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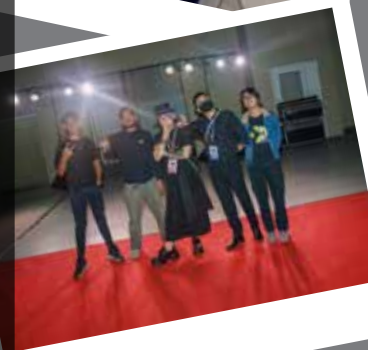
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CONTENTS

20



08 - EDITOR'S NOTE

MARKET UPDATE

- 09 - MyLorry Technology Solutions Gets a Nod from Ministry of Transport
- 10 - Bus Cap Berhad Goes Public
- 11 - Gemilang Coachwork Now Assembly Partner of Record for Dongfeng Heavy Industries
- 11 - CAPAS 2026: Collecting Resources for Supply Chain
- 12 - MAN BAGUS: A Comprehensive Market Update
- 14 - Ir-Saf Holiday & Express Focuses on a Safe Experience

LAUNCHES

- 16 - CAM EV Spearheading Electrification
- 18 - Scania Launches New Combustion and Plug-in hybrid Powertrains for Buses and Coaches

COVER STORY

- 20 - Busworld Southeast Asia Confirms Strategic Role in ASEAN Bus Industry

EVENT REPORT

- 26 - MCVE 2026 Puts Regional Business in the Spotlight

COMPANY PROFILE

- 31 - Fras-le – Brake Friction Solutions and Maintenance



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CONTENTS



THOUGHT LEADERS

32 - Track Every Detail of the School Bus Trip with Bus Buddy

ON THE GROUND

34 - Operators deeply concerned by worsening driver shortage

MANAGEMENT REPORT

35 - Hengst Uses Warehouse as Strategic Asset in Indonesia

MARKET INTELLIGENCE

36 - Asia Pacific Intercity and Transit Bus Market: Path of Sustainable Mobility Through 2033

COUNTRY REPORT

38 - Thailand Bus Market: Structure, Regulation, and Fleet Transition

SUSTAINABILITY

42 - Lazerini Unveiling a 100 Percent Recycled Seat that Tells Story of Plastics Circularity

43 - News & Notes





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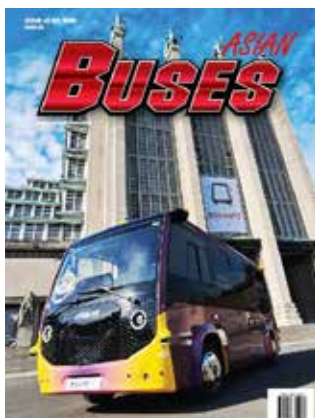
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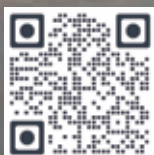
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Bringing Ideas, Sharing Knowledge

As the adage goes, traveling broadens the mind. And with every trip I take, I learn something and see things being done slightly different. These differences are what I try to capture and bring to you, the reader of Asian Buses. You will note that this issue of Asian Buses contains a lot of international material. The content has been created with the idea in mind to present to you new, different ideas that you could consider for your business. Also, some might be just an aha-moment, when you chance upon a fact that may not impact your business, but might be interesting, nonetheless.

For instance, what I learned during my visit to Busworld Southeast Asia, meeting with TransJakarta, was that their BRTs are not 100 percent sterile. In principle, a BRT should not be allowing any other vehicles into the dedicated bus lanes. However, in Jakarta, it is due to the history of the infrastructure that the BRT lines are shared in places.

Looking at Thailand's efforts to electrify bus transport, I learned that the country has made this a strategic goal. A mission for the entire administration almost. It will be interesting to see how these plans will (or will not) transcend the change of the government as a new administration is currently being formed following an election. Recently, I saw a Reel by an online influencer, highlighting the fact that there is a shuttle bus available at Don Muang airport. Nice to see that this service is still very much of interest, having been using it myself for the past 26 years of visiting the country.

Although it was not the longest interview I have had with YonMing staff, it has been a most insightful one. In one meeting, I realised that the Indonesian and Malaysian market are vastly different. Mostly because Indonesia is a vast place. I guess we all know that, but it takes some discourse to really sink in. Trying to get a group of Malaysian bus operators to see a bus body builder, I was told that the trip to a nearby town would take six hours by bus. I decided to leave this for another day as a source of writing material.

With the Visit Malaysia Year 2026 in full swing, there could also be some local study tours on the agenda. A bus tour, maybe on one of the newly commissioned Volvo buses IR-SAF has received, could take you to new places to discover. Meanwhile, Scania has launched their new Scania Super combustion powertrain for buses, promising more environmentally friendly travel. Those having travelled to MIECCE for our exhibition, MCVE 2026, would have learned about Angka-Tan Motor's bus built onto a truck chassis.

If you are interested in one of the paper cuttings that Roberto produces, I have his contact! The friendly pensioner developed a passion for buses as a young child, seeing the vehicles around his school. His schooling actually took him on a path to becoming a crafter of piece-unique items he was selling at the Busworld. Making new friends abroad is another benefit of travelling.

My take-away from the journeys I have been on during the last three months? Although the idea of road transport is the same everywhere, the way it is executed vastly differs. Every place has its own peculiarities of how they implement road transport. Some ideas could be transplanted and I am sure that some concepts that are stunningly effective in one place would not work in another. As always, I hope that this magazine holds some gold nuggets for you to be used in your operation.

Drive Safe, Keep Exploring,

A handwritten signature in blue ink, appearing to read "Stefan Pertz".

Stefan Pertz,
Editor, Asian Buses



MyLorry Technology Solutions Gets a Nod from Ministry of Transport

The Malaysian transport ministry has accredited companies to provide telematics services to commercial vehicle operators as part of a phased initiative to improve road safety through better monitoring of drivers and vehicles. Its minister, Loke Siew Fook, said that these had met the standards set by the road transport department (JPJ) and were now recognised telematics service providers.

Loke said AI-powered telematics systems can detect speeding, dangerous driving, and signs of driver fatigue through onboard cameras. Among those receiving the seal of approval is MyLorry Technology Solutions Sdn Bhd. Loke said some systems can also require drivers to undergo alcohol and drug tests before starting a journey, with the engine prevented from starting if the driver tests positive. He said operators would not need to purchase the hardware outright, as recognised providers offer telematics through subscription packages costing between RM60 and RM300 a vehicle a month.

Under the ministry's roadmap, the first phase from now until next year will focus on voluntary adoption, followed by the development of a centralised commercial vehicle driver database in 2027. A proposed third phase, beginning in 2028, will consider making telematics a licensing requirement for commercial vehicles, subject to industry readiness and the development of the necessary government systems.

"At this stage, there is no question of making it mandatory. We will encourage its adoption first and hope it helps transform our road safety landscape," Loke said during an official event to award the accreditation.

MyLorry Technology Solutions Sdn Bhd, has been passionate about helping logistics companies thrive. Their vision is to elevate logistics efficiency by providing innovative technology solutions that empower businesses to streamline operations and maximize profitability. At the core of their business is a comprehensive fleet card system offers a powerful integrated payment solution designed to optimize fuel management and vehicle-related expenses.

Stemming from there, their AI-powered solutions have been deemed suitable to be used to help to reduce the number of road fatalities. MyLorry Technology Solutions links streamlined reporting to road safety. Insurance claims and downtime for repairs are just among the many factors that impact the financial performance of

a transport owner in view of road safety. Through their solutions, transporters can gain valuable financial insights through robust expense tracking and reporting features. Dealing with sensitive data, MyLorry Technology Solutions promises unmatched Security: prioritizing clients' peace of mind, a set robust fraud protection measures ensures the security of every transaction.

Vincent Eik Chu Yew, Global Group CEO of MyLorry Technology Solutions sent a heartfelt "thank you to the Ministry of Transport (MOT), JPJ, APAD, MIROS, and PDRM" for making the Telematics Initiative Launch Ceremony held on 29th June 2026, a meaningful milestone.

"We are grateful for the opportunity to contribute towards building a safer, smarter, and more digitally connected transport ecosystem for Malaysia. Together, we move Malaysia forward," Yew told Asian Buses. 🇲🇾





Bus Cap Berhad Goes Public

Bus Cap Berhad (“Bus Cap”), a bus builder with over five decades of established market presence, today officially launched its prospectus in conjunction with its initial public offering (IPO) and proposed listing on the ACE Market of Bursa Malaysia Securities Berhad.

The IPO entails a total offering of 126 516 400 ordinary shares, comprising a public issue of 107 347 200 new shares and an offer for sale of 19 169 200 existing shares, at an issue price of RM0.23 per share.

Upon listing, Bus Cap will possess an enlarged issued share capital of 383 383 000 shares, translating to a market capitalisation of approximately RM88.18 million. With an earnings per share of 2.56 cents based on its enlarged number of shares and audited financial results for the financial year ended 31 December 2025 (“FY2025”), the IPO price implies a price-to-earnings multiple of approximately 8.98 times.

TA Securities Holdings Berhad serves as the Principal Adviser, Sponsor, Underwriter, and Placement Agent for the IPO exercise. The public issue is structured to raise gross proceeds of RM24.69 million. To execute its expansion roadmap, Bus Cap and its subsidiary (“Group”) has earmarked RM9.10 million for the construction of a new production facility and RM5.03 million for the procurement of semi-automated fabrication machines. An additional RM6.16 million is allocated for working capital, with the remaining RM4.40 million covering estimated listing expenses.

This strategic capital injection is designed to modernise Bus Cap’s manufacturing capabilities, which the Group estimates will increase its annual production capacity by approximately 15%, from 168 to 194 buses. For the FY2025, the Group recorded a revenue of RM88.08 million, a profit after tax of RM9.81 million, and successfully delivered 131 buses. The Group currently operates four production lines with an annual capacity of 168 buses and recorded a strong utilisation rate of 78.0 percent in FY2025.

Mr. Bernard Ng Chong Yan, Executive Director of Bus Cap Berhad, commented on the prospectus launch by saying “This prospectus launch marks our transition into the public markets from a position of solid operational strength. We are entering this phase with a robust earnings base and a highly visible path to scaling our capacity. The RM24.69 million raised will be allocated to our next phase of structural growth—specifically, funding our new production facility and semi-automated fabrication lines.

As commercial operators across Malaysia and Singapore accelerate their fleet modernisation, this capital injection ensures we have the manufacturing agility and output capacity to meet the rising demand for higher-efficiency, larger-capacity models.”



Bus Cap’s core operations are conducted through its wholly-owned subsidiary, Sin Hock Leong Coach Works Sdn Bhd. The Group specialises in the design and manufacture of bus bodies, the assembly of bus bodies with principal-sourced chassis, the installation of fittings to form completely built-up buses, and the provision of repair and maintenance services. The product portfolio spans four bus types and six models, supporting stage buses, express buses, tour buses, worker buses, and shuttle services across both Malaysia and Singapore.

Under the public issue structure, 19 169 200 shares are made available to the Malaysian public, 11 501 500 shares are allocated to eligible directors, employees, and contributors to the Group’s success, while 76 676 500 shares are reserved via private placement to selected investors. Concurrently, 19 169 200 existing shares are offered via private placement. ■

Gemilang Coachwork Now Assembly Partner of Record for Dongfeng Heavy Industries

Dongfeng Commercial Vehicles is a leading manufacturer known for its innovative, durable, and high-tech commercial vehicles. Launching in Malaysia as a distributor, Dongfeng Heavy Industries Sdn Bhd signed the assembly agreement between Dongfeng Heavy Industries Sdn Bhd and Gemilang Coachwork Sdn Bhd on 12 June 2026.

“We are uniquely qualified to handle the assembly of the Dongfeng trucks as we have decades of experience in vehicle assembly,” Pang Jun Jie, Executive Director, Gemilang Coachwork told Asian Buses. With the assembly lines already being geared towards assembly of bus chassis, the extension to trucks would not require a heavy capital investment according to him. However, he stressed that it is the skills and knowledge of vehicle manufacturing of the company is crucial to ensure the high quality standards of Dongfeng are being met. “We have amassed decades of knowledge in this field and Dongfeng appointing us is a testament to the quality we produce.”



On the appointment of Gemilang Coachwork, Quek commented that their Johor-based supplier is uniquely positioned as the ideal assembly partner for Dongfeng Heavy Industries. “They bring decades of precision manufacturing expertise, advanced production engineering capabilities, and rigorous quality control processes to the table,” he said. Beyond conventional vehicle assembly, Gemilang Coachwork’s strength lies in integrating complex systems, managing stringent compliance requirements, and maintaining consistent build standards



across diverse vehicle platforms. “Our proven ability to transform CKD units into reliable, market-ready commercial vehicles makes us a perfect fit as a strategic partner for Dongfeng’s growth ambitions in Malaysia,” Pang Jun Jie, Director of Gemilang Coachwork said during the signing of the assembly agreement during the event. 📌



CAPAS 2026: Collecting Resources for Supply Chain

The 12th edition of the Chengdu International Trade Fair for Automotive Parts and Aftermarket Services (CAPAS Chengdu) concluded successfully at the Chengdu Century City New International Exhibition and Convention Center. To link industry resources with Southwest China’s automotive market, this edition thoroughly covered commercial vehicles, new energy and intelligent connectivity, aftermarket services and automotive culture. With cutting-edge exhibits, targeted business matchmaking and enriched concurrent events, CAPAS reinforced its role as a platform that connects vehicle manufacturing to the aftermarket, in addition to supporting wider industry coordination and resource integration. It earned strong praise from participants across the three-day show.

At The 2026 Industrial Chain Supply-Demand Matchmaking Series Events –

Changan Session, Mr Jiang, Manager, AutoChips Inc, said: “At the event we made initial contact with the carmaker Changan Automobile and will continue our progress on collaboration. The event was well organised and supported our brand exposure and lead generation.” Meanwhile, at the China Automotive Ecosystem Partnership Conference, Mr Lin Huichun, Director of Training at the Belt and Road School, Beijing Normal University, said: “Building an automotive ecosystem is not about one brand going overseas; it requires coordinated domestic and international cooperation across the whole Chinese supply chain. Parts suppliers should follow vehicle exports and align on technology, manufacturing, services and finance. This conference effectively connected those areas.”

Additionally, the Logistics Electrification Conference 2026 – Chengdu united commercial vehicle brands, logistics

firms, charging operators and supply chain companies. Mr Zeng Qiongliang, Chairman, Shanghai Motorman Technology Co Ltd, noted: “The Southwest China road freight market combines mountainous terrain with the rapid rise of local fleets. Traditional operators now face challenges around electrification and digitalisation. During the conference, we explored three coordinated strategies: lifecycle digital management, a closed industry loop and AI-driven dispatch. Attendees welcomed these measures as reference for a regional transition.”





MAN BAGUS: A Comprehensive Market Update

Emerging as a instrumental event, MAN's BAGUS is more than an update session.

The focus is on creating sustainable value for customers, ensuring continued success both now and in the future.



Having turned an annual gathering of business partners into a highlight event, the MAN BAGUS is a cornerstone of the bus business for MAN Truck and Bus Malaysia. Beyond networking, it offers participants insights into the latest trends to be able to react to shifting market demands as well as accessing first hand information from the German manufacturer. As a significant meeting, it was attended by Friedrich Baumann, Member of the Executive Board at MAN Truck & Bus SE - Head of Sales & Customer Solutions, and Thomas Hemmerich, Head of Sales Area International. This year's event was not just a ceremonial activity, but also a gathering of key players in the Malaysian bus transportation industry. Two chassis from the MAN RR3 and RR5 models were also on display.

Updating their business partners, MAN Malaysia revealed that despite a difficult year 2025 for Malaysia's commercial vehicle industry, MAN Malaysia delivered an outstanding performance and strengthened its competitive position. "We managed to increase our market share in the prime mover market despite intense competition from Chinese brands," said Marc Appelt, Managing Director of MAN Truck & Bus Malaysia. He further relayed that the bus and coach segment is rebounding strongly post-Covid, supported by rapid growth in tourism and sustained reliance on road transport. According to him, in 2025, MAN was No.2 in the express bus segment with a 32 percent market share among European brands.

In response to the trend of Chinese brands entering the market with accelerated speed, Baumann commented. "We hope that the Malaysian government can ensure a

level playing field for heavy commercial vehicle brands. Import duties and CKD requirements create inefficiencies, limit innovation, raises prices and impact the long-term viability and sustainability of long-term investors like MAN.” MAN has been active in Malaysia for over 40 years.

Filling the Order Book

Demand for MAN bus chassis has remained strong into 2026, with the current order book at its highest level in ten years. During the event, several prominent companies signed orders for more of MAN’S Proven Euro V chassis, signalling renewed confidence in the MAN brand. Putting down orders were:

- Coach Liner Travel 707
- Eltabina Jaya Sdn Bhd
- Konsontrium E-Mutiara Berhad
- Naza Express
- Pancaran Matahari Express
- Pioneer Coachbuilders
- Suasana Edaran Express
- Sian Yun Transport
- Transtar Express
- Zaim Express

Commenting on the signing of the contracts, Appelt told Asian Buses that “MAN continues to receive strong customer feedback for vehicle performance, reliability and operating efficiency, reinforcing confidence in the brand.”

Providing an update on the overall positioning of the brand, Hemmerich said that MAN now shares market leadership among European manufacturers. “It is a reflection of strong customer confidence in its product quality, reliability and total cost efficiency,” he said. MAN advocates true sustainability. In practical terms, it translates into a total cost of ownership approach (TCO), focusing on fuel efficiency, reduced maintenance costs and long-term durability over a five to ten-year lifecycle. Summing up the presentation to the business partner present, the message was that the focus is on creating sustainable value for customers, ensuring continued success both now and in the future.

Leading Innovation: Electrification of Buses

MAN Malaysia remains committed to supporting customer growth and business sustainability through dependable products and long-term partnerships. This becomes immediately evident when looking at the home market: MAN is Market Leader in Europe. More Than 2 500 MAN




E-buses are Already on the roads in major cities.

The tip of the spear in this strategic push is the MAN Lion’s City E Family. Buses in this range are available in three lengths, 10 m, 12 m, 18 m, and feature a high battery capacity from 356 kWh up to 623 kWh. Supported by fast charging with charging capacity of up to 150 kW, the daily range is up to 350 km depending on battery usage strategy. In the coach segment, the MAN Lion’s Coach is the first fully electric coach from a European manufacturer. With the original among electric coaches, MAN is ushering in the era of electric coach transport in Europe: the vehicle’s architecture does not compromise on the comfort and luggage space, which is the same generous stowage space as in the classic MAN Lion’s Coach with diesel drivetrain.

Support Infrastructure

Putting their clients’ businesses into the centre of their attention, MAN Malaysia has also put in place one of the most extensive service networks in the country. “However, we are not satisfied with the current coverage. To better serve our fleet owners, we are currently adding new service centres,” said Anvar Kasimov, General Manager, Head of Bus, MAN Truck & Bus Malaysia Sdn Bhd during MAN BAGUS 2026.

To close gaps in the service network coverage, new centres are being set up in Ipoh and Kota Baru. “The focus is on creating sustainable value for customers, ensuring continued success both now and in the future,” Kasimov said at the conclusion of the event. 





Ir-Saf Holiday & Express Focuses on a Safe Experience

Taking delivery of their vehicles, Ir-Saf Holiday & Express Sdn Bhd enters three new Volvo B8R buses, built-up by Pioneer Coachbuilders Sdn Bdn into service. One of the vehicles, in clearly distinctive livery is to service University Malaysia Perlis (UNIMAP) while the other two are to be used as tour buses.

The bus operated on behalf of UNIMAP is a case study of how Ir-Saf Holiday & Express sees a third party to be utilising a bus. In the words of Tuan Haji Zamri bin Mat, Managing Director, Ir-Saf Holiday & Express Sdn Bhd, the university has made

the right decision to not be operating the vehicle themselves. Instead, it is Zamri's team that will be driving the vehicle. He told Asian Buses that "This is the right way to do it. They pass the job to the experts, letting us handle the management of the vehicle, while they do what is their job. This way, they can concentrate on education while we ensure that the bus operates at its best."

Two more buses were put to work immediately, ferrying tourists. As a travel agent, Ir-Saf Holiday & Express offers a comprehensive service to tourists across peninsular Malaysia. Demand for bus travel is still strong, with around 40 percent of their clientele being local holiday makers. "Being it a day trip or a longer exploration of Malaysia, we offer end-to-end, including the hotels or Air BnB. We even have our own accommodation we can offer under Air BnB," Zamri said.

When asked about the main reason why the company opted for Volvo chassis, Zamri's answer was that "Safety of our passengers comes first. Of course, with Volvo, we really believe and trust in that value proposition." In addition to that, the engine's fuel efficiency and



build quality of the coach builder are crucial considerations. What stands out with the latest addition to their fleet is that the buses have remarkably large luggage compartments. Zamri links this to the typical behaviour of travellers: "They go with one bag and come back with three. Our buses are ready for that!"

To support the claim for their buses to be safe, Zamri also explained that they are taking great care of ensuring that all passengers use seatbelts, as is now mandated by the law. A safety video, similar to what is played on planes, is now being shown prior to every departure. When it comes to safety, the EURO V busses supplied by Volvo are fully loaded with safety features. The chassis come with disc brakes, air suspension, retarder, electronic stability programme, electronic braking system: "All the safety features are there. And it comes in with the ZF transmission, 6-speed," added Vikneswaran a/l Subramaniam, Sales Manager of Volvo Buses Malaysia.

Thanks to the air suspension, the buses have kneeling functionality. Additionally, the busses feature CCTV inside, as well as a GPS to enable telematics and 360-Degree cameras. Being a tour bus, the audio system on board is high spec for the most enjoyable Karaoke sessions; also on board is a wheelchair to render assistance to travellers that need it. Focused on the user experience, it was important for Ir-Saf Holiday & Express to have each seat fitted with a USB charging point. "Coming back to safety being crucial, I like to point out that our electrical systems comply with the latest JPJ regulations," Zamri emphasised. According to Pioneer Coachbuilders Sdn Bhd's General Manager, Khaw Soy Ou, the bus and coach builder has been the first one in Malaysia to comply with the latest rulings. "We are also the first ones JPJ visited, and take us as an example," he told Asian Buses.

To follow the current trend for bus travel, Zamri concluded that passengers will feel comfortable as modern buses are geared towards that. However, in his view, the most comfortable seat has to be for the driver. He opined that a passenger would not feel much difference between buses operating today. However, the workstation of the

bus captain makes a difference as the driver would be seated there for long hours, day by day. "Because of the air suspension, one driver commented that with these Volvo buses, there seem to be no more bumps in the roads."

Currently, tour bus operators experience pressure due to the high fuel prices. However, Zamri explained that express buses are still going strong. With a focus on luxury in that segment as well, Ir-Saf Holiday & Express has carved a niche in Perlis as well. From his recollection, earlier there were very few operators in the state while there is now a healthy competition among a good dozen transport owners. "We are offering double-deck buses which have 12 seats in the lower deck, giving passengers more privacy in separate suites."

To ensure a successful experience with their first Volvo buses, Vikneswaran added further benefits Ir-Saf Holiday & Express will now enjoy. "For a start, the service interval compared with the buses that they operated till now, is much longer. We now work on either five months or 50 000 kilometres, whichever comes first. This means that Ir-Saf Holiday & Express can enjoy up to five months without downtime instead of coming to the workshop frequently."

With workshops all over Malaysia Ir-Saf Holiday & Express can just fix an appointment and go in for servicing. Beyond that, Volvo has a 24x7 breakdown team as well on stand-by. The legendary focus of Volvo on safety is also reflected in anecdotes shared during the hand-over. It was learned that tour groups from India would often insist that their vehicles in Malaysia are Volvo-branded as they recognise them for being safe.

Ending the handover ceremony, Zamri said that he hopes more tourists from Sweden would come to Malaysia to explore the country on Volvo buses. "This way, they can explore our beautiful country on buses made by their own people and Malaysians." 🇲🇾



CAM EV Spearheading Electrification



Adding another model to their product line-up, Sendok Group launched their latest electric window van, the EA5 under the CAM EV line-up. It is to be marketed by R&A Greentech Solutions, the Group's specialised electric mobility arm. Previously, using the CAM brand, the Sendok Group already sold the a variant called EA4, now offering a versionn to address the needs of those requiring only 15-seater vehicles. Sold as a panel van to DHL, the EA4 is now available as a window van, aimed at tour operators.

CAM EV's first electric van was introduced in 2022, but their electrification journey actually started earlier when DHL approached Sendok Group to buy electric vans to be used in city applications. "Typically, the paradigm would be to start with buses and then electrify the goods transport. However, having had a demand for electric vans first, we started there," Ms Gwee Chin Li, Head of Business Development, CAM Malaysia, told Asian Buses. Meanwhile, the demand for electric buses for inner-city use and short distance intra-city trips has caught up and now Sendok Group is adding EVs to their portfolio to address customer requests.

What Gwee and her colleagues observe is that the market is starting to enquire about the type of vehicles, like the CAM EA5. "Up until last year, when we asked around, people were not really ready for EV window vans. However, the demand has picked up. Consequently, at the beginning of the year, we also signed an MOU with MITA, boosting the availability of electric bus capacity in the tourism sector." Aligned with the Malaysian government wanting push the EV agenda, Sendok Group is bringing in and introducing more variants of the EV window van and EV buses.

The fact that the company already sold over 200 electric vans to goods transport companies has afforded Gwee's team to have insights and learnings that can immediately be transferred to the bus side. According to her, the main considerations, apart from the charging infrastructure, the biggest difference CAM EV Spearheading Electrification will be the suspension. "Another one is

the power consumption, the need to adjust the battery, because EV logistic vans have a much smaller capacity aircon."

Having to cool the entire vehicle as opposed to the driver cabin only affects the battery needs. The insight from the goods vehicle side translates into a number of questions that need to be addressed around daily travel distance and availability of charging stations.

"We need to understand how many hours is for idling, how many hours do you have for charging, how many hours do you have on the road running. It is not as simple as with ICE-powered vehicles, but it is improving," she said. Blazing a trail, a DC charger was recently installed at the CAM Malaysia Headquarters for those needing a charge to make use of. With a capacity of 320 kilowatts, it may even be the one with the highest capacity along Jalan Kapar.

Beyond the vehicle, Sendok Group is also offering the charging infrastructure. Gwee explained that customers may opt for a vendor to provide a one-stop shop solution or only purchase

the vehicles and use a different vendor or existing chargers. However, the in-house telematics system is something that Gwee strongly suggest customers make full use of. Besides the mandatory GPS function, the telematics backend allows the vehicle owner to accurately manage the EV window vans. "So, when people talk about telematics, it should be smarter than just GPS. The biggest difference between the telematics or GPS installed on a Diesel powered vehicle and the EV telematics is for a normal GPS, if you don't calibrate back end, you can't actually see the battery capacity." Sendok Group's is to make sure that the customer has a better picture to see how many kilometres they can run with this capacity left.

For now, CAM window van EV are available as 12-seater, 15-seater, 18-seater. If customers request, CAM can also introduce the e-coaster, which boasts 27 seats. Aimed at specific customer segments, the 15-seater window van, hoteliers will greatly benefit from the use of the EA5. Needing to achieve their ESG goals, the vehicles are instrumental for that journey. Public community service bus operators have started to enquire about these vehicles. In particular, overseas brands are leading the conversation as they are oftentimes bound by their HQ directed ESG compliance efforts.

Supporting this, Sendok Group is in the midst of obtaining the MyHijau accreditation and mark. Once the vehicles have been certified under this incentive by the Malaysian government called GITA, an asset allows to offset up to 70 percent of taxable statutory income.

Although the design of the EA5 is very similar to the existing CAM Placer-X, deemed to be CAM brand hero product, the 18-seater van, buyers will benefit from in-depth training on how to use the vehicle. "This is important as the vehicle behaves different from those using combustion engines and gearboxes. Drivers need to adjust their driving style," Gwee explained. Meanwhile the EA5 comes equipped with all the safety features, such as Anti-lock Braking System (ABS) with Electronic Brakeforce Distribution (EBD), Lane Departure Warning System (LDWS) and Advanced Emergency Braking System (AEBS).



C.A.M EV

Electric
Passenger Vans

To ensure that Sendok Group can keep up with the demand and in order to provide local assembly, their Klang plant is currently seeing an expansion and addition of tooling required for electric vehicle assembly. "The plant will accommodate, a range of products, and we will increase our production capacity as well. Secondly is we will also assemble the EV vehicle over there," Gwee shared. While the demand for electric vehicle is growing, Sendok Group assured the market that the organisation is also gearing up to supply vehicles compliant with EURO V emission norms. 🚗



Scania Launches New Combustion and Plug-in hybrid Powertrains for Buses and Coaches

Scania's new powertrain platform, based on the Super truck engine, comes in internal combustion and plug-in hybrid configurations for buses and coaches to meet varying needs and requirements, enabling significantly reduced fuel consumption for bus and coach operators.

The new Scania Super combustion powertrain, which is already giving the company's trucks the benefits of its award-winning fuel consumption, is Scania's most efficient, cost-effective and long-lasting yet.

The plug-in hybrid electric (PHEV) variant is an excellent alternative for customers who are aiming for exceptional cost and carbon emission reductions, outstanding operational flexibility, and the provision of a premium customer experience in their long-distance operations.

The new powertrain platform, with the two distinct alternatives in the ICE and PHEV solutions, allows bus & coach operators to find a solution that is perfectly fitted to their particular challenges and prerequisites.

Scania Super: Seven Percent fuel and Emission Savings with Extended Lifespan

For a large portion of long-distance routes around the world, conventional buses and coaches remain the most suitable, or even the only, feasible choice. The Scania Super powertrain caters to those needs, representing the very latest in combustion technology.

There are several highlights here but one stands out: the exceptional fuel savings of up to 7% compared with the equivalent current powertrain, which itself is already industry-leading. This greatly reduces the total cost of operation while also significantly cutting CO2 emissions.

Scania's commitment to sustainable people transport is matched by its commitment to helping customers achieve maximum fuel efficiency for their operations. These cost and carbon savings are enabled by a new 13-litre engine and a new version of the Scania Opticruise gearbox for quicker and more responsive gear shifts, a new rear axle that reduces fuel consumption and reduces noise levels for improved passenger comfort, as well as a brand-new aftertreatment system that further reduces harmful emissions.

Transport sustainability is not only about CO2 emissions; it's also about safer roads. Scania is committed to road safety, and the combination of the new powertrain's auxiliary braking system and retarder produces a braking power of 500 kW, enabling better driveability, increased traffic safety, and improved passenger comfort. Scania's suite of driver safety systems can add to this vitally important aspect of people transport.

The Plug-in Hybrid: Exceptional Efficiency and up to 80 km Electric Range

The plug-in hybrid electric option (PHEV) is a versatile solution that is primarily designed to meet the demands of long-distance operations, drastically lowering fuel consumption and emissions, and increasing driver and passenger comfort.

With its integrated e-machine and six-speed powershift gearbox, the PHEV can run in four different modes: electric, hybrid, charge sustain and forced charging. The electric range is up to 80 kilometres on a single charge, while the electric power output is 290 kilowatts.

The different drive modes together add up to a powertrain that allows extremely efficient long-distance travelling – with fuel and emission savings of up to 40 percent



in typical mixed coach traffic – and a flexibility and versatility that helps operators deal with the growing demands of coach operations while future-proofing their business.

Different solutions for different needs

“Our new combustion and plug-in hybrid powertrains demonstrate our commitment not only to continuously improving fuel efficiency in the industry, but also to shaping its future,” says Shahril Othman, Solution Sales Director for Bus & Coach of Scania Southeast Asia.

“With these new powertrains, we are able to provide long-distance bus and coach operators with total solutions tailored to their specific operational needs and challenges, while supporting both their current requirements and future business growth.”

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Busworld Southeast Asia Confirms Strategic Role in ASEAN Bus Industry



The exhibition covered around 8,000 sqm and featured 25 vehicles on display. The next edition will take place in May 2028.

The exhibition show floor also clearly showed how important comfort and passenger experience have become in the Southeast Asian bus market. Premium seating interiors, high-quality interiors, and typical sleeper coaches attracted strong attention. In the long-distance segment, operators increasingly offer different travel classes, with tickets for both regular seats and private sleeper cabins, like airlines and railways.

Busworld Southeast Asia, organized from 20 to 22 May 2026, once again confirmed why Jakarta, the largest city in the world by population, is becoming an important meeting place for the bus and coach industry in ASEAN. The fourth edition of the show brought together 47 exhibitors from 9 countries and welcomed 5,133 registered visitors from 41 countries.

aims to evolve into a global leader in automotive thermal management through cutting-edge technologies and integrated manufacturing capabilities.

At the Busworld Southeast Asia, SONGZ celebrated over 20 years of supplying air conditioning units to electric buses. With over 300 000 units in use with electric buses, the company is active across in Asia and Europe. "We could well be the number one in this segment by now," a SONGZ representative said. Supplying to almost all of the Indonesian bus manufacturers, the brand has been present in the country since 2008.

Pushing the envelope, SONGZ has been innovating bus air conditioning. After extensive research and development over the past two years, the company is now ready to roll out their next generation products. Using Propane or CO2, their latest products have just concluded long-term testing and are now ready to be offered as a standard product. Other major developments include their market entry into India and Egypt while having achieved about 94 percent market share in Brazil.

Busworld Excursion: Malaysian Delegation

In a collaboration between Busworld and Asian Buses, a group of Malaysian bus and coach operators attended the Busworld show. The invitation was extended by Asian Buses and the group was eventually accompanied by Masita Binti Mat Isa, Deputy Director General of Operations at APAD, the Malaysian land public transport agency. "The Busworld Southeast Asia held in May 2026 was indeed an eye-opener experience for me personally. I was able to experience being in various innovative and creative busses designed by local manufacturers as well as other Southeast Asian countries while enjoying the views and justifications to why such design were made," she told Asian Buses following the excursion to Jakarta.

Together with the international trade press, the Malaysian delegation also visited TransJakarta, partner of Busworld Southeast Asia, and one of the world's largest Bus Rapid Transit systems. With more than one million passengers per day, TransJakarta plays a key role in the modernization and electrification of public transport in Jakarta and is increasingly seen as a reference project for Southeast Asia. The BRTs of Jakarta are serviced by third party operators that apply for being part of the system and then provide their services to TransJakarta under their umbrella. Hence, one of the difficulties for TransJakarta is to ensure the provision of a consistent service, in accordance with their guidelines. To do so, TransJakarta manages the fleets from a centralised control room.

Inside the control room, TransJakarta's representatives explained how they manage and monitor the 14 different routes of BRT that meander through Jakarta. At the heart of the traffic management system lies a fleet management system that provides the managers in the control rooms with easy-to-understand information about each bus on the road. "Our icons on the screen are colour-coded and give an immediate signal about the vehicle's status." Further, the vehicles plying the routes are equipped with AI-backed cameras to detect fatigue, distracted driving and smoking. "One of the issues we are dealing with is that our BRT are not 100 percent sterile. Due to the constraints we face with the fact that the infrastructure had to fit the existing road systems, we often have segments of the BRT where the lane is shared with others."

Taking the bus to the TransJakarta headquarters, Malaysian participants in the Busworld excursion were able to experience firsthand how the BRTs in Jakarta work. Following the visit to TransJakarta, a city tour on an Open Top Bus was organised (The Malaysian equivalent would be the Hop On Hop Off). During the tour, the very energetic tour guides offered insights into the architectural highlights found along the route. "Being high up, and not having to concentrate on the traffic, gives us a unique perspective and way to experience the city," commented Pang

Although the Indonesian market is currently more cautious, the atmosphere at the exhibition was positive. Exhibitors reported busy stands, intensive meetings, and strong interest from across the industry. Besides sales discussions, many companies also appreciated the sourcing opportunities for components, parts, and technical solutions. Several exhibitors stressed that Busworld Southeast Asia is not only a sales platform, but also an important sourcing event for the regional bus industry.

"Everyone was there," participants said during the event. The exhibition welcomed not only the leading Indonesian bodybuilders, but also many operators from public transport, long distance transport, and tourism activities.

In Focus: SONGZ Automobile Air Conditioning

Founded in 1998, SONGZ Automobile Air Conditioning Co., Ltd. (SONGZ) is a leading joint-stock enterprise specialized in the research, development, manufacturing, and sales of automotive air conditioning systems. Listed on the Shenzhen Stock Exchange in 2010, it became the first publicly traded company in China's commercial vehicle air conditioning industry. Committed to its premium brand positioning, SONGZ





Jun Jie, Executive Director, Gemilang Coachwork Sdn Bhd, who went along to accompany the Malaysian delegation. Many of the accompanying bus operators are using buses fabricated by Gemilang Coachwork.

Indonesia Remains the Heart of the Regional Bus Industry

Indonesia plays a significant role in the Southeast Asian bus sector. The country has one of the region’s largest bus markets and a strong local bodybuilder industry. Unlike Europe, many bus manufacturers in Indonesia work with a chassis-bodybuilder model, where local bodybuilders play a key role in customized design, finishing, and customer relations.

This explains why international companies increasingly choose to work together with local partners. MAN Truck & Bus made its debut at Busworld Southeast Asia with a clear focus on chassis solutions and cooperation with Indonesian bodybuilders. Together with local partner PT Millennium Inframach Distribusi Indonesia, the company highlighted the importance of local market knowledge and existing customer relations.

MAN and Inframach also reacted very positively to both the market entry in Indonesia and the first participation at Busworld Southeast Asia. The company reported constructive talks with several bodybuilders and already secured a repeat order during the event, confirming the potential of the Indonesian market. Electrification and new mobility solutions are also slowly gaining ground in Indonesia. INVI attracted attention with the introduction of Higer buses to the Indonesian market, while SAG presented Golden Dragon. Both companies show the growing presence of Chinese bus brands in the region.

Laksana Shares Thoughts on Electrification

One of the show highlights was the presentation of Laksana’s new electric coach for football club Persija Jakarta. The Legacy SR3 Neo Panorama, built

on a Hyundai Elec City chassis, will become the first fully electric official team bus for an Indonesian football club, illustrating how electrification is gradually moving into premium and lifestyle-oriented transport segments.

Having showcased an electric bus in the previous instalment of Busworld (2024, Asian Buses reported), this year, the management team around Laksana gave an update on the status of electrification of buses. The bus shown during the 2024 event has now entered operations for a university, shuttling students. From this, Laksana and the Indonesian government hope to glean insights into how to operate these vehicles using electricity as propellant.

While there is no stopping the trend of electrification, Laksana shared the same sentiment as many in the region: for now, the battery capacity is a severe limitation, as is the lack of charging infrastructure. It was learned that electric buses are currently not viable. “Take for instance a trip to a place we can call nearby, Bandung. Even that is a six-hour bus journey and we cannot cover it on one full battery charge. However, with Diesel, we can go the distance, and stops would only be required for the drivers to swap.”

Meanwhile, local service provider TransJakarta has made known plans for the deployment of 10 000 electric buses. Laksana hailed the ambitious



plan as a needed improvement of the existing BRT, ultimately resulting in a cleaner city and better ride comfort for passengers.

Strong First Participations

Several new exhibitors reacted very positively to their participation. First-time exhibitor Trijaya Union used Busworld Southeast Asia as an international launch platform. The Indonesian bodybuilder, active since 1978, presented the Neo Grantour and Triun MX, together with the new premium microbus Triun CX, aimed at the growing tourism segment.

Piala Mas also made its debut at Busworld Southeast Asia. The Indonesian bodybuilder attracted attention among the established national players and used the event to present its latest developments, including the recent Rexus generation.

Transport Ecosystem Providers

Without a supporting ecosystem, modern buses would not be able to perform at their best. It can be said that the smart management of the fleet has become the deciding factor for the success of a transport business. Playing into the hands of those that want to improve their performance is transportme, an Australia brand participating in Busworld as the first time ever the company exhibits outside of its home market. As Lee Whincup, Business Development Manager,



transportme, put it, the company offers a “smart transit management ecosystem connecting your business, your people and your passengers.”

The participation is motivated by a recent push to expand into the region with distribution partners being signed up in other Southeast Asian countries. Described as immature markets when it comes to transit management systems, transportme hopes to be an innovation leader on our shores. “Our platform helps you to manage all aspects of a bus fleet operations,” he told Asian Buses. The creation of the tool was born out of the need for the founder’s operation needing a tool to manage the business, including the maintenance schedule, passenger manifests and ticketing.

In an industry that has not changed much, resistance to the platform may stem from people being afraid of change. Also, as Whincup explains, many operators are serving governments, which are typically not very technologically driven. “However, our system is indefinitely customisable to meet the needs of any operator in any country. In fact, coming from a country where the operators are geographically



as dispersed as they are in Australia, transportme would work perfectly in big countries like Indonesia.” In terms of cost, Whincup said that the system is based on a subscription model and will, when used to the full extent possible, not only save money, but contribute positively to the bottom line.

Conference Program Brought Together Regional Mobility Experts

Alongside the exhibition, Busworld Southeast Asia organized an extensive conference program with more than 40 expert speakers from the industry. The program focused on the future of bus mobility in Southeast Asia, covering topics such as electrification, digitalization, safety, multimodal integration, and the international ambitions of the ASEAN bus industry. Speakers included representatives from the Indonesian Ministry of Transportation, TransJakarta, LTA



Singapore, UITP, Frost & Sullivan and several leading bus builders and operators from the region.

Special attention was given to the fast development of Indonesia as a bus market. Sessions about intercity and long-distance transport highlighted the growing demand for comfort, safety, and premium travel concepts, while other panels focused on electrification, charging infrastructure, and the role of digitalization in urban mobility. The position of Southeast Asian bodybuilders in the global market was also an important topic. Speakers from companies such as MAN, Laksana, Gemilang Coachwork and ASKARINDO discussed how local expertise and international cooperation can strengthen the export position of the region.

Piquing the interest of visitors to Busworld was Roberto. The friendly pensioner had a small set-up where he was promoting and selling his hand-made, piece-unique paper cuttings of buses. Having developed a passion for buses as a child, seeing them driving along the busy roads at his school, he has turned his fascination for the vehicles into a passion. "Each one is a unique piece and I make them by hand," Roberto told Asian Buses. The very colourful papercuttings of buses were sold in frames, ready to adorn the walls of fellow enthusiasts.

Sharing Knowledge

Taking to the stage during the Busworld conference, Pang explained how Gemilang Coachwork perceives and addresses the current challenges in a

hyper-competitive global environment. The focus of his presentation dealt with how ASEAN-based bus and coach builders can strengthen their competitiveness in the market.

"We see three major trends. Electrification, tightening of legislation around local assembly and global supply chains are being re-structured," he said. In his view, the opportunity lies in the shift of perception of the ASEAN manufacturers. No longer are these seen as low-cost options, but as thought leaders, offering themselves as global manufacturing partners. On the flip side, he said that the threat lies in sluggishness of assemblers to harvest these opportunities. In the case of Gemilang Coachwork though, the focus on the specialisation on adaptability and innovation are the factors that contribute to the success of the brand.

Having exported their buses to over 100 countries, Gemilang Coachwork has taken the stance that it is no longer just about the hardware, but support given throughout the product lifecycle becoming more and more important. As an example, Pang explained that the business is able to shift the assembly abroad, thanks to their sophisticated production system and aluminium frame body kits. "This allows us to easily ramp up production. Without out having to acquire new land and machinery, we can scale up from an annual production of 500 units to up to 1 500 units." The ability to scale up production using pre-manufactured body kits is one of Gemilang Coachwork's strategic advantages today.

However, he also explained that the pre-manufacturing of body kits would only work if quality is consistent. In addition, the certification, design validation and management of compliance with local regulation is key to success. To put in place the processes and knowledge repositories are investments that need to be made, and which will set aside ASEAN manufacturers as providers of quality products to a global market. Working with local partners, the vehicles designed by Gemilang Coachwork can be assembled in temporary assembly plants, thus keeping delivery times short, shipping cost low and local content higher. "Overall, getting this set up right has given us the advantage that we don't depend on the size of our factory, but the flexibility, diversity and agility we have now built into our production system," Pang said.

Awards Highlighted Innovation and Design

Several awards were presented during Busworld Southeast Asia to recognize vehicles and companies for design, innovation, and passenger comfort. The winners were selected through online voting and Instagram voting, showing the strong involvement of the Indonesian bus industry and bus fan community.





PT Adiputro Wirasejati confirmed its strong position in the Indonesian coach market with several awards. The SDD Jetbus 5 won “Bus of the Year”, while the MHD Single Glass Jetbus 5 received the award for “Best Coach Design”. Piala Mas also stood out during the event. The All New Rexus 8D won both “The Most Favorite Bus” and “Most Eye-Catching Bus”, showing once again how important design and appearance are in the Indonesian market.

Other awards included:

- “Most Interior Comfort Bus”: Semeru by PT Laksana Bus Manufaktur
- “Most Futuristic Bus”: MTrans DD 4M by PT Laksana Bus Manufaktur
- “Most Luxury Coach”: Surya Bali – Skylander R25 Vision Sleeper by PT MekarArmada Jaya
- “Best E-Bus Design”: E-Velocity W1 by PT Tentrem Sejahtera
- “Most Favorite E-Bus”: MAX by Xiamen Golden Dragon Bus Co., Ltd.

The awards emphasized how strongly comfort, interior experience and distinctive design are shaping the Southeast Asian bus market, especially in the premium intercity and sleeper coach segment. “You could feel the growth of Busworld Southeast Asia everywhere on the show floor.

Exhibitors and visitors spontaneously told us this edition felt more international, more complete, and more dynamic,” said Vincent Dewaele, General Manager of Busworld International. “Indonesia and Busworld are both ready for the next phase. This edition confirmed the enormous potential of the region and the strong international interest in the Indonesian bus industry. Together with our partners, we have taken a crucial step forward and we are determined to continue expanding the event’s international reach in the years ahead.”

New Armada is Addressing Demands

A household name among the bus community, New Armada is offering innovative buses. On their stand, the main attraction was their new Skylander, an ultra-luxury double deck bus. New Armada’s expertise in producing double decker buses is rooted in their claim to fame of having been the first in Indonesia to manufacture such variants. The vehicle shown during Busworld is build onto a Mercedes chassis.

Meanwhile, New Armada also prides itself on addressing very unique and specific needs of passengers. Through market research, they found that many Indonesians would not want to give up their personal mobility once they reach a far-away destination. Hence, they would often try to arrange for their motorbikes to be taken along on their long-distance transportation vehicle. New Armada is reacting to this by offering coaches with extra-large luggage compartments, which could even hold motorbikes.

In Focus: Pertamina Lubricants

PT Pertamina Lubricants (PTPL) is a subsidiary of PT Pertamina Patra Niaga (PTPPN), Sub Holding Commercial & Trading PT Pertamina (Persero) that was established on September 23rd, 2013 and as a (spin-off) of Lubricants Business Unit of PT



Pertamina
(Persero)

on October 30, 2013. PT Pertamina Lubricants carries out production, processing, transportation, storage, distribution, and marketing of lubricants, grease, specialities products and base oil and its raw materials.

Wanting to meet clients directly was the main reason for the brand to join the exhibition. Serving commercial fleets, Pertamina Lubricants formulates lubricants according to the specific needs of their customers. According to a spokesperson on the stand, there are 13 categories of industry segments, requiring different applications, Pertamina Lubricants serves. “We have a wide range of missions. There is mining, where we have to deal with heat and dust, and at the same time, very long driving distances. The latter is something we are concerned with when it comes to buses as Indonesia is a vast country where bus trips take hours.” Working in close cooperation with fleet customers, Pertamina Lubricants currently runs a number of projects aimed at prolonging the oil change intervals. “This would be for select, very specific applications and in close partnership with each customer,” Asian Buses was told. ■



MCVE 2026 Puts Regional Business in the Spotlight

Opening with the strongest line-up of seminars, presentations and talks ever, the Malaysia Commercial Vehicle Exhibition (MCVE) returned for the seventh time, filling the hall with the latest solutions for the road transport industry. This year has seen a strong uptake of space from overseas exhibitors, making it the most international instalment in the series ever. Several brands were utilising the event to launch new products while others make it a platform for industry conversations. MCVE is the first and biggest commercial vehicle expo series ever held in Malaysia focusing on future transport solutions in the commercial vehicle industry. It is also the largest such exhibition in Southeast Asia. The three-day exhibition was launched by YB Loke Siew Fook, Minister of Transport.

Angka-Tan Motor Taking Centre Stage

One vehicle at MCVE 2026 stood out for its uniqueness and distinctive design. The Pro-Liner bus, operated by Pro-Liner and built on a Foton truck chassis by Angka-

Tan Motor, attracted significant attention from visitors and industry players alike. Its unique concept, practical application, and innovative use of a truck platform generated strong interest throughout the exhibition. Having removed the cab, the chassis then served as a basis for the construction of a bus on it. The idea was to demonstrate the versatility and technical competence behind the brand and distribution partner. Talking about the perspective of a distributor of Chinese commercial vehicles in Malaysia, Aaron Chai, Head of Sales, General Manager, Angka-Tan Motor Sdn Bhd recognised that the main criteria for choosing such a vehicle has changed. Instead of putting the purchasing price first, it is now about safety, fuel efficiency and compliance. "Compliance is becoming a crucial element in the discussion when clients acquire new vehicles. This is because of emission norms having been upgraded from EURO III to EURO IV and now V," he said.

Angka-Tan Motor is Foton's only partner globally that is an assembly partner

In this context Chai also touched upon the fact that Angka-Tan Motor has an extremely strong after sales service and formed out network of service centres. As a strategic fit, Angka-Tan Motor is the only Foton partner globally that is an assembly partner.



Wonder Wheel & Rim Focuses on Market Observation

At MCVE 2026, the commercial vehicle sector presented a familiar picture of steady demand, cautious expansion, and suppliers testing the temperature of a market still shaped by cost pressures and operational efficiency. Among the exhibitors was Wonder Wheel & Rim Sdn Bhd, appearing in the show floor landscape as a new participant.

Vincent Yap, representing the company, described MCVE 2026 as its first participation in the Malaysian Commercial Vehicle Expo. The business operates within the vehicle components sector, focusing on truck, bus, and passenger vehicle-related parts, with wheel and rim distribution forming part of its core activities. Its presence at the exhibition reflected an intention to observe market direction and evaluate industry alignment rather than pursue an immediate expansion strategy.

The company's background is rooted in Malaysia's automotive trade environment, with long exposure to vehicle-related business spanning trucks, passenger vehicles, and associated supply chains. This experience has shaped its position within the broader aftermarket ecosystem, where demand is closely tied to fleet operations, maintenance cycles, and logistics activity.

Within the current market context, Vincent pointed to continued emphasis on truck-related components and established supply channels across the commercial vehicle aftermarket. Demand, he noted, remains driven by operational requirements rather than speculative growth, with suppliers adapting to shifts in procurement patterns and cost sensitivity among transport operators.

On MCVE 2026 itself, he described the decision to participate as an entry point into a more focused industry environment. The event offered direct exposure to operators, distributors, and suppliers within the commercial transport space, providing a clearer view of how the sector is evolving on the ground.

"This is our first time taking part. We see this as an opportunity to observe the market, understand the environment, and assess how it fits with our business direction," he said.



Compared with broader trade exhibitions, MCVE aligns more closely with the company's operational sphere, particularly within transport-related industries where product relevance is immediate and commercially specific.

For Wonder Wheel & Rim Sdn Bhd, the appearance at MCVE 2026 signals a measured step into a concentrated commercial vehicle platform, where engagement is shaped less by promotion and more by observation, relationship-building, and timing within the wider market cycle.

SINOPEC: Powering Fleets Beyond the Drum

SINOPEC returned as an exhibitor to MCVE to reinforce its growing presence within Malaysia's commercial lubricant and heavy-duty maintenance sectors. Ranked among the top five companies in the Fortune Global 500 and recognised as one of the world's leading lubricant brands, SINOPEC continues to expand its footprint through products backed by extensive OEM approvals and global engineering expertise.

In Malaysia, the brand is represented by OBP Lubetech Sdn Bhd, SINOPEC's authorised and largest distributor. The partnership has spanned more than a decade, supporting fleets and industrial operators across multiple sectors.

Speaking to Asian Trucker during the exhibition, Sharon Fong, Sales Manager at OBP Lubetech, explained that the company's role extends beyond conventional lubricant distribution.

"What defines OBP Lubetech is that we are a total solution provider rather than a conventional trading distributor," she said. "We have our own dedicated technical team and laboratory, working closely with SINOPEC's global experts to develop localised service solutions that help maximise operational efficiency for every customer."



This technical support structure allows OBP Lubetech to provide services that extend beyond lubricant supply. Its support ecosystem includes:

1. Technical consultation and application matching
2. Product quality analysis and condition monitoring
3. Lubrication equipment and hardware support
4. After-sales reporting for fleet management
5. Product recycling and reconditioning services

While the company's focus at MCVE 2026 centred on logistics and transport applications, OBP Lubetech also supports customers in steel manufacturing, construction, and heavy equipment operations across Malaysia.

Central to SINOPEC's heavy-duty offering is the Tulux Series, developed for demanding commercial vehicle operations where uptime and durability remain critical. The range includes products from the Tulux T500 CI-4 to the fully synthetic Tulux L1500 CK-4, designed to support modern diesel engines operating under high loads and extended duty cycles.

Using advanced synthetic technology and low-SAPS formulations, the Tulux Series delivers thermal stability, wear protection, and compatibility with Euro V and Euro VI emission requirements. The formulation is engineered to maintain oil viscosity and control acid build-up during prolonged operating periods, supporting extended oil drain intervals of up to 100 000 kilometres in selected applications.

For fleet operators, this translates into reduced downtime, lower maintenance frequency, and improved operational efficiency.

As emission regulations tighten and commercial vehicle technologies continue to evolve, SINOPEC and OBP Lubetech are positioning themselves around long-term operational support rather than simple product supply. Their focus remains on helping fleets improve reliability, extend service intervals, and manage operating costs through technical expertise and lifecycle-based lubricant solutions.

According to Mark Chiang, the company has invested in areas such as laser cutting, laser assembly, and automated manufacturing processes to improve product consistency and production efficiency.

"Customers are looking for higher quality products," he explained. "We continue to improve our manufacturing processes and automation to meet those expectations."

He added that the market is also placing pressure on suppliers to deliver lower-cost products while maintaining flexibility, including smaller order requirements.

"The market also demands lower costs and greater flexibility," said Mark Chiang. "Producing competitively priced products without large minimum order quantities is not easy, but this is something we are working on."

While JMEN has traditionally focused on the American and European markets, MCVE 2026 marked part of the company's effort to expand further into Asia. The company sees long-term potential in the region's commercial vehicle and automotive aftermarket sectors.

"Asia is a large market with strong potential," said Mark Chiang. "We are developing more models, including Japanese applications, to better suit the needs of this market."

The company viewed its participation at MCVE 2026 as an opportunity to introduce its manufacturing capabilities to regional distributors, fleet-related businesses, and aftermarket industry players seeking new sourcing partnerships.

Zong Hong Focuses on ECU and Aftertreatment Systems

As commercial vehicles become increasingly dependent on electronic systems, demand for reliable ECU and aftertreatment components continues to grow across the industry. From emissions management to maintenance efficiency, workshops and fleet operators are facing new technical expectations as modern trucks become more electronically integrated.



Jiuh Men Targets Asian Market Growth at MCVE 2026

Taiwan-based manufacturer Jiuh Men Industry Co., Ltd., also known as JMEN Taiwan, presented its metal stamping and automotive component capabilities during MCVE 2026, highlighting plans to strengthen its presence in the Asian commercial vehicle aftermarket.

Speaking during the exhibition, Mark Chiang, Operations Director, shared that JMEN has more than 40 years of experience in precision metal stamping and component manufacturing. The company's product range includes window regulators and automotive body parts supplied to international markets.

"We focus on precision metal stamping and related automotive components," said Mark Chiang. "Our company has been in the industry for more than 40 years."

The company noted that customer expectations continue to evolve, particularly in relation to product quality, production flexibility, and cost management. In response, JMEN has expanded its manufacturing capabilities through automation and upgraded production technologies.



Taiwan-based ZONG HONG AUTOMOBILE PARTS CO., LTD. focuses on components and system materials related to heavy commercial vehicles. Its core products include diesel engine ECUs, aftertreatment systems, and related spare parts used in fuel, exhaust, and emissions-related applications.

Speaking during MCVE 2026, Sales Manager Shih Hsien Lo said market demand linked to environmental compliance, vehicle electronics integration, and maintenance efficiency continues to increase.

“In particular, the importance of ECU control systems and aftertreatment systems is becoming increasingly significant,” he said.

According to Lo, customers are also placing greater emphasis on product stability, technical support, and supply efficiency. These expectations are reshaping parts supply and maintenance operations as workshops handle increasingly complex electronic systems and diagnostics.

In response to these developments, the company continues expanding its product range while strengthening its technical capabilities to support changing industry requirements. Lo added that Zong Hong works closely with partners to better understand market needs and improve product competitiveness across different operating environments.

The company’s participation at MCVE 2026 formed part of its efforts to engage with industry players, observe developments in the commercial vehicle and parts market, and showcase its expertise in ECU and aftertreatment system products.

As emissions systems and vehicle electronics continue evolving across the commercial vehicle sector, suppliers supporting diagnostics, electronic controls, and aftertreatment technologies are expected to play an increasingly important role in workshop operations and fleet maintenance throughout the region.

Building Simpler Supply Chains: Esmak Makine Strengthens Regional Presence

Esmak Makine was founded in 2002 and is headquartered in Duzce near Istanbul, Türkiye, with a representative office in Jakarta, Indonesia. Esmak Makine has steadily expanded its reach

across Southeast Asia by focusing on a straightforward principle: making sourcing easier for bus and truck manufacturers.

Representing the company were Ceyhun Demirdoven, Area Manager, Hengkiyanto, Sales & Marketing Specialist, and Aznil Nawawi, Sales & Marketing Assistant Specialist.

The company manufactures and supplies a wide range of components for the commercial vehicle sector, including interior and exterior trims, electrical and mechanical parts for buses and trucks. In addition, they also supply special vehicles and superstructures. Beyond supplying components, Esmak positions itself as a centralised sourcing partner for customers seeking operational efficiency and simplified procurement.

“We are a one-stop business model,” said Ceyhun Demirdoven, Area Manager at Esmak Makine. “Customers do not need to buy from several places. They can collect everything from one source and contact us directly if there is a problem.”

The company explained that many vehicle builders and operators are under increasing pressure to control costs while maintaining product quality. Rather than coordinating with multiple suppliers for separate components, Esmak’s approach allows customers to streamline purchasing and after-sales communication through a single channel.



According to the company, changing market conditions over recent years have also influenced buying behaviour across the region. Supply chain disruptions following the pandemic, combined with rising operational costs, pushed many operators to reassess sourcing strategies and supplier reliability.

"We offer product quality similar to European products, but our price is between European and Chinese," Demirdoven explained. "Because of this, some customers in Indonesia started changing direction from Chinese products to Türkiye's products."

This balance between quality and affordability has helped the company strengthen its visibility in regional markets, particularly among customers seeking alternatives between low-cost products and premium European brands.

Malaysia remains one of the company's growing markets, with Esmak already working alongside several local businesses involved in the coachbuilding and commercial vehicle sector. The company sees increasing demand for suppliers capable of offering consistent support, stable product quality, and broader component availability under one network.

As operational demands continue to rise across the transport industry, Esmak's direction remains focused on practical solutions: consolidated sourcing, reduced complexity, and closer customer support for commercial vehicle operators and manufacturers.

Built on Reliability: Truckmart

Truckmart continues to position itself within the commercial vehicle aftermarket as a provider focused on dependable components, technical support, and consistent service for truck and bus operators across the region.

The company has built its presence around European commercial vehicle components, serving workshops, fleet operators, and transport businesses operating in demanding conditions. In an environment where downtime directly impacts cost, scheduling, and service delivery, emphasis remains on parts quality, operational consistency, and practical support in the field.

Its portfolio includes key brands such as Knorr-Bremse, FRAPP, MANN-FILTER, and MAHLE Filter. Each represents a core maintenance function, covering braking systems, suspension-related components, and filtration solutions designed to protect engines and support long-term performance stability.

Knorr-Bremse is widely recognised for commercial vehicle braking and safety systems, an area increasingly treated as central to fleet risk management. Braking performance is no longer viewed as routine replacement work but as a critical factor influencing safety standards and operational control.

Filtration products from MANN-FILTER and MAHLE Filter play a key role in engine protection and efficiency. Effective filtration helps maintain engine health, reduce wear, and support more predictable maintenance planning. For operators managing tighter operating margins, component quality has become closely linked to lifecycle cost control.

FRAPP complements the range with aftermarket components designed for heavy-duty applications under varied operating conditions. Durability and correct application remain essential for fleets prioritising uptime and reduced maintenance disruption.



Jazz Kong, Managing Director of Truck Mart, highlighted the importance of direct engagement with the industry. "MCVE is where real conversations happen," he said. "It gives us direct insight into what operators face today and helps us stay aligned with practical requirements in the field."

Across the wider commercial vehicle sector, operators are placing greater emphasis on preventive maintenance, cost efficiency, and safety compliance. Fleet decisions are becoming more structured, with increased attention on component performance and long-term operational outcomes.

There is also growing awareness of the role aftermarket parts play in safety-critical systems such as braking and suspension. Selection criteria are increasingly shaped by performance consistency, reliability under load, and service life expectations.

Truckmart's approach remains closely aligned with real operating conditions, informed by feedback from long-haul transport operators, bus companies, and workshop networks. This practical understanding supports product relevance and service alignment across different fleet requirements.

The company maintains that industry engagement remains essential, particularly in a sector where technical trust and long-term relationships drive procurement decisions.

Truckmart continues to focus on supporting fleet uptime through dependable components, technical understanding, and sustained collaboration with customers across the transport ecosystem. ■



Fras-le – Brake Friction Solutions and Maintenance

Fras-le SA is one of the five largest manufacturers of friction materials in the world. The company manufactures brake pads and linings for heavy vehicles, light vehicles, motorcycles, and aircraft. On site, Cyrus Gu, Engineering Manager, talked about how their products are driven by innovation and research.

Fras-le is part of Randoncorp Companies, a conglomerate that has been in the market for 72 years and employs a staff of 8 000. The conglomerate is made up of leading companies in South America involved in vehicle and road equipment, auto parts and financial services.


Aligned with its business segment, Fras-le and Randoncorp offer solutions for products and services for the automotive segment. Randoncorp is a multinational company with plants in key markets and representation in 125 countries. It is a producer of diversified auto parts, trailers, and other requirements for commercial vehicles, including a joint venture with JOST.

Fras-le began in Brazil as a friction material manufacturer over 70 years ago. In 1971, the company went public, and in 1996, Randoncorp took a controlling interest.

Fras-le Mobility is a specialist in brake components for automobiles and commercial vehicles. It has production plants in Brazil (6), the United States (1), Argentina (1), India (1), Mexico (2) and China (1). Fras-le Mobility is known for technology and safety excellence for all its products. Its factory in China produces products for the Asia-Pacific region.

Ongoing research plays an important role in product development at Fras-le. Its Advanced Friction Engineering Centre (now known as Movetech), which adjoins the company headquarters in Caxias do Sul, Brazil, is the largest advanced engineering centre for friction materials in the Southern Hemisphere. The facility employs 160 professionals and has overseen the registration of 75 patents.

Fras-le has successfully developed an innovative method to produce niobium nanoparticles on a large scale. Niobium (Nb) is prized for its unique ability to drastically strengthen alloys and resist extreme heat. Fras-le uses these nanoparticles to enhance the durability, mechanical strength, and physical-chemical properties of various materials. These nanomaterials are engineered to produce high-performance, durable brake pads and system discs. The niobium integration helps withstand intense pressure and temperature, particularly in severe applications like commercial and military vehicles.

All products mentioned in this technical review are distributed in Malaysia by Allegiance Malaysia Sdn Bhd. 





Track Every Detail of the School Bus Trip with Bus Buddy

Millions of families in Malaysia rely on school buses daily, yet for the duration of the bus journey, parents are largely left in the dark about where their kids are. Whether they have been picked up or dropped off, or if there are potential changes to routes or schedules most often are mysteries and this has been a problem for as long as most of us can remember. Addressing this problem, Bus Buddy however keeps everyone on the same page with real-time tracking, instant alerts, and easy trip management in one seamless app. Samuel Yee, CEO & Co-founder at Bus Buddy Technologies Sdn Bhd spoke to Asian Buses about his revolutionary platform.

The situation around the above-described daily guesswork about the kids whereabouts is structural rather than cultural. In Malaysia school transport is organised by thousands of small private operators using buses, vans, cars, MPVs. One has to assume that a significant portion of them would be unlicensed and unregulated. "Even on regulated buses, there's no visibility. The moment your child boards in the morning, you hear nothing about their whereabouts until they're back at your gate in the evening. You're simply meant to trust that they got to school safely and were dropped home safely," Yee explains the issue he is addressing with his app.



A Nation-wide Issue

Parents these days want to know though. Consequently, some have resorted to improvisation: strapping a smartwatch on a kid, slipping a phone or a tracker into their bag, texting the driver to ask whether they've arrived and where they are. In Yee's view, these are workarounds for a problem that can be solved with technology and improved driver SOPs in today's world.

As a compounding effect is the fact that there may not be enough capacity to provide school runs. Not from a registered, legal standpoint. Yee's research suggests that there are roughly 13 000 registered school buses in Malaysia, with a total seat supply of around 330 000. While there isn't a firm figure for how many children take the bus, even a very conservative estimate puts it easily over a million students using paid transport to get to school. "You only have to look at the number of private cars and unregistered buses ferrying our school kids to know the supply isn't there. At least 50 to 70 percent of the students are in the shadow market in private cars and unregistered buses," he told Asian Buses. According to him, this has been a problem for decades.

Data Supporting Bus Buddy

Utilising the telematics component of the Bus Buddy system, it is also possible to harvest valuable data. Being

a relatively new application, Bus Buddy is now at the stage where it is starting to make real sense of the data collected. The measurements include punctuality and reliability, not just across a whole journey, but down to the ETA of each individual stop. “What’s dropped drastically, at the user experience level, is the number of “where is the bus, where is my child” calls. Parents no longer stand around guessing or waiting aimlessly, because the app gives them a live ETA based on real time traffic and conditions.”

Besides managing the anxiety of the parents, drivers make fewer mistakes and waste less time waiting for students who aren’t travelling that day, because the digital register is now accurate and synced to each child’s daily schedule. For Yee however, the goal has always been bigger than that: Once there is enough data collected via the Bus Buddy app, one can start reshaping the industry itself. “Not just filling seats by taking anyone from anywhere, but matching the right child to the right transporter, cutting journey times and operating costs, and lifting efficiency across the board. That’s where the truly transformative impact lies.”

Beyond the School Run

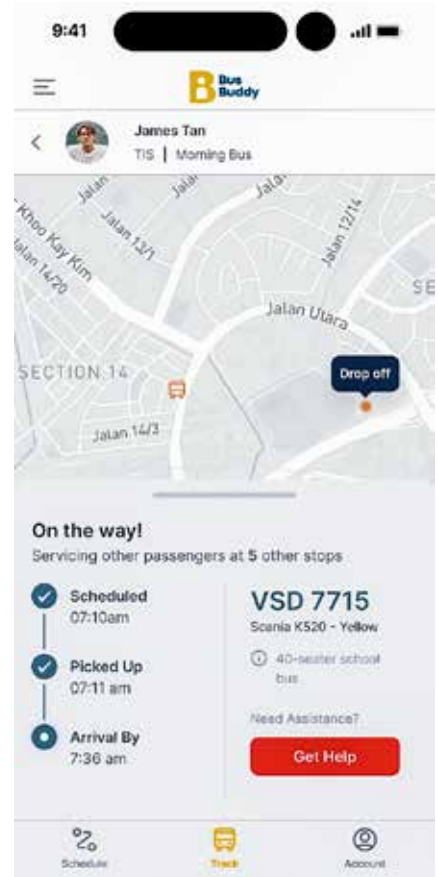
Once the trip to school run in the morning is done, a bus would theoretically be available for other missions. This is when the Bus Buddy app works in the way of then becoming a Grab-type whereby groups could book (School) buses for their own transport needs beyond school runs. Merging the technology and the commercial side, a bus booking platform is the next product, launching this year. It lets schools book buses for field trips, events and the like, giving them access to safer drivers and vehicles, better options and more competitive pricing, plus value added services like journey notifications and tracking, insurance coverage, service level guarantees and protection. Smaller vehicles can be used for demand responsive transport (DRT) in areas that currently have no such service. This way, the platform opens up new revenue streams for drivers and operators and incentivises them to legalise their service with APAD, keep their vehicles in good condition, and raise their standard of service across the board.

With enough data and the right matching of transporter to student, it might even be possible to reduce traffic jams. During the rush hours most vehicles on the road carry just one or two people. If every car instead carried three or four, you could halve the number of vehicles out there. With adults that’s hard, because everyone has different schedules and destinations. However, the same waste plays out with school children. One or two kids to a car, half empty buses, and several buses serving the same neighbourhood all competing for the same families. Unlike adults heading to work, they start and finish at the same time and they share one destination: the school. That makes load and routes far easier to optimise. With the right data and technology, one can fill the buses already in operation and cut the number of vehicles on the road. The result will be that this also eases congestion and makes better use of existing supply.

Tangible Benefits, Happy Customers

Although only deployed for a few months by now, the benefits are clear. Bus Buddy shortens journeys, allows to plan optimal routes and increases efficiency while saving operational cost and time. In summary, this has a direct, positive impact on both the child and the driver: shorter days for the kids, less wasted time and lower costs for the drivers. Yee is encountering very little resistance. He said that “So far, parents are the easy part and they are all excited for our phase two. Give them a safer ride and shorter journey times for their child and they’ll switch transporters almost immediately.”

If there’s resistance, it is usually a customer habit. People have made do with WhatsApp messages and calls to the driver for years, so part of our job is showing them that there is a better way to do this. What Yee and his team are experiencing is that there is more resistance from the operators. Getting fragmented, often informal operators to adopt new technology and change how they work is the real challenge. Eventually, Yee aims to convince them that this is a better way forward and a win-win for all because it also makes their life easier and better. The assumption is that, once they do, parents come on board quickly, because the benefit to them is obvious. ■



Telematics – From Compliance to Profitable Application

As per Malaysian law, commercial vehicles have to be equipped with GPS. For small individual operators, the GPS is oftentimes purely for compliance. It is very commonly installed and then forgotten, because there is no real need for it to run their service. Schools and parents have no access to it, and the operator would not need to rely on it to get the buses out each day.

For multi fleet operators, it functions as a fleet management system. Useful for the business, but unless intentionally crafted to provide it, the end user benefit is still missing. Add-on modules to upgrade to a school management system are available, but the upfront and ongoing costs are high. Built for institutions, not for the individual operator to parent relationship, these also do not address the acute need. This is the gap Bus Buddy is aiming to close through the use of technology.



Operators deeply concerned by worsening driver shortage

IRU’s latest global driver shortage report finds that recruitment difficulties are worsening, with the shortage topping operators’ concerns across most surveyed markets.

The global shortage of professional drivers is becoming increasingly difficult to address. Recruitment challenges are deepening and changing workforce expectations are making long-haul driving less attractive to younger generations.

IRU’s 2025 driver shortage survey found that around 2.9 million truck driver positions, equivalent to 11 percent of the workforce, remain unfilled across 18 markets. Europe has one of the highest shortage rates, at 13 percent, representing around 502 000 unfilled truck driver positions.

In almost every market surveyed, the 2025 shortage rate was higher than the 2021 baseline. The findings continue to show that the shortage is no longer closely linked to short-term economic cycles. Instead, ageing workforces, barriers to entry, a lack of adequate infrastructure, and changing expectations about work are becoming the dominant factors.

In Europe and Australia, demographics are the main pressure. In Mexico and Brazil, structural labour constraints and underdeveloped training pathways keep shortage rates high. In Uzbekistan and China, freight demand is growing faster than the supply of available drivers.

Around two-thirds of European operators report turning down new contracts as they cannot find enough drivers, with 65 percent of them ranking driver shortage as their most pressing concern. That’s four times the rate of any other issue.

IRU Secretary General Umberto de Pretto said, “Despite significant industry efforts, the shortage of drivers has deepened as a critical structural issue for the road transport industry. Driver recruitment is directly affecting transport capacity, business growth and supply chain reliability.”

The pressure is particularly severe for long-haul operators and smaller companies. Operators with fewer than 50 employees reported shortage rates 6 percentage points higher than those of large companies. Small operators with fewer than ten employees, which account for 98% of EU road freight enterprises and 79 percent of the workforce, often have fewer resources to invest in recruitment, training and international hiring.

Women and younger people remain heavily underrepresented. Women account for only around 4 percent

of European truck drivers, despite evidence that they tend to enter the profession at a younger age than men. Removing barriers to training, improving facilities and modernising the image of the profession could open access to a much wider pool of potential drivers.

The retirement challenge makes this increasingly urgent. In Europe, around 660 500 drivers are expected to retire by 2030.

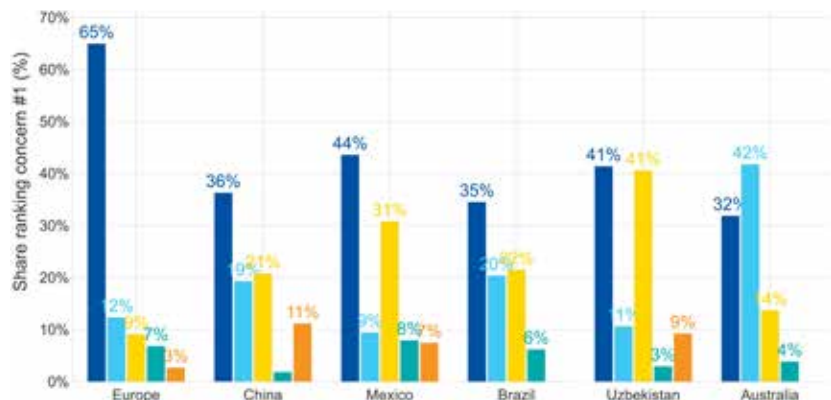
Pay remains important, but operators increasingly describe a “wage wall”. Higher wages alone are no longer enough to attract or retain drivers. Cab and trailer conditions, secure parking, time at home, predictable schedules and work-life balance are increasingly decisive. This shift is particularly visible in long-haul transport and coach tourism.

The report’s qualitative research reinforces the survey findings. IRU conducted in-depth interviews with national associations and major operators across Australia, Brazil, Canada, Europe and Türkiye.

The qualitative findings show that operators are adapting in different ways. Some are improving scheduling and working conditions. Others are investing in training, recruitment partnerships and clearer career pathways.

However, isolated company-level action is unlikely to be enough. The report points to examples from Finland, the Netherlands and Türkiye where cooperation between operators, associations and public authorities has helped create more effective recruitment pipelines.

“IRU is calling for coordinated action from governments and industry. The shortage cannot be solved by recruitment campaigns alone,” said Umberto de Pretto. “The sector must improve the quality of the job and make professional driving a career that people can enter, build and remain in.”





Hengst Uses Warehouse as Strategic Asset in Indonesia

Following their great success with Hengst Asia Pacific, based in Singapore, Hengst now ventured into neighbouring countries. One of their outposts has a firm foothold in Indonesia with a team of three staff. Over the past two years, the crew around Maergner has been gradually ramping up their offering. A parts warehouse, located in East Jakarta has been a strategic asset added in 2024. In particular, filtration is of great concern in Indonesia: fuel quality can oftentimes be lower, threatening the health of engines.

Addressing the challenges, i.e. a geographically dispersed network, shipping times and response times, Hengst has since ramped up the stockpiling of parts in-country. The Hengst warehouse in Jakarta services parts distributors on a regular, sped-up interval. "While this warehouse does not stock all of our line items yet, we are gradually increasing the products available here. Right now, our priority is to cover the items that are of the highest importance to keep large fleets running," Frank Maergner, Head of Sales APAC, Hengst Asia Pacific Pte Ltd, told Asian Buses. As a priority, Hengst Indonesia covers a comprehensive off highway range including some filter kits Germany does not do for now. "The PT Hengst warehouse gives us the flexibility to do products which are needed locally or suited better for local market conditions," he added.

One of the challenges parts distributors are facing are the vast distances that one has to cover. The size of Jawa can require several days of travel to deliver goods. At the same time, this means that clients would seek out more dependable and reliable spare parts. "This plays into our hands as we are positioned as an OEM supplier," Maergner added. European commercial vehicle brands are in high demand, presenting Hengst with the opportunity to supply their filters to their strategic partners. He noted that a large portion of spare parts sold are for the bus segment as the Indonesia's population is highly dependent on road transport to cover large distances. Being able to quickly dispatch parts from the local warehouse is giving Hengst an edge in Indonesia.

Where Maergner sees a huge potential is in pre-filters, namely he recommends the Hengst Blue.maxx to Indonesian bus operators. He explained that in Indonesia, operators have access to cheaper fuels than their counterparts in Malaysia. However, the lower cost comes packaged with lower quality. In addition, the Indonesian government is now mandating B50 and B100 biofuels, which have a significantly higher content of palm oil. The latter being more hygroscopic than Diesel made from crude oil requires a water separator.

"Indonesia is a very cost-driven market, whereby end-users may only apply the metrics of cost as an evaluation of a spare part. However, the ambition is now

to educate the market that a quality product may have a higher price, while providing exponentially better performance," he said.

Moving forward, Hengst is committed to strengthening their presence in Indonesia through a combination of market education, technical support and closer engagement with fleet operators. "This is manifested in the fact that we have just increased the number of pallet places in the warehouse to hold more inventory at any given time. By working directly with end users, workshops and fleet managers, Maergner hopes to create long-term value of quality filtration solutions and their contribution to vehicle uptime, lower operating costs and improved reliability. Through training programmes, product demonstrations and ongoing technical consultation, the two companies hope to shift purchasing decisions away from purely price-based considerations towards a more holistic understanding of total cost of ownership. Ultimately, Hengst has the ambition of helping Indonesian operators build more dependable fleets by ensuring access to reliable spare parts and the knowledge required to maximise their performance. 🚩



ASIA PACIFIC INTERCITY AND TRANSIT BUS MARKET

PATH OF SUSTAINABLE MOBILITY THROUGH 2033

The Asia Pacific intercity and transit bus market is poised for strong growth, expanding from ~US\$ 27 Bn in 2025 to ~US\$ 48.7 Bn by 2033, at a CAGR of 8.8%. Asia-Pacific already holds ~47% of global revenue, driven by policy push, electrification, and rising urban mobility demand.



MARKET SIZE & FORECAST US\$ 27 Bn 2025E 8.8% CAGR (2025-2033) US\$ 48.7 Bn 2033F 	KEY GROWTH DRIVERS <ul style="list-style-type: none"> Rapid urbanization: Over 55% of the world lives in urban areas today; Asia-Pacific to reach 68% by 2050. Strong government initiatives: India targets 52,000 e-buses by 2029; major programs driving large-scale procurement. Sustainability push: Decarbonization goals driving shift to electric, CNG and hydrogen buses. Rising population & mobility demand: Need for efficient, high-frequency public transport systems. 	INDIA: A KEY GROWTH ENGINE <ul style="list-style-type: none"> PM E-Drive Scheme (Sep 2024): INR 13,900 Cr outlay 14,028 electric buses across 9 major cities PM 4Bus Sewa: 10,000 buses across 159 cities National target: 52,000 electric buses by 2029 Electric bus penetration: 5% in FY25 → 10-12% by FY27 	JAPAN: HYDROGEN LEADERSHIP <ul style="list-style-type: none"> Tokyo operates 100+ hydrogen fuel cell buses. Hydrogen is a promising solution for longer intercity routes.
CHALLENGES & MARKET RESPONSE <ul style="list-style-type: none"> High upfront cost of EV buses: 30-60% higher than diesel buses Supply chain concentration: China holds ~85% of global EV battery manufacturing Price volatility in critical materials: Lithium, nickel prices volatile (2022-2024) Grid & infrastructure constraints: Slowing charging deployment in parts of ASEAN MARKET RESPONSE <ul style="list-style-type: none"> ✓ CNG buses remain viable: 30-40% cheaper than EVs ✓ Governments using public-private models & gross cost contracts ✓ Operators adopting phased electrification strategies ✓ Innovative financing unlocking fleet modernisation 	COMPETITIVE LANDSCAPE (2025) <ul style="list-style-type: none"> Yutong Bus Co., Ltd. Revenue: ~RMB 41.4 Bn Sales: 49,518 buses (global) BYD Co., Ltd. Full vertical integration Leading global electric bus exporter PMI Electro Mobility Strong presence in India E-buses: 7m, 9m, 12m variants Other Key Players: Electro Switch Mobility Ashok Leyland Tata Motors Isuzu Scania	TECHNOLOGY & PRODUCT TRENDS <ul style="list-style-type: none"> Rear-engine powertrain: ~48% of global bus revenue in 2025 51-70 seat buses: ~38% of global market revenue Expanding beyond cities: Electric sleeper buses for intercity corridors LeafyBus & Eicher partnership (Feb 2026): 100 electric intercity sleeper buses across India 	FUTURE OUTLOOK TO 2033 <ul style="list-style-type: none"> ⚡ Deeper electrification of urban & intercity fleets H₂ Hydrogen fuel cell adoption on longer routes 📶 Digital fleet management & AI-driven operations 🏛️ Policy certainty + innovative financing to drive sustained growth 🌐 Asia-Pacific to remain the world's most dynamic bus market

The Asia-Pacific intercity and transit bus market offers one of the most compelling growth narratives in global mobility. For comprehensive analysis including full segmentation, competitive benchmarking, country-level forecasts, and supply chain assessment, the complete research report is available for purchase through Persistence Market Research. www.persistencemarketresearch.com

Asia Pacific Intercity and Transit Bus Market: Path of Sustainable Mobility Through 2033

A Market at the Heart of Asia's Mobility Shift

Persistence Market Research has made available their latest report, titled "Asia Pacific Intercity and Transit Bus Market: Path of Sustainable Mobility". The Asia Pacific intercity and transit bus market stands at a pivotal crossroads, emerging as one of the most dynamic and consequential segments in the global public transportation landscape. Valued at approximately US\$ 27 billion this year, the regional market is projected to expand at a compound annual growth rate of 8.8 percent through 2033, reaching an estimated US\$ 48.7 billion by the end of the forecast period. This growth trajectory positions Asia-Pacific as the world's most dynamic arena for bus-based public mobility, and for good reason.

Asia-Pacific already commands approximately 47 percent of global intercity and transit bus revenue, a dominance rooted in China's near-complete electrification of municipal fleets with over 700 000 electric buses in active operation, as well as massive procurement pipelines across India and Southeast Asian nations. The region is not merely a market. It is a laboratory where sustainable

public mobility is being redefined at scale, driven by government policy, demographic pressure, and the competitive dynamism of domestic bus manufacturers.

Growth Drivers and Opportunities Reshaping the Market

The market's strong growth forecast rests on structural pillars of urbanization and government policy. According to the United Nations, more than 55 percent of the world's population currently lives in urban areas, a share projected to reach 68 percent by 2050. In Asia-Pacific, this translates directly into surging demand for efficient, high-frequency bus transit systems that can serve

populations where private vehicle ownership remains aspirational rather than universal.

India presents the most compelling near-term opportunity in the region. The government's PM E-Drive Scheme, approved in September 2024 with an outlay of INR 10 900 crore, targets the deployment of 14 028 electric buses across nine major cities. The broader PM-eBus Sewa programme extends this ambition further, targeting 10 000 buses across 169 cities under a national electrification agenda that aims for 52 000 electric buses by 2029. With electric bus penetration in India standing at only five percent in FY25 and forecast to reach 10 to 12 percent by FY27, the headroom for growth is substantial. Japan's leadership in hydrogen fuel cell buses, with Tokyo operating over 100 hydrogen-powered vehicles, adds another dimension to the region's opportunity landscape, particularly for intercity corridors where battery-only solutions face range limitations.

Challenges, Restraints and the Market's Resilient Response

Despite the scale of the opportunity, the Asia-Pacific bus market operates under meaningful structural constraints. The most persistent challenge is the high upfront cost of electric and hybrid bus procurement. A standard 12-metre battery-electric bus is typically priced between US\$ 400 000 and US\$ 600 000, compared to US\$ 150 000 to US\$ 250 000 for a diesel equivalent, representing a cost premium of 30 to 60 percent. For state transport undertakings across India, Indonesia, and Vietnam, where budget constraints are real and persistent, this pricing differential remains a significant barrier to accelerated fleet transition.

Supply chain concentration compounds these challenges. China currently controls approximately 85% of global EV battery manufacturing capacity, and price volatility in critical materials such as lithium carbonate and nickel, which surged and then corrected sharply between 2022 and 2024, creates budgeting uncertainty

for fleet operators. Grid constraints in parts of ASEAN also slow charging infrastructure deployment, particularly in secondary cities. Yet the market has shown resilience. CNG buses remain economically viable for price-sensitive operators, being approximately 30 to 40 cheaper upfront than battery-electric equivalents, and continue to receive fresh orders across South Asia. Meanwhile, governments are structuring procurement through public-private models and gross cost contracts that shift upfront capital risk away from transit agencies, keeping fleet modernisation on track even where fiscal headroom is limited.

Competitive Landscape and Technology Developments

The Asia-Pacific bus market is characterised by a competitive structure in which Chinese OEMs dominate on volume and cost, while Japanese and Indian manufacturers retain important niches. Yutong Bus Co., Ltd. posted revenues of approximately RMB 41.4 billion in 2025, selling 49,518 buses across domestic and export markets. BYD Co., Ltd., operating with full vertical integration from battery cell to finished vehicle, has emerged as the dominant global electric bus exporter, with a significant and growing footprint across Southeast Asia, Latin America, and Europe.


In India companies like PMI Electro Mobility, Olectra and Switch Mobility are capture government tenders for E-buses for with 7m, 9m and 12m variants gaining popularity in different states. On the technology front, the transition toward rear-engine powertrain configurations is notable, with this layout now accounting for approximately 48% of global bus revenue in 2025, preferred for superior weight distribution and low-floor accessibility compliance. A February 2026 partnership between LeafyBus and Eicher Trucks and Buses to deploy 100 electric intercity sleeper buses across Indian national corridors signals that the technology frontier is expanding beyond urban transit into intercity electrification, a development that will reshape competitive positioning across the region in the years ahead.

Future Outlook and Analyst Perspective

Looking through to 2033, the Asia-Pacific intercity and transit bus market is expected to deepen electrification, progressively introduce hydrogen fuel cell technology on longer intercity routes, and integrate digital fleet management systems that optimise energy use and maintenance cycles. The 51 to 70 seat bus configuration, currently commanding approximately 38 percent of global market revenue, will remain the backbone of regional procurement. From an analyst standpoint, markets most likely to outperform expectations are those where policy certainty aligns with financing innovation. India's gross cost contract model, which transfers operational and financial risk to bus operators rather than transit agencies, has already unlocked procurement volumes that traditional capital expenditure frameworks would have delayed by years. Vietnam, Indonesia, and the Philippines are at early stages of adopting similar frameworks, and their uptake will be a key determinant of whether Southeast Asia matches South Asia's growth pace.

The Asia-Pacific intercity and transit bus market offers one of the most compelling growth narratives in global mobility today. The convergence of urbanization, policy commitment, technological advancement, and competitive manufacturing capacity creates a uniquely favourable environment for market participants. The path to US\$ 48.7 billion by 2033 is underpinned by structural forces that are among the most durable in any industrial market.

For a comprehensive analysis including full segmentation data, competitive benchmarking, country-level forecasts, and supply chain assessment, the complete research report is available for purchase through Persistence Market Research at

www.persistencemarketresearch.com/market-research/intercity-and-transit-bus-market.asp 



Thailand Bus Market: Structure, Regulation, and Fleet Transition



Thailand's bus sector continues to form part of the country's passenger transport system in 2026. Bus services operate across urban areas, intercity routes, and tourism-related transport services, supporting passenger movement within cities as well as between provinces and major destinations throughout the country.

Thailand's transport network comprises several modes of passenger transport, including road, rail, air, and maritime services. Within this broader framework, buses remain one of the transport modes available to passengers travelling for work, education, business, leisure, and tourism purposes.

Bangkok serves as a major hub within Thailand's passenger transport network. As the country's capital and largest city, Bangkok accommodates a significant volume of daily passenger movement. Public bus services operate under the oversight of the Ministry of Transport and the Department of Land Transport (DLT), which are responsible for transport regulation, licensing, vehicle registration, and compliance requirements.

Public bus services in Bangkok are operated by the Bangkok Mass Transit Authority (BMTA) alongside private operators authorised to serve approved routes. Together, these services form part of the wider public transport network serving the metropolitan area.

Outside Bangkok, bus services operate between provinces, regional centres, and border areas. These services form part of Thailand's wider passenger transport landscape and provide connections between different parts of the country.

Tourism continues to contribute to passenger transport activity. According to the Ministry of Tourism and Sports, Thailand recorded 32.97 million international visitor arrivals in 2025, the latest full-year figure available. International visitors travel to destinations throughout the country, creating demand for a range of passenger transport services.

Tourism-related transport activities include airport transfers, charter buses, tour coaches, hotel shuttle services, and organised group transportation. These services support visitor movement between airports, accommodation facilities, tourism attractions, commercial districts, and transport hubs.

The market includes several passenger transport segments:

- Urban bus services
- Intercity bus services
- Charter and tourism-related services

Each segment serves different passenger requirements and operates within distinct parts of the transport network.

Regulation and Government Oversight

Thailand's bus sector operates within a regulatory framework administered by government authorities.

The Department of Land Transport is responsible for a range of regulatory functions relating to road transport.

These responsibilities include vehicle registration, operator licensing, driver qualifications, compliance requirements, and the administration of transport regulations applicable to passenger transport operators.

The Ministry of Transport oversees transport policy and transport development initiatives at the national level. Through its various agencies and departments, the ministry plays a role in transport planning, infrastructure development, and regulatory administration across different transport modes.

Public transport operators are required to comply with regulations governing licensing, vehicle operation, and safety requirements. Regulatory oversight forms part of the broader framework that governs the operation of passenger transport services throughout the country.

Government agencies continue to oversee transport-related activities across the sector. This includes matters relating to public transport administration, operational compliance, and transport planning initiatives.

Public Transport Development

Bus services form part of Thailand's public transport network and continue to operate within urban and regional transport systems.

In Bangkok, bus services operate alongside other public transport modes and contribute to passenger movement throughout the metropolitan area. Public transport services connect residential areas, commercial districts, educational institutions, government facilities, transport terminals, and other destinations within the city.

The Bangkok Mass Transit Authority and authorised private operators continue to provide bus services across the capital as part of the city's public transport system.

Beyond Bangkok, bus services continue to operate throughout the country. Intercity routes connect provinces, regional centres, and major destinations, while local and regional services support passenger movement within individual areas.

Thailand's transport development programmes continue to include public

transport as part of broader planning and infrastructure initiatives. Government agencies remain involved in transport planning and the administration of public transport systems across the country.



In Focus: Thailand's Electrification of Bus Transport

Summing up the market trends is statista, with the identification of the key trends in the Buses market in Thailand being the growing demand for electric buses. As the government and consumers become more environmentally conscious, there is a strong push towards reducing carbon emissions and promoting sustainable transportation options. Electric buses are seen as a viable solution to achieve these goals, as they produce zero tailpipe emissions and are quieter compared to traditional diesel buses. The government has also implemented various incentives and subsidies to encourage the adoption of electric buses, further driving the market growth in this segment.

Market Research Thailand, a part of Eurogroup Consulting, concludes that Thailand's embrace of electric buses (e-buses) is not a simple trend but a cornerstone of a deliberate, multi-faceted national strategy. According to their analysis, at its core, the revolution is orchestrated by a vertically integrated policy framework, where macro-level climate goals, such as achieving carbon neutrality by 2050, are operationalized through specific, high-impact programs like the Bangkok Mass Transit Authority (BMTA) leasing project and the national EV 3.5 incentive package.

While Thailand possesses a formidable legacy as the "Detroit of the East," its transition to a true electric vehicle (EV) export powerhouse is fraught with complex challenges. The established automotive ecosystem, traditionally centered on internal combustion engine (ICE) technology, does not seamlessly translate to the EV value chain, revealing significant gaps in advanced component manufacturing and a reliance on foreign partners for core technologies. Furthermore, the market is being reshaped by intense competition and price wars driven by the influx of Chinese manufacturers, which is placing considerable pressure on legacy players.

The foundation of Thailand's e-bus transformation rests on clear policy mandates designed to position the country as a regional leader in sustainable mobility. The overarching national goal, outlined in the "30@30" policy, is to ensure that at least 30% of total vehicle production by 2030 consists of Zero Emission Vehicles (ZEVs). This initiative is a core component of Thailand's broader commitment to a low-carbon society, aiming for carbon neutrality by 2050 and net zero emissions by 2065. This national vision is not abstract; it is translated into concrete, actionable programs that directly affect the e-bus sector.

The Cabinet's approval of a comprehensive electric bus leasing program for the BMTA is a prime example of this vertical integration. This transformative, seven-year initiative will see the BMTA lease 1 520 air-conditioned electric buses, directly modernizing the capital's aging fleet while aligning with the nation's long-term environmental and mobility goals. This approach signals a deliberate shift away from earlier plans that focused on natural gas-powered buses and provides a consistent policy signal to the market, reducing regulatory uncertainty and de-risking long-term capital investments for both domestic and international players.

The financial viability of the BMTA project is clearly demonstrated by its projected revenue generation of approximately THB 52.65 billion over its lifecycle, yielding an estimated net profit of THB 19.85 billion. This strong financial performance underscores that the transition is not merely a "green" initiative but a strategic financial overhaul for state enterprises. The leasing model is particularly strategic in this context, as it relieves the BMTA of the substantial capital expenditure and maintenance burdens associated with vehicle ownership, transforming what would be a high-risk, capital-intensive investment into a more predictable service-based contract.

The e-bus revolution serves as a direct and necessary solution to critical urban problems that have long plagued major Thai cities. Chronic traffic congestion and severe air pollution, particularly from fine particulate matter (PM2.5), are major public health and economic burdens. The economic cost of traffic congestion in Bangkok alone is estimated to be approximately THB 11 billion per year.

The benefits extend beyond air quality. E-buses are also significantly quieter than their diesel counterparts, operating at 60-70 dB compared to over 80 dB for diesel buses. This reduction in noise pollution directly improves the quality of life for residents along bus routes. The BMTA's strategic goal to make the public bus system the "main network for urban travel". The BMTA and Phuket e-bus projects explicitly list "solving air pollution" and "reducing traffic congestion" as primary objectives, demonstrating that the e-bus transition is not a "nice-to-have" but a strategic necessity for the long-term health and economic viability of Thailand's urban centers.

Companies like NEX Point have emerged as central figures in this transformation. NEX, a Thai company, manufactures and assembles commercial electric vehicles, including buses, with a production capacity of up to 9 000 units per year. A clear and effective model for the industry's future is demonstrated by the close partnership between NEX and Thai Smile Bus, a major private fleet operator in Bangkok. Thai Smile Bus has been awarded a contract for 71 of 77 e-bus routes in the Bangkok Metropolitan Region and has set an ambitious goal of expanding its fleet to 3 100 e-buses.

Thailand's position as a global automotive hub provides a strong foundation for its EV ambitions. The country is the 10th largest automotive manufacturer in the world and the

largest in Southeast Asia, with a robust ecosystem of over 2 200 auto parts suppliers and a skilled workforce.

However, this legacy is also a source of vulnerability. The existing ICE-centric supply chain, built on engines and transmissions, does not translate directly to EV components. A significant weakness is the lack of maturity in designing and manufacturing core EV parts like circuit diagrams, control units, and advanced batteries. The local industry still relies heavily on overseas partners for these advanced electric mobility solutions.

A central objective of the e-bus transition is the direct reduction of pollution. E-buses are heralded as a direct solution to the country's severe PM2.5 and air pollution problems, particularly in densely populated cities. Unlike conventional vehicles, e-buses produce zero tailpipe emissions, helping to significantly improve air quality. The Bangkok E-Bus Programme, a collaborative effort with Switzerland, is a prime example of this impact, with a stated aim to avoid around 500 000 tonnes of carbon dioxide (CO2) emissions by 2030.

The benefits extend to the sonic environment as well. Conventional diesel buses generate noise levels exceeding 80 dB, creating a constant din in urban environments. By contrast, e-buses operate at a much quieter 60-70 dB, which helps to reduce noise pollution and improves the overall quality of life for residents along their routes. The reduction of both air and noise pollution addresses critical public health concerns, reinforcing the idea that the e-bus transition is a strategic necessity for the long-term health and well-being of urban populations.

The BMTA's goal is to make the public bus system the "main network for urban travel," which is a strategic effort to regain its position as the backbone of Bangkok's public transport system. The focus on providing a cleaner, more comfortable, and more reliable ride is a direct response to long-standing public complaints and a prerequisite for alleviating chronic traffic congestion, a major economic and social burden.

The government's incentive strategy has evolved from the initial BEV 3.0 package (2022-2025) to the more mature BEV 3.5 package (2024-2027). The policy framework provides a complex, tiered system of subsidies, import duty reductions, and excise tax cuts that are highest in the initial years and then gradually decline. This phased reduction in subsidies is a deliberate signal from the government that the market must eventually become self-sustaining and not reliant on state handouts.

Now the long-term viability of Thailand's position as a global EV hub depends on its ability to overcome significant structural challenges. These include the need to build advanced component manufacturing capabilities, develop domestic R&D capacity, and maintain competitiveness in the face of intense Chinese competition. Success in these areas will determine whether Thailand can move beyond being an assembly hub to becoming a true leader in EV technology and exports.

How Buses Are Deployed Across Segments

Urban bus services operate within cities and metropolitan areas and form part of local public transport systems.

These services operate on scheduled routes and provide passenger transport between residential neighbourhoods, commercial centres, educational institutions, government offices, healthcare facilities, and transport hubs.

In Bangkok, urban bus services form part of the wider public transport environment and operate alongside other transport modes available to passengers.

Intercity bus services operate between provinces, cities, and regional centres throughout Thailand.

These services connect destinations across different parts of the country and provide passenger transport between urban centres, provincial communities, and regional locations.

Intercity operations form part of Thailand’s long-distance passenger transport network and continue to serve a wide range of travel requirements.

Tourism and Charter Operations

Tourism and charter operators provide transport services associated with organised travel and visitor movement.

These services include airport transfers, hotel transfers, sightseeing activities, tour operations, corporate transportation, and group travel arrangements.



Tourism-related transport services operate across a variety of destinations and support passenger movement within Thailand’s tourism sector.

What Lies Ahead

Thailand’s bus sector continues to operate within the country’s wider transport framework.

Urban bus services, intercity routes, and tourism-related operations remain part of Thailand’s passenger transport landscape. Government agencies continue to oversee transport regulation, public transport administration, and transport planning initiatives through the relevant authorities and departments.

As transport systems continue to operate across the country, bus services remain one of the transport modes available to passengers travelling within cities, between provinces, and to tourism destinations throughout Thailand.

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Lazzerini Unveiling a 100 Percent Recycled Seat that Tells Story of Plastics Circularity

A seat made entirely from recycled plastic; offering a tangible example of circular innovation applied to transport design. This is the project Lazzerini is presenting at “The New State of Materials”, the exhibition-event curated by Materially on the occasion of Milano Design Week 2026, the world’s leading design and furniture event.

The Re-Compact seat is the result of a collaboration with NEXTCHEM and represents a virtuous industrial model capable of transforming post-consumer plastic into a high-performance product, designed to last and to re-enter the production cycle.

Thanks to NEXTCHEM’s proprietary NX Replast technology, which is applied at the Bedizzole plant of its subsidiary MyReplast Industries, post-consumer plastics undergo advanced chemical treatments. The material is purified and regenerated, becoming once again a high-quality raw material through an innovative mechanical upcycling process that overcomes the limits of traditional recycling. The result is a technical compound: a polymer with performance comparable to virgin materials, developed to ensure strength, durability, and aesthetic quality.

With Lazzerini, the compound leaves its elemental form and becomes a seat through a design process that integrates engineering, ergonomics, and safety—key requirements in the public transport sector. The outcome is a product that combines functionality, robustness, and design, made entirely from recycled plastic and conceived to last over time and re-enter the production cycle, within a potentially multi-cycle reuse system.

In addition, Lazzerini seats are treated with PURETI photocatalytic technology. Activated simply by light, the treated surfaces eliminate smog, viruses, bacteria, and pollutants, becoming self-cleaning and contributing to improved air quality.

“The New State of Materials” installation visually narrates this process through a series of plexiglass cubes containing the granules produced using NEXTCHEM’s NX Replast technology, placed alongside the Lazzerini seat that represents their concrete application. A dialogue between material and design that makes

transformation tangible and shows how sustainability can become an experience.

“Milano Design Week is where design meets people and generates new awareness”, says Innocenzo Carbone, CEO of Lazzerini. “Bringing our Re-Compact seat here means showing how circularity can become form, function, and a design culture. This is not just about technological innovation, but about a shift in perspective: rethinking materials to rethink the future of transport and public spaces.”

Company Focus: Lazzerini
 Founded in 1967, Lazzerini has transformed its passion for design and functionality into a universal language, spoken wherever comfort in motion is required.

With an international vocation and a pioneering spirit, Lazzerini does more than manufacture seats: it creates travel experiences, anticipates needs, and inspires trust. Today, it is a global benchmark for excellence in seating systems for public and private transport. Because wherever something moves, there is room for Lazzerini elegance.

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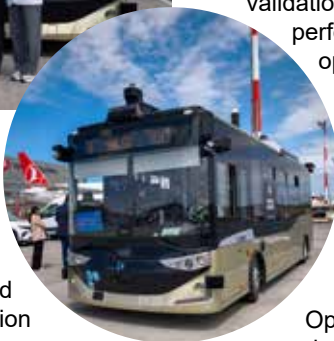
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Karsan Autonomous e-ATAK Was Tested in Operational Traffic at IGA Istanbul Airport



With its vision of “Being One Step Ahead in the Future of Mobility,” Karsan, a pioneer in the global transformation of public transportation, continues to showcase the latest advancements in autonomous technology. As the world’s first Level 4 autonomous public transportation vehicle, the Karsan Autonomous e-ATAK has been in service under real-world road conditions since 2021 and has now proven its ability to achieve success in public transportation across various operational use cases. In this context, the company conducted a demo operation at IGA Istanbul Airport in collaboration with its technology partner ADASTEC and Turkish Airlines. The Karsan Autonomous e-ATAK was tested under real operational conditions on the apron along an 11-kilometer route.



Crew Terminal to the Smart Cargo Area (in front of the SMARTIST Building). In the second scenario, the vehicle traveled from the same starting point at the Turkish Airlines Operations Center – Crew Terminal to the 200 Series Open Parking Area. These scenarios, which simulated the transportation of shift crews to their work areas and flight crews to their aircraft parking positions, provided important data regarding the validation of autonomous driving performance under real operational conditions, the testing of perception and navigation systems, the evaluation of safety and emergency scenarios, and the analysis of operational traffic interactions.

Operating alongside other service vehicles on the apron amidst actual operational traffic, the Karsan Autonomous e-ATAK successfully completed its route using its LiDAR, radar, cameras, and advanced sensor systems, thereby demonstrating the potential of autonomous technology in air cargo logistics. 


The demo runs were designed around two different scenarios. In the first scenario, the vehicle traveled from the starting point at the Turkish Airlines Operations Center –

Scania Signs Agreement for New Biogas Buses in Intercity Operations



The biogas buses will be introduced into service on the Malmö-Lund/Kristianstad routes and are specifically designed to Skånetrafiken’s requirements. They are specified to fit longer journeys by including coach seats, a toilet, and additional interior options. Along with low noise levels from the biogas powertrain, passengers will be able to enjoy a high level of comfort.

Transport operator Nobina will introduce 27 new Scania biogas buses into service on behalf of public transport authority Skånetrafiken. With low noise levels and low emissions, the vehicles underline the parties’ continued commitment to sustainable public transport.

With the order, the fleet of Scania biogas buses in traffic for Skånetrafiken continues to grow, while strengthening the long-term investments in renewable fuels already done in the region. But the decision to go with Scania was also based on positive experiences from the current collaboration and ongoing operations. 

Biogas is a renewable fuel produced from waste products, providing both CO₂ reductions and increased security in terms of fuel supply. A large part of Sweden’s compressed biogas is produced locally, which means value creation occurs close to where the fuel is used.

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