breaking system if the bus gets too close to the vehicle in front of it. Second is an alarm that sounds when the bus drifts over the

shoulder line. A camera that has driver face recognition is the third safety feature to be implemented. The camera monitors the driver's face and if the driver starts to fall asleep an alarm is sounded to wake the driver.

Aging Drivers

As the average age of drivers increases health has become a big safety issue. J-Bus is considering installing another safety feature. If a driver suffers a heart attack while driving, he can push a button that will bring the vehicle safely to a stop. It would have blinking lights at the back to warn other drivers.

New regulations are also in the works that would require two drivers in a vehicle that is travelling 450km or more in a day.

J-Bus adheres to the highest standards when it comes to emissions and it has developed an electric bus – the Poncho. We experienced it when we returned to the airport. The Poncho does an 11km round trip from Komatsu's train station to the airport before it needs to be recharged. You cannot let it go below 35 percent of the charge or it kills the battery.

Cyberview

The group from Malaysia made several presentations. The first was by Mohd Najib Ibrahim, Head of Division, Property Management Division, Cyberview Sdn Bhd. Cyberjaya – one of Malaysia's first cybercities – was created by the government to be a Global Tech Hub to empower the technology community with a holistic ecosystem to enable creation, innovation and worldwide business expansion of the IT industry. Cyberjaya has moulded itself into the preferred investment hub for technology companies. Two key pillars to support these initiatives are Smart City and Living Lab.

Mr Ibrahim told the meeting, "Smart City aims to improve urban living and lifestyle, promote greater sustainability for the city and encourage overall growth of economic activities through the mass adoption of intelligent technologies. The Living Lab initiative," he continued, "is where we offer the city as an innovation platform in areas such as talent, start-ups, pilots and enterprises allowing new technologies to be tested and validated in Cyberjaya before launching into the real world."

Meeting Transportation Needs

Hakim Bin Hamzah, Chief Operating Officer of Disitu Holdings informed the group that the bus operator provides transportation throughout Cyberjaya. Disitu Holdings specializes in transportation and travel and is best known for its regional luxury coach services, Odyssey Coaches and Compass Coaches. "We envision being a world class innovator that provides high quality and complete mobility solutions that empower individuals and businesses to maximise their potential for corporate productivity and growth," Mr Hamzah stated.





Zulkarnain bin Zakaria Director, Maraliner introduced his operations. "In the early 1960s, Kenderaan Bas RIDA was formed with the purpose to provide transportation services for the residents of Malaysia's rural areas. MARA Holdings Sdn Bhd was established in September 1985, then Kenderaan Bas MARA underwent privatisation in an effort by the government to develop entrepreneurship. However, in the Tenth Malaysia Plan the company was once again asked to play an important role in the socioeconomic development of rural communities by providing basic transportation in rural areas."

Diversification

In 2012, MARA Liner Sdn Bhd (MLSB) was incorporated to provide transportation for the rural areas where it is a challenge to make money. The company, which has 209 stage buses and

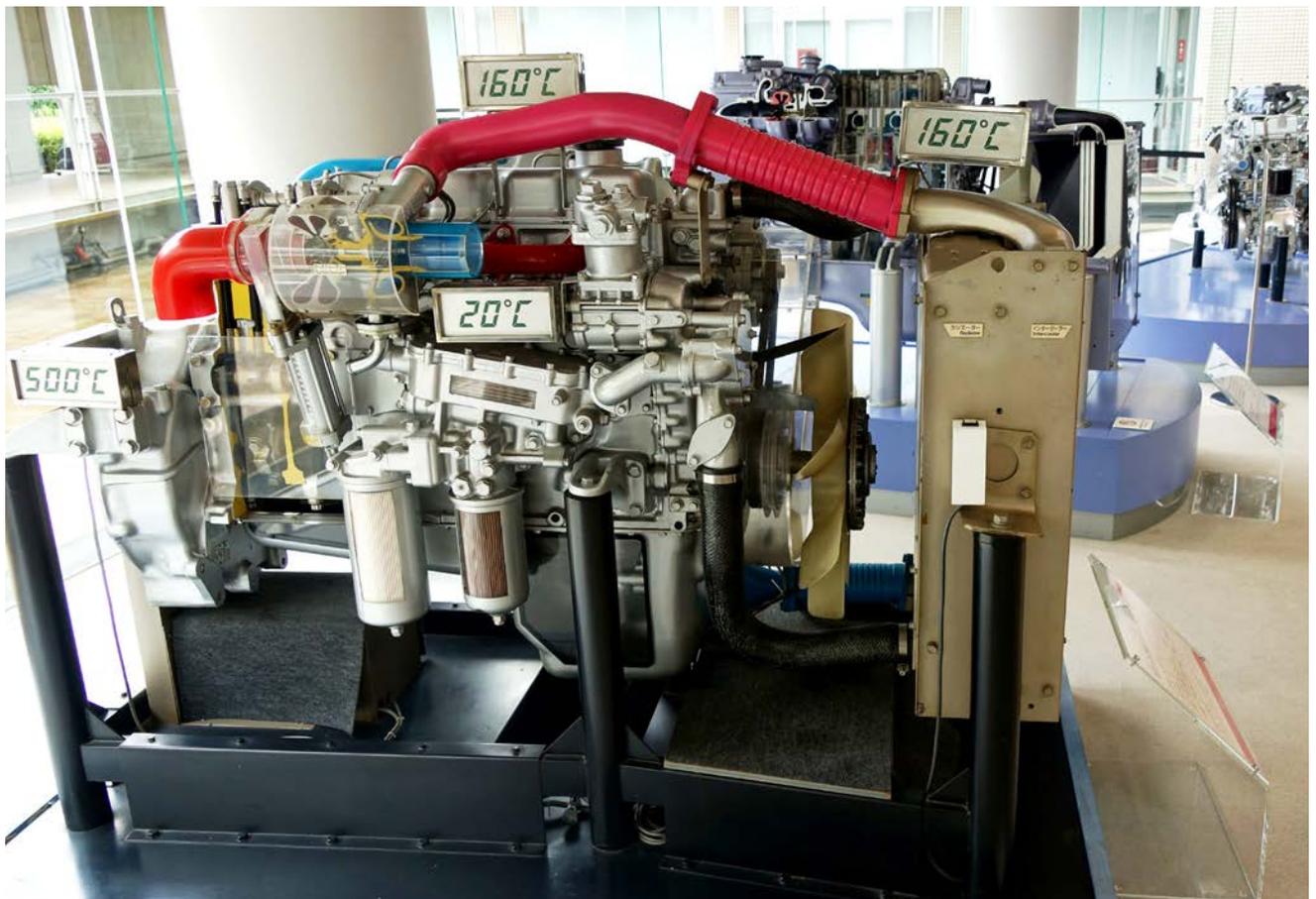
119 express buses, diversified its business to compensate for the loss-making activities. Now, along with Public Transport, it has a light and heavy vehicle workshop, it is into advertising, the courier business, acts as a travel agent and is involved in the purchase of private vehicles.

Taking the floor Hino Motor Sales Malaysia Haidzir Sarih, Head Corporate Sales stated: "Hino Motor Sales Malaysia has two entities. Sales & Distribution and Manufacturing. Hino Truck & Bus, the manufacturing unit, has the capacity to produce 10,000 units per year utilizing two shifts with no overtime. They manufacture 300, 500 and 700 series trucks with 53 variations and buses. In 2010," Mr Sarih continued, "we were the market leader and have been the number one brand in Malaysia for five consecutive years."

Hino City

The following day we visited Hino Motors in Hino City, on the outskirts of Tokyo where an old Hino factory is located. General Manager Mitsuharu Tabata welcomed us. "Our trucks are known for quality, durability and reliability. On those pillars we are growing Hino globally. For the past few years we have been globally promoting After Sales Service and Total Support for our customers. From a Call Centre located in Bangkok we can provide 24 Hour a Day Road Service throughout Asia.

Currently at the Hino City plant large and medium duty trucks are being assembled. As it is an old and noisy factory in what is now a residential area it is being phased out with production being moved to Koga. Koga Plant was started in 2012 producing light duty trucks and now can produce heavy and medium trucks.





Rank	Country	Sales Units
1.	Japan	61,174
2.	Indonesia	22,067
3.	Thailand	11,632
4.	U.S.A	11,290
5.	Vietnam	7,133
6.	Taiwan	5,588
7.	Malaysia	4,929
8.	Australia	4,467
9.	South Africa	3,601
10.	Equador	3,369
	Global Sales	168,433

Global Sales

In 2015, 169 000 Hino trucks were sold with the overseas market accounting for more sales than the domestic market. With 5 100 units sold in Malaysia it is in the top seven markets for Hino.

While the Malaysian delegation was making the presentations it had on the previous day Hino's Satoru Fujihara gave me a tour of the factory that produces 50 units a day of the 700 series for the domestic market. All the export models have been shifted to Koga Plant. There is only one shift a day at the factory.

Targeting Zero Injuries

In an interview with Takahiro Otake, the Chief Engineer Bus Product Planning Division, he told me that safety was a prime concern of Hino. "Our goal is to have zero injuries and deaths from traffic accidents. We are developing safety technology that we believe will help us reach that target. This philosophy is only meaningful," he emphasized, "if safety technology is used in our vehicles. Our buses are sold with this new safety technology as standard equipment. A typical example is that since 2010 automatic braking has been part of our pre-crash system. Since 2014 we have made the lane departure warning standard."

Mr Otake stated, "The driver is most often the cause of accidents. One thing we can do is ensure that the equipment eases the fatigue of the driver. Secondly equipment can prevent driver's careless mistakes. Thirdly, when an accident occurs the equipment can limit the damage and make the results as small as possible.

"In dedicated areas driverless trucks can operate," Mr Otake noted, "but they won't be possible on public roads without a social consensus. Laws need to be put in place for that to happen."

Heavy Duty Hybrid?

While hybrid buses are now a reality, for heavy duty trucks that might be possible in the future. Mr Otake said that with further R&D that might be possible in the future. "However, for heavy duty trucks I don't think electric power is possible. It would require too many batteries, and that would affect the payload."

Addressing the question of the average age of drivers increasing Mr Otake said, "We are making driving as comfortable as possible. Manual transmissions are being replaced by automatic transmissions making them as easy to drive as a car. To ease operation, we are moving the switches closer to the driver. Also, we are trying to get more women into driving." When we took the Poncho electric bus to the Komatsu Airport we had a female driver.

Hino Museum

The Tokyo tour wrapped up with a visit to Hino Auto Plaza "Telling the History of the Trucks and Buses Behind Life, Business and Society in Japan". It has a great museum that begins outside the building with an exhibit about the Dakar Rally Challenge with displays of the trucks that have participated in this grueling rally. In the entrance hall, there is a representative of the first truck to be mass produced in Japan. Inside, there are models and real vehicles from Japan's history. For the ordinary person it is an interesting display – for the automobile buff it is fascinating. 🚗

Running a Bus Yard, German Style



Asian Buses had the exclusive opportunity to visit üstra, a company tasked with moving passengers in and out of Hanover, Lower Saxony's capital. We learn how they plan and manage their yard, which is instrumental to providing top-notch services to the public.

On a beautiful autumn day we arrive at the üstra yard "Betriebshof Mittelfeld". Only some buses are inside the yard as the fleet is outside, on the roads, to move the masses to work or into the city for shopping. Looking at the space, one can easily imagine how many buses the company manages. Ushered into a meeting room, one finds refurbished bus seats as part of the interior. Clearly, people here are proud of what they are doing. While the üstra operates buses as well as trains, we are only focused on the buses during our visit.

People Focus

Our first stop is in the office of Mr Juergen Moeller, Unternehmensbereich Stadtbuss, Leiter Fahrergruppen (Leader of Driver Groups). What we learn very quickly is that there are a lot of laws and regulations in Germany. For instance, as soon as an organisation has more than 50 buses, there has to be an "Operations Manager" (Betriebsleiter), responsible for the entire operation. Mr Moeller is the second in command, handling the affairs of the business should the Operations Manager, Dipl.-Ing Wolfgang Friebe, not be available. With some 25 years of working with üstra, Moeller knows the dealings inside and out. In his view, the service delivery comprises of the frequency of the service plus the buses. His job is to ensure that there are enough drivers to achieve the first while his colleague will provide him with the right type of buses to do so.

In these many years, Moeller worked his way up from being a bus driver himself to groupleader. In his role, he is in essence responsible for the drivers, which are organised in groups. It is up to him to manage the immense task of scheduling the drivers and their leave, their routes and training.

Driver intake is four times a year, whereby üstra is hiring drivers that already have a license for buses. What follows is an intensive eight-week course to teach them the üstra way of doing things. "Our intake is usually six to ten drivers. We are proud to say that there are never any quitters. People come to us with experience and the will to work in public transport," Moeller says. There is a special course for female drivers as well to prepare them for the task at hand.

Once applicants have passed a test to join the company, the training includes defensive driving, knowledge on the cost of tickets and knowledge of all the routes the driver will be taking. This is important to emphasise as bus drivers in Hanover need to be able to assist passengers with their route planning and consult them on the cost of their trips. "During the day, drivers will have to deal with several challenges: knowledge of the route, tourists asking about sights along the way, the management of a big vehicle in the narrow streets. Obviously, it is an advantage if you are local, but it is not a must."

In order to ensure a high quality of service delivery, the drivers are subject to four KPIs: Punctuality, Competence, Cleanliness and Customer Service. Anyone that has been to Germany before will be reporting how impressed they are with the punctuality of the public transport. If the schedule says that the bus will be at a particular stop at 11:17am, it will be there at 11:17am, unless frozen roads and wind gusts of 160 Km/h get in the way. As cleanliness is also a KPI, bus drivers are tasked to also clean the vehicle, going through it when they have time to pick up litter or clean a window. Professional pride is one aspect of the job. Meanwhile, üstra is subject to independent quality control by means of mystery shoppers. University students are hired on a regular basis to pretend to be customers, riding the bus and collecting data about the performance of the operator. This data will be channeled back to the municipality, who in essence is üstra's customer. These results are then also discussed in quarterly driver group meetings. These meetings are part of the work schedule and help boost morale and communications. The job of a bus driver may not be something for everyone. Considering that the first buses leave the yard at 3:35 in the morning, one needs to be a real morning person. Coming back at 1:50pm, the first shift then hands over the vehicles to the next drivers who will take care of the passengers for the rest of the day. In South-East Asia, we often hear that bus drivers

would want to work in Europe as they are being paid in EURO. Üstra follows the salary schemes as set by the government and a fresh entrant to the company would earn 2 247 EURO per month (Base salary). From there, pension funds, health insurance, tax and other contributions are being deducted. In Hanover, rent is around seven to ten Euro per square meter. As a good indication, one would typically live in some 60 – 80 sqm apartments. After six months, salaries are automatically increased to 2 314 EURO as per schedule. "Our staff likes to work here for several reasons. Many comment that they like the routine without any surprises. Job security is another issue. Remember that we are subsidized by the government. Many live close by, giving them a good work-life balance."

Strategic Planning

Planning is everything. In Germany, many companies are working Monday to Friday, unlike Asian companies that have a 5.5 or six day working week. Also, shopping takes place at different times than here while there might be a lot of festivals taking place on the weekend. In order to be able to move passengers according to their needs, üstra is putting a lot of effort into planning and scheduling. These long and short term plans also include the strategic purchase of buses, which are key to the operation.



Hubert Nawa, Unternehmensbereich Stadtbus, Fuhrpark- und Projectmanagement



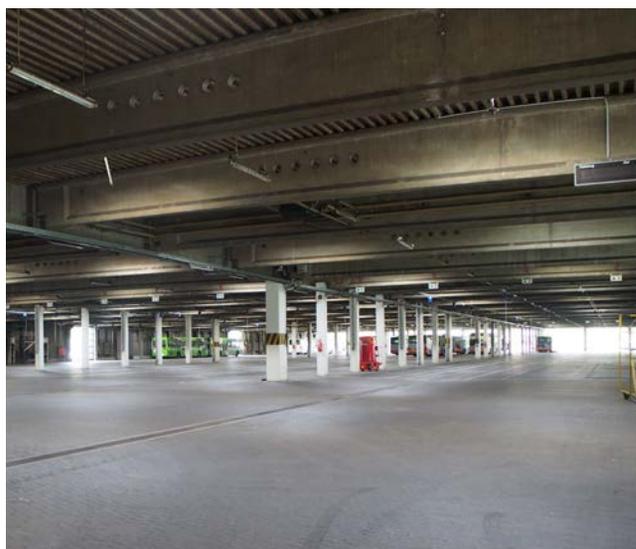
In Hanover, üstra operates low-floor variants of 65 nos 12 and 65 nos 18 meter buses. The goal is to purchase 10 new buses per year, replacing older vehicles. An exception was the year 2000, in which Hanover hosted the World Expo and üstra purchased 100 units of buses in one lot in order to be able to cope with the visitors coming to town for the event. However, this is an exception and admittedly, these numbers did put a lot of strain onto the company as it is typically not geared up to handle such numbers. On average, the buses are five years old with 20 percent under five years. The maximum age for the buses to be in the company is 16 years, which can be at most 20 percent of the fleet. The maximum age of the buses is set by üstra's client. Buses operated by üstra, run on average 65 000 Kilometres per year.

In essence, there is only one client for üstra, which is the city of Hanover. The requirements for the buses derive from the specifications dictated by the Municipal. The city of Hanover will appoint üstra to handle the transport of passengers with specific requirements, for instance to make Hanover an emission free city. The current contract between the City of Hanover and üstra is awarded until 2038. "In my schedule, you can see the purchases we will make till 2038. I will retire at this point (indicating a year in the chart), whereby my current schedule goes up to the end of our contract," says Hubert Nawa, Unternehmensbereich Stadtbuss, Fuhrpark- und Projectmanagement.

Based on future trends, this purchase planning is primarily a quantitative one. At this point, the schedule only details how many buses will be needed to move the expected numbers of passengers. One of the trends, as Nawa explains, is that buses tend to be longer and actuated. The issue here, according to him, is to find a balance as the longer buses would be running

at full capacity during the week when people are working or head to town for their errands, but are empty on the weekends. "Try explaining why you are moving air on the weekends!"

Seeing that the move is towards reducing emissions, the quantitative plan needs to be translated into a qualitative plan, i.e. the requirement specifications for the vehicles. For instance, in the year 2020, some 20 buses are to be electric, 2025 it is planned to have 40 electric buses in the fleet. Key issues for the implementation of electric buses are the charging infrastructure as well as financing. Should the federal government decide to push for electrification of public transport, there may be subsidies available, accelerating the development.



When it comes to the complete list of requirements, it is again the client, the city of Hanover that dictates what the buses will look like. For example, one requirement is to have electric ramps for wheelchair access, which can be operated by a wheelchair user without the help of others. Spare parts availability is another criteria for the purchase of the bus. By law, tenders have to be registered and made available for any provider of buses throughout the European Union. In essence, üstra, will have to invite every single manufacturer of buses to participate in the tender process. Following a pre-qualification, the remaining bidders are being evaluated using the specification requirements as developed by üstra. The total tender will check some 1 396 points that the invited companies have to comply with or respond to. When looking at cost, üstra will request suppliers to break it down into the cost for the vehicle, cost over the entire life-cycle and even the cost per Kilometre. Before signing on the line that is dotted, suppliers actually have to commit to the cost per Kilometre in a legally binding document. The contract with the provider of the buses goes as far as a guaranteed limit for fuel consumption. Should the buses perform better, there is no issue, however, should the performance not be as guaranteed, the supplier would have to compensate üstra.

Bus manufacturers are being evaluated based on the cost for the vehicle, spare parts availability and cost, fuel consumption and meeting the requirements of üstra. To ensure that these requirements make sense and that they are possible to meet, transport organisers are meeting in an association, the Verband Deutscher Verkehrsunternehmen (VDV). This association also assists with guidance as to how to create the specification requirements so that it is technically possible and feasible for bus manufacturers to develop the systems required by the customers. In totality, the requirements derive from the requests from the client, experience of the operator and recommendations from the VDV. Drivers will also be consulted when it comes to the development of the requirements as well as workshop personnel. In addition, latest development in terms of technology will be considered. For example, in order to cater to visually impaired people, üstra is using signs that use twice as many lights in the display to ensure the sign can be



read, even in glaring sunlights. This decision had to be made in consultation with the client, the bus maker, associations and internal stakeholders as well as legislative council.

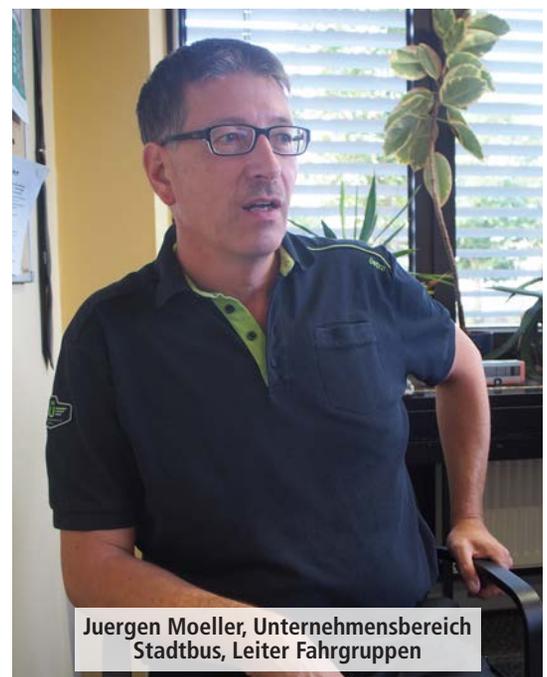
Workshop Management

The heart and soul of the workshop is a custom designed software. Mr Etzold Paavo, Dipl.-Ing., explains that the company was looking for different ways to manage the yard. Using a smart system, involving IT, the üstra was able to reduce cost. Although the new program freed resources, staff wasn't retrenched but re-assigned within the company. "The main issue was that we didn't know the exact location of the buses in the yard and their status," Paavo said. While GPS can track the location of vehicles anywhere on the road, this system only depicts the yard, a space some 100 x 200 meters, and all the movements of the buses within that space.

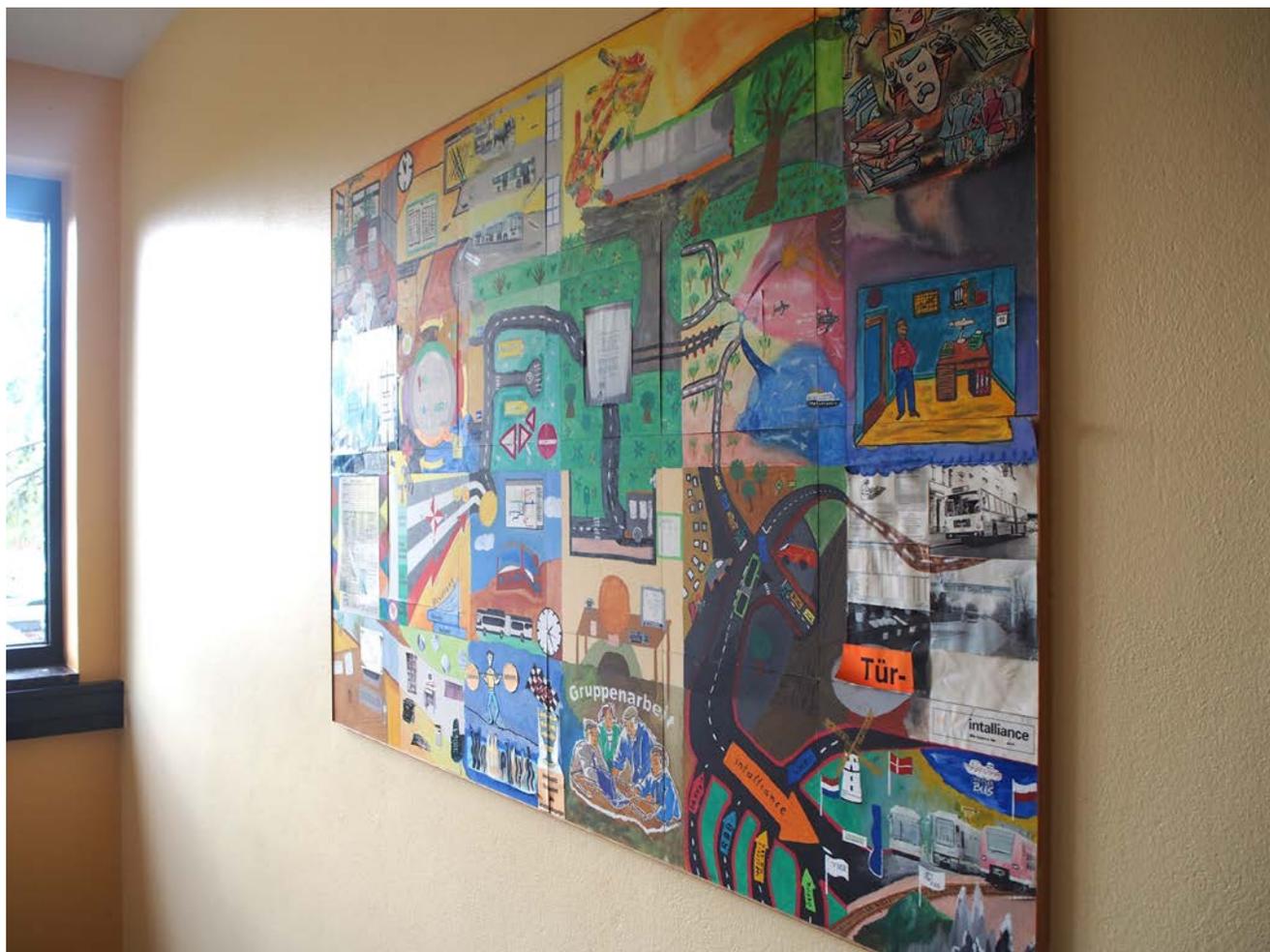
Previously, one person would go around the yard at night to note down the exact position of each bus. With the new, GPS-enabled system, üstra now knows the exact place the buses are in. Prior to the implementation of the IT system, drivers would



Etzold Paavo, Dipl.-Ing



Juergen Moeller, Unternehmensbereich
Stadtbus, Leiter Fahrgruppen



park the buses in the yard and the workshop staff would take them one by one for a check-up. Also, each bus would be refilled daily, regardless of how much Diesel it still had on board. After that daily check, the buses would be parked in the hall, waiting for the driver to take it out next day. The workshop staff would have to place the buses according to the needs for the coming day, considering school holidays and other events. Generally, the buses would be placed in pre-defined locations. Should the bus not be in that location, the driver would have to call the workshop staff to find out where his bus is placed.

What üstra isn't interested in is the actual movement of the bus in the yard. What matters is that a bus is in a specific area, ready for the next trip or available for repair and maintenance. Considering weather conditions, such as snow and ice, üstra has decided to put the GPS-like sensors on poles, scattered around the yard, instead of having sensors in the ground. Buses displayed in the schematic of the bus yard have different colours, denoting the status of the bus. For example, a green icon signifies a bus that does not need repairs and has fuel for at least 400 Kilometres. A red icon means that the bus requires maintenance. A yellow icon shows a bus that is scheduled to service a route. "The idea is that you can immediately see what is happening with the bus by just seeing the colour." Each bus icon may have different colours for the frame, the inside of the icon and the font used to identify the bus. In addition, sometimes the bus icon is filled using two colours. Each of the colours and combinations has a different meaning, helping the staff in the yard to manage the movements of the vehicles.

Clicking on an icon, a window pops up, showing all the details of a bus, such as amount of fuel and repairs needed or special requests for the vehicle. The system will also detail what time any bus is to leave the yard and when it is to be back from the scheduled tour. This allows üstra to schedule repairs or replacements of buses should one vehicle need to stay in for maintenance or repair. Using this system, it replaces tables and schedules, which oftentimes are inconvenient to look at and pose the possibility to miss out on something. In addition,



the IT system reduces paper usage and time needed for scheduling while instantaneous scheduling of buses is possible. Today, some 300 people use the system for various tasks. To further streamlining the work, üstra held the software vendor responsible for the uptime of the entire system, including the devices needed to locate the vehicles. Although somewhat unusual, the vendor agreed, thus reducing the contacts for this system to just one, should any problems arise. Previously, üstra experienced that vendors would deflect responsibility, pointing at others should systems not work.

Drawing on this system, üstra can also extract data and analyse trips and keep records of where the buses ran and what their repair history is. Anticipating technical glitches, üstra has a comprehensive list of issues that can happen with actions to be taken accordingly. This manual covers all possible issues down to the complete loss of the server connection. Data is saved every 20 minutes, which means that in the worst case üstra would have to operate 19 minutes without data to work with. ■



The üstra: The eco-friendly mobility service provider for Hanover

With its city buses and rails, the “üstra Hannoversche Verkehrsbetriebe AG” is among the leading German local public transportation companies. With nearly 170 million passengers per year, the üstra is the largest service provider for local public transport in Lower Saxony.

The üstra is a traditional company. For more than 120 years it is inseparably intertwined with the City of Hanover. In 1892 it was founded under the name of “Straßenbahn Hannover AG”. In 1921 it was renamed in „Überlandwerke und Straßenbahn” - in short “üstra”. In 1970 the previously privately owned transport company was municipalised and is since that time publicly owned.

The üstra bus fleet also conserves the environment: With the hybrid buses purchased in the last years, the üstra focuses specifically on innovation and environmental friendliness and pursues in that way the climate protection further.

The company serves 38 bus lines with some 136 buses, employing some 470 staff, of which 55 are working in workshops to keep the fleets moving. Running some 12 million kilometres a year, üstra moves more than 32 million passengers.





SE Asia a Hotbed of Transport Innovation

Themed 'Innovating Transport for Liveable Cities', SITCE 2016 provided a platform for professionals and stakeholders to exchange ideas that could help provide solutions for well-connected and reliable urban transport systems in Asia-Pacific's increasingly crowded and congested cities.

The Singapore International Transport Congress and Exhibition (SITCE) once again hosted prominent urban land transport professionals and international experts at Suntec Singapore Convention & exhibition Centre October 19 - 21, 2016, after a successful inaugural edition in 2013.

Unprecedented Growth

Jointly organised by the Land Transport Authority (LTA), the International Association of Public Transport (UITP) and MSI Global Pte Ltd, SITCE 2016 attracted more than 3,000 participants from 46 countries.

"Asia is currently home to 17 megacities, which is expected to grow to an unprecedented 22 by 2030, creating challenges to improve mobility in densely populated cities," explained

International Association of Public Transport (UITP) Secretary General, Alain Flausch. "In Asian cities, rapid urbanisation and rising incomes are leading to a doubling of motor fleets every five to seven years. In Bangkok, for instance, the cost of traffic congestion is about 6% of GDP. Road crashes cost Asia Developing Bank's developing member countries USD\$96bn annually. Enhancing public transport is therefore crucial to improve mobility in urban areas and SITCE 2016 will offer the ideal opportunity to explore the innovative solutions being put in place across the region."

Walk, Cycle, Ride

At the opening session Mr Chew Men Leong, Chief Executive of LTA, outlined what Singapore is doing to ensure that the city continues on the path of providing reliable transportation networks for its citizens. Under its 'Walk, Cycle, Ride' programme it is encouraging people to safely and comfortably use all the transportation services that are available.

"Singapore will double the metro-lines to 360km by 2030. This includes a new 43km metro line by 2024, an additional three lines, several major extensions, 100 new trains and system upgrading of existing lines. The open tendering of bus services and 1 000 additional buses above the regular replacements is being implemented. A pioneering bike sharing service will soon be implemented as 700km of new cycling paths are being constructed."

Mr Leong continued "More than just providing transportation infrastructure to meet commuter demand, we need to look at how transport systems can contribute to making cities



better places to live, work and play, be it through improving commuter journey experiences, reliability or connectivity. As Singapore continues to push towards being a car-lite city, we hope Singapore will be a good showcase for delegates from around the world."

Showcase for Urban Mobility

Secretary General, Alain Flausch praised Singapore, calling it "A world reference in public transportation. It is very impressive that Singapore is committed to building 1km of rail per month for the next 15 years. This region is becoming a showcase for urban mobility." The Secretary General noted that there were challenges to implementing all the changes that need to be made. "Instead of resisting these changes, we should embrace them. Candlemakers didn't invent the lightbulb.

"Decades of efforts to develop public transport in the region are paying off," he stated. "Supportive policies are being put in places like Malaysia; significant budgets are being allocated in places like China and urban development and mobility policies

are increasingly aligned, such as in Japan. Now the challenge is the speedy implementation of major projects to meet ever-growing demand".

The congress kicked off with an opening Keynote Speech by Sir Peter Hendy, chairman of Network Rail, UK. 'Improving the Quality and Capacity of Public Transport: Challenges Strategies and Meeting Commuters Expectations' was the title of his talk.

Transport for Economic Development

"We must always keep in mind what transport is for," Mr Hendy stated. "It is for economic development. The firm objective is for city growth. Mass transit must be developed and maintained. It needs constant development and renewal," he stated. "It must be accessible to all. Cars cause pollution and congestion. Building more roads doesn't make for liveable cities."

Parallel Sessions were held on a broad range of topics including The Next Level of Buses, Self-Driving Vehicle Technology for Urban Cities and Give Way to the Bus!





Andy Boulton, Customer Development and Technical Director, Alexander Dennis (Asia Pacific) Ltd explained that his company is the world’s largest double decker bus manufacturer with 100 years of experience. “Not all buses are the same,” he stated. “Bus design constraints come from local legal requirements, local transportation authority requirements and operator specifications. We might see new look buses on our streets such as three door, two stair buses. Passenger comfort is becoming more of a focus with the introduction of high quality leather seats and wifi on the bus.”

New Developments

SITCE 2016 had more than 150 local and international exhibitions featuring technologies, solutions and services for the urban transport community

On my way to Sitce I had my hands full and when I got on the bus it was awkward digging out my pass to pay my fare as I boarded. “One of these days,” I thought, “they will be able to read my pass without me taking it out of my wallet.” The day has arrived.

Manfred Retka, Trapeze Germany, Business Development Director told me how that will work. Trapeze has developed a scanner that can read your pass when you step on the bus.



Through its numerous interfaces, the system controls peripheral devices such as passenger information displays. Electronic ticketing and boarding monitoring devices can also be integrated into the on-board computer, utilising the operating, display, and communications components of the system. The computer also records a large amount of data, which is available to the operator for further processing in downstream analysis systems.

On-board systems for buses is just part of the many services Trapeze offers. Integrated operations control systems, dynamic passenger information and the tracking of vehicles are some of the solutions they offer.

Asleep at the Wheel

Guardian was at Sitce 2016 to promote its in-cab driver-facing sensor that uses advanced proprietary face and eye tracking algorithms that measure eyelid closure, blink rate and head position of the driver. The Guardian System consists of sophisticated driver facing sensors and a road facing camera.

The system uses highly intelligent infrared sensors to detect the drivers fatigue and distraction. The forward-facing camera features a wide-angle lens that captures footage of the road in the event of an incident to help mitigate liability. The in-cab sensor detects microsleeps and driver inattention, alerting the driver with an audio tone and vibrating seat if it appears he is falling asleep.

Scania in The Driver’s Seat

Sweden’s global truck manufacturer, Scania exhibited at SITCE and participated in the Congress. Scania says it is leading the shift globally towards sustainable urban transport solutions by focusing on its commitment to reduce the carbon footprint while meeting the demands of growing urban populations around the world.

Speaking at the Congress, Alexander Mastrovito, Scania’s Head of Sustainable Transport, noted that among key challenges with urban transport such as increasing congestion and improving connectivity, the urgent need to reduce dependency on fossil fuel remains at the heart of the transport industry. He added

that it is possible to create industry driven demand for fuel alternatives because of the scale of need and strong buying power of urban transport organisations. Therefore, it stands to reason that suppliers will be financially driven with a dedicated supply to match.

He expanded on the benefits of switching to fuel alternatives and shared case-studies of TransJakarta's gas buses in Indonesia, the recent delivery of 51 biodiesel-electric hybrid buses in Madrid and the first routes of electric buses with wireless charging already on the roads in Sweden.

"Scania aims to play a definitive role in the growth of renewable fuel use. We are a market leader in biofuel-adapted engines and we have one of the broadest range of alternative-fuel-ready Euro VI vehicles to offer public transport operators. It is a segment in which we see significant growthpotential and we are committed to helping create that shift towards more sustainable urban transport systems globally," he said.

ZF Connects

ZF's Managing Director for ASEAN and Taiwan, Mr Sheerhan Jeaudeen, spoke of the value to his company of having a booth at the exhibition: "We saw a number of new technologies introduced at SITCE 2016 and many of our OE partners and customers were present as well.

"The show is in line with ZF's vision of being a technology leader in providing solutions for the future of transportation in Asia. We were delighted to share our latest technology, which was the AVE 130 electric bus axle, and telematics system called ZF

Openmatics, which gathered a lot of interests from relevant parties. At the same time, it was good to touch base with customers in the region and we managed to do that at the show."

Engineering Challenge

This year's SITCE showcased 21 shortlisted projects and prototypes created by participants of the LTA Engineering Challenge for Sustainable Future Mobility. To encourage creativity and innovation among youth and engineering professionals, as well as to build up Singapore's engineering talent pool, the Engineering Challenge was launched in November 2015 as a platform for interested participants to co-create projects that can help to create an attractive and robust land transport network. A total of 101 entries from primary and tertiary-education students, and engineering professionals were received since registration opened in January. The entries were submitted under the two challenge topics "Sustainable Transport" and "Future Mobility".

A final round of judging was held on the last day of SITCE to determine the final award winners, who stand a chance to win the top cash prize of S\$10,000.

Creative Solutions

What emerged from the three-day Congress was that the Asia Pacific region is a hotbed not only of innovation, but implementation of creative solutions when it comes to further increasing public transport's energy efficiency; providing much-needed capacity boosts to bus and rail or concrete examples of 'Mobility as a Service' (MaaS) being rolled out. ■





Industry Comes Together at ARC to Improve

Held for the first time, the Asian Retread Conference saw a strong support from the industry. Major companies gathered to discuss the state of affairs and to find ways to sustain in times of increased pressure from low-cost providers.

Organised by Asia Business Media LLP from India and Epic Fresh, the event immediately saw a good response from companies and delegates. Some 260 people from 16 countries joined to learn about retreading and how the industry can move forward. Besides the speeches and panel discussions, there was a mini-expo where companies from Malaysia and abroad showcased their products and technology. Dato' Mohamed Ishak bin Abdul Hamid was the chairman of the inaugural Asian Retread Conference (ARC).

Some were talking about the current state of the industry as "Retreading 4.0" in accordance to the current naming of the industrial revolution happening, pushed by the opportunities made possible by the Internet of Things (IoT). "This is a very good platform. It would only be possible to carry out such an event here in South-East Asia as there are a lot of players, unlike in the USA, where the market is totally dominated by the big tyre companies," one delegate commented. While typically competing fiercely in the market, everyone present agreed that the approach of budget providers is not good for the industry as it gives retread tyres a bad reputation. Another delegate said "Selling tyres with dumping prices will not be sustainable, we need to address this." In his speech, Chris Bloor of Giti Tire explained in detail how the reduction in cost can be achieved by reducing bead count and using other methods to reduce the raw material needed at the expense of performance and further retreadability. "The term China Tyre isn't fair as it is not about where a product is made, but how. Companies could easily shift their production as there are other countries offering cheap labour too," he further explained.

Looking at the overall global competitive landscape, there are now trade barriers being put up that counter the emergence of cheap retread tyres. However, these are now also being circumnavigated or cause issues. For instance, the USA has

banned certain products, however, this has created a gap of several million tyres that the local industry is having problems to fill as capacities have been fully utilised.

What delegates saw were discussions that touched on the "5Ms" of retreading: Material, Machine, Method, Man and Money. Within this globally inter-connected world, adaptations to working conditions influenced by climate are crucial, so is top precision as fleet owners expect the best performance for their budget. With more and more businesses being present in various markets, there may also be a need for a global standard of testing retread tyres. Currently, there are different rules, regulations and standards applicable for countries around the world.

Encouraged by the huge success, organisers at the conference announced the dates for the second ARC to be in October 2018. 📌





Tyrexpo Asia Returns in 2017

Themed "Shaping The Future Of The Tyre Industry" the key sourcing platform for Tyres, Automotive Repair & Maintenance is back in Singapore in March 2017.

The global market for Tyres is projected to reach 2.5 billion units by 2022. In the new market research on Tyres by Global Industry Analysts, Asia-Pacific represents the largest and fastest growing market worldwide. The growth in this region is led by strong demand for automobiles, rising automobile per capital ownership among the growing base of middle-class population; emergence of China, India, Thailand and Indonesia as global hubs for automobile component manufacturing; growing consumer preference for high quality, energy efficient tyres; and increase in R&D investments and innovation in tyre technologies as a result of stringent tyre labelling legislations.

Tyrexpo Asia - the key sourcing platform for Tyres, Automotive Repair & Maintenance, and Tyre accessories market returns to Singapore EXPO Halls 1 & 2 for 3 days of intensive business and networking sessions from 21 - 23 March 2017. Organised by SingEx Exhibitions, Tyrexpo Asia brings together more than 5,000 industry players and close to 300 international exhibitors from around Asia-Pacific, Europe, Middle East & US. Spanning across 13,500 sqm, this is the tradeshow for showcasing the latest products, technology, and equipment with discussions of best practices and solutions to drive operational efficiencies and profits for businesses.

Tapping on the growth momentum of the repair and maintenance industry, GarageXpo Asia will be launching its inaugural edition next year. Held alongside Tyrexpo Asia, GarageXpo Asia brings together the automotive aftermarket communities in Southeast Asia showcasing the latest automotive repair & maintenance equipment, technologies, and trends.

To facilitate greater business and knowledge exchange amongst the participants, Tyrexpo Asia offers the TyreTalk Seminars & Tyrexpo Technical Workshops over 3 days. TyreTalk Seminars provides more than 10 sessions of informative and curated sessions where industry leaders share the latest updates on

the industry regulations, key challenges, opportunities, as well as best practices to tackle the growing competition in the market. Visitors could also participate in the Tyrexpo Technical Workshops – live demonstrations with informative sharing sessions for the Tyre Repair Trade. Another interesting highlight of the show is the Tyrexpo Business Matching service, which has secured business meetings for more than 1,000 participants.

This 11th edition of the Tyrexpo Asia has seen strong participation from International exhibitors such as Accella Tire Fill Systems, AVG mbH, De Klok Banden B.V., DM Tyre International, Membat Tyre, Synergy Tires Inc, Van den Ban Autobanden B.V., Salvadori srl, Starco Europe A/S and many more. In addition, the tyre majors from Asia-Pacific such as BKT Tyres as Tyrexpo Asia 2017 - Gold Sponsor, Stamford Tyres International, YHI Corporation, Aeolus Tyre, Qingdao DoubleStar, Alliance Tire Group (ATG), Linglong Tyre, Shandong Wanda Boto Tyres, Belyre Asia, CUB Elecparts Inc and many more have also confirmed their booth participation.

Come 2017, Tyrexpo Asia will once again partner IE Singapore to be co-located with the World Rubber Week, which also includes the World Rubber Summit and Rubber Exchange Forum - a series of networking events and conferences that is designed to address the needs of the different elements across the entire value chain in the global rubber industry. It is aimed at bringing together thoughts leadership, experts, and stakeholders for focused discussions to help shape the future of the industry.

Tyrexpo Asia is an event part of the Tyrexpo Series exhibitions held in various parts of the world - Singapore, India (Chennai and New Delhi), South Africa and the United Kingdom. Anchor your company at Tyrexpo Asia 2017 in Singapore to tap into this growth via the various business activities set up during the 3-day which allows you to meet the right customers and new business prospects. 



Designing Smart Cities

Preparing Malaysian Cities for the future, the second Smart Cities Asia discussed policies, urban design and technologies to create future-proof cities. Here the highlights.

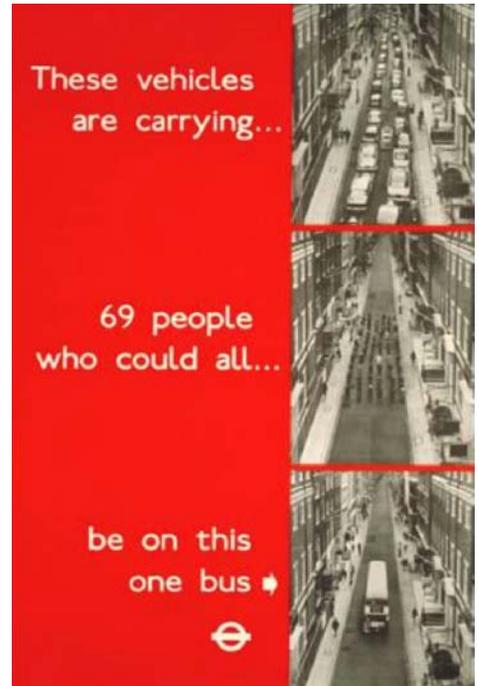
Held for the second time, the Smart Cities Asia 2016 conference offered a glimpse into the future and how we will have to design, shape and re-invent cities in order to make them more liveable while meeting the needs of all stakeholders. According to a world bank study, some 74.5% of Malaysians live in cities. This number is projected to reach 90% by 2050. As the current infrastructure in cities like Kuala Lumpur is already at the breaking point, drastic steps need to be taken in order to prevent a collapse.

During the event, Kiwitech and Unimas, formalizing their collaboration to build the first Smart Cities Industrial Lab in Sarawak, handed over a Memorandum of Agreement to start this project. It is expected that this collaboration will eventually boost the technology that could be implemented in sites identified for smart cities projects.

Migration to cities is one of the key issues for city planners. According to the World Health Organisation, there are some 370 000 people migrating to cities every day. In Kuala Lumpur alone, there are 21 people born into or migrating to Kuala Lumpur per hour. As a result, there is an increased demand for transportation, delivery of goods into the city and extraction of waste to name just a few key areas. During his presentation, Dr Renato De Castro, who is an Advisor, World e-Governments Organisation of Cities & Local Governments, Seoul and Advisor, Leading Cities, Boston as well as an Advisory Board Member, Smart Cities Asia, said that cities need to smarten up. Using ICT, using a citizen centric approach and embracing the new economy are the way forward. In his speech he urged policy



makers and urban planners to look into the creation of smaller, smarter cities. "People should feel like city-zen first," he said. De Castro further gave impetus to the notion that a budget driven approach to city planning may no longer be viable. "Don't ask how big is the budget, but what your city can offer back," was

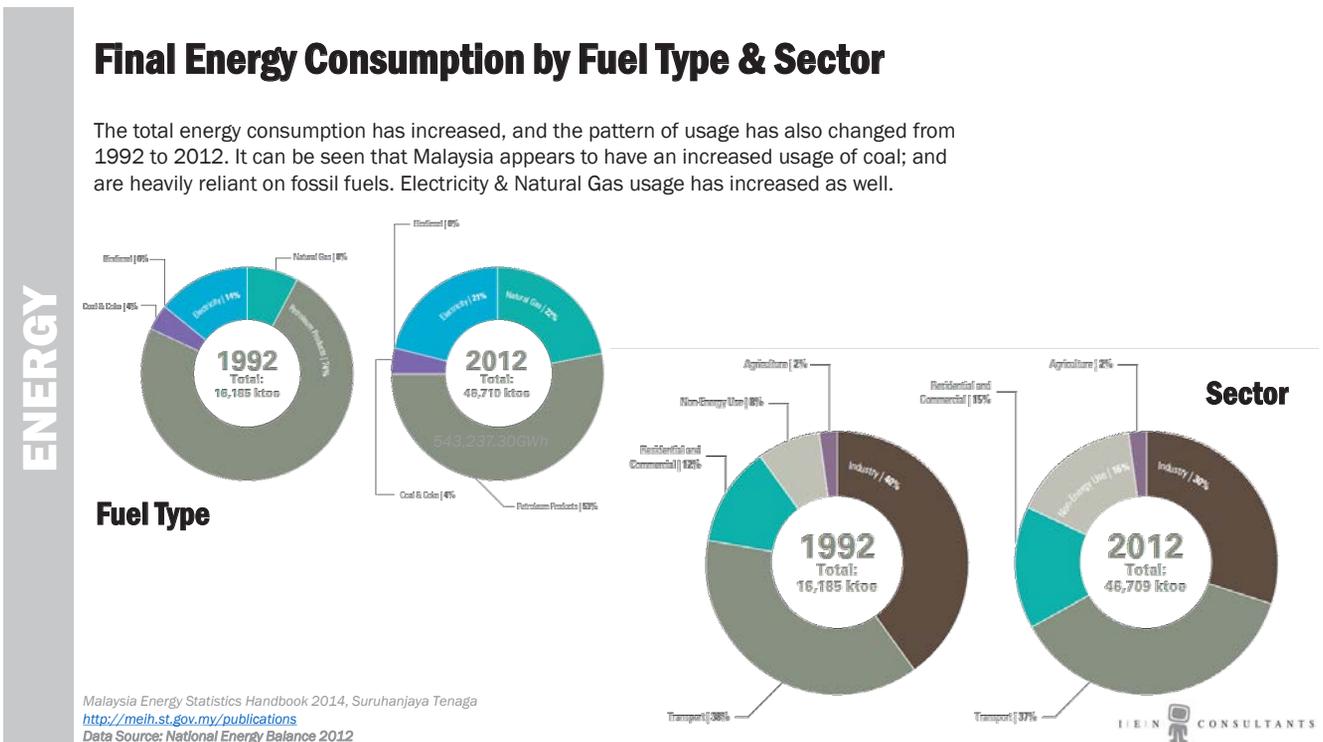


his way of expressing this. In looking at business, there should always be a correlation between spending and what the one spending the money gets in return. "And in some cases, city planning may need to take a completely different approach, as we now have new technologies on hand. Take schooling for example. There are some 57 million people out of school. Is there really a need to bring them into a physical building, using buses, trains and cars? Perhaps, we can use the internet to bring the school home to these students, thus reducing the need for transportation."

In another presentation, Alissa Raj, Senior Consultant, IEN Consultants Sdn Bhd, Malaysia detailed how Malaysian cities can help archiving the reduction in carbon emissions. At COP 15 in Copenhagen, Prime Minister YAB Dato' Sri Mohd Najib Tun Abdul Razak announced that Malaysia would voluntarily reduce its emissions intensity of GDP by up to 40% based on 2005 levels by 2020. We have an extended target to 45% by 2030. One of the key areas to do so by looking at the transportation sector where the smart use of resources and infrastructure can make a difference.

Final Energy Consumption by Fuel Type & Sector

The total energy consumption has increased, and the pattern of usage has also changed from 1992 to 2012. It can be seen that Malaysia appears to have an increased usage of coal; and are heavily reliant on fossil fuels. Electricity & Natural Gas usage has increased as well.



The next Smart Cities Asia will be held 2nd and 3rd October 2017



MCVE is For BUS Drivers Too

As an inclusive event, not only fleet owners and operators are invited to the largest commercial vehicle expo in South-East Asia, but also the drivers of the industry: our bus captains



Organizers of MCVE 2017 are pleased to announce an inclusive fringe program that will also offer activities for drivers and members of the Asian Trucker Drivers Club.

Scania Driver Competition MCVE Edition

The biannual Scania Driver Competition (SDC) is now officially on and as with each edition, it is now even more challenging than before with tougher rules and scenarios that are designed to make Scania truck and bus drivers better equipped with skills to match the demands of the commercial vehicle industry.

Just like in the previous editions, a mini SDC will be held and this time it will be at the Malaysia Commercial Vehicle Expo 2017, Mines Exhibition and Convention Centre, 18 – 20 May 2017. Open to the public, anyone with a standard car driving

license can experience what it is like to face the challenge of a bus or truck driver in a secured and enclosed environment. The purpose of this test & drive is to generate public appreciation of the challenging environment that truck and bus driver faces everyday. Participants of the SDC-SEA can also test and practice their skills before the main event to win prizes!

Gathering of Asian Trucker Drivers Club

Offering a platform to meet other drivers, exchange ideas and to connect with other industry players, the Asian Trucker Drivers Club will host a lunch for its members. The lunch is scheduled for Saturday, 20th May and will take place inside the Exhibition Centre. This is an exclusive event for members only. Those wanting to join but haven't registered as members may sign up for the club during the day itself. 🚛

Prime Minister Lauds Efforts of SPAD During Symposium

Malaysia's Government's move to prioritise the improvement of land public transport under the national transformation agenda yields increase in public transport usage as demonstrated by the rise of modal share for public transport to 21% in 2015 compared to 11% in 2009.

With this increase, and various other land public transport (LPT) improvements in the pipeline, the Government is on track towards realising the 40% modal share target for public transport in urban areas by 2030, as set under Suruhanjaya Pengangkutan Awam Darat (SPAD)'s National Land Public Transport Master Plan.

"Over RM70 billion in investments have been made by the Government into high impact infrastructure project to drive significant LPT improvements," Prime Minister Dato' Sri Mohd Najib Bin Tun Abdul Razak said in his keynote address at SPAD's Land Public Transport Symposium 2016, where he also launched a book published by SPAD titled 'Touching Lives, Connecting Communities: Land Public Transport Transformation Journey 2010-2015'.

"The investments made in LPT infrastructure projects such as LRT, MRT, HSR, provide a wide-ranging catalyst effect on our economy and will bring much benefits to society, both immediately and in the longer term," the Prime Minister said.

Meanwhile, SPAD Chairman Tan Sri Dato' Seri Dr. Syed Hamid Syed Jaafar Albar said, "The modal share increase is an early result from the comprehensive planning and disciplined implementation of various initiatives including policy reforms, new infrastructure projects and upgrades as well as regulatory actions aimed at improving service delivery."

"Some areas that remain challenging and require further work, such as refining the rail, bus and taxi services, and improving safety and reliability across all modes are being addressed through the Commission's licensing conditions and regulatory requirements from operators," added Tan Sri Dato' Seri Dr. Syed Hamid.

In an exclusive statement, Tan Sri Dato' Seri Dr. Syed Hamid shared with Asian Buses insights on autonomous driving. "Countries like Singapore are testing autonomous vehicles at the moment. We will monitor these developments. I will not exclude that we will also move towards autonomous driving in the future, but for now it is not viable for Malaysia."



SPAD Chairman Tan Sri Dato' Seri Dr. Syed Hamid
Syed Jaafar Albar (left)



Prime Minister Dato' Sri Mohd Najib Bin Tun Abdul Razak at
SPAD's Land Public Transport Symposium 2016

SPAD also monitors commuters' satisfaction with public transport closely because it also helps us understand whether the Commission is on track to attain the long term objective of making public transport the choice mode for Malaysians, he added. "Our 2015 Customer Index (CSI) Survey for Greater Kuala Lumpur/ Klang Valley, in which SPAD collects feedback from the public on land public transport tells us we are on track with an increase from 48% in 2010 to 74% in 2015," Tan Sri Dato' Seri Dr. Syed Hamid added.

Data compiled by SPAD shows that morning peak ridership for both bus and rail has almost doubled in 2015 at 447,195 compared to 236,412 in 2010, while the average daily ridership for rail and bus has surpassed the 1 million mark at the end of 2015 at 1.15 million.

Held in conjunction with the Symposium was the Land Public Transport Industry Award and Gala Dinner 2016 during which outstanding drivers and companies were honoured. Asian Buses is a judge on the panel for the selection of the award winners. This year's winners were:

Stage Bus Operators

- 1) Best Operator: Prasarana Malaysia Berhad (RapidKL)
- 2) Best Safety Practices: Syarikat Pengangkutan Maju Berhad
- 3) Best Complaints Management: Handal Indah Sdn Bhd

Express Bus Operators

- 1) Best Operator: Tiara Psona Sdn Bhd (Ekspres Perdana)
- 2) Best Safety Practices: Konsortium E-Mutiara Berhad (E-Mutiara)
- 3) Best Complaints Management: Sani United (Sani Express)

Terminal Operators

- 1) Best Terminal: Terminal Bersepadu Selatan
- 2) Best Upcoming Terminal: Terminal Amanjaya

A special merit award was given to Mohd Zaidi Bin Yussof, who is a bus driver and has been displaying exemplary behaviour in road safety. During one of his shifts, a woman on board his bus broke into labour and delivered a baby. Not only did he assist with the childbirth, but he also ensured the safety of all passengers by following the safety protocol to secure the bus on the road side. 🚒

Events & Exhibitions



INTERNATIONAL BUS EXPO (IBE)

Date : 26 October 2016 – 28 October 2016
 Venue : Rimini Fiera, Expo Centre
 Contact Info : (+39) 02/806892
 Details : IBE takes place biennially to provide visitors and exhibitors the opportunity to discuss transport, school tourism and energy efficiency. It is attended by highly-qualified demand-side operators who are very interested in bus products. It is also the only marketplace that attracts the whole supply side in its entirety.

EURO BUS EXPO 2016

Date : 01 November 2016 – 3 November 2016
 Venue : National Exhibition Centre (NEC), Birmingham
 Contact Info : +44 (0) 1273 645168 (Pippa Allsop – Operations Manager)
 Details : This free-to-attend three days show offers an unrivalled opportunity to meet with the industry and see the latest vehicles, service and product innovations, all under one roof.

CITY INFRASTRUCTURE PHILIPPINES 2016 (CIP)

Date : 22 November 2016 – 24 November 2016
 Venue : Philippine Trade Training Center (PTTC), Metro Manila
 Contact Info : +65 9182 9748 / info@hqbizlinkintl.com / david.chow@hqbizlinkintl.com
 Details : This event will showcase the latest technology, products and services for green & smart cities, highway, rails, underground, drainage and logistics infrastructure with a very special emphasis on the use of Trenchless technology with minimum impacts and inconvenience to the general public.

BUSWORLD INDIA

Date : 10 November 2016 – 12 November 2016
 Venue : Bangalore International Exhibition Centre (BIEC), Bangalore, India
 Contact Info : +91 (0) 124 4232941 / sales.busworldindia@interads.in
 Details : Busworld India 2016 is the 7th edition of the series and offers an excellent opportunity for bus and coach manufacturers, component suppliers, technology providers and market leaders to showcase their latest products, technology, services and solutions.

REIFEN CHINA 2016

Date : 01 December 2016 – 03 December 2016
 Venue : Shanghai New International Expo Center
 Contact Info : +49 (0) 201 72 44 – 780 (Ayben Durumoglu)
 Details : Originating from Germany, REIFEN China was launched in 2007 with the aim to establish an ideal platform of international communication for Chinese tire and related industries thus opening the doors of opportunity for a completely new line of innovative shows for the tire manufacturers and dealers.

BUSWORLD LATIN AMERICA 2016

Date : 05 December 2016 – 07 December 2016
 Venue : Plaza Mayor, Medellin
 Contact Info : +57 311 2362228 / Fabio.rodriguez@busworld.org
 Details : With 44 years of international success and networking, this will be Busworld International's first Busworld Latin America and that too in Colombia's second biggest city. Busworld is the world's largest B2B exhibition of the bus and coach industry, exhibiting buses, coaches and mini buses, as well as parts, components and services.



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*Caltex Delo[®] 400 MGX SAE 15W-40 has been successfully field tested in Detroit Diesel DD15 engines out to 80,000 km oil drain intervals in over the road long haul service with successful performance. When extending oil drain intervals always check OEM recommendations and utilize used oil analysis to safely extend oil drain intervals to protect key engine components.

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Kompleks Perhentian Kajang - An Integrated Hub for Interstate Buses and government services

As a busy and populated semi-urban town with a booming population, good public transportation is crucial. Hence, our writer went to visit Kompleks Perhentian Kajang for a story about its local public transportation hub.

Kajang town, otherwise known as the “Satay Town”, is located in the district Hulu Langat, Selangor located about 20 Kilometers away from Kuala Lumpur. This town was founded in 1807, is now well-connected through networks of highways, making it more accessible to folks who want to come here for business purposes or just to taste its famous satay.

History

Kompleks Perhentian Kajang (KPK), the bus terminal of Kajang is located along Jalan Hentian, approximately 4.5km away from the centre of town. It was built in 1999 by Pusaka Padu Sdn Bhd. As all interstate and local buses within the district are now operating within this terminal, it plays an important role to those local residents on their daily transportation. Today, KPK not just serves as the only bus terminal for interstate buses in Kajang, but also a public services hub for Hulu Langat District and close by areas.

The Vision

Ms Kate Tan, the Marketing and Sales Manager of Pusaka Padu Sdn Bhd since 2013, the key person for most of the marketing

strategies of the company, shared with us about Kompleks Perhentian Kajang’s premise of its inception and the challenges it faces.

“Previously, most of the interstate or local bus operators in Kajang used to pick up or wait for their passengers at the road side near Jalan Reko under uncontrolled and dangerous conditions. For safety purposes, the local government decided to relocate this bus terminal into a complex. Since then, our company started this project with the local council (MPKJ) to make this terminal a public service hub for the locals.”

“However, we did face challenges and obstacles along the way, especially to sustain the revenues generated from leasing shops and spaces to interested parties. Thus, one of my prime duties is to ensure that we would be able help our tenants boost up their business here through effective marketing strategies.”

KPK Services

According to Tan, the large terminal stands on a 23-acre land and with space that can house up to 48 buses at its ground

floor platform. Above it sits a three-level complex, with the purpose of providing the best facilities and amenities for all users of public transport and government services.

As to provide greater convenience to the bus passengers and customers, all the ticketing counters and a food court are placed at the first floor, while the most of the public service agencies, shops and boutiques are placed at level two and three.

“KPK is at a very strategic location. For the bus passengers and public service users alike, they can easily access banks, hotels, the supermarket, convenience stores, hawker stalls, restaurants, police station, and other government agencies, et cetera with a walk of less than 200 meters from the complex,” said Kate.

The Core Concept of KPK

There is a total 13 branch offices of government offices set up in the complex, making it convenient for people who need their services. These include the National Registration Department (JPN), Inland Revenue Board of Malaysia (LHDN), Immigration Department, Social Welfare Department, Kajang Municipal Council, PERKESO and Pos Malaysia Berhad among them.

“Unlike in the past, if a resident from Kajang wants to renew her or his passport today, s/he no longer needs to travel to Kuala Lumpur to get these things done. He can simply take a local bus to the

terminal and complete errands within an hour or two. The public services and facilities that are available at this terminal are things that make us different from other transportation hubs,” said Tan.

Bus Operators

There are a total of 16 bus operators and one bus company that handle domestic routes, the latter being Rapid KL.

These interstate buses cover routes to Peninsular Malaysia, like Alor Setar, Kulim, Kangar, Taiping; as well as to places in east coast Peninsular like Kota Bharu, Machang, Kuala Krai Rantau Panjang, Kuala Besut, Tanah Merah, Kuantan and many more. The daily operating hours for most buses are from 6am to 12am. Users can choose to purchase their bus ticket online, at ticketing counters or onboard.

Events

To attract more visitors, KPK has been working together with local art societies to organize and hold events such as cultural arts carnivals and shows, as a collaborative effort with the local art societies in the past few years.

“Recently, we have been working on a project to turn a street next to the station into an Art Market (Pasar Seni). As a wide range of traditional Malay handicrafts will be showcased here, this will be an attractive spot for the art lovers.” ■





DeAuto Recycle & Retreading Industry Gives Tyres a New Life

The early days of retreading may have created some false perception about quality, safety and performance of retreaded tyres. It's about time this perception is corrected says Lim Choon Seng of DeAuto Recycle & Retreading Industry.

Many of us may not be well educated on how safe retreading tyres are and how far they help in terms of cost efficiency. Having been in the industry for more than 18 years, Mr Lim Choon Seng, Managing Director of DeAuto Recycle & Retreading Industry Sdn Bhd is more than happy to share his opinion and experience.

"I worked with Kit Loong for five fine years before I started my own tyre business. The reason why I want to continue being in the industry after I resigned is because I believe I have the expertise in this field and it would be a waste if I don't make use of it," said Seng.

In DeAuto Recycle & Retreading Industry, the core business is retreading and recycling. They have the machinery to carry out both types work. The recycling machine will turn a tyre that is no longer safe to retread into three types of powder. This powder is classified as 1-5 mass, 16-20 mass and 40 mass. This powder can be reused for rubber liners, retread liners and also rubber tiles. Apart from that, it can also be stadium tiles, running tread, playgrounds or in gyms to name just a few.

"I am focusing on recycling as well, simply because I want to be as environmentally friendly as possible. I want my business to contribute to saving earth as well," explained Seng.

Challenges

It is estimated that there are around 50 factories for retreading in Malaysia. This means a lot of competition. According to Seng, to expand your retreading business into different countries, it needs a local factory as only then it will become cost effective. "We are trying to export to other

countries like Indonesia, but that is not easy because of prices in the retreading industry," he said. But it is not just that: for retreading, Mr Seng explained, that if a skilled worker resigns, it takes quite a long duration to train a new one. This is because, although highly automated, this type of business still requires a lot of knowledge and experience.

Ensured Safety

A retreaded tyre is as safe as the new tyre if produced correctly. And to guarantee that, according to Mr Seng, he only uses quality and imported materials for his business. "We need a good liner, good casing, and most importantly, skills from the worker. We train them to be more alert throughout the process. "Retreading technology in Malaysia is more advanced compared to other Asian countries such as Cambodia, China or Thailand. Apart from that, our road condition and load index are much better," he added.

The Market

"The total market has dropped by at least 30% since last year I would say, not just our country, but world wide. I think everyone is also facing the same problem. For my business, there is no other option but to work harder, increase the demand and control the credit terms," said Mr Lim.

With 22 workers, they produce up to 1200 -1300 pieces of retreaded tyres a month which typically have a five months lifespan. The price of the retreading tyre would be 50% less than that of a new tyre.

"Cost effective, safety ensured and save the environment are the key considerations here," he ended. ■



Buses – The Blind Spot of Society

Why does the general public not appreciate bus drivers and can anything be done about it asks Stefan Pertz.

I have had to defend bus drivers on several occasions. Some of Asian Buses' readers have also seen articles of mine where I argue that the bus industry may need to step up its effort to advertise itself and to present a positive image. In many discussions I have with people outside the industry there seems to be an obvious blind spot about the trucking industry. Here is a good definition of the term blind spot: "An area or subject about which one is uninformed, prejudiced, or unappreciative."

Uninformed

How are people uninformed? For starters, many don't know that driving a bus could be the starting point for great career. We have seen programmes that take in university graduates who begin their career by driving for a number of years before shifting into management roles. Whenever journalists from car magazines drive a bus they are impressed by how comfortable the vehicle is and how easy to drive. You might have thought that they should know.

Many motorists aren't aware of the characteristics a bus displays on the road. For example, that a bus has blind spots and its braking distance is longer than a car's. People are also uninformed about the contributions buses and bus drivers make to society. Not only in terms of job creation, but also in allowing many other industries to actually function. Try building a new home without a truck delivering the building materials.

Incompetent

We often hear: "If you can't do anything else, you drive a bus." A prejudice labelling bus captains as too incompetent to hold a "decent" job. Recently I was in Japan. I got myself some spices in the supermarket. At the cashier, all the cute girl had to do was scan the items, take my money and feed the notes into the cash register. The machine would then spit out the balance. I had to pack my own groceries. Now, please

compare that with the many different tasks a bus driver has to carry out: Paperwork, maintenance, driving, orientating and making sure that nobody gets hurt. It is a tough and demanding work.

Another stigma that long distance drivers have to deal with is that they are said to take drugs. Surely, there must be some that do. But I guarantee that there are drug users in most professions. Lastly, what many do not realize is that there is good money to be made as a driver.

Unappreciated

It is also obvious that many people don't appreciate buses and their drivers. Yes, it is inconvenient when a truck needs to stop to allow passengers to alight and traffic has to manoeuvre around it. Surely it will be more inconvenient when people can't get to work or visit their families. In short: You can't have it all. Buses are a crucial part of our daily lives and we need to acknowledge that buses may need some extra concessions.

We need to appreciate the fact that truckers spend their days sitting behind the wheel for long hours. They are not always able to stop where they want as that will trip off the GPS geofencing. Handling a heavy vehicle, with its blind spots in traffic that can be crazy, can make for a stressful day. Long distance drivers are away from family and friends for long periods.

Undone

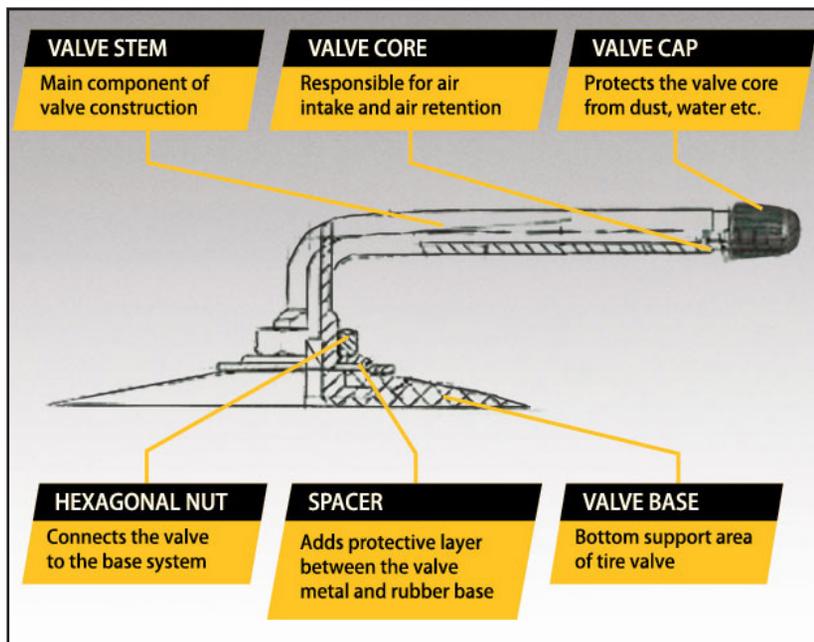
Any wonder that there is a shortage of drivers? The long stressful days are one reason. The public attitude towards the profession is another. Perhaps if we showcased more of our heroes, spoke more about the stellar careers offered by the industry, and the importance of the driver-bus combo, we might be able to move out of the blind spot and into the lime light. 🚒

Small but Important – Valve Caps

Giti Tire has taken a big initiative to give metal valve caps along with our Tube Type TBR tyres. Find out the difference that quality valve caps can make, and more about valves inside.

Commercial vehicle tires should be inflated to a correct pressure to the load, speed, and condition of use. Under-inflation could result in the tires running at abnormally high temperatures leading to thermal degradation of the tyres' components, resulting in rapid deflation of the tyre.

What Makes Up a Valve



The valve cap is the primary air seal and must always be fitted correctly

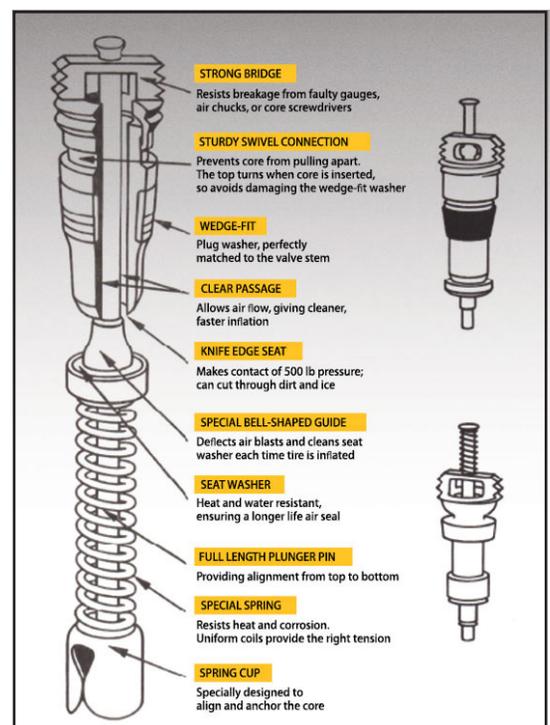
- Tyre pressure must be checked on cold tires at least once a week or when the vehicle is serviced, using a calibrated pressure gauge
- Never “bleed” a tyre when hot
- If your pressure check indicates one of your tires has lost pressure of 5 psi or more, look for signs of penetration, valve leakage, or wheel/rim damage which may account for the air loss
- If the tyre is 20% below the maintenance air pressure, it must be considered flat. Remove and inspect for punctures or other damage. If run flat damage is detected, scrap the tire
- Periodically check valve and caps for any damage

Remember that the valve core should be considered as the mechanism to adjust the pressure, and the cap considered as the primary base seal.

What are the Advantages of Stronger Giti Valve Caps?

- Metal caps provide better durability than their cheaper, plastic counterparts
- The caps better protect the valve core from elements like dust and water, as well as air escape
- They can hold air pressure of 145 psi or greater, while cheaper alternatives cannot hold as much
- Metal caps retain their shape in high temperatures and hot environments, while plastic ones can often get deformed or melt.
- Giti Tire’s technical team will advise you on the best way to utilize and maintain the valves and caps

Valves may be just a small part of the tire, but it doesn’t mean they aren’t important. All Giti tube type TBR products will have high pressure metal valve caps fitted as standard (not plastic).



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2017年5月18日至5月20日，马来西亚绿野仙综



Back for the third time, Asian Trucker invites you to be part of the largest dedicated exhibition for commercial vehicles in Southeast Asia. Co-organized by Asian Trucker Media, two highly successful commercial vehicle exhibitions were previously held in Malaysia. Following the success of the past event, we are returning with the show in May 2017 under a new, more inclusive name.

MCVE, organised by Asian Trucker, will be held in the Mines International Convention and Exhibition Centre from 18th to 20 May 2017. Fringe programs, including the Asian Trucker Networking Night, will run concurrent. Please visit www.mcve.com.my for details and updates. Access is free of charge for delegates.

To book your booth or to learn more, please contact Nicole Fong via nicole@asiantrucker.com or +6012 207 5528

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随着《Asian Trucker》杂志在近年来所举办的商用车展览获得各界营运商、物流公司以及利用货车经营等业者热烈响应，我们将在明年5月于我国举办第3届大马商用车展览。

本届展览将于2017年5月18日至20日，在马来西亚绿野国际会展中心(MIECC)举行，故此我们诚意邀请您参与此次展览，共同见证这东南亚区域内其中最大型的商用车展览活动。期间，我们更特别为各界参与展出的公司举办亚洲货车业者交流晚宴，促进区域内物流领域合作交流。

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Career Advice from Two Female Captains

Recently, Asian Buses' writer Saef had the privilege of interviewing two very inspiring bus captains at Rapid Bus' Balakong office in Seri Kembangan.

Having toured the impressive buses rendezvous where bus captains gather at the start of their day and first embark in their journey to 'move' Kuala Lumpur and its neighbouring cities, we sat down with two cheerful and jovial RapidKL bus captains: Surahyu bt Abu Hussin and Nur Hidayah bt Md Isa.

Surahyu bt Abu Hussin is a petite but industrious 45 year old bus captain. This industriousness is not made up, it's evidenced by the award she received by the hand of Inspector General Tan Sri Dato' Sri Khalid bin Abu Bakar bin Abu Bakar, as one of the best bus captains. She has worked with MyRapid for seven years now, beginning at the age of 38. Having four children, she lives at Taman Cheras Utama, very close to the Balakong office, as they call it, and goes out to work as early as 5 am in the morning. We would argue that the traffic jams at the high time of the day is more than enough to have to be faced by anyone, what more if one is a bus driver. So she's very fortunate to have her house close to the workplace!

She began by telling us about her work routine, saying that she works around nine hours per day on average and expressing how she enjoys it, "For me, working at MyRapid gives me a comfortable life because of the benefits that I receive. But this is ultimately because I have been committed in working here for so long, so they really reward us handsomely. We also get two days off every week to spend time with our family and this is important, especially for us ladies. So I'm very thankful for that."

Accompanying us was the other, good-natured and all-smiling 32 year old bus captain, Nur Hidayah bt Md Isa. Hidayah studied the Commercial Vehicle Industry course at ILKBS (previously



known as IKBN). This school is a vocational college under the management of the Ministry of Youth and Sports Malaysia. She has been working with Rapid Buses for three years now and was awarded by PRASARANA Group's Managing Director, YBhg. Dato' Sri Azmi Abdul Aziz, the PRASARANA Employee Appreciation & Recognition for Life Award (PEARL), which is telling of her expertise and commitment in her job as bus captain.

Articulating how she's liking her career, she describes: "As a bus captain, there's no supervision, and that's what I like about the job. If we don't drive the bus, it's not going to move. If we don't move our busses, the whole city is not going to be able to move; people are not going to be able to get to school, homes or to their workplaces. So in that sense, we are our own bosses."

Asked about the workplace atmosphere and their colleagues, she stated, "It makes me happy that the bus captains' team is like a family. The company also organizes activities and trips, for instance, the recent treasure hunt in Johor Bharu, for the captains to go out and gather for a weekend of stress-releasing activities. It really is a good thing to have this for the workers. Of course, you can't have every bus driver participating in one of these events because who's going to be moving the whole city then without us all?" She laughingly added.

We were also interested in how bus captains could drive their huge vehicles on the road so fluidly, managing many challenges at once. On this note, Hidayah added, "In the technical aspect of it, I feel like being a bus captain is very challenging as well, especially when you are driving a double decker bus. Your gauging and measuring of all the gaps and distances must be accurate and precise, or else you will get in trouble by damaging the bus and other property. The single deck bus and the double decker are two very different buses to manoeuvre. But, however hard it was in the beginning, now I just feel like driving is pretty much like driving a car."

Describing the usual challenges, she says, "As a female bus captain, I also have to endure the typical challenges in this mostly male-dominant industry. Sometimes when driving and you have to emergency brake for example, you can almost see the looks in people's eyes as if trying to say, "Ah, female driver!" And you would also get a lot of glares from male drivers on the road when facing difficult traffic on the road. Moreover, both of our routes are what could be said as the top routes in terms of difficulty and their hectic traffic, which are the Bukit Bintang, Raja Chulan routes for instance. So it is quite challenging for us."

We were intrigued at how Surahyu, who was of course one of the earliest women to get into this line of career, first thought of joining Rapid Buses, "I leapt into this career because of my interest in it. Previously I worked in an office and back then, I would always help my father on the weekends who works as a school bus driver. He owns a bus and I would help his business by driving a van to pick up the school kids. In due time, I got used to the knacks of working as a driver for the school kids. So seven years ago when I was deciding to find a job much closer to our house for logistics reasons, I looked into Rapid Buses. Fortunately, they were looking for bus captains. Hence, I thought to myself, 'What's the harm of trying?' And that was

how I made that leap of faith. Now seven years after, I enjoy doing what I do, and I see myself doing this for the rest of my working years."

Surahyu described what she experienced as one of the earliest female captains: "When I first got here, the number of female drivers were really scarce and it was uncommon for a driver to be a woman. I can't deny that there were co-workers around me who were sceptical of my ability, as a woman, of driving a bus. So the common perception people have is that female drivers are slow and do not have the aptitude to be the captain of a bus. These were the things I had to go through when first entering this field. But now after years of working as a bus captain, these negative views about women captains are not heard of anymore, as women captains have proved their skills throughout these years."

Both of them reported that as female drivers, they would need help time to time in handling certain situations, and the Rapid Bus family is always at the ready to answer their calls: "As a captain, there are sometimes challenges that I feel like I cannot handle by myself, and I would find myself in a situation where I need assistance from my colleagues. For example, there would be people, inebriated from drinking, riding the bus even after I warned them off. The problem is that sometimes these people can be aggressive and they make other passengers anxious. In these situations, we would usually receive help from our male colleagues who would usher these trouble-causing passengers off the bus."

"I also get to help a lot of tourists. Personally, I feel like we have to make it easy for them by facilitating their travels here in our country. They came here with hopes for some kind of assistance in their travels here from our people. So I think bus captains become kind of like ambassadors to their own country, and this can offer a really positive image of the country. That's really important."

Surahyu conveyed her thoughts on how women out there should not be afraid to try this career as a bus captain: "My advice for other women out there who are wondering whether this career is right for them, is to try and see it for yourself first, because only then will you be able to know. Tell yourself, if other people can do it, why can't you do it? Challenges will always be there. Any career that you choose will always bear its own set of challenges." ■



Dai Lieng Machinery Sdn Bhd's 3rd Volvo dealership relocates to a new facility with cutting edge features



Volvo Malaysia's official Sandakan dealership operated by Dai Lieng Machinery Sdn Bhd has recently been upgraded to a new cutting-edge facility in a continued effort to uphold its reputation for reliability, excellent aftermarket services and customer satisfaction. Bringing the partnership to a whole new level, Dai Lieng Machinery invested RM7.9 million into this new facility which offers a full range of services and on-site facilities. This is to cater to customers primarily from the state's east coast.

The Sandakan dealership is Dai Lieng Machinery's third after its Volvo Trucks dealerships in Kota Kinabalu and Miri. The company, whose core business activities include sales of construction machinery, material handling and land transportation and industrial equipment, has maintained a solid partnership with

Volvo Trucks since 2008. The upgraded Sandakan dealership further enhances Volvo's network points. In East Malaysia, there are 2 dealerships in Sabah and four in Sarawak which delivers a combination of sales and aftermarket services for both Volvo Trucks and Volvo Buses. In total, Volvo Malaysia Sdn Bhd today has 13 network points nationwide, with seven located in Peninsular Malaysia.

Jerome Wong, Vice President of Sales and Logistics, Volvo Malaysia Sdn Bhd said the upgraded dealership was a testament of Volvo's commitment and continued capabilities to provide excellent aftermarket services based on global standards to local customers, adding that the dealership would also support customers of Volvo Buses. ■

KINGO L luxury minivan with extra-long wheelbase has been given an enlarged space to allow 18 seats. This is based on the model's previous generation to meet the requirements of commercial operations and group tours.

All the details, including the stylish and appearance, LED energy-saving headlights perfectly matching with the smooth waistline, chromium-coated door handles, extra-large middle sliding doors and side window with privacy glass, demonstrate an extra flair of business class style.

Designed to be a practical dashboard for easy access and convenient operation, adequate driving space and comfortable seats provide a more satisfactory driving and control experience.

All parts and components are manufactured and tested in strict accordance with national regulations and each vehicle has to pass endurance, plateau, high temperature and cold tests in addition to having improved safety features to ensure a safe and worry-free travel experience.

KINGO L is powered by a combination consisting of a high-performance engine that provides extraordinary power with extra-low fuel consumption and a technologically advanced gearbox. ■

Light Reflectors Mandatory On All Commercial Vehicles by 2017

The Road Transport Department (JPJ) has announced that all commercial vehicles will be required to have light reflectors installed by January 2017. The light reflectors used on the vehicles must comply with the Malaysian Standard MS828:2011 recognised by SIRIM.

JPJ director-general Datuk Nadzri Siron explained that the move was being enforced following numerous accidents at night involving commercial vehicles that were parked by the roadside following a breakdown.

At present, Tritech Sdn Bhd is the appointed dealer selling Orafol Reflective Solutions products which comply with the Malaysian Standard MS828:2011 by SIRIM QAS International. ■

FUELLING BUSINESS FURTHER

Sin Hock Soon takes Shell FuelSave Diesel for a test drive. It delivered.

Since young, Tony Yew has been ambitious. He never settled for what he had, and that determination made Sin Hock Soon Transport Sdn Bhd, industrial transport and logistics provider, into the success it is today. So when it came to his business' fuel partner, he expected no less. In 2015, Sin Hock Soon started to use Shell FuelSave Diesel as their main fuel supply, right after Yew tested its claims of better fuel efficiency and cleaner engines.

TAKING MATTERS INTO HIS OWN HANDS

Yew had been looking for more ways to further his business, and found that his operations were suffering due to vehicle performance.

"More than ten units were breaking down every month or so. The injectors were badly burnt and jammed with deposits." Investigating the issue, Yew discovered an alarming difference when his vehicles used Shell FuelSave Diesel and when they did not.

"We have saved up to 6% on our maintenance costs since switching to Shell FuelSave Diesel."

That difference greatly affects the business' bottom line.

IN THE DRIVER'S SEAT OF FUEL EFFICIENCY

The result of 100 years of fuel research, Shell created a powerful detergent formula that helps prevent deposit build-up contributing to improved fuel economy over the lifetime of the vehicle. This same formula is used in Shell FuelSave Diesel, supplied in both skid tanks and retail stations.



Unlike the rest, the injector on the far right used only Shell FuelSave Diesel and stayed clean from deposits.

Wanting further evidence, Yew put Shell FuelSave Diesel to trial. He monitored the engine parts of trucks that were either filled with Shell FuelSave Diesel or alternatives, and the results were clear.

"The injectors we used with Shell diesel had no problems. In fact, it still looked like new. From experience, the injectors would have darkened with residue in a short period of three months."

THE FAMILY BUSINESS JOINS SHELL'S FAMILY

All this solidified Yew's decision to work with Shell moving forward. With plans to expand his transnational business across Vietnam, China and Singapore, Yew is confident that this collaboration will optimise their efforts.

Sin Hock Soon stands as one of the largest service providers in Malaysia today, and has over 250 trucks of various capacities in their fleet.

Taking over the family business when they only had 40 trucks, Yew is now training the third generation, including the children of his siblings, so that all of them can be independent and carve their own successes.

Start driving your business further with the fuel that works just as hard as you. Learn more about Shell FuelSave Diesel at www.shell.com.my



SHELL MALAYSIA TRADING SDN. BHD. (6087-M)

"Partnership is crucial for the success of a business, as it's never only about yourself. That's why I've chosen Shell, and believe they'll help bring my business further."

- Tony Yew, Director of Sin Hock Soon Group

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The above views are those of a real Shell customer who has used Shell FuelSave and may have been edited for brevity or clarity. The customer was not paid for his/her testimonial. Results were self-reported by the customer and have not been individually verified. Results are not indicative of future performance; individual savings may vary.

Yutong invests 120 million for Changsha Service Center

At the end of September, Yutong Changsha Service Center officially kicked off its operation. With a total investment of 120 million RMB, the center is the largest one in scale in China. Having optimized a whole range of services, the center differs from other Yutong service centers in terms of its advanced facilities and its size.

Yutong Changsha Service Center, also known as Sannong Yutong Technology Co., Ltd., boasts a dirt-free assembly & repair workshop, an 18-meter environmentally friendly painting room, 14 repair pits, as many as ten repair stations, a new energy vehicle repair station and recharging posts. Its first phase construction costs 70 million RMB and covers a total area of 160,000 square meters.

Currently, Yutong Changsha Service Center is specialized in pre-sales consultations, whole vehicle sales, repair, spare parts provision, financial services, and second-hand vehicles sales, fully meeting customers varied needs. According to the person-in-charge from the center, it was only able to provide repair

services for only 20-30 units vehicles every day in the past. Now, the center can easily deal with 80-90 units vehicles. Not only Yutong buses, but buses of other brands can also receive comprehensive services at the center.

Currently, Yutong boasts a well-established after-sales network with over 1,000 service stations. In each of its first-tier markets, it has a team of over 360 technicians, experts and service personnel. In addition, the company has eight wholly owned service centers across China, helping it provide unparalleled after-sales services to all customers. In the near future, Yutong will set up seven new service centers in parallel with Changsha Service Center in scale.

In order to provide professional technical support to customers and service stations, Yutong has set up a professional and skilled service team for overseas market, consisting of more than 150 Chinese service engineers and over 30 local service engineers, who settle in the local areas to service the customers directly. ■

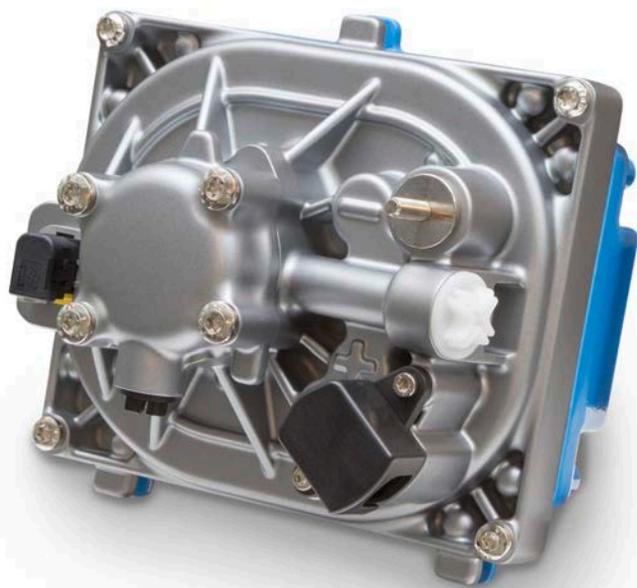
Daimler Buses relying on intelligent steering systems

Daimler Buses is cutting buses' fuel consumption thanks to electrohydraulic power steering (EHPS). The fully integrated system replaces the conventional power steering pumps used nowadays in all buses with a gross weight of over 7.5 t. Thanks to the demand-based actuation of the electric power steering pump, which had previously been powered by the combustion engine, steering assist can in future be used regardless of the engine speed.

As a result of the conveniently positioned component in the vehicle, the unit, consisting of a three-phase current synchronous motor, control unit, high-performance electrical system and hydraulic pump in a single housing, enables simple visual inspections of the power steering fluid reservoir and its fill level. Short hydraulic pipes also make sure system-based friction loss is significantly reduced within the hydraulic circuit. The intelligent control system converts vehicle data to a demand-based actuation of the electrically operated 24 V pump – consequently, it provides the right amount of steering assistance depending on the driving situation. All in all, this adds up to a significant fuel saving.

The system was developed in collaboration with the Engineering Center Steyr GmbH & Co. KG, based in the Austrian town of St. Valentin, and has already been awarded the "Innovation Label" by the specialist panel of the European Coach Week (ECW) at

the international Busworld 2015 specialist trade fair in Kortrijk, Belgium. The plan is to offer the system for Mercedes-Benz Citaro city buses as optional equipment from mid 2017. ■



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