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driven: volvo dynamic steering **operator:** grant's, sa **pictorial:** iveco big arvo out

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TOSHIBA

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e-mail: tbm@magshop.com.au

ph: 1300 461 528 between 8am – 6pm (EST) Mon – Fri

mail: Magshop, GPO Box 5252, Sydney, NSW, 2001

Annual subscription rates (12 issues):

Australia: \$89* NZ: \$A100.05 Overseas: \$A122.50

(Australian air-mail only) *price includes GST

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PUBLISHED BY

Bauer Trader Media

ABN 18 053 273 546 (A Division of Bauer Media Group)

73 Atherton Road, Oakleigh, Vic, 3166, Australia

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MEDIA GROUP

For Bauer Trader Media's privacy policy please
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ISSN 1324-8634



Member: Circulations Audit Board

Circulation 3,502

(CAB Audit, September 2019)

Largest circulating bus and coach magazine in Australasia

DISTRIBUTION

Distribution within Australia and New Zealand and beyond by paid subscription to the owners and managers of: • route buses • government bus operations • school buses • extended and day tour operations • express coaches • country and charter operations • bus and coach manufacturers • equipment suppliers • tourism attractions • railways management
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Talking Dirty

When AC/DC sang “*Rock ‘n Roll ain’t noise pollution*” (which it isn’t) and that it “*...ain’t going to die*” (which it should never be allowed to), unfortunately many still don’t share those views.

Back in the ‘70s, you could crank out a circa-midnight AccaDacca tune at ‘reasonable’ volume on a Saturday and no-one would bat an eyelid. Bang their heads, maybe. But definitely not an eyelid.

Nowadays, 45 seconds before 9.00pm and the police are the party’s door already, meaning someone’s called them even before the BBQ was lit. Seriously, I’ve heard of window-sill Bluetooth tube speakers being the bane of many neighbours’ existence once deemed to be too loud to ‘their ear’ even during daytimes. Hmm... If only the vehement obsession we have with noise pollution laws and regulations was akin to what we have, or don’t, for air pollution.

Sure, smog and smoke blanketing a city gives the game away somewhat that air quality that day is down the poopier, but even on ‘clear’ days – and even with the EPA-type authorities giving the relative ok – there’s still nasty stuff out there to inhale.

Heck, the World Health Organisation (WHO) even says around 3.8 million people a year die from exposure to household air pollution, which comes from a variety of sources, and includes a range of gases, chemicals and other substances. Add in poor ventilation and fine particles are an especially strong indicator of health risks, as they can “...penetrate deep into the lungs, enter the bloodstream, and travel to organs.”

Whoah! There goes the neighbourhood. So if buses travelling around a city with roof-mounted ‘air filtering’ devices is to be a thing, why not? A drop in the ‘airy’ ocean? Probably. A step in the right direction? Well, that’s a far more romantic and justifiable way to put it. And governments should be subsidising it maybe. You can read more about the UK operator Go-Ahead and its buses

doing just that on pages 46–50.

Speaking of bus roofs and clever innovation, our cover-story bus this issue is a very special Scania that’s been custom-made to the Swedish cross-country ski team’s discerning prerequisites. Not only is its build-up a fascinating insight into such bespoke bus design in terms of maximising space, but also the roof harbouring solar panels to catch some rays and generate energy for the bus could portend a trend for electric buses seeking to further reduce battery drain in future.

As cost efficiencies improve and prices for solar panels and electric-use drivetrains decline over time (and surely they will over the next 15–30) years, as a society we’d be foolish not

to look at maximising bus roof space if it’s further deemed electric is the way to go. Check it out on pages 24–30.

Also this issue, we check out South Australian operator Grant’s Coachlines, where we talk driver recruitment, succession management and that dreaded coronavirus on pages 32–38. Don’t worry, we are monitoring the travel ban’s impact to the industry thus far. Fingers, toes and nostril hairs crossed this thing gets sorted asap.

Finally, it’s been a bumper bus deliveries month, as our exclusive data on pages 64–67 reveals, while we check out Part 1 of the Iveco Big Arvo Out luncheon, which concluded late 2019’s BIC National Conference in Canberra, recently.

Until the next thrilling instalment. 📺

“...the roof harbouring solar panels to catch some rays and generate energy for the bus could portend a trend for electric buses.”





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FIRST 33 VOLVO-IRIZAR MINE BUSES DELIVERED

ONLY TWO MONTHS after a supply agreement was signed, the first of 33 Volvo chassis, Irizar-bodied coaches have been delivered to West Australian operator Go West Tours for its BHP Pilbara mining contract, it's reported.

The partnership between global bus and coach manufacturer Irizar and Volvo Bus Australia secured a contract to supply the 33 coaches for a major seven-year contract with BHP, to provide transport services for its Pilbara mining operations.

The contract was signed by Go West Tours director David Houst and Irizar managing director, Asia Pacific region, Daniel Castro in Perth on November 22, 2019.

The first batch of special-built vehicles made their way to Perth on January 15, only two months after the contract being signed, Irizar confirms.

It is a quite remarkable lead time given the chassis were built in Sweden and the bodies were built in Brazil at Irizar's factory, they state.

The Irizar i6 3700 Mining-spec body equipped with Volvo B8R chassis combination was also recently supplied to mining

sites in South Australia and Queensland and are designed for remote mining conditions, Irizar confirms.

It will be the first time that Irizar has delivered a complete fleet with the i-Service system integrated and fully maintained by the Irizar Group, it says.

ON PAPER

The Volvo B8R power train includes the latest 8L Volvo engine, producing 330hp (246kW) matched to an automatic gearbox to reduce driver fatigue.

The vehicles are equipped with special safety items including: passenger seat belt monitoring system; ABS, EBS, ESC, ECAS; in-vehicle monitoring and telematics; park brake alarm with anti-rollaway system; driver duress system; fire-suppression system; driver fatigue monitoring system, back-to-base tyre pressure monitoring system, and CCTV with remote access.

ON-GOING PARTNERSHIP

Castro says the contract was the start of an ongoing partnership with Go West Tours.

"Securing this contract with Go West Tours is a reflection of 130

years of history in transport across 90 countries and the expertise we have developed over this time to design first-class vehicles for remote locations" he said.

"Delivering in such quick lead-time was a remarkable achievement for Irizar and Volvo that keeps a strategic batch of at least 40 vehicles as rolling stock and more chassis to be built to the specification of the customer," Castro explained.

David Houst says he looks forward to taking delivery of the state-of-the-art coaches.

Above:

The contract was signed by Go West Tours director David Houst and Irizar managing director, Asia Pacific region, Daniel Castro.



"We are delighted to partner with renowned and respected European manufacturers Irizar and Volvo to purchase the latest technology coaches, which will ensure a high level and reliable service to BHP," Haoust said.

STAFF INDUCTION

The training sessions for Go West drivers and workshop staff have begun, confirms Irizar, which are conducted by the Irizar and Volvo technical teams in the Pilbara region.

"The team at Volvo and our long-term dealer partner Truck Centre WA in the west are extremely excited about the opportunity to supply Go West with our latest Volvo B8R product," said Lauren Downs, general manager, Volvo Bus Australia.

"Volvo have proudly offered industry-leading service and support across Australia for almost 50 years. This continues even in the depths of the Pilbara with service trucks and vans visiting all of the Pilbara mine sites on a regular basis with highly trained technicians and parts supply for the coaches and Volvo trucks on site.

"The new coaches will also be connected to Volvo Connected Services (telematics) meaning our specialised technical team can monitor the vehicles remotely – no matter how far or how remote," Downs explained.



'BACK TO SCHOOL' SAFETY FOCUS

BUS OPERATORS and state governments put emphasis on schoolchildren safety, particularly around buses, as students headed back to classes recently.

In NSW, the rebranded Busways highlighted a 'Flashing Lights Campaign' as key to saving lives and avoid injuries as children returned from the summer holidays to resume their studies.

In NSW, it is a legal requirement that a driver must not overtake or pass a bus with flashing lights at more than 40km/h.

Motorists caught exceeding 40km/h when passing or overtaking a bus with flashing lights face heavy fines and a loss of demerit points.

While the Flashing Lights Campaign is a reminder to motorists to be vigilant around school buses, it's also a timely reminder to parents to talk with their children about how to safely get on or off the school bus, Busways advises.

"Wait for the bus to leave, check the road in both directions for traffic and then cross with caution," O'Connell said.

"Parents should wait on the same side of the street as the bus stop if they are meeting their children, so the child does not run across the road to get to them."

ZERO ACCIDENTS

Busways managing director Byron Rowe says the company is committed to ensuring all passengers are safe when travelling on the public transport service.

"We want to ensure there are zero incidents on our buses and this campaign serves as a timely reminder for motorists, pedestrians, parents, and passengers of the safety measures they need to take when in and around buses," he said.

"Busways is invested in working with Transport for NSW and other agencies, such as the police, on these safety initiatives to guarantee everyone is well aware of the consequences of inappropriate or unsafe behaviour around buses.

"We all have a role to play in reducing incidents," Rowe added.

GOVT SUPPORT

Strong messages about schoolchildren and bus safety were put out by both the NSW Liberal and Victorian Labour state governments, recently.



Above: "This is one of the busiest times of year on buses and children can be very unpredictable as they get oriented for the new school year," Busways School Bus Safety Program trainer David O'Connell said.

NSW Minister for Regional Transport and Roads, Paul Toole, said road safety was everyone's responsibility and it was important motorists slowed down and paid special attention when travelling near schools.

Minister Toole said there were a number of safety measures in place at schools, with the NSW government investing \$18.5 million in more school crossing supervisors.

"We've already identified 80 new school crossing supervisor locations, including 19 in regional NSW, as part of the government's commitment to provide 300 new supervisors to schools that may not have been previously eligible," Minister Toole said.

In Victoria, Minister for Roads, Road Safety and the TAC Jaala Pulford recently visited St Patrick's Primary School in Wangaratta to meet with children ahead of their return to school and remind drivers to take extra care and slow down to the school zone speed limit.

Speed limits around schools will now drop to either 40km/h or 60km/h in the mornings from 8am to 9.30am and afternoons from 2.30pm to 4pm, Monday to Friday, the department announced.

Similarly, the Victorian government is also delivering safety improvements around schools across the state as part of the \$5 million School Area Safety Fund and \$18.9 million School Crossing Supervisor Program.



ZF APPOINTS NEW SALES EXEC

ZF SERVICES Australia has appointed a new sales and support executive for the New Zealand and South Pacific Islands' bus and coach market, the company recently announced.

Former Scania Australia and Scania UK employee Glenn Ayres is now ZF Services Australia's regional OE sales and technical support executive for NZ and the South Pacific Islands.

From February 17, 2020, Ayres will be focusing on the NZ bus and coach market providing increased presence in that area and strategically guiding and supporting the 'authorised partner' network in place, ZF states.

Additionally, Ayres will represent the entire ZF products portfolio in the market, the company confirms.

SOLID EXPERIENCE

With a background in the technical and engineering fields, Ayres studied mechanical engineering

before going on to be a master technician for Scania Truck and Bus in his native England.

Following a stint with Scania in Australia, he commenced work with ZF Services UK in 2004, initially in the position of a product support engineer, prior to becoming general sales manager.

During the past two years Ayres has been working in the industrial chemical field, primarily in the automotive and transportation markets.

BIG RANGE

ZF's OE range for buses and coaches features a vast catalogue of parts, from driveline, to steering, brakes, chassis and electronic components, the company states.

Across the region, ZF transmissions have found favour with new bus and coach buyers, with 90 per cent of deliveries featuring products such as the ZF Ecolife, ZF AS Tronic, or more recently the ZF Traxon - which delivers top fuel savings, comfort levels and noise reduction

Right:

"We're very excited to have Glenn join the ZF Services family," said Gary Bain, head OE OES sales, Oceania.



"Later this year, ZF will release its centre drive electric product, CeTrax, for the evolving city bus market."

characteristics, says ZF.

Later this year, ZF will release its centre drive electric product, CeTrax, for the evolving city bus market on new chassis and even potentially the replacement of diesel engines with electric drives, it confirms.

AUSSIE TRANSDEV WINS SERVICE AWARD

Transdev NSW's Bus Customer Experience team was named Service Champion in the Customer Service Team of the Year category at the International Service Excellence Awards by the Customer Service Institute of America, recently.

This recent international win recognises the team's success promoting "a culture with customers at the heart, improving the quality of customer management and correspondence, and facilitating enhanced customer service skills across the organisation", it states.



"Transdev's team stood out for the way they developed a customer-focused culture across the organisation," said Christine Churchill, founder and CEO of the Customer Service Institute of America.

Transdev NSW is a leading provider of bus, coach and on-demand transport services based in Sydney, it says. The team of more than 1,000 employees operates a fleet of 455 buses to deliver 23

million customer journeys each year, it states.

Managing director of Transdev's NSW bus operation Robert Macey said the global award was "a wonderful testament to the team's commitment to supporting local customers".

"I am very proud of our team of 'journey makers' – focused on our customers, understanding their behaviours, changing needs and delivering a great service."

Above: The Transdev NSW team at the 2019 Customer Service Institute of Australia Awards, in Melbourne, recently.



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WHITES DIESELS LANDS NEW OWNER

A QUEENSLAND-BASED, family owned business specialising in supplying genuine and aftermarket truck and trailer parts has purchased Whites Diesels, it was announced recently.

Tranzmile says it is proud to announce its purchase of bus sector supplier Whites Diesels, which has been working in the bus sector for more than 25 years, servicing large and small bus and truck fleets around Australia.

The company will be purchasing the assets of Whites Diesels and will be trading as a new entity now, but resurrecting the famous Whites Diesels name again from early February 2020, the company confirms.

Cameron Black, managing director of Tranzmile and now of Whites Diesels, said: "We are very proud to announce our purchase of the assets of Whites Diesels, and to announce to the market that we will be relaunching the Whites Diesels name ... from February.

"The over \$2m in stock we have purchased – including Daewoo bus parts and almost \$1m in Mercedes bus parts – will be available through

our Whites Diesels branches in Brisbane, Sydney and Townsville, and also through our Tranzmile branches," Black said.

BUS FOCUS

The Whites Diesels brand will remain as it is, synonymous with the high-quality aftermarket and OE bus supply chain, the company states. It will refocus into the bus segment and aim to bring back the customer service experience that Whites Diesels is known for, it explains. All parts stocked by Whites Diesels will now also be available at all Tranzmile outlets, extending Whites Diesels' reach even further.

"Whites Diesels and Tranzmile are a natural complementary fit, and having both brands under one umbrella will allow each entity to flourish in their respective markets," said Black.

"We will bring our proprietary software solution to Whites Diesels, which is one facet of our dedication to high levels of customer service.

"We expect this expansion into a national company to be exciting times for both companies," he concluded.

THE WOT!?!



ART ATTACK

A group of 41 artists undertook 'bushfire brandalism' recently, replacing poster adverts at 78 bus stops across Sydney, Melbourne and Brisbane with artwork critical of the Federal Government and its response to the bushfire crisis. "There was a lot of discussion about the divided attitudes and experiences of people living in the city versus the regional areas," one artist explained. Art or vandalism? You decide.



QUIET RIOT

Throughout February, Hillsborough Area Regional Transit (HART) in Florida was celebrating Black History Month by dedicating a seat on all of its buses to the memory of Rosa Parks. Parks famously refused to give up her seat on a segregated bus in December 1955, with her arrest triggering the Montgomery bus boycott. "Her decision to keep her seat reminds all of us to focus on the larger issues of equality, opportunity and hope for the future," said HART chief administrative officer Kenyatta Lee.



SLIP N SLIDE

Dangerous stunts are nothing new – remember the *Bird Box* challenge? – but this one hit the news recently, showing a young woman 'surfing' along an icy road in Montreal while hanging onto the back of a bus. The local police were obviously less than impressed with the viral video, stating: "We don't suggest to anyone to do this because this is really dangerous." Maybe it's for the best that we're not known for our snow?

NEW SALES MANAGER FOR MAN

PENSKE COMMERCIAL VEHICLES has appointed Australian bus industry specialist Crinel Geaboc as its new national sales manager for MAN's bus and coach portfolio, it's reported.

Geaboc comes to Penske Commercial Vehicles with extensive bus and commercial vehicle experience having worked for large public transport operator NZ Bus – a leading engineering manufacturer of commercial vehicle products for buses and trucks; Voith Turbo; and, most recently, AB Thoreb, where Geaboc held the position of managing director.

With more than 30 years' experience in the commercial vehicle industry, 16 of which were spent in the bus sector, Geaboc's background as an end-user and supplier allows him to bring invaluable experience to his new role, the company states.

"When the opportunity of leading the MAN bus and coach business in

Australia presented itself, I jumped at the chance," Geaboc said.

"I began my career in New Zealand as a fleet engineer with NZ Bus (formerly Stagecoach), where I worked closely with OEMs – such as Penske – on a range of technical, contractual and commercial matters for NZ Bus' fleet of around 1,000 buses.

"I recall working side by side with key MAN New Zealand staff at that time, so it is nice to come full circle and now be colleagues with these same Penske staff members.

"In addition to being an end-user of MAN bus and coach products, I also worked for Voith for 10 years as a supplier of engineering services to OEMs, including MAN.

"During this time, I became very well acquainted with Penske staff in the Brisbane office, where I am now based, as well as the complete MAN bus and coach portfolio.



Above: Geaboc's background as an end-user and supplier allows him to bring invaluable experience to his new role, Penske states.

"With the benefit of my experience I believe MAN is one of the best, if not the best, bus and coach manufacturers.

"With innovative safety features, low whole-of-life costs and advanced German engineering, MAN's offering is world-class.

"Combined with Penske's reputation as a highly successful operator within the automotive and transportation markets globally, I am thrilled and excited to be taking on this new role."



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GREYHOUND RESOURCES STAFF STRIKE



THE MINING SECTOR transport solutions subsidiary of Greyhound Australia – Greyhound Resources – has “indefinitely locked out workers engaged in industrial action”, reports the Queensland Branch of the Transport Workers’ Union (TWU), which has condemned the move.

Providing transport to a number of remote mining sites across Australia, Greyhound Resources is a key element in the mining and resources industry, the union states. The move thus means Greyhound has “locked out some of its own employees”, it adds.

TWU members have been bargaining for an enterprise agreement (EBA) to get a better deal for workers, who are some of the lowest paid in the mining sector, it explains.

Greyhound Resources drivers receive rates of pay that are not much better than the award and – unlike most other DIDO or FIFO workers in the mining industry – Greyhound Resources drivers receive little or no assistance to fund the costs of travel to and from the mining communities where they work, the union claims.

After the cost of air or car travel is taken into account, drivers are “barely living above the poverty line”, while “working in one of the most profitable industries in Australia”, it adds.

WORK STOPPAGE

Following a successful Protected Action Ballot, TWU members notified

Greyhound of a 45-minute stoppage of work to take place on the morning of January 30, 2020, leading to a “grossly disproportionate response from Greyhound, threatening to lock out TWU members indefinitely if they participated in the stoppage of work”, it states.

According to the union, Greyhound made good on its threat with some drivers in the Bowen Basin, who service BMA Australia (BMA) and BHP Mitsui Coal (BMC) mines.

TWU branch secretary Peter Biagini called on the companies at the top of the mining supply chain to take responsibility for the conditions that these drivers are facing.

“Wage growth has stalled in regional Queensland for years, and Greyhound Resources is forcing a race to the bottom for wages and conditions while wealthy mining giants like BMA and BMC turn a blind eye to what is going on,” said Biagini.

“Coal miners stand at the very top of this supply chain and are responsible for what goes on within it. BMA and BMC should be asking Greyhound Resources why they have such contempt for their own employees when they are only seeking a fair EBA.

“This action from Greyhound Resources is only compounding the slowdown of wage growth and shared prosperity from the mining and resources sector in Australia,” he said.

THE RESPONSE

When ABC magazine contacted Greyhound Australia for comment it responded:

“Greyhound Resources are aware of a statement the TWU has made to the media regarding industrial action by TWU members. We are currently bargaining with our employees for an enterprise agreement to underpin and promote the success of the business into the future.

“The TWU and some of its members chose to take industrial action in support of unreasonable demands that are not sustainable and would impact on the viability of the business and security of employment.

“In response to this action, and in consideration of the company’s contractual obligations to site operators, Greyhound responded by locking out a small number of TWU members who had taken stoppages during driving time designed to disrupt and impact customers.

“Despite the action taken by the TWU we anticipate reaching an agreement with employees that represents fair terms and conditions that will support the success of the business, increase job security and opportunities, as well as fulfilling its commitments to its clients in the resources sector.

“We would like to thank our employees for their ongoing professionalism and commitment to Greyhound and its passengers during this time,” it concluded.

TOWER TRANSIT PLACES ELECTRIC ORDER

FOLLOWING UK Tower Transit's two new electric bus routes' tender win announced last November, the company – aka Transit Systems in Australia, now part of the Sealink Travel Group – has finally placed its order for the 37 electric buses needed with UK company Optare, it's reported recently.

The 37 electric Metrodecker EV buses – touted as “the world's first zero-emission double-decker” – is designed and built at Optare's facility in England.

The Optare Metrodecker EV won the Excellence in Technology Award at the London Transport Awards in March 2019. The event recognises outstanding achievement in all facets of transportation in the city.

The London Transport Award wasn't the Metrodecker's only industry accolade. In November 2018, it was also recognised by the CILT and UK Bus Awards for its contribution to Environmental Improvement.

KEEN INTEREST

Tower Transit's order is the third major contract for the Metrodecker EV in just over a year and the second order for the capital, states Optare. By the end of 2020, 100 units will be in service, it confirms.

Optare's chief executive officer, Graham Belgum, said: “I am proud to see the Metrodecker EV consolidate its position in London with a second order on a further two routes. This commitment is testament to the capability of the vehicle.



“The partnership with Tower Transit has been developed through the tender process and we are now working closely together to deliver the customer's specification.

“We look forward to a successful roll-out later this year,” Belgum said.

Both routes will launch in the third quarter of 2020.

Above: Tower Transit's order is the third major contract for the Metrodecker EV in just over a year and the second order for the capital, states Optare.

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FIRST CoR LAWS PROSECUTION FOR DRIVER FATIGUE

Above:

Anyone who has concerns about safety in their workplace – or in any other part of the supply chain – can get into contact with the NHVR through the HVCRL on 1800 931 785.

THE NEW Chain of Responsibility (CoR) laws are having their muscles flexed with the National Heavy Vehicle Regulator (NHVR) commencing its first prosecution of a Victorian heavy vehicle operator over safety failures, it's reported recently.

The NHVR has laid charges against a company director for failing to exercise due diligence to ensure the company complied with its safety duty, the national truck

and bus industry organisation states.

NHVR executive director statutory compliance Ray Hassall says NHVR investigators conducted a safety duties investigation into a Victorian trucking company in relation to fatigue management of its drivers.

"We believe the company failed to comply with conditions of its fatigue management accreditation," Hassall said.

"This requirement forms part of the *Heavy Vehicle National Law's* (HVNL) primary safety duty and executives are required to exercise due diligence to ensure a company complies with this duty.

"As a result of that investigation, NHVR has laid charges against both the company and the company director for failing to meet these duties.

"The aim of the HVNL is to ensure that everyone in the Chain of

Responsibility is doing what they are required to do to keep road users and transport workers safe.

"We know that drivers are constantly put under pressure at the depot or the loading dock and we want to hold the people responsible accountable.

"The investigation was triggered in response to information provided to the NHVR through the Heavy Vehicle Confidential Reporting Line (HVCRL), and other information available to the NHVR in assessing the risk the operator posed to safety."

MAKING CONTACT

The HVCRL provides a free, confidential way for people to report any concerns about industry safety or compliance they have to a trained specialist, it explains.

Anyone who has concerns about safety in their workplace – or in any other part of the supply chain – can get into contact with the NHVR through the HVCRL on 1800 931 785, the organisation advises.

The matter was listed to be heard in Dandenong Magistrates Court on February 20, 2020.

"We know that drivers are constantly put under pressure."

EVENTS

MARCH

- 2-6** BusNSW regional seminars (Northern NSW)
- 3-5** IT-TRANS – International Conference and Exhibition (Karlsruhe, Germany)
- 11** BusVic branch meetings (Bairnsdale Dinner, Vic)
- 12** BusVic branch meetings (Leongatha Dinner, Vic)
- 16-20** BusNSW regional seminars (Southern NSW)
- 24** BusVic branch meetings (Wodonga Lunch & Myrtleford Dinner, Vic)
- 25** BusVic branch meetings (Shepparton Lunch & Swan Hill Dinner, Vic)
- 25** BIC Industrial Working Group meeting (Canberra, ACT)

APRIL

- 17** BIC Council meeting (Gold Coast, Qld)
- 17-18** QBIC Conference (Gold Coast, Qld)
- 28** BIC and Road Australia Strategic Policy Initiative – 2020, workshop (Melbourne, Vic)
- 30** BIC and Road Australia Strategic Policy Initiative – 2020, workshop (Sydney, NSW)





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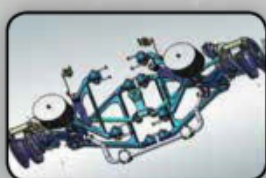
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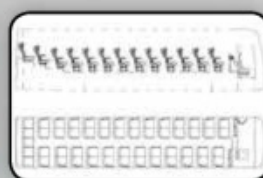
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IRIZAR DEBUTS AUTONOMOUS BUS IN EURO PILOT

AFTER THREE years' work, the Spanish Irizar Group presented its first autonomous bus to Malaga City Council for use by operator Avanza, it's reported recently.

As one of the company's pioneering projects in e-mobility, the autonomous Irizar ie bus model – a fully zero-emissions electric vehicle with dual driving mode, manual mode and automatic mode (autopilot) – is 12 metres long and has capacity for 60 passengers, the company confirms.

According to the company, its first autonomous bus is the result of the AutoMost Project, funded by the Centre for Industrial Technological Development (CDTI) of the Ministry of Economy of Spain. This ministry aims to develop technologies for the automation of vehicles in urban and industrial transport applications, in order to make significant increases in efficiency, safety and sustainability, it states.

Avanza participates as an operator with 11 partners, including the Irizar Group through Irizar e-mobility and Datik. The project also has the participation of the Polytechnic University of Madrid, Insia, CEIT-IK4 and the University of Vigo, it explains.

IN REAL TIME

Malaga, Spain will therefore become the first city in Europe to have an autonomous bus moving through its streets, says Irizar. It will do so from the port to the city centre and, in principle, will transfer cruise passengers arriving in the capital of Malaga, Irizar explains.

The bus will use a high-precision positioning and guidance system and will be connected to a control centre from which specific instructions can be sent to each unit and the buses can be monitored and their itineraries accessed in real time, it states.

Hector Olabegogaskoetxea,

managing director of Irizar e-mobility, said: "We believe that this bus is ready to begin the pilot test in real operating conditions on a public highway, in a real traffic situation in the city of Malaga."

"This is the first test of this type with a bus of this size in Spain."

THE SIGNIFICANCE

Irizar raises that the point behind the AutoMost pilot test is it puts a standard-size vehicle into circulation in a real traffic situation in a city and not in a reserved space or in a restricted area.

The main challenges for the future of the Irizar Group Creatio – the Group's Research and Development Centre – is the hub of the Group's enormous technological capability, which: "... brings together the synergies of the Group's companies and addresses all the aspects involved in the design and implementation of products and systems, facing the most unique challenges, increasingly complex customer demands, and sustainability."

The Group is currently engaged

in different projects that serve to define the lines of the future of mobility and other business areas, Irizar explains.

GREEN ENERGY FACTORY

The test comes at a time when Irizar e-mobility becomes the first 'green energy' electro-mobility factory in Europe by opening and commissioning the largest photovoltaic solar farm in the Basque Country, it says.

The park was opened in the presence of Lehendakari, President of the Basque government; Iñigo Urkullu and a delegation of the Basque Government, together with the Basque Energy Agency and the partners of the Ekain solar farm, in which the Irizar Group is one of the largest investors with the acquisition of 3MW.

The energy generated in this farm will supply the Irizar e-mobility facilities, making it the first factory for the production of electric buses with zero emissions clean energy in Europe, it says.

The Irizar Group is fully committed to the environment and, since it obtained ISO 14001 in 1998, has been actively taking steps in energy transformation, it states.

In 2016, the company won the National Environment Award in the product-service category in Spain. Irizar e-mobility was inaugurated in 2018.

Below:

The Group is currently engaged in different projects that serve to define the lines of the future of mobility and other business areas, Irizar explains.



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purchase:

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GERMAN OPERATOR OPTS FOR 'THEMED' BUS INTERIORS

FOCUSING on making a journey on a public bus “a real experience”, high-end German bus operator Spillmann has taken ownership of five custom-spec Citaros with “eye-catching” interiors.

Though arguably the type of design treatment traditionally reserved for display purposes only at bus shows, the four Citaro hybrids and one Citaro G – all with sideguard assist technology – are making local Bietigheim-Bissingen/Mannheim and beyond passenger journeys even more memorable, the company says.

For years, Spillmann has put a lot of effort into making such bespoke ‘bus experiences’ and these five new Mercedes-Benz buses have been individually designed and customised for just that.

The Mannheim-based bus plant’s managing director of Omnibusverkehr Spillmann GmbH, Bülent Menekse, took delivery of four Mercedes-Benz Citaro hybrids and the one Citaro articulated bus from Rüdiger Kappel, head of fleet sales at Daimler Buses, Germany.

PRIDE IN SAFETY

The Spillmann MBs offer efficient hybrid components and the sideguard assist safety system, the company confirms. The radar-based sideguard assist supports the bus driver when making critical right turns by detecting both stationary and mobile obstacles, such as

cyclists or pedestrians, Daimler explains.

Citaro passengers receive not only Wi-Fi, USB charging sockets and comprehensive infotainment, but special interiors with every vehicle designed according to a theme.

For example, there is the ‘Skipper’-themed vehicle, which has a floor made to look like ship planks and printed side walls giving passengers a view of the open sea or sandy beaches, apparently.

In the ‘Astronomy’ bus – and probably the coolest one, we say – the floor (deceptively 3D-ish from the right angle) is printed like the surface of the moon and the side walls show a view from the moon to the earth and into the universe, Mercedes-Benz says.

The ‘Bietigheim’ vehicle (the local area) visualises the highlights of the Bietigheim-Bissingen region on the side walls. The floor has a quarry stone design.

In the ‘Vintage’ bus, Spillmann gave the side walls a colourful 1960s design and it additionally features untreated steel handrails with a vintage character, the company explains.

In the Citaro articulated bus the seat colours create four different zones. This ‘mobility’ bus features an asphalt flooring design.

Virtually every Spillmann public service bus has special design highlights, the company confirms.

Above:

Bülent Menekse, managing director of Omnibusverkehr Spillmann GmbH (left), receives the symbolic key to the new Mercedes-Benz Citaro buses from Rüdiger Kappel, head of fleet sales Daimler Buses Germany.

Below:

Of the five, the Astronomy Bus has a moon surface floor design and space-themed side panels.

ABOUT SPILLMANN

Years ago, the bus company started to make local public transport more attractive with cool and unique vehicles, Daimler says.

Spillmann’s company philosophy is to stand out from other run-of-the-mill public buses by creating buses offering a special experience, it says.

This means virtually every Spillmann public service bus has special design highlights: from handrails in a chrome or vintage look to eye-catching printed floors and side walls or specially upholstered seats.

“Virtually every Spillmann public service bus has special design highlights.”





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Why is bus rapid transport often overlooked in favour of rail?



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Do you often look at Australia and wonder why the public transport infrastructure investment over the past decade or more has primarily focused on light rail and some other very big heavy rail projects with no real debate or consideration of what the alternative transport vision and mode might be?

A recent report produced in South Australia titled *Developing Bus Rapid Transit – The Value of BRT in Urban Space* highlights that the Adelaide O-Bahn bus system is far more efficient than Adelaide rail. The O-Bahn started operating over 30 years ago and was the first BRT in the southern hemisphere. A light-rail transit line was planned along the River Torrens corridor to service the growing north-eastern suburbs, but on paper the O-Bahn stacked up. It was cheaper than light rail to build and operate and, importantly, it offered flexibility, allowing buses to enter and exit from the road system.

Sound familiar? That was 30 years ago. In fact, the review of the O-Bahn and what might be possible commenced in 1979 – that was over 40 years ago. And what is happening today in the ‘modern’ 21st century? It is hard to believe that despite the growing evidence about BRT we are still in a situation where all infrastructure and modal options are not being fully considered.

The BIC has produced two major reports on why BRT is a very good option, which includes assessment criteria to look at prospective projects and compare BRT, light- and heavy-rail options. Despite these and many other reports from ITLS and academia from around the world, we have seen over the past decade light rail in particular become the mode of ‘expensive choice’, as I call it.

What is going on? Are the right decisions being made and when our governments decide to build a big rail project, are these projects ever revisited to see if they delivered on the promise and the cost? Is this too politically sensitive to do after the event? Probably. So we need to assess PT projects properly before we build a rail line and make sure that all options are considered and not skewed by romantic notions of rail as a child or ‘Europeanising’ Australia or building a permanent legacy to their ministerial term. Are we spending Australia’s infrastructure dollars in the smartest, most productive way?

DO WE KNOW?

Don’t get me wrong, light and heavy rail have their place and projects like the Sydney Metro will be transformational, but light rail for Canberra or the eastern suburbs of Sydney are transport projects where BRT should have been more fully considered.

There are many debates about this infrastructure decision-making process in the passenger and freight areas.

Is the strongly criticised, so-called ‘white elephant’ Adelaide-to-Darwin rail line delivering what was expected?

Was it a good infrastructure decision? How many road trains did it take off the road. Will Darwin’s port ever become the access point for trade between Asia and Australia and see this rail line full of freight? Is it working efficiently as a passenger service, The Ghan?

I am pretty sure our politicians do not want to know the answers to the Darwin-to-Adelaide rail question or the answer to why other questionable rail projects were built, but the answers would no doubt be embarrassing in some circumstances albeit useful when considering future transport infrastructure investment. As I said above, don’t get me wrong, rail is central to our passenger transport future and some light- and heavy-rail projects have been the right decision in my view, but we need a new, robust way to assess passenger transport infrastructure projects.

In next month’s column I will bring you up to date with a project that the BIC is undertaking with strategic partner Roads Australia to give a greater focus from all governments on the importance of investing in bus-related passenger transport infrastructure. 📺

“The BIC has produced two major reports on why BRT is a very good option.”



Above: Sometimes rail options can be a great asset to an area, but often the benefits of BRT are overlooked in favour of rail.

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HERE COMES THE SUN

Bus roofs are either dead real estate or untapped space to advance design innovation. This custom Scania coach, for the Swedish national cross-country skiing team, does the latter to harness the power of the sun.

— **WORDS** FABIAN COTTER + **IMAGES** SCANIA EUROPE

Perched high above the bustling streets of any modern big city, on high-rise balconies or through glass skyscraper window panes, you'll see ant-like movement of people far, far down below.

In that momentary near-silent appreciation of humanity's insignificance on this planet, there'll be other signs of motion by tiny cyclists and small cars and then larger vehicles still, with none more so striking than the many rectangular roofs of buses and coaches busily shuttling local commuters and international tourists to and from their varied destinations.

At ground level, buses zing past and roofs rarely get another thought; out of sight is out of mind, no doubt. Yet what if it's only really now that area as a space is being looked at for more than just housing the air-conditioning systems and keeping rain and sun off passengers' heads?

What if it's about capturing the latter?

For both diesel and emerging electric bus applications, solar panels in or on bus and coach roofs are a logical way to help maximise the vehicle's energy efficiency and optimise its use. The ingenious bespoke Scania coach for the Swedish national cross-country ski team, debuting late 2019, is a fascinating look into how such panel integration can be executed and a reminder of just how buses and coaches can be used for more than a daily commute.

SUSTAINABLE TRAVEL

Scania expanded its long-established partnership with Sweden's cross-country ski team by providing it with a specially adapted new bus in time for the European ski season, it says. The company's engineers worked together with the ski team to finalise a bus that meets the demands of safe, sustainable travel, as well as fulfilling





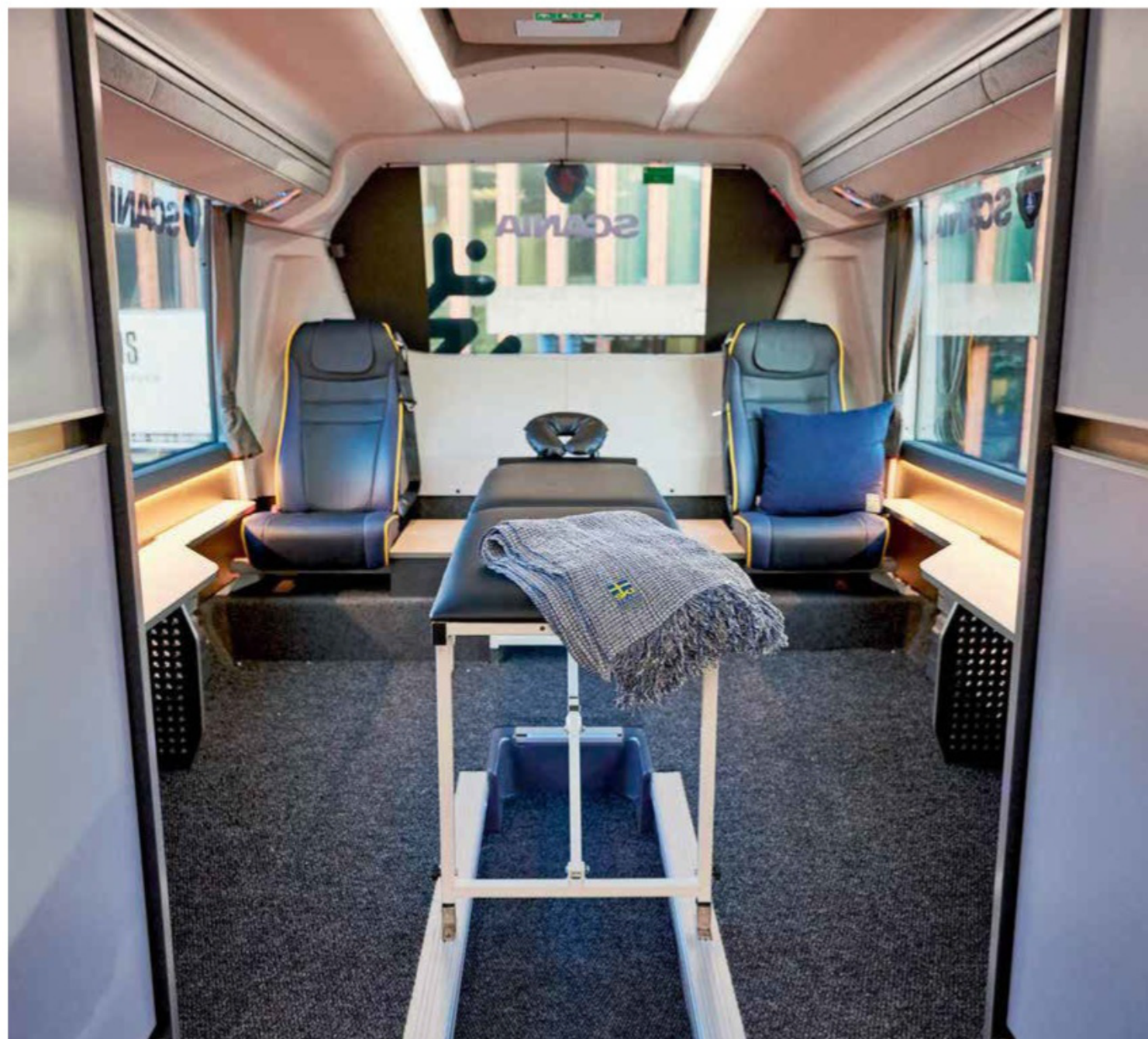


the need for recuperation between training and events, it states.

In developing the bus, Scania had safety and climate impact in mind, but it also had to have ergonomic and technological solutions that could help the skiers get more rest between the World Cup Series competitions, it explains. The bigger layout of the bus encourages “team spirit”, as the athletes and the rest of the team can now travel together, it says.

“This bus is the latest in the range of transport solutions that have been developed in close cooperation with the Swedish cross-country ski team to improve the work environment for both the athletes and the rest of the team,” said Erik Ljungberg, senior vice-president and head of communications, brand and marketing at Scania.

Julian Gurney, director of sales for buses and engines at Scania Australia, added: “Scania is not just talking about driving the shift to a sustainable transport





You can call it a one-off project. No-one has built anything like this before.

ATHLETE INPUT

According to the company, it was during the ski competitions in 2018/19 that the first discussions about a new bus for the team took place. The skiers and their coaches discussed with Scania their needs in terms of equipment they have, and what is most important before and in between competitions.

"I had great discussions with the ski team where I presented solutions to their demands. Together, we fine-tuned the design using their experience from different competitions. They were a major part of the process since I continuously sent sketches that they would comment upon and evaluate," said Jan Richter, the lead designer for the project and someone who has 30 years' experience in creating custom-made products.

In a video documentary produced by Scania at the time of production, Richter stated:

"You can call it a one-off project. No-one has built anything like this before.

"Always the process begins with meeting the project group, both the people from Scania and, of course, those involved from the client side – in this case the Swedish Ski Association.

"We seek their feelings and input about what they want to

solution. We are innovating and leveraging the ingenuity of our research and development teams in many different ways.

"The solar roof panels and infra-red heating are just two examples of how we are working to reduce energy consumption and cut our carbon footprint in everything we do.

"We are continuing to develop a menu of alternative and renewable fuel opportunities

for bus and coach operators to adopt here and now, and we're actively working on new ideas that will deliver cleaner, safer transport for everyone.

"From an Australian perspective, we have no current plans to implement this solar-power-generating concept on our buses immediately, though our hybrid, biodiesel, and ethanol power solutions can deliver significant CO2 reductions, today," he explained.

Above (L-R):

The bus has been increased in length by 15m for more space for the team to relax and recuperate in; The Swedish ski team were heavily involved in the design process.

Left:

Space was maximised to the nth degree to accommodate all equipment requirements.

Opposite, Below:

The treatment area is one of three areas the bus has been divided into.





Solar panels in or on bus or coach roofs are a logical way to help maximise ... energy efficiency.

accomplish with this bus.

"This is where we are headed: we are increasing the length of the bus to almost 15 metres, and here comes the interesting part – the layout.

"We divide the bus into three sections: dressing room, the treatment area – which is an area to relax in, with food, drinks, run-throughs and information screen – and then we have the travel area, which is the front of the bus, where we can accommodate between 12 and 14 people on each trip.

"There is actually enough room for a space where they can concentrate on what they are good at and then go out and compete, properly rested and still be full of energy.

"The biggest challenge for us has been the locker room. We must be able to get rid of the moisture that builds up. We must improve the bus ventilation system quite a lot. We are concentrating on these areas because of moisture and heat during relatively short lead times."

FLIXBUS TRIES SOLAR

FlixBus in Germany has started its latest pilot project: reducing CO2 emissions with solar panels on a bus.

The company has installed solar panels on its green bus that runs from Dortmund, via Eindhoven, Antwerp, Bruges and Calais to London. The solar panels generate energy for the bus's electrical consumption, which effectively reduces fuel consumption and CO2 emissions, it says.

The solar mats installed on the roof are ultra-thin and lightweight to prevent air resistance, it explains. The solar mats can communicate with the alternator in the bus through a charge controller placed in the FlixBus. The new technology charges the bus battery mainly by solar energy, relieving the alternator of the need to charge it using fuel, it says. During the trial period,

An average of 1.7 litres of diesel was saved per 100km, FlixBus claims. With an average distance of 600km per day, this is a daily fuel saving of around 10 litres. The solar panels are expected to produce more energy during the summer, it adds.

The battery, in turn, supplies the power consumption of all the electronics on board. As usual with Flixbuses, the bus with solar panels is also equipped with USB ports, sockets, air conditioning, Wi-Fi and a media entertainment system. With the new technology, all on board equipment is now powered by solar energy. In this way, FlixBus travellers can charge their mobile devices with renewable energy, it states.



For this project, FlixBus is working with TRAILAR, a British company offering innovative transport solutions to reduce the environmental impact of commercial vehicles, it says. The flexible solar mats have been specially developed for use in the transport sector and are already being used for trucks and delivery services. FlixBus is the first to apply this technology to an international long-distance bus, it claims.

Above:

Solar panels and infra-red heating are two ways the Scania has increased the bus's energy efficiency.

Below:

The solar panels generate 1000kWh per year, says Scania.



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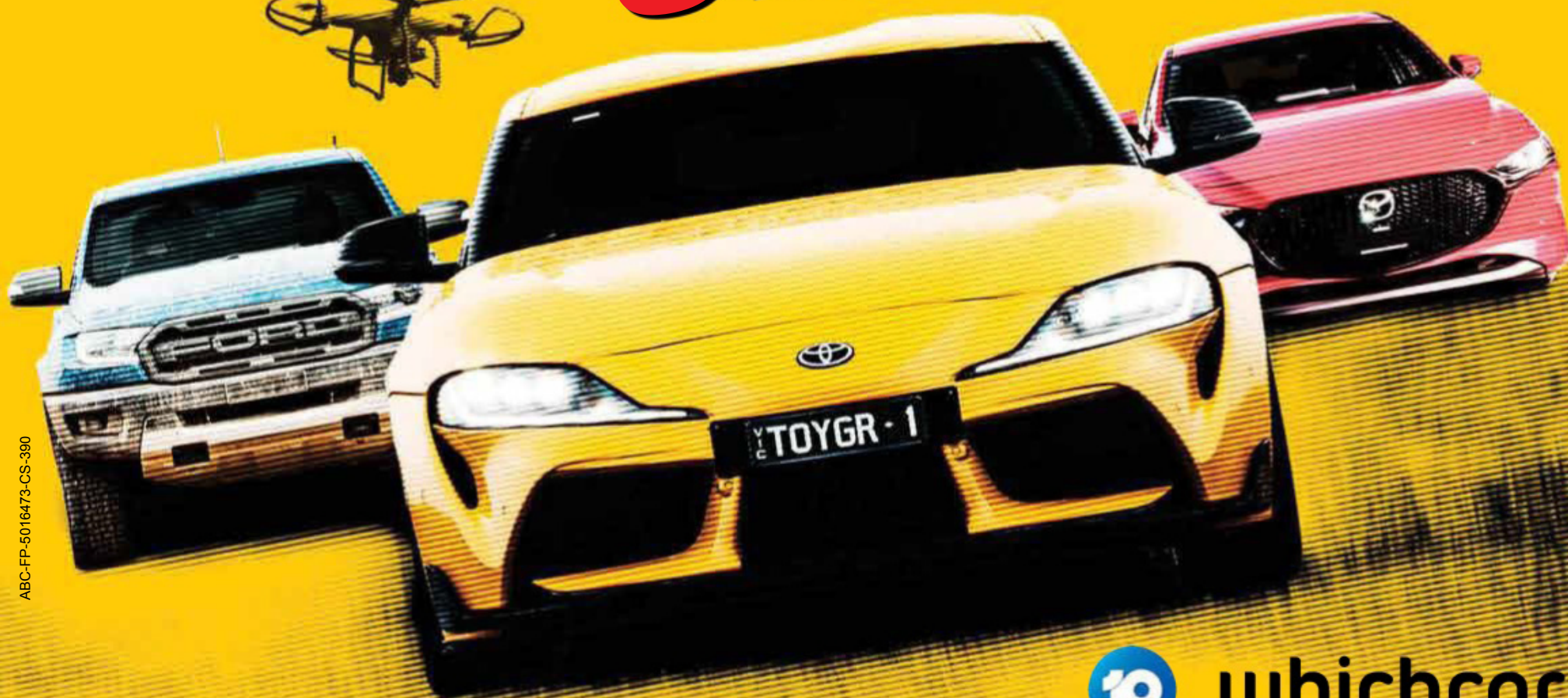
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THE RESULT

The bus, which seats 12 to 14 people, is equipped with solar panels that generate 1,000kWh per year. These are used to power the LED lighting and other devices, says Scania. To save on power-consuming heating, the bus is equipped with an infrared heating system. Compared with traditional convection heaters, this reduces energy requirements by 60 per cent, it claims.

Additionally, rather than heating indoor air the infrared heaters keep passengers warm while also warming fabrics

This new bus is adapted for the challenges of being on the road [in alpine conditions].

for added comfort in areas for medical treatments and massages. There are also fans to dry wet clothing; a constant feature of competing in the snow, it explains.

"Sustainability is integrated in everything Scania does. That is why we have used sustainable solutions and technology that match the demands from the ski team when completing the bus," explained Richter.

"This new bus is adapted for the challenges of being on the road, making it easy to rest, prepare meals or work. Thanks to the great dedication of everyone involved, the bus itself became amazing. We all look forward to seeing it on the roads."

Cross-country team manager Lars Selin thinks the bus will be a place to gather at ski events. "The occasional hard weather conditions can drain energy from the athletes. From that perspective, the bus is invaluable, and it gives us a noticeable advantage over our competitors." 📺



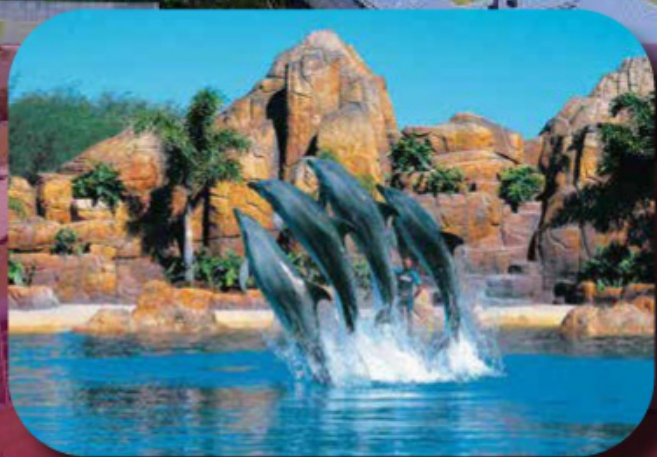
Top:

The new bus has been specifically designed to meet the needs of the Swedish national skiing team.

Left:

The power generated from the solar panels is used in the bus to power LED lighting and other appliances.

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AHEAD OF THE CURVE

It's what you can't see – rather feel – about this Volvo B11R Euro 6 coach featuring Volvo Dynamic Steering and Driver Support Systems that makes it worth a good look.

— **WORDS + IMAGES PAUL ALDRIDGE**

ABC magazine's usual test drives often have a focus on the latest and greatest bus body building, driver functionality, passenger comfort and new technology. Visually, we are always impressed by a new-look exterior, great craftsmanship and exciting features that make for a comfortable ride or just a great-looking vehicle to admire.

Today's drive of the latest Euro 6 Volvo B11R vehicle, however, is a bit different. Although it definitely is one great-looking coach, it is all about what you can't see and the huge impact these features will have on all aspects of the drive, from both operator and driver peace of mind, driver comfort and usability and, most importantly, passenger safety.

This chassis comes with the Volvo D11 six-cylinder in-line diesel engine, making 460hp (343kW) and 2,200Nm, Volvo I-Shift 12-speed transmission and, most importantly, the long list of safety features.

Talking with Stuart Woodward, regional sales manager (NSW) for Volvo Bus Australia, we started with who built the body before getting into the behind-the-scenes features that today's drive is all about.

"The Volvo B11R test vehicle body was built by Coach Design in Brisbane," said Woodward.

"Coach Design proved to be a good option due to the fact that they are hand built. It was also very easy for us to incorporate the additional items that we required to be put in for the driver support systems on this coach. They've also got a history for building great quality high-end touring coaches."

BEYOND LEGISLATION

To have a demonstration vehicle there are obviously some special features Volvo wants you to experience first-hand, explains Woodward.

"We built this demonstration vehicle to encompass the two new features on the coach: the driver support system (DSS) and





the Volvo dynamic steering (VDS) system fitted to this coach. This is technology that we've used in Europe for many years on our complete-build vehicles."

With Volvo's advertising brochure stating that it goes "beyond legislation" to bring these new features to the Australian market, Woodward expanded on this further: "None of the driver support systems, such as a lane keeping system, adaptive cruise or forward-collision avoidance are legislated yet in Australia. Some of those are legislated in Europe on this class of vehicle, so we're ahead of legislation here, and that's a real positive for us".

DYNAMIC STEERING

Asked what he considered to be the most significant safety feature of the chassis, he said: "I'd have to say the most significant features of this chassis above and beyond anything that we've built before is definitely the VDS system. It has such a positive impact on driver fatigue – and the DSS systems are there to protect you should you need them.

"We have used VDS across the Volvo Group for a number of years now. This is its introduction into coaches in Australia. It is the single biggest technology improvement that I have seen in my career in the bus and coach industry."

VDS detects all road irregularities and calculates the necessary compensation to create a desired predetermined steering experience. It's operated by a control system and a powerful electric motor that assists the hydraulic steering gear. It reads the various signals, such as the vehicle speed, steering angle and the torque applied by the driver, and the

Right:

The Volvo B11R vehicle body was built by Coach Design in Brisbane.

Below:

A collision-avoidance system monitors vehicles and obstacles in front of the coach, applying the brakes if necessary.

Bottom:

Volvo dynamic steering reduces driver fatigue by removing feedback from uneven road surfaces





It is the single biggest technology improvement that I have seen in my career in the bus and coach industry, he said.

software calculates all the variables to obtain optimum steering responses by detecting and correcting all minor deviations at a rate of 2,000 times per second. Pretty impressive!

The VDS system at low speeds does most of the steering, greatly reducing driver fatigue by taking pressure off the driver's arms, shoulders and back. At higher speeds the system gives the driver a more relaxed driving experience because of the improvements with the directional stability, Volvo says. On extended trips this would have a huge impact on driver comfort and fatigue, and the positive impact this would have on long-term driver health with wear and tear injuries would be immense.

"The driver does not need to

compensate for sideward drifting continuously and the result is a steadier and more comfortable ride. The steering wheel automatically returns to zero in parking and other manoeuvring in tight areas - for example, in roundabouts. Especially when reversing, this improvement saves a lot of strain and effort for the driver," said Woodward.

"The return to zero function, in all honesty, takes a little bit of getting used to, but once you're used to it it's a really, really cool function. Combined with the low-speed manoeuvring, the return to zero function really works well. From driving this coach, and having driven this coach many thousands of kilometres, I can personally say that it is a really good function for minimising

fatigue," he continued.

DRIVER SUPPORT

Next we move onto the DSS and Woodward's "...number one safety feature that I have found to be useful from a driver's perspective is definitely the adaptive cruise control", he said.

"It ensures that you maintain a safe distance from the car in front and it allows you to focus on other things. So it allows you to focus on how you're driving the vehicle and what's going on around the vehicle."

Adaptive cruise control works via a radar mounted in the front of the coach and it will pick up a car in front of you. The driver has the ability to set the detection distance via the cruise control store. So the driver can set whether to detect a car very, very far ahead to maintain a big gap or very, very close to maintain a smaller gap.

The lane-keeping support function recognises the road lane markings and predicts the vehicle's proximity to



Long term, this is a definite bonus for driver comfort and health, eliminating the normal strains and fatigue associated with heavy steering.

them. When the driver crosses either lane line without the indicator on, there is a haptic warning provided to the driver via the haptic seat. If you cross a lane line on the left-hand side, the left-hand side of the seat will vibrate and similarly on the right-hand side.

"The lane-keeping support function only works off a centrally mounted windscreen camera. So you'll notice on this coach here it's a single-piece windscreen because for the lane-keeping system we need to have a centrally mounted camera, which is in the sweep path of the wipers. The system is active above 55km per hour and it monitors both broken and unbroken lane lines," Woodward explained.

After spending the morning talking with Woodward and learning about this B11R and all it has to offer in both safety

and driver experience, it's clear that any driver who gets to be behind the wheel of a B11R with it is sure to gain huge peace of mind from the extra safety systems built in.

TEST DRIVE

Woodward had kindly brought the B11R Euro 6 Demonstration Coach for a scenic drive up the NSW Blue Mountains. Today's drive was all about the Volvo safety features, most of which we didn't get to test out, but it's about learning and understanding what they are, how they operate and what benefits these features bring not only to operators, but more importantly to driver and passenger safety.

I-Coaching is part of the Volvo safety system and we think that operators will really love this feature. It's a dash-mounted controller that monitors

a driver's acceleration, braking, revving, idling, speeding and cornering. Each driving parameter is highlighted by a red light and small chime, giving the driver instant, easy-to-see feedback. Going through the sharp bends on the way to Meadow Bath the cornering alarm went off, warning that a corner had been taken too hard. It's easy on long stints to get into auto pilot, so this feature does help keep your driving on track.

The I-Coaching operates by GPS and the information can go back to the operator and well as direct to Volvo, so it has the opportunity to monitor a driver's habits. This might seem like you're being watched, but in effect it gives feedback on your driving. As drivers, if we have bad habits that we fall into, it's better to get feedback on your performance.



It eliminates lazy driving habits and we think this will certainly improve safety levels and passenger comfort.

The forward-collision warning with emergency braking and head-up display is one you hope never to activate, but certainly it will give operators and drivers ease. It's another feature of the Volvo safety collision avoidance system, mounted at the top of the dash, and it works when the collision-avoidance system or the collision warning is activated.

The system will flash red LEDs onto the windscreen and there is both visual and audible warnings that goes through different stages for the driver: first step visual light, next step visual light and alarm,

next step is both functions combined with soft braking and the fourth and final step is visual, acoustic and full braking, bringing the bus to a complete stop. With a fully loaded coach this feature has the possibility to save many lives.

With the VDS in play, straight away you can feel there's something different with the steering and feedback of the road through the steering wheel. To give this feature a trial we did some roads that ideally you wouldn't normally take the coach on – rough surfaces and potholes, poor quality surfaces, etc.

With VDS, the driver doesn't feel the normal feedback from poor road surfaces as it compensates for road issues

and eliminates the wheel vibration normally felt. Long-term, this is a definite bonus for driver comfort and health, eliminating the normal strains and fatigue associated with heavy steering. This feature is an all-round winner for drivers and operators alike.

Like Woodward had explained earlier, the return to zero function of the steering wheel does take a little getting used to. It does a slight flick back in your hand, but once you've experienced it a few times you get a good feel for how it works. The benefit we experienced on the drive was when we pulled into a tight parallel parking space with the wheels virtually in full lock and when we let go of the wheel

Above:

Lane-keeping support alerts the driver if a line is crossed without indication, providing tactile feedback through driver seat vibration.

Opposite:

A test trip through the NSW Blue Mountains showed just how effective the combined driver-assist features were.



it returned back to centre – a real bonus.

The VDS certainly makes driving comfortable. It's very responsive, easy and smooth.

The adaptive cruise will operate whenever the cruise control is operating, which on Volvo coaches is above 40km per hour.

The VDS certainly makes driving comfortable. It's very responsive, easy and smooth.

Specs

MAKE: Volvo

MODEL: B11R three-axle

BODY: Coach Design

DIMENSIONS: Length – 13.5m;
Width – 2.5m

ENGINE: D11K, six-cylinder, in-line diesel; Power – 460hp/343kW, Torque – 2,200Nm

TRANSMISSION: Volvo I-Shift 12-speed

SAFETY: Volvo driver support system; collision warning with emergency brake; adaptive cruise control; lane-keeping support

Above:
The D11K six-cylinder in-line diesel engine that puts out 460hp.

You can set the distance parameter between yourself and the vehicle in front. Once you set the distance the bus stays at that distance no matter what – if they slow down, you slow down.

It was super easy to set as it is on the indicator stalk with one-touch control for operation and the function displays on your LCD instrument display panel.

This is a great safety feature and we loved how this function works. In particular, this would give maximum safety on highway and freeway driving or extended charters.

We tried it out a few times and it really does give you less worry. At one point the vehicle in front did a hard brake at the lights, but

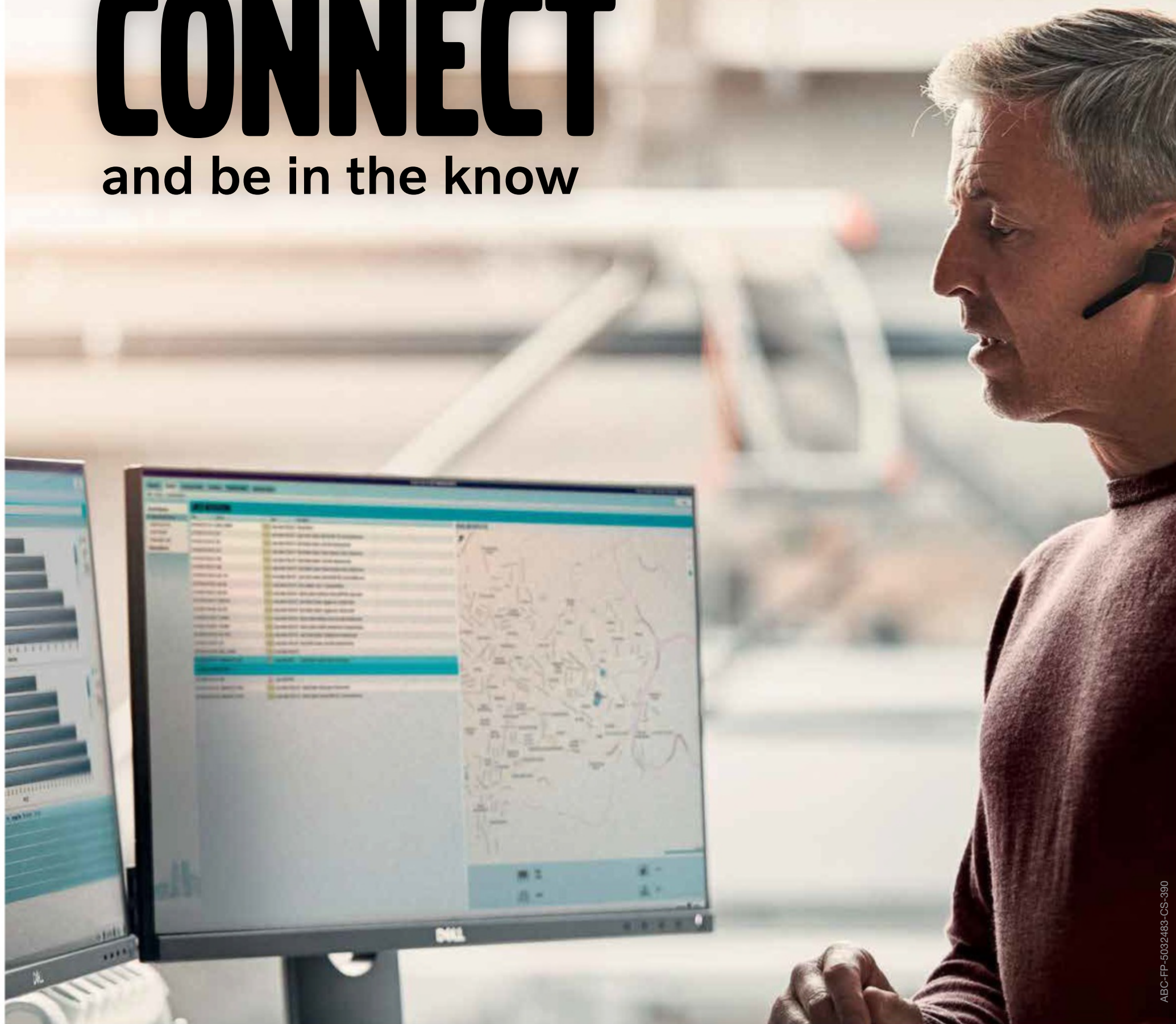
the bus braked smooth and flat. An impressive function, we have to admit.

The test drive was a great learning experience. Woodward's knowledge of the chassis and his first-hand driving experience with this B11R made for a day where we had the opportunity to get to really understand and test many of the features that time limitations don't always allow.

Volvo has delivered a chassis with utmost consideration, not only with regard to overall vehicle safety, but also the delivery of an impressive level of care and consideration for driver health and wellbeing, and our drive experience and comfort. Hats off to Volvo! 🚐

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YOUNG BLOOD

Succession planning is the key behind second-generation Grant's Coachlines. Here, the company talks driver recruitment, risk taking and the dreaded coronavirus.

■ **WORDS** RUZA ZIVKUSIC-AFTASI **IMAGES** ALEX MAK



South Australia's Grant's Coachlines director Shane Grant is not your average 40-year-old bus-loving chap.

He's been running the family bus business in the north-western Adelaide suburb of Woodville North for the past two years.

He joined the company 16 years ago, doing anything from the ground up alongside his younger

brother and director, Scott.

Having spent six years as general manager before taking over the business upon his parents', Andrew and Carol's, retirement, Shane has been groomed for the position for a while. Yet both brothers have worked elsewhere upon finishing school – an important skill for second-generation business members, Shane explains.

“Both of us did trades elsewhere

when we came out of school; I'm a marine mechanic by trade and Scott is a spray painter. We then went and worked,” Shane said.

“I went away to the mines and went travelling overseas for three years and then we came back and I joined the family business.”

For Shane and Scott, expanding while providing a high-quality service, as their parents have, remains an important goal for the





business. Yet it's also about being cautious, Shane adds.

"It's about not taking too many risks; you always want to move forward, but you don't want to do it at a rate that's putting the business at risk," he said.

"And also providing a high level of service; well-presented vehicles and drivers. It starts from the office staff being the first communication to the customer.

"When we first came into the industry it was probably different in regards that a lot of the business owners were older, but because we came in under our parents' hard work we weren't stepping on anyone's toes," he added.

"We didn't just take over the business straight away; we've done our apprenticeship here and put in a lot of years to make sure we were able to run the business successfully before we purchased it and took over."

The brothers have steered the business into steady growth since takeover, describing daily business still as exciting.

"I like coming to work every day; I enjoy the people I work with," Shane said.

"My brother and I have a great crew here. Everyone's really easy to get along with and we have a good workplace environment.

"The idea of running the business day to day is exciting. There's never a dull moment here, you're always on your feet trying to run everything smoothly."

DISRUPTED BUSINESS

While it is still too early to predict the impact of the coronavirus outbreak, Grant's Coachlines is feeling the effects with the start of this year slower than usual.

As a supplier of transport services to universities, the company has seen a reduced number of students and tourists as China's lockdown and travel bans continue, leaving a ripple effect on all impacted.

"The coronavirus has impacted a few tours that we've booked and the students coming over from China, which we normally transport this time of the year," he explained.

"When they come to visit universities, we transport them to and from them. We can't put a number on the financial losses yet; I just know that we've had some tours cancelled due to people being unable to travel."

THE FLEET

One of Adelaide's premier transport providers, Grant's Coachlines provides services in charter, school bus, airport and general transfers, wine tours, corporate and extended tours, including some mining services, it states.

With 27 vehicles ranging from Volvo, Mercedes-Benz and Mitsubishi-Fuso, the company runs a steady business with the past



We've done our apprenticeship here and put in a lot of years to make sure we were able to run the business successfully.

four years "pretty consistent".

"We've had steady growth," Shane said.

"Now that we're buying new vehicles we've been able to condense down the brands to get more similarity across the fleet.

"At this stage, every vehicle we have bought brand new has been Volvo; we're very happy with the vehicles we have purchased from Volvo and probably will continue buying from Volvo.

"Our newest ones are only going into their third year, but so far we have really had no major issues with the brand – servicing intervals are good, the fuel economy is good and the service we have received has been good, so there's no

reason for us to change."

BREAD AND BUTTER

School charter is the company's main line of work.

With ongoing technology improvements, the company has undertaken a more streamlined approach to doing business.

"With vehicle tracking and management systems we have put in place, it's made the office job easier with technology, but in saying that passing it on to drivers is a slow process. Most of our drivers are older, so it's a little bit more of a challenge getting them on board with technology, but they're all embracing it slowly," Shane added.

Attracting new drivers has its challenges, but the turnover rate is pretty low, he adds.

Above:

Grant's Coachlines is utilising advanced technology such as vehicle tracking. Here's Shane behind the wheel.

Right:

All of Grant's new coaches are from Volvo, but they have other brands in their ranks.

Opposite, Top to Bottom:

It pays to advertise; The brothers are continuing to expand the business in a sustainable manner.



"We have a good core group of drivers, but we have a turnover of fringe casuals throughout the year.

"When you get the good guys it's easier to keep them, but it's hard finding experienced coach drivers compared to what it was like years ago.

"We have to provide a lot more training than we used to; we used to get drivers that would come within the industry already



Above:

Grant's Coachlines has a driver training programme as staff are now more likely to come from other industries.

Left:

The company employs 28 drivers, including a mechanic at the company's workshop. Here's Scott directing drivers.

The idea of running the business day to day is exciting. There's never a dull moment here.

with a lot of experience, but now we're finding that we're bringing in staff that have maybe come from a metro system and want to come into the coach industry – and we have to provide that training here rather than employing guys that already have the experience.”

There are 28 drivers, including a mechanic at the company's workshop.

Shane oversees operations with Scott in charge of fleet management. Despite being retired their father, Andrew, still drives buses occasionally. 🚌

OUTBACK TOURS

According to Grant's, winter is the best time to venture further into South Australia and to explore the Outback without the heat of summer. The company - founded by Andrew and Carol Grant, who put in years of hard work - runs regular Outback tours from Adelaide to Birdsville Track, Flinders Ranges and Lake Eyre, the company confirms.

With its extended day trips, its travellers are always excited to see the beautiful sights the amazing state of South Australia has to offer. And, aside from a knowledgeable driver taking you and your group from start to finish, you will also be traveling in the comfort and luxury of one of its exclusive charter coaches, says Grant's.

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COMING CLEAN

It might take acrid bushfire smoke or visible city pollution to get people to even think about the air we breathe, but one UK bus operator is tackling the 'clear' stuff already, one rooftop at a time.

— **WORDS** FABIAN COTTER **IMAGES** GO-AHEAD

SEEING IS BELIEVING, they say – but should that inherently subjective ideology be held more accountable for arguably stymieing progression and judgement more often than it seemingly cites evidence for making informed decisions and personal advancement?

That is, if one waited around for things to happen or be experienced

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and seen, and if these were bad accidents or negative occurrences, does it not behove us to anticipate such things and avoid them?

Like, if there's enough expert opinion or scientific evidence of something – underwritten by a dollop of good ol' common-sense – why wait for 'seeing' things in action if you knew there was an inevitable need to circumvent or sidestep them?

And this is where we are at in this climate change (or not) debate...

The above hypothesis quite easily fits either side of the argument depending on how you want to look at it. Why wait versus why change. The expert stats you

'see' and 'believe' doesn't stack up to the 'common-sense' weather patterns we've seen for hundreds of year etc.

Stalemate, or checkmate – this stuff is going to go on for many, many years.

So why is air important? Aside from the obvious that without it we'd be cactus, its quality and clarity is crucially something immediately beneficial to human health with every breath we take – and that universal appeal is one of the more under-estimated drivers for societal change yet to be properly harnessed.

That is, if they could sell you clean air for a king's ransom, they would! And if you needed to buy it then you

deserved to be 'pilfered' like that for your lifetime because you let it even get to that stage.

One leading UK bus operator 'sees' the value in air and has started to clean it using its buses, one journey at a time.

AIR FORCE ONE

Late January, 2020, transport operator the Go-Ahead Group started rolling out its unique 'air filtering bus' nationwide to help tackle pollution in its biggest towns and cities, it confirms.

Go-Ahead is one of the UK's largest bus operators. With a fleet of nearly 6,000 buses, it carries more than two million passengers every day, it states.

We want to play our part in tackling the crisis in urban air quality and show that buses can be integral to cleaning up our cities.



IN ESSENCE

- Transport operator Go-Ahead accelerates shift to cleaner technology by rolling-out its 'air-filtering bus' into six more regions;
- The bus, launched in Southampton last year, has fans on the roof that suck pollutant particles into special filters;
- Go-Ahead is ready to share the innovative technology with other local authorities in a battle to tackle pollution and air quality.

Above:

Over a 100-day period, a single bus fitted with the filter can remove 65g of pollutants – the weight of a tennis ball, Go-Ahead says.

Opposite, Above:

After a successful trial in Southampton, Go-Ahead will be using these bespoke Euro 6 ADL E200 MMC single-decker buses in six more regions.

The air-filtering buses will be deployed in six more regions – they started in Southampton – as the group accelerates plans to have the greenest fleet of buses in the country, it says.

The bespoke Euro 6 ADL E200 MMC single-decker buses – which strip pollutant particles from the air as they drive via a roof-mounted device – are now to be deployed in Brighton, Manchester, Newcastle, Oxford, Plymouth and Crawley/Gatwick.

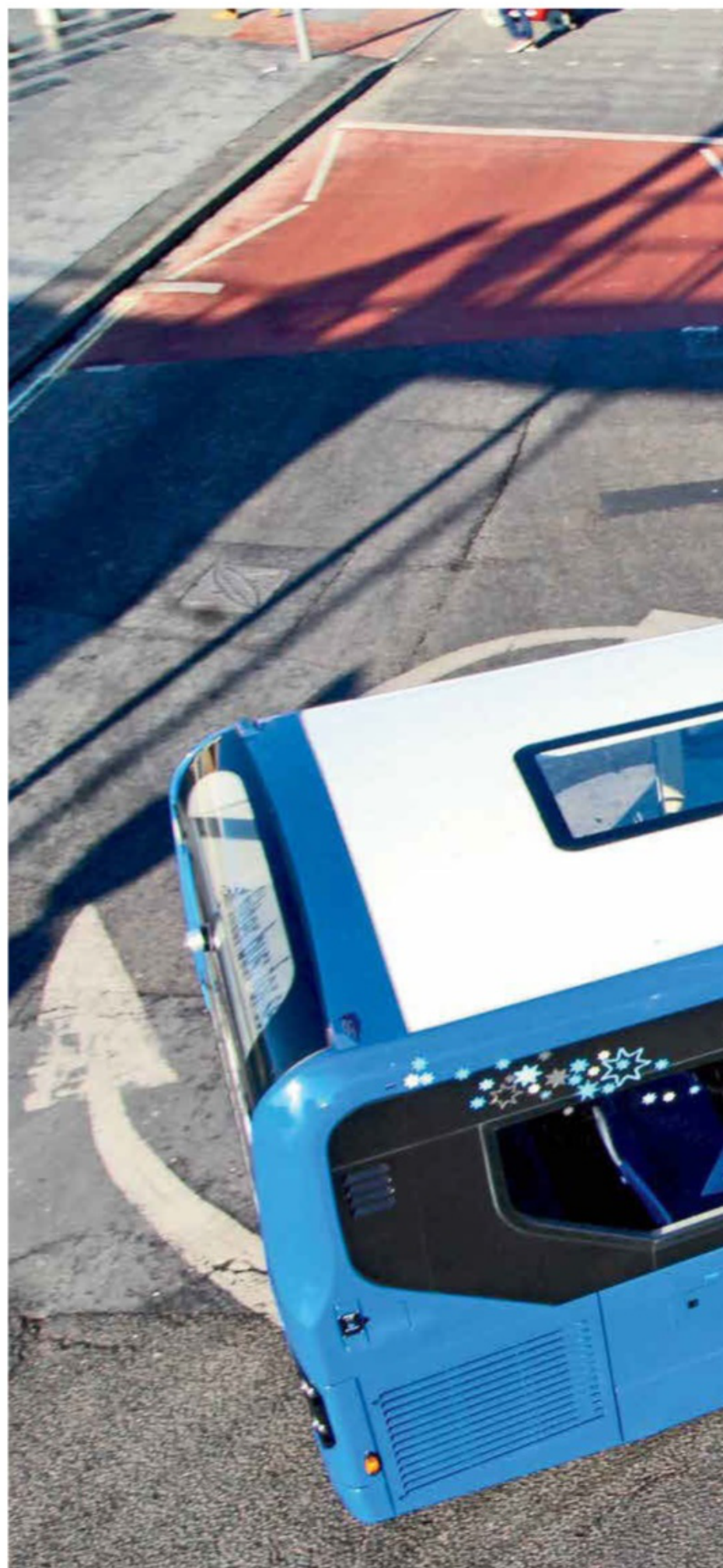
The buses will hit the streets from the early European summer, the company states.

So how exactly does it work? Each bus is fitted with an air filtering system made up of three fans on the roof that suck ultra-fine particles and dirt (known as PM10) into special filters, Go-Ahead explains.

The air filters were designed bespoke by Aerospace engineer company PALL specifically for Go-Ahead.

The current roll-out follows a successful launch in Southampton last year where initial tests showed that a single bus could remove as much as 65g of pollutants from the air – equivalent to the weight of a tennis ball – in a 100-day period (and cleaned 3.2 million cubic meters of city air), it says.

It comes amid growing concern about the rising levels of pollution and demands for local authorities to do to more





to clean up the air we breathe, it explains.

WHY DO IT?

UK doctors in December, 2019, warned of a public health crisis due to hospitals and GP surgeries being swamped with cases of asthma and bronchitis, the company says.

Go-Ahead also confirms that in addition to rolling the air-filtering bus into six more regions, it is introducing five more of the vehicles into Southampton by early February,

covering an entire city centre route.

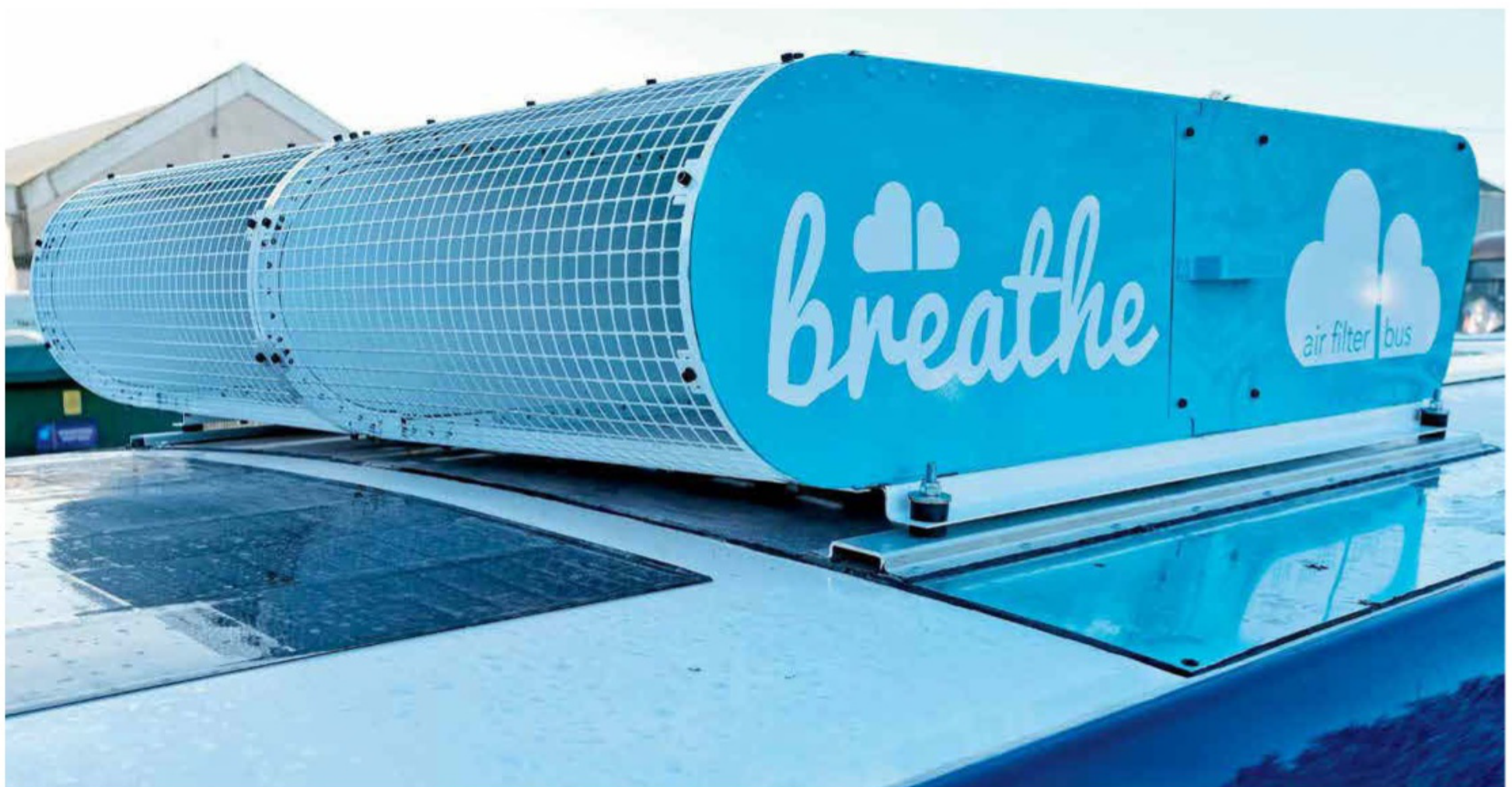
David Brown, Go-Ahead chief executive, said: "We want to play our part in tackling the crisis in urban air quality and show that buses can be integral to cleaning up our cities.

"Our air-filtering system has exceeded all expectations in how it can benefit the environment, and it builds on our track-record as operator of the UK's greenest bus fleet.

"We believe the air-filtering bus provides a 'quick win' for councils as they explore initiatives such as

IN REAL TERMS

During the original air-filtering trial, which commenced in September 2018, the filter cleaned 3.2 million cubic metres, the equivalent to the volume of 1,288 Olympic swimming pools. The air filter takes in one cubic metre of air per second meaning that in one hour it filters the same volume of air as 6,000 people breathing, Go-Ahead states.



ABOUT GO-AHEAD

Go-Ahead is one of the leading UK public transport operator companies, it states. Its purpose is to be the local partner taking care of journeys that enhance the lives and wellbeing of its communities across the world, it adds.

It employs around 29,000 people across its businesses, with more than 1.2 billion passenger journeys undertaken on its rail and bus services every year, it confirms. In addition to the travelling public, its customers include governments and local authorities. It is committed to contributing to tackling climate change, improving air quality and reducing social isolation, and aims to run a zero emission bus fleet by 2035, it states.

Go-Ahead is also the operator of one of Europe's largest fleets of electric vehicles, including more than 200 buses. The business last year launched a unique geo-fenced service in Brighton, which switches to zero-emissions while driving through the city's ULEZ, while also retaining the longer range of a traditional service, it says. Plus it won an international environmental prize for the £20m (AUD\$38.8m) re-development of the Waterloo Bus Garage, which saw it create the UK's first site exclusively for electric buses, it adds.

'clean air zones' to tackle toxic pollution."

HOW BAD IS IT?

Health problems associated with outdoor air pollution are linked to 4.2 million premature deaths worldwide, according to the World Health Organisation (WHO).

In the UK, the Department for Environment Food and Rural Affairs (DEFRA) estimates that particulate air pollution reduces the life expectancy of residents by six months on average. And recent research suggested that living in an area with high pollution worsens your memory to the same extent as ageing 10 years, Go-Ahead says.

Professors at the University of Warwick looked at levels of the PM10 pollutant, which comes from exhaust fumes, degrading tyres, vehicle exhausts and domestic wood burners, it confirms.

The air-filtering buses are designed to clean the air as they drive through a city, removing up to 99.5 per cent of particulate matter which travels through it, reports the company.

It was initially deployed on one of the low-emission Euro 6 buses run by Go-Ahead subsidiary Bluestar in Southampton. 📷



Above:
The air filters were designed bespoke by Aerospace engineer company PALL specifically for Go-Ahead.

Right:
Health problems associated with outdoor air pollution are linked to 4.2 million premature deaths worldwide.



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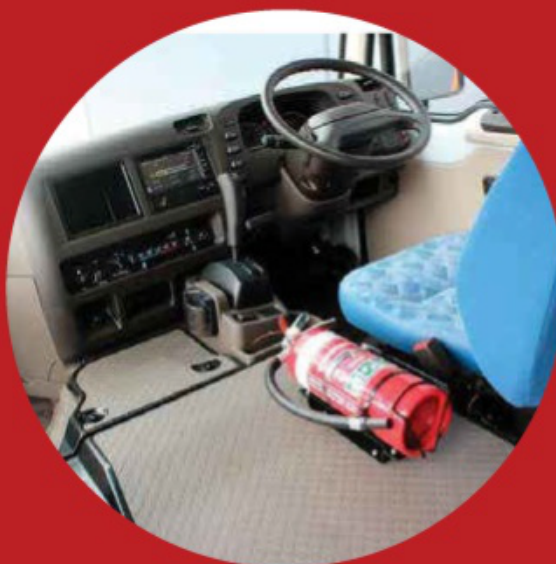
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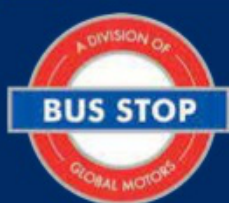
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New 2019 model, Leather recliners, Mercedes Benz 350HP turbo diesel, ZF 6 speed Auto, Spheros heat/cool air cond, Only one available

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2018 MINING D12 EX DEMO MINING SPECS

MINING SPECS EQUIPMENT, fire suppressor,
tyre monitor, Seat belt Alarm system.....



\$145,000

2013 YUTONG BRUMBY ZK6129H 51+1
A/C, Cummins isb4 4.5l, Euro5 103kw, Allison
21006sp, auto, a/c



\$72,500

2015 YUTONG Goanna ZK6760DAA
144,00kms, Cummins ISB4 4.5l, Euro5 103kw,
Allison 21006sp, auto, a/c



\$99,500

2017 YUTONG GOANNA ZK6760DAA
82,00kms, Cummins isb4 4.5l, Euro5 103kw
Allison 21006sp, auto, a/c



\$32,500

2011 FUSO ROSA 24+1
386,600kms, 4.9 turbo intercooled,
6SP auto, A/C



\$236,600

2017 YUTONG BLUE TONGE ZK6930H
35 seater + toilet, diesel euro 5- Cummins IBS
6.7litre. 250hp, heat and cooling system



\$26,000

2009 FUSO ROSA 24+1
310,747kms, 3.9 turbo intercooled, 6sp auto,
a/c



\$96,500

**2016 YUTONG
Goanna ZK6760DAA**
151,300kms 27+1, Cummins isb4 4.5l, Euro5
103kw, Allison 21006sp, auto, a/c



\$165,000

2015 YUTONG BRUMBY ZK6129H 57+1
A/C, Cummins isb4 4.5l, Euro5 103kw, Allison
21006sp, auto, a/c

BARRY HENDERSON:
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sales@abccoachsales.com.au



0427 750 885
0418 253 422





2 X 2015 IVECO EURORIDER

automatic, 12.5m Marcopolo body, 57 lap sash seat belted seats in cloth, A/C, underfloor bins, travelled approx 245,000km.

\$180,000+GST each



2 X 2001-2 IVECO DELTA ULF

Cummins ISC260hp, Allison automatic, 12.5m Custom Coach CB80 Wheelchair accessible bodies, 44 metro seats in cloth, A/C, travelled approx 580,000km.

\$35,000+GST each



2006 MAN 24-480

8sp manual, Coach Design 13.5m body, 53 lap sash seat belted recliners, mid toilet, 2 door, DVD, many extras, travelled approx 805,000km

\$120,000+GST



2015 IVECO EURORIDER

automatic, 13.2m Irizar body, 52 lap sash seat belted recliners in leather, toilet, A/C, underfloor bins, bull bar, travelled only 102,000km.

Reduced to \$225,000+GST



1995 MOTORCOACH

Detroit Series 50, Allison auto inc retarder, 50 lap sash seat belted recliners, toilet, DVD, luggage bins, travelled approx. 640,000km

\$39,000+GST



2014 BONLUCK "PRESIDENT 2"

automatic, 12.3m, 53 lap sash seat belted recliners in leather, A/C, large underfloor bins, DVD, travelled 320,000km.

\$160,000+GST



2009 MAN 18-280

automatic, King Long body, 57 lap sash seat belted seats, DVD, underfloor bins, school lights, travelled approx. 230,000km

\$127,500+GST



2012 HIGER MUNRO

Cummins ISF Automatic, 28 lap sash seat belted seats in cloth, AC, towbar, very clean, travelled approx. 196,000km

Reduced to \$37,000+GST



2015 HIGER "V SERIES"

Cummins ISB250hp, Allison automatic inc retarder, 41 fixed lap sash seat belted seats, A/C, underfloor bins, tachograph, very clean, travelled only 78,000km

\$145,000+GST



2016 BUSTECH DOUBLE DECKER

Cummins ISL400hp, Allison automatic inc retarder, 78 lap sash seat belted seats in leather, DVD, Thermo King A/C, toilet, very clean, many extras, travelled only 250,000km approx

\$520,000+GST



2006 MERCEDES BENZ 0500

480hp, 12 AS Tronic, Irizar I6 13.5m body, 55, lap sash set belted seats, Courier seat, 2 door, underfloor bins, DVD, tachograph, urn, many extras, very clean travelled approx. 575,000km

\$275,000+GST



2 X 2007 MAN A80 WHEELCHAIR ACCESSIBLE

automatic, 12.5m Designline aluminium body, 45 seats, Thermo King A/C, school lights, surveillance system, travelled approx. 820-870,000km

reduced to \$40,000+GST each



2 X 2013 MITSUBISHI ROSA DELUXE AUTOMATIC

21 passenger lap sash seat belted mini buses, travelled approx. 360,000kms

\$24,000+GST each



2 X 2010 HINO RB8

6sp manual, Chiron body, 34 lap sash seat belted seats, A/C, wheel chair lift equipped, towbar, travelled approx. 430,000km

\$40,000+GST each

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2016 Fiat Low-floor, Auto, A/c, 124,000km, Engine Fire Suppressant, ramp entry. Unlic. **Make an offer over \$120,000 + GST**

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WANTED

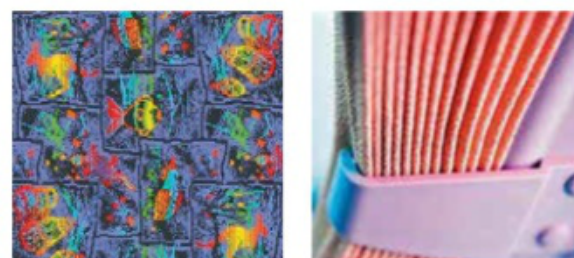
1, possibly 2
demonstrator or
low mileage, low
age, secondhand,
2 door, low floor
BUSES

Must have:

- > Air Con > Low kms > Low years
- > Front/side/rear desto preferred
- > Plus all usual Govt must haves
- > Local (AUS) Build > Min 6 cameras

**Please contact Hollie
from ABC on 0466 466 945**

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D12 series – Comfort, convenience and capacity

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Enhanced frame strength and ergonomic design

Aluminium wheels

ESC

Seats 53–57



NEW

2018 YUTONG 27 SEAT COACH

27 Seats, Cummins ISBe5 160hp, DVD/TV, Curtains, Alloy, Tow Bar optional, Great little mini-bus.

GREAT VALUE. CALL NOW



NEW

D9

39 Seats, Cummins ISB6, 250hp, School Bus with through bins, ABS, ASR, EBS ECAS and many more features

GREAT VALUE. CALL NOW



NEW

T12 series – A new level of comfort and freedom

A premium vehicle that looks as good on the outside as it does in. Here, passengers receive more spacious luggage compartments, reduced noise ride comfort and high-end audio/visuals, while the driver enjoys greater manoeuvrability and performance. The T12 also features customisable seating options to suit your needs.

Mercedes Benz engine with 11.97L displacement and up to 1850N/m torque
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11m3 capacity luggage compartments
Exceptional ride comfort with reduced noise
Bosch A/V system with DVD/CD
Seats 53–57

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2011 Scania K440EB

Opticruise transmission, Coach Concept 13.5m body, 50 Styleride lap sash seat belted recliners in leather, woodgrain vinyl floor, Thermo King A/C, mid toilet, 2 door entry, pull down blinds to saloon, hot water urn, tachograph, USB ports, full service history, plus much more, travelled approx 735,000klm

\$240,000+GST



2x 2013 Scania K440EB

Coach Concepts 14.5m body, 58 Styleride lap sash seat belted recliners in leather, guide seat, Thermo King auto heat cool A/C, 2 door entry, mid toilet, tachograph, Hanover electronic sign, full service history, plus more, travelled approx 785,000klm

\$260,000+GST each

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New decade starts with deliveries flurry

Huge bus and sales numbers usher in 2020, exclusive ABC data reveals.

Australian bus and coach deliveries started the decade with a bang, resulting in one of the biggest months in modern times for the local industry – a final number of 172 in January.

While local and global events may yet prove this a fleeting feat, it's still worth crunching the numbers, which represent a huge year-on-year increase on last January's 108, and already surpass 2019's peak of 153 in July, which at the time had already broken the previous year's record.

Swedes Volvo (52) and Scania (38) were the frontrunners again, but it was the chasing duo of BCI and Yutong that proved stiff competition, posting 28 and 21, respectively.

The body building sector was also hotly contested, with Volgren (33) retaining top spot, but not by much, with BCI hot on its heels on 30. Yutong (21) and Irizar (18) followed, with at least 13 more builders recorded in a crowded market.

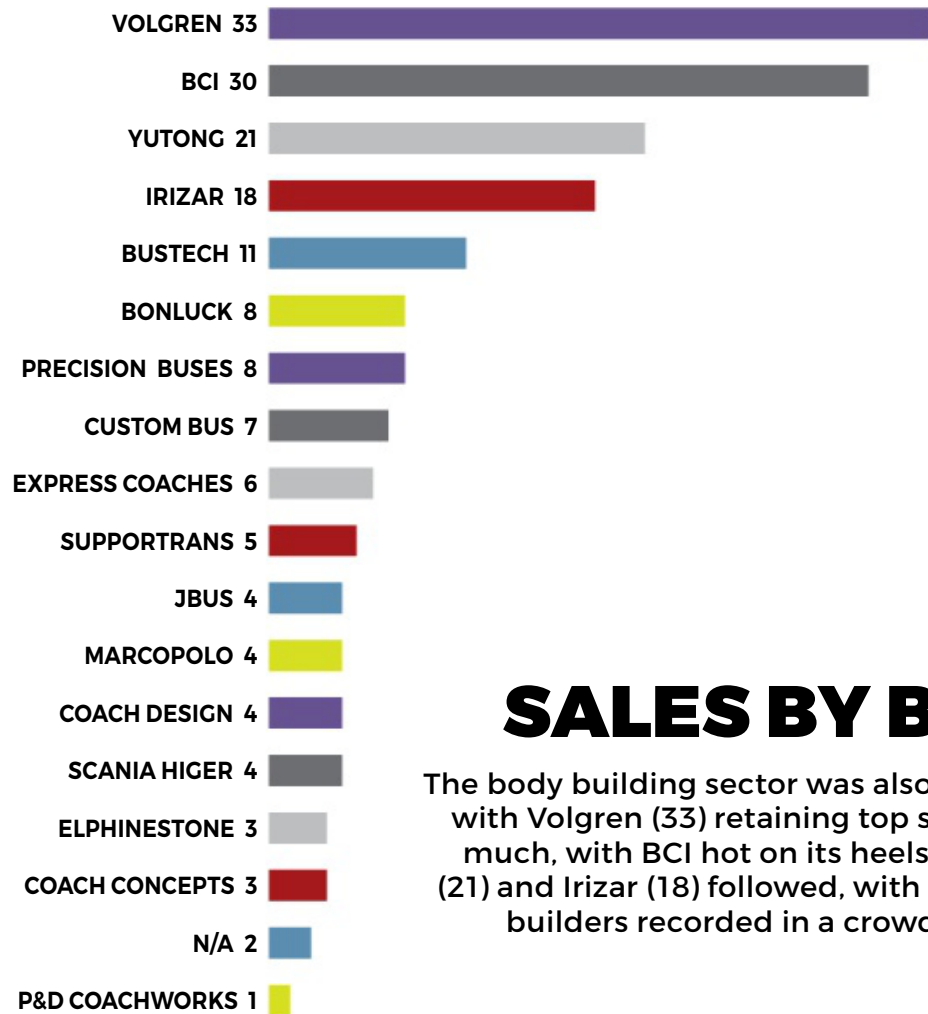
While Thermo King's (57) dominance in the air conditioning sector persists, the chasing pack

also had a busy month. Spheros (28) claimed second, with Yutong/Cling (21), Hispacold (20) and MCC (18) not far behind.

Victoria (28 per cent) and NSW (26 per cent) – an almost even split – accounted for more than half the market. WA surpassed Queensland for third place, with Tasmania, ACT and SA sharing the rest of the numbers.

Turn overleaf for comprehensive bus and coach delivery information for January. Please note all data is as supplied from manufacturers, with their involvement at their discretion. 📄

...a huge year-on-year increase on last January's 108, and surpassing 2019's peak of 153.



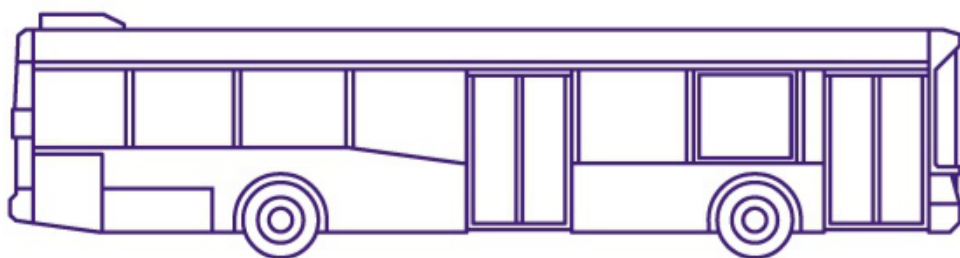
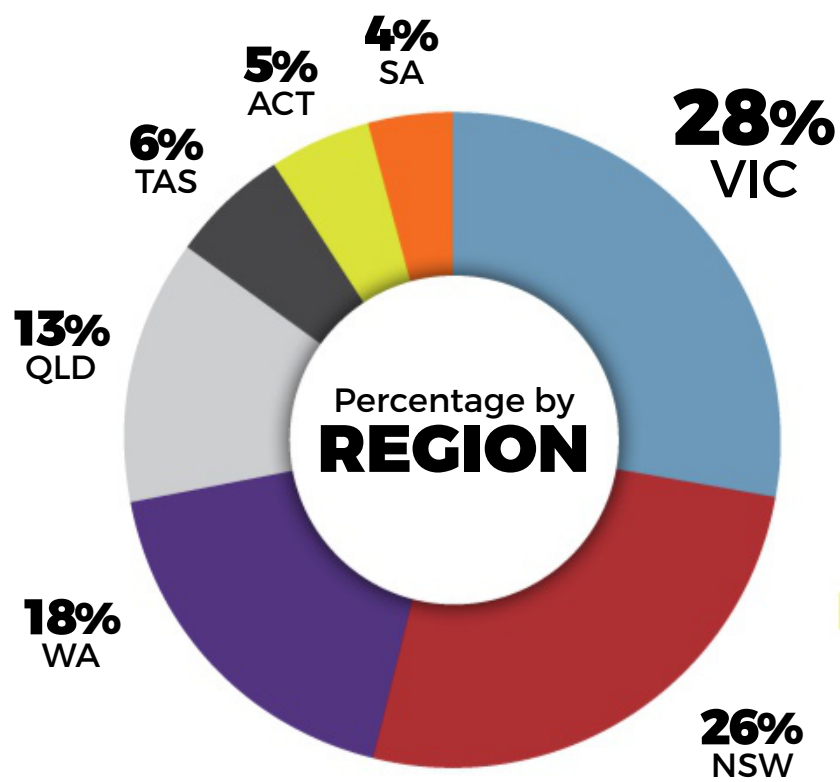
SALES BY BODY

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% SALES BY AIR-CONDITIONER

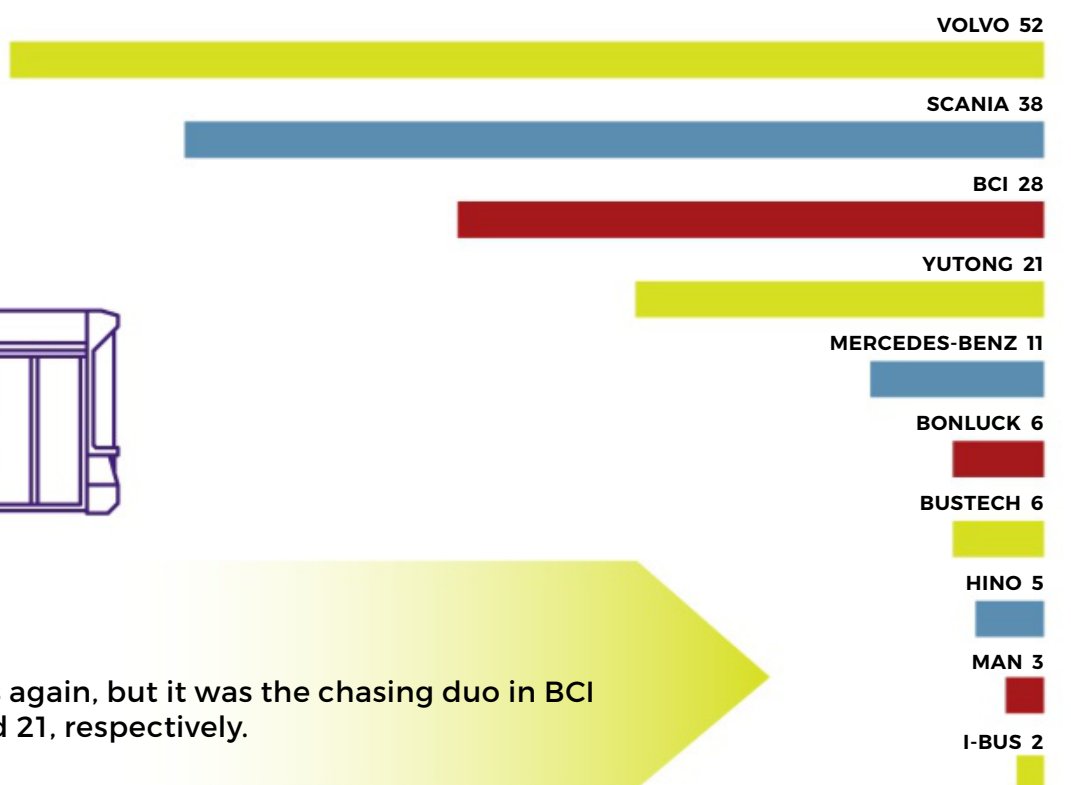
While Thermo King's (57) dominance in the air conditioning sector persists, the chasing pack also had a busy month. Spheros (28) claimed second, with Yutong/Cling (21), Hispacold (20) and MCC (18) not far behind.

Thermo King	57	Denso	9
Spheros	28	Konvekta	4
Yutong/Cling	21	N/A	2
Hispacold	20	Kingtec	1
MCC	18	Eberspacher	1
Coachair	11		



Sales by chassis

Swedes Volvo (52) and Scania (38) were the frontrunners again, but it was the chasing duo in BCI and Yutong that proved stiff competition posting 28 and 21, respectively.



MANUFACTURER, OPERATOR & LOCATION			UNITS	CHASSIS (Model)	BODY BUILDER	ENGINES		
						HP*	Rear / Front	Emissions standard
BCI	Go West	WA	11	Fleetmaster	BCI	320	R	Euro 5
	Willunga Charter	SA	1	Cruiser 10	BCI	285	R	Euro 5
	Willunga Charter	SA	1	Proma	BCI	207	R	Euro 5
	Calow's Coaches	TAS	2	Proma	BCI	207	R	Euro 5
	Swan Hill Bus Lines	VIC	1	Cruiser 12	BCI	360	R	Euro 5
	Sita Coaches	VIC	2	Citirider	BCI	250	R	Euro 5
	Australian Transit Enterprises	WA	4	Proma Low Floor	BCI	210	R	Euro 5
	Australian Transit Enterprises	WA	1	Citirider	BCI	285	R	Euro 5
	Newmont Mining	WA	1	Fleetmaster	BCI	320	R	Euro 5
	Waikerie Coaches	SA	1	Classmaster	BCI	320	R	Euro 5
	Mandurah Baptist College	WA	1	Proma	BCI	207	R	Euro 5
	Woodcroft College	SA	2	Classmaster	BCI	320	R	Euro 5
BONLUCK	Pennicott Wilderness Journeys	TAS	2	Senator 8	Bonluck	207	R	Euro 5
	Pennicott Wilderness Journeys	TAS	2	President 10	Bonluck	300	R	Euro 5
	K & K Cresswell	TAS	1	President 10	Bonluck	250	R	Euro 5
	St Joseph's College Mildura	VIC	1	Senator 8	Bonluck	207	R	Euro 5
BUSTECH	Kinetic (Surfsdide Buslines)	NSW	2	XDI	Bustech	300	R	Euro 6
	Kinetic (Surfsdide Buslines)	NSW	1	XDI	Bustech	340	R	Euro 5
	MetroTas	TAS	3	XDI	Elphinstone	300	R	Euro 6
HINO	Aikens	VIC	1	FD240	P&D Coachworks	240	F	Euro 5
	Riverview	ACT	2	Poncho	JBUS	185	R	Euro 5
	CDC	NSW	1	Poncho	JBUS	185	R	Euro 5
	BusQLD	QLD	1	Poncho	JBUS	185	R	Euro 5
I-BUS	John Day	TAS	1	FSD	N/A	N/A	N/A	N/A
	Good News Lutheran College	VIC	1	FRR	N/A	N/A	N/A	N/A
MAN	Coast and Country Buses	QLD	2	MAN RR8 19.320 IC	Bonluck	320	R	Euro 5
	Hurstbridge Bus & Coach	VIC	1	MAN RC2 19.320 LE E5	Volgren	320	R	Euro 5
MERC-BENZ	N/A	NSW	1	OC500LE E6	BCI	300	R	Euro 6
	N/A	VIC	1	XBC	BCI	260	R	Euro 5
	N/A	NSW	1	XBC	Express Coaches	260	R	Euro 5
	N/A	NSW	1	OC500RF E5 1936	Custom Bus	360	R	Euro 5
	N/A	NSW	1	OC500LE E6	Volgren	300	R	Euro 6
	N/A	VIC	4	OC500LE E6	Volgren	300	R	Euro 6
	N/A	NSW	2	OC500LE E6	Custom Bus	300	R	Euro 6
SCANIA	Brighton Coaches	QLD	2	K 360 IB4X2	Scania Higer Touring	360	R	Euro 6
	D J Sinclair Bus Services	NSW	1	K 310 IB4X2	Irizar	310	R	Euro 5
	Deluxe Coachlines	VIC	1	K 490 EB4X2	Coach Design	490	R	Euro 6
	Department of Public Transport Infrastructure	SA	2	K 320 UB4X2	Precision Buses	320	R	Euro 6
	Firefly Coaches	VIC	1	K 440 EB6X2*4	Coach Concepts	440	R	Euro 5
	Irizar Asia Pacific	VIC	2	K 310 IB4X2	Irizar	310	R	Euro 5
	Irizar Asia Pacific	VIC	2	K 310 IB4X2	Irizar	310	R	Euro 5
	Irizar Asia Pacific	QLD	1	K 360 IB4X2	Irizar	360	R	Euro 5
	Irizar Asia Pacific	QLD	1	K 310 IB4X2	Irizar	310	R	Euro 5
	James Newton Bus Service	VIC	1	K 320 UB4X2	Volgren	320	R	Euro 6
	Johnson's Bus Lines	NSW	1	K 310 IB4X2	Express Coaches	310	R	Euro 5
	L C Dyson's Bus Services	VIC	2	K 310 UB4X2	Volgren	310	R	Euro 5
	L C Dyson's Bus Services	VIC	1	K 360 IB4X2	Irizar	360	R	Euro 6
	McHarry's Bus Lines	VIC	1	K 320 UB4X2	Express Coaches	320	R	Euro 6
	Punchbowl Bus Company	NSW	1	K 320 UB4X2	Custom Bus	320	R	Euro 6
	SA Customer	VIC	1	K 360 IB4X2	Coach Design	360	R	Euro 5
	S & G Sacco	VIC	1	K 360 IB4X2	Coach Design	360	R	Euro 6
	SG Fleet Australia	VIC	3	K 410 IB6X2	Express Coaches	410	R	Euro 6
	Sunbury Bus Lines	VIC	2	K 310 IB4X2	Scania Higer A30	310	R	Euro 5
	The McGinty Family Trust	VIC	1	K 440 EB6X2*4	Coach Concepts	440	R	Euro 5
	Transport Canberra Operations	ACT	6	K 320 UB4X2	Precision Buses	320	R	Euro 6
	Ventura Bus Lines	VIC	3	K 310 UB4X2	Volgren	310	R	Euro 5
	WBL Pty Ltd	VIC	1	K 310 IB4X2	Coach Concepts	310	R	Euro 5
VOLVO	Ventura Bus Lines	VIC	5	B8RLE	Volgren	330	R	Euro 5
	Latrobe Valley Bus Lines	VIC	1	B5LH	Volgren	240	R	Euro 6
	Nagles Coaches	VIC	1	B8R	Supportrans	330	R	Euro 5
	Hollands Bus Lines	VIC	1	B8R	Marcopolo	330	R	Euro 5
	Seymoure Coaches	VIC	1	B11R	Coach Design	410	R	Euro 5
	Cardwells Coach Travels	VIC	1	B8R	Supportrans	330	R	Euro 5
	ComfortDelGro Australia	NSW	5	B8RLE	Volgren	320	R	Euro 6
	ComfortDelGro Australia	NSW	3	B8R	Marcopolo	330	R	Euro 5
	Seapost	NSW	1	B5RLEH	Volgren	215	R	Euro 5
	Kellam Bus Lines	NSW	1	B8R	Supportrans	330	R	Euro 5
	Bus Queensland	QLD	2	B8RLE	Volgren	330	R	Euro 5
	Bus Queensland	QLD	1	B8RLE	Custom Bus	320	R	Euro 6
	Private College	QLD	1	B8R	Supportrans	330	R	Euro 5
	QLD Operator	QLD	1	B8R	Supportrans	330	R	Euro 5
	Perth Transport Authorities	WA	2	B8RLE	Volgren	320	R	Euro 6
	Brisbane City Council	QLD	5	B8RLE	Volgren	320	R	Euro 6
	State Transit Authorities	NSW	2	B8RLE	Custom Bus	320	R	Euro 6
	State Transit Authorities	NSW	8	B8RLE	Bustech	320	R	Euro 6
	Irizar Asia Pacific	WA	10	B8R	Irizar	330	R	Euro 5
YUTONG	N/A	NSW	3	D9	Yutong	250	R	Euro 5
	N/A	NSW	5	T12	Yutong	350	R	Euro 5
	N/A	NSW	1	D12	Yutong	360	R	Euro 5
	N/A	QLD	2	D9	Yutong	250	R	Euro 5
	N/A	QLD	1	D12	Yutong	360	R	Euro 5
	N/A	NSW	1	T12	Yutong	350	R	Euro 5
	N/A	VIC	3	D12	Yutong	360	R	Euro 5
	N/A	QLD	1	D9	Yutong	250	R	Euro 5
	N/A	NSW	2	D12	Yutong	360	R	Euro 5
	N/A	QLD	2	D9	Yutong	250	R	Euro 5

TRANSMISSION A: Automatic M: Manual AS: Auto-Shift O: Opticruise	TRANS MAKE	AXLES	BODY LENGTH (metres)	AIR-CON (Brand)	NUMBER OF SEATS			APPLICATION				SEATING	SEAT BELTS
					Fixed Coach	Recliners	Metro	Long Distance	Charter	City or Route	School		
A	ZF	2	12.3	MCC	-	55	-	-	X	-	-	Sege	Y
A	ZF	2	10.6	Thermo King	-	43	-	-	-	-	X	Sege	Y
A	ZF	2	8.9	Kingtec	-	35	-	-	-	-	X	TST	Y
A	ZF	2	8.90	Thermo King	39	-	-	-	X	-	-	Sege	Y
A	ZF	2	12.3	Eberspacher	-	55	-	-	X	-	-	TST	Y
A	ZF	2	9.8	Thermo King	33	-	-	-	X	-	-	Sege	Y
A	ZF	2	9.5	MCC	29	-	-	-	-	-	X	Sege	Y
A	ZF	2	9.8	Thermo King	33	-	-	-	-	-	X	Sege	Y
A	ZF	2	12.3	MCC	-	55	-	-	X	-	-	Sege	Y
A	ZF	2	12.3	MCC	-	55	-	-	-	-	X	Sege	Y
A	ZF	2	8.9	MCC	39	-	-	-	-	-	X	Sege	Y
A	ZF	2	12.3	Thermo King	57	-	-	-	-	-	X	Sege	Y
A	Allison	2	8.9	Spheros	-	37	-	-	X	-	-	Fainsa	Y
A	Allison	2	10.6	Spheros	-	41	-	-	X	-	-	Fainsa	Y
A	Allison	2	10.6	Spheros	-	-	45	-	-	-	X	APM	N
A	Allison	2	8.9	Spheros	-	37	-	-	-	X	X	Fainsa	Y
A	ZF	2	10-12.9	Denso	52	-	-	-	-	X	-	Styleride	N
A	ZF	2	10-12.9	Denso	52	-	-	-	-	X	-	Styleride	N
A	ZF	2	10-12.9	Thermo King	52	-	-	-	-	X	-	Styleride	N
PS	Hino	2	10	Thermo King	43	-	-	-	-	-	X	Styleride	Y
A	Asyin	2	8	Denso	18	-	-	-	-	X	-	Styleride	N
A	Asyin	2	8	Denso	18	-	-	-	-	X	-	McConnell	N
A	Asyin	2	8	Denso	18	-	-	-	-	X	-	McConnell	N
N/A	N/A	N/A	N/A	N/A	44	-	-	-	-	-	-	N/A	N/A
N/A	N/A	N/A	N/A	N/A	40	-	-	-	-	-	-	N/A	N/A
A	ZF	2	13.5	Spheros	65	-	-	-	X	-	-	Sege	Y
A	ZF	2	11	Coachair	45	-	-	-	-	X	-	McConnell	N
A	ZF	2	12.5	Thermo King	45	-	-	-	-	X	-	McConnell	N
A	Allison	2	12.5	Thermo King	47	-	-	-	-	-	X	McConnell	Y
A	Allison	2	12.5	Thermo King	47	-	-	-	-	-	X	McConnell	N
A	ZF	2	13.5	Thermo King	47	-	-	-	-	-	X	McConnell	Y
A	ZF	2	12.5	Thermo King	47	-	-	-	-	X	-	McConnell	N
A	ZF	2	12.5	Coachair	41	-	-	-	-	X	-	McConnell	N
A	ZF	2	12.5	Denso	51	-	-	-	-	X	-	McConnell	N
O	Scania	2	12.3	Konvekta	-	53	-	-	-	-	-	McConnell	N
A	ZF	2	12.3	Hispacold	-	57	-	-	-	-	X	McConnell	Y
N/A	Scania	2	12.5	Thermo King	-	45	-	-	-	-	X	Styleride	Y
A	ZF	2	12	Hispacold	-	-	42	-	-	X	-	Styleride	N
O	Scania	3	13.5	Thermo King	-	50	-	X	-	-	-	McConnell	Y
A	ZF	2	12.3	Hispacold	57	-	-	-	-	-	X	McConnell	Y
A	ZF	2	12.5	Hispacold	57	-	-	-	-	-	X	Sege	Y
N/A	Scania	2	12.3	Hispacold	57	-	-	-	-	-	X	Sege	Y
A	ZF	2	12.5	Hispacold	-	48	-	-	-	-	X	Sege	Y
A	ZF	2	12.5	Thermo King	-	-	47	-	-	X	-	McConnell	N
O	Scania	2	12.3	Thermo King	57	-	-	-	-	-	X	Styleride	Y
A	ZF	2	12	Thermo King	-	-	40	-	-	X	-	NB Trimming	N
A	ZF	2	12.3	Hispacold	57	-	-	-	-	-	X	McConnell	Y
O	Scania	2	12.5	Coachair	-	-	41	-	-	X	-	McConnell	N
A	ZF	2	12	Thermo King	-	-	46	-	-	X	-	Custom Bus	N
O	Scania	2	12.5	Thermo King	57	-	-	-	-	-	X	Styleride	Y
A	ZF	2	12.3	Thermo King	57	-	-	-	-	-	X	McConnell	Y
O	Scania	3	12.5	Thermo King	-	53	-	X	-	-	-	McConnell	Y
A	ZF	2	12.3	Konvekta	57	-	-	-	-	-	X	McConnell	Y
O	Scania	3	13.5	Thermo King	-	50	-	X	-	-	-	McConnell	Y
A	ZF	2	12.5	Thermo King	-	-	42	-	-	X	-	McConnell	N
A	ZF	2	12.5	Thermo King	-	-	42	-	-	X	-	McConnell	N
A	ZF	2	12.3	Thermo King	57	-	-	-	-	-	X	Styleride	Y
A	ZF	2	10-12.9	Thermo King	-	-	42	-	-	X	-	McConnell	N
AS	Volvo	2	10-12.9	Thermo King	-	-	42	-	-	X	-	McConnell	Y
A	ZF	2	10-12.9	Thermo King	57	-	-	-	X	-	X	McConnell	N
A	ZF	2	10-12.9	Spheros	57	-	-	-	X	-	X	McConnell	N
AS	Volvo	2	10-12.9	Thermo King	57	-	-	-	X	-	-	McConnell	Y
A	ZF	2	10-12.9	Thermo King	57	-	-	-	X	-	-	McConnell	N
A	ZF	2	10-12.9	Coachair	-	-	44	-	-	X	-	McConnell	N
A	ZF	2	10-12.9	Spheros	57	-	-	-	-	-	X	Marcopolo	Y
AS	Volvo	2	10-12.9	Spheros	-	-	45	-	-	X	-	McConnell	N
A	ZF	2	10-12.9	Thermo King	57	-	-	-	-	-	X	Styleride	Y
A	ZF	2	10-12.9	Thermo King	-	-	49	-	-	X	-	McConnell	N
A	ZF	2	10-12.9	Thermo King	-	-	51	-	-	X	-	Custom	N
A	ZF	2	10-12.9	Thermo King	57	-	-	-	-	-	X	Styleride	Y
A	ZF	2	10-12.9	Thermo King	57	-	-	-	-	-	X	McConnell	Y
A	ZF	2	10-12.9	Thermo King	-	-	41	-	-	X	-	McConnell	N
A	ZF	2	10-12.9	Spheros	-	-	45	-	-	X	-	McConnell	N
A	ZF	2	10-12.9	Spheros	-	-	47	-	-	X	-	N/A	N
A	ZF	2	10-12.9	Spheros	-	-	-	-	-	X	-	N/A	N
A	ZF	2	10-12.9	Hispacold	-	-	-	-	-	-	-	Sege	N/A
A	Allison	2	9	Yutong/Cling	-	39	-	-	X	-	-	Yutong	Y
A	ZF	2	12	Yutong/Cling	-	53	-	-	-	-	X	Yutong	Y
A	Allison	2	12	Yutong/Cling	57	-	-	-	-	-	X	Yutong	Y
A	Allison	2	9	Yutong/Cling	-	39	-	-	X	-	-	Yutong	Y
A	Allison	2	12	Yutong/Cling	57	-	-	-	-	-	X	Yutong	Y
A	ZF	2	12	Yutong/Cling	-	53	-	X	-	-	-	Yutong	Y
A	Allison	2	12	Yutong/Cling	57	-	-	-	-	-	X	Yutong	Y
A	Allison	2	9	Yutong/Cling	-	39	-	-	X	-	-	Yutong	Y
A	Allison	2	12	Yutong/Cling	57	-	-	-	-	-	X	Yutong	Y
A	Allison	2	9	Yutong/Cling	-	39	-	-	X	-	-	Yutong	Y



Main:
Behold! The bowling battlefield.

Right:
Time for some chow and a chat.

Opposite, Top:
Sun's about, sunnies out.

Opposite, Below (L-R):
Assuming the position. Bombs away!: Iveco's Steve-o hands over the prized auction bus.





A DAY ON THE GREEN

Rounding out a successful 2019 BIC National Conference was the Iveco Big Arvo Out. Bus auctions, beers, bowling, boogie-ing... Bang on!

IMAGES FABIAN COTTER





Above, Clockwise (L-R):

Boot scootin' in a ski boot? What a bloody legend!; Post bowling, enjoying a refreshing ale; Drinkies between bowls; All the paperwork ready for the pub trivia quiz later on that night. Hard core!

Right (L-R):

Tassie tigers; "Go on, give us your best impression of a deer caught in the headlights...." No challenge too great, they deliver!





Heritage

CORPORATE

Congratulations to **Telford's Bus and Coach** on the recent sale of their highly regarded charter bus business to Kinetic.



Heritage Corporate are proud of our SELL SIDE advisor role in this transaction.

Since 2001, Heritage Corporate have acted in, sold or completed over 30 transactions in the Australian Bus Industry, with total transaction values exceeding \$1 Billion. Heritage Corporate are the trusted advisors called upon when the important decisions regarding selling or buying a bus/coach business are made.

Call us regarding any enquiries or assistance regarding potential sales or acquisitions
Contact Candice Hendra, General Manager, Heritage Corporate

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Above (L-R):
Just like Annie Lennox and Aretha Franklin said, "Sisters are doin' it for themselves."; Not sure who this spunky bloke is, but he puts his hand on his heart and wears his heart on his sleeve, as well. Trooper.

Middle (L-R):
A bit camera shy? Surely not; The food was great – and even got Kiwi endorsement.

Right:
'Chillaxing' at the end of a great day.





Heritage

CORPORATE

Congratulations to
Purtills Bros Nominees on the successful sale of
their bus business to Dysons Bus Services.



Heritage Corporate are proud of our SELL SIDE advisor role in this transaction.

Since 2001, Heritage Corporate have acted in, sold or completed over 30 transactions in the Australian Bus Industry, with total transaction values exceeding \$1 Billion. Heritage Corporate are the trusted advisors called upon when the important decisions regarding selling or buying a bus/coach business are made.

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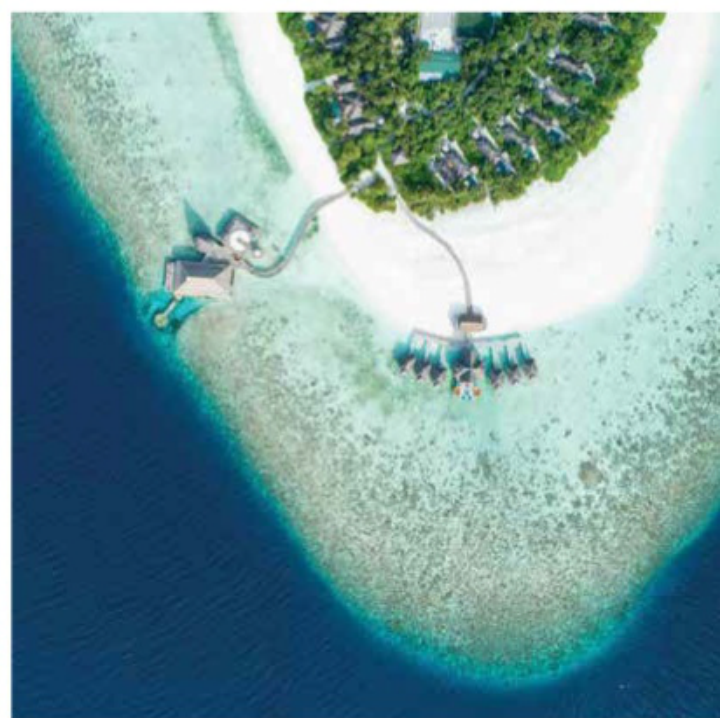
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