



Bus-News

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Letter from the Editor



Dear Readers,

As we head towards one of the most anticipated events on the mobility calendar – **Busworld Europe 2025**, taking place in Brussels this October – this issue celebrates the pace, innovation and direction of an industry that keeps people and communities moving.

At the heart of this edition is a thoughtful look by our journalist Joey Stoate on the **Bus Services Bill**, a potentially landmark shift in how local bus services are governed across the UK. With more regions exploring franchising models, Joey examines the challenges and potential of giving local authorities full control over service provision, especially in rural areas that have long been underserved.

From new drivetrains to smarter interiors, Busworld's exhibitors showcase the future of passenger mobility. **Prima Industries** is unveiling its world-premiere P402 air diffuser, designed for greater sustainability and driver comfort. **ENRX** demonstrates how invisible wireless

charging can transform electric bus operations, while **PEI Mobility** presents advanced articulation systems tailored for the electric age. Meanwhile, **Kiel** marks 80 years of shaping the passenger experience with seating innovations that balance comfort, durability, and design.

SEKISUI KYDEX, meanwhile, is driving the next generation of bus interiors by providing advanced thermoplastic materials that combine durability, compliance and recyclability.

Digitalisation continues to gather pace too. **Ferdia's** Co-planner platform is giving operators AI-powered scheduling tools that reduce dead mileage and boost efficiency, while **UbiRider** offers a mobile-first, real-time transit operating system that unifies ticketing, operations, and passenger engagement into one seamless platform. **NEXCOM's** VTC 7280 shows how edge AI computing can turn buses into fully connected, intelligent systems.

We hope you enjoy this issue, whether you're attending Busworld or reading from afar. As always, we welcome your feedback and story ideas please **email** us. To feature in our next issue or on our site, please reach out to Andrew Lush at al@a2bglobalmedia.com.



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Issue Two 2025

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Take a look at the bus industry events taking place between October 2025 and March 2026.



The Bus Services Bill: What Does It Mean for Local Services?

By Joey Stoate, Journalist

First introduced into Parliament on 17 December 2024, the Bus Services (No.2) Bill (also known as the ‘Better Buses Bill’), when put simply, in-part looks to expand on the potential of bus travel across the United Kingdom via an increase in the provision of bus services, as well as a replication of London’s bus service system in other regions up and down the country.

The bill, which has been referred to as an ‘enabling Bill’, will allow local authorities to take total control of their own bus services, giving constituencies the freedom to introduce, reduce or alter bus services according to any and all local needs.

On the surface, this is, of course, a big win for those living outside of the capital. After all, bus franchising efforts have already seen massive improvements made in regions such as Greater Manchester, with its Bee Network experiencing an uptick in services, connectivity and overall quality since the decision was made to take the local transport network under local control in September 2023.

Elsewhere, the West Yorkshire Combined Authority has just **opened its ‘dynamic market’** for potential franchised bus services, becoming the third location in the country to begin the process.



Bee Network Bus © Department for Transport,
Transport for Greater Manchester



So, with a number of regions now taking their transport networks into their own hands the question may be, why wouldn't every region in the UK want the same for their own constituents?

In order to give context for the potential successes and issues related to the country-wide adoption of such a system, it must first be presented the state that local & rural bus services find themselves in across the country as it currently stands.

Taking a look at a [report published by the County Councils Network \(CCN\)](#) earlier this year; it was found that bus services have decreased by 18% in areas covered by county and unitary councils between 2019 and 2024, the biggest decline the country has ever seen, with the Network's analysis discovering that county and unitary councils have received a mere 31 GBP per person, on average, to improve bus services since 2022, half the number awarded to larger towns and cities.

Another report from the CCN in 2023 found that by 2022, nearly 350 million fewer journeys were taking place compared with numbers in 2010, with an [analysis presented by Channel 4](#) in 2024 stating that that since 2011, local bus provision in England has seen a drop

of 28% in overall services, despite a brief increase in funding due to the Covid-19 pandemic.

It is clear, then, that for a large portion of the country, the number of bus services is falling at an ever-increasing rate. What can be done to bolster these dwindling numbers? According to the government, the answer is franchising.

With the new system rolling out across the country, one which promises to protect 'lifeline services', it could be argued that the government is about to tackle the issues of scarcity in bus services. However, previous efforts, such as 2021's National Bus Strategy, have pledged to address the diminishing rate of bus services outside the capital to, thus far, no avail. So what makes this new Bill any different?

Under the new Bill, local authorities will have the option to create their own franchise networks for, in theory, a better-connected transport network. However, this does not come without stipulations and concerns.

Firstly, a conversation must be had about the cost of the implementation of such a service. With already feeble local budgets being consistently slashed, constituencies may be left with broken, ineffective



Bus Bill © Emily Whitfield-Wicks/PA Wire

networks and no hope of any kind of aid once they are left to their own devices. Once the government washes their hands with the overall responsibility, a road to a more comprehensive system could be long and difficult.

It can also be argued that rural transport simply does not need such a potentially convoluted system. In a large number of more isolated communities, it could be argued that a demand responsive transport (DRT) system would be a more effective use of funds, as it can suit a multitude of needs with less stringent requirements and provide more specific, tailored transport options for those less able.

With a large number of elderly & disabled bus users living within rural communities, such a solution could prove both more cost-effective and efficient than a localised franchise model, or, at least, in tandem with it.

Additionally, each authority will have to have a directly elected mayor in order to run franchised buses. That mayor would be explicitly responsible for franchise performance. However, implementing such a system would create new governance overhead, which could in turn hurt service reliability and availability, especially for people who depend on buses as scarce staff and budget are moved from operations to administration.

In order for the bill to truly have the greatest impact on those communities most in need, a restructuring of the funding process must be investigated and, wherever possible, reformed. The Bus Service Operators Grant currently allocates funding based on fuel consumption as opposed to passenger journeys, leaving those in non-urban areas at a significant disadvantage when it comes to appropriate funding. A reform would also, in turn, incentivise operators to increase passenger numbers.

It has to be said that despite the potential issues, a franchise model could still provide a wealth of benefits for those living in isolated communities. Once the need for profit has been stripped from the equation with the elimination of private service providers, local councils will be able to focus on what is truly needed, as opposed to providing services that offer the best value from a cost-setting perspective.

So, in closing: yes, franchising could provide the restructuring the country needs in order to get bus services back on track, but only with careful consideration of the needs of communities across the UK, as well as a funding review and real work to establish lifeline services for those that need it.

Read more from Joey Stoate on our [website](#).



Directory



Electrification & Power



Digital Solutions



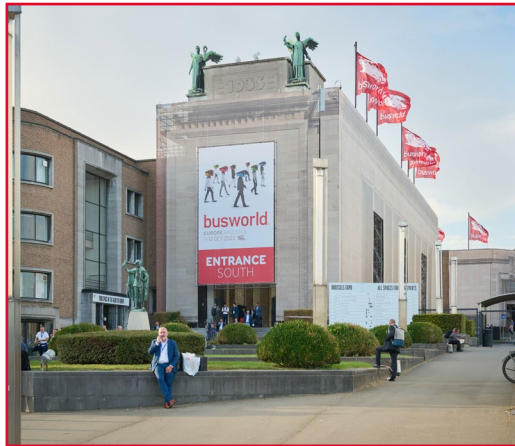
Vehicles & Interiors



busworld®

EUROPE BRUSSELS

Where: Brussels Expo,
Belgiëplein 1, 1020
Brussels, Belgium
When: 4–9 October 2025



From 4 to 9 October 2025, Busworld Europe returns to Brussels Expo, bringing together professionals in the bus and coach industry. Now in its 27th edition, Busworld Europe offers a platform for manufacturers, suppliers, operators and policymakers to share developments, showcase vehicles and discuss the direction of passenger transport.

This year's event will feature over 500 exhibitors and an extensive display of city buses, coaches, minibuses, components and digital systems. With participation from companies across more than 110 countries, Busworld will showcase the pace of innovation and the shifting priorities in public transport, including electrification, accessibility, cost-efficiency and operational performance.

Alongside the exhibition, a comprehensive conference programme will address key themes such as zero-emission strategies, regulatory frameworks, automation and the role of public transport in urban development. The agenda includes the Busworld Congress and the Zero Emission Bus Conference, with contributions from city authorities, operators, industry leaders and technical experts.

Exhibition

Busworld Europe 2025 will host more than 500

exhibitors across eight halls at Brussels Expo, showcasing the latest technologies, vehicles, components and services in the global bus and coach industry. The exhibition brings together a comprehensive range of sectors, including:

- Vehicle Manufacturing and Body Building
- Urban and Intercity Buses
- Coaches and Luxury Touring Vehicles
- Minibuses and Demand-Responsive Transport
- Chassis and Drivetrain Systems
- Components and Spare Parts
- Interior and Exterior Accessories
- Maintenance, Servicing and Workshop Equipment
- Charging, Refuelling and Energy Infrastructure
- Software, Telematics and Fleet Management
- Design, Engineering and Prototyping Services

The show floor will be open daily from 10:00 to 19:00, offering attendees access to product launches, technical demonstrations, and networking opportunities.

Over 250 buses will be on display, including **new models** from MAN Truck & Bus, Solaris Bus & Coach, VDL Bus & Coach, Irizar e-mobility and BYD.

With advancements in battery and hydrogen technology, long-range e-mobility solutions and



All images: © Busworld Europe

software-driven fleet management, Busworld Europe 2025 aims to provide a comprehensive overview of the industry's progress.

Programme

Alongside the exhibition, Busworld Europe will host the Busworld Europe Congress from 6–9 October. The Congress programme focuses on connecting policies, technological innovations and market trends.

It will run across 6 different tracks:

1. The Socio-Economic Backbone of Public Transport: People, Technology and Market
2. Digital Mobility Solutions
3. Safety and Security in Bus and Coach Operations
4. Long Distance Operations: The Future of Coach
5. Bus System Management for Local and Regional Authorities
6. European Zero Emission Bus Conference

Tracks 1–5 are included as part of a Busworld ticket. Separate registration is required for the Zero Emission Bus (ZEB) Conference.

Busworld Vehicle Awards

The 21st edition of the Busworld Vehicle Awards will further celebrate innovation and excellence in bus and coach design. Two Grand Awards, one for a bus and one for a coach, will be presented, alongside 'Best of Category' labels for Ecology, Safety and Comfort.

A jury of around 30 international experts evaluates each vehicle across a wide range of criteria, including driving dynamics, emissions, design, digital systems and fire safety.

For 2025, 13 vehicles, including battery-electric, hydrogen and long-distance e-coaches, are in the running: six buses and seven coaches from global manufacturers such as Yutong, Mercedes-Benz, Otokar, CaetanoBus, Setra and Neoplan.

The **Bus-News** team will be attending Busworld Europe to cover the latest news from both the Exhibition and Congress. Stay tuned or **subscribe** to receive the latest updates.

www.busworldeurope.org



Supplier Spotlight

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ZF Friedrichshafen - Hall 5 | 537



Upcoming Bus Events & Exhibitions

October 2025–March 2026

Click here to see all of our event and exhibitions listings

Busworld Europe
4–9 October 2025 | Brussels

mobility move
10–12 March 2026 | Berlin

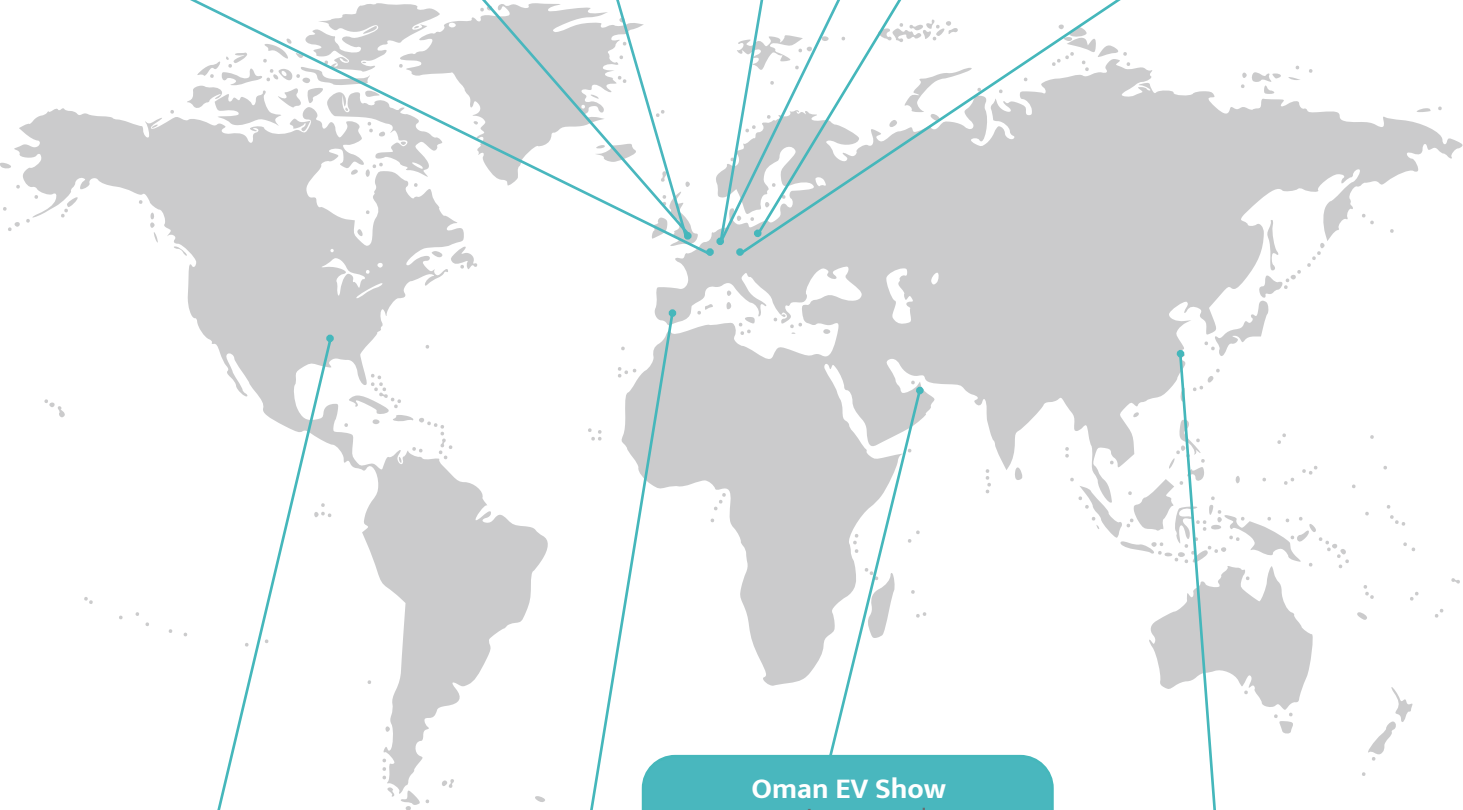
Zero Emission Bus Conference
7–9 October 2025 | Brussels

London EV Show
12–13 November 2025 | London

Transport Ticketing Global
17–18 March 2026 | London

IT-TRANS
3–5 March 2026 | Rheinstetten, Germany

HyVolution
27–29 January 2026 | Paris



Oman EV Show
15–18 October 2025 | Muscat

China International Bus Expo
17–19 December 2025 | Shanghai

UMA Motorcoach EXPO
11–14 February 2026 | Birmingham, AL, USA

Global Mobility Call
28–30 October 2025 | Madrid



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Moltec International

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Quality Engineered Solutions

Check Out Our Magazines From Our Sister Sites:



Railway-News

Our Railway-News Magazine features the latest industry news across four categories: Track & Infrastructure, Rolling Stock, Services and Data & Monitoring.

> [Click here to read our Railway-News magazines](#)

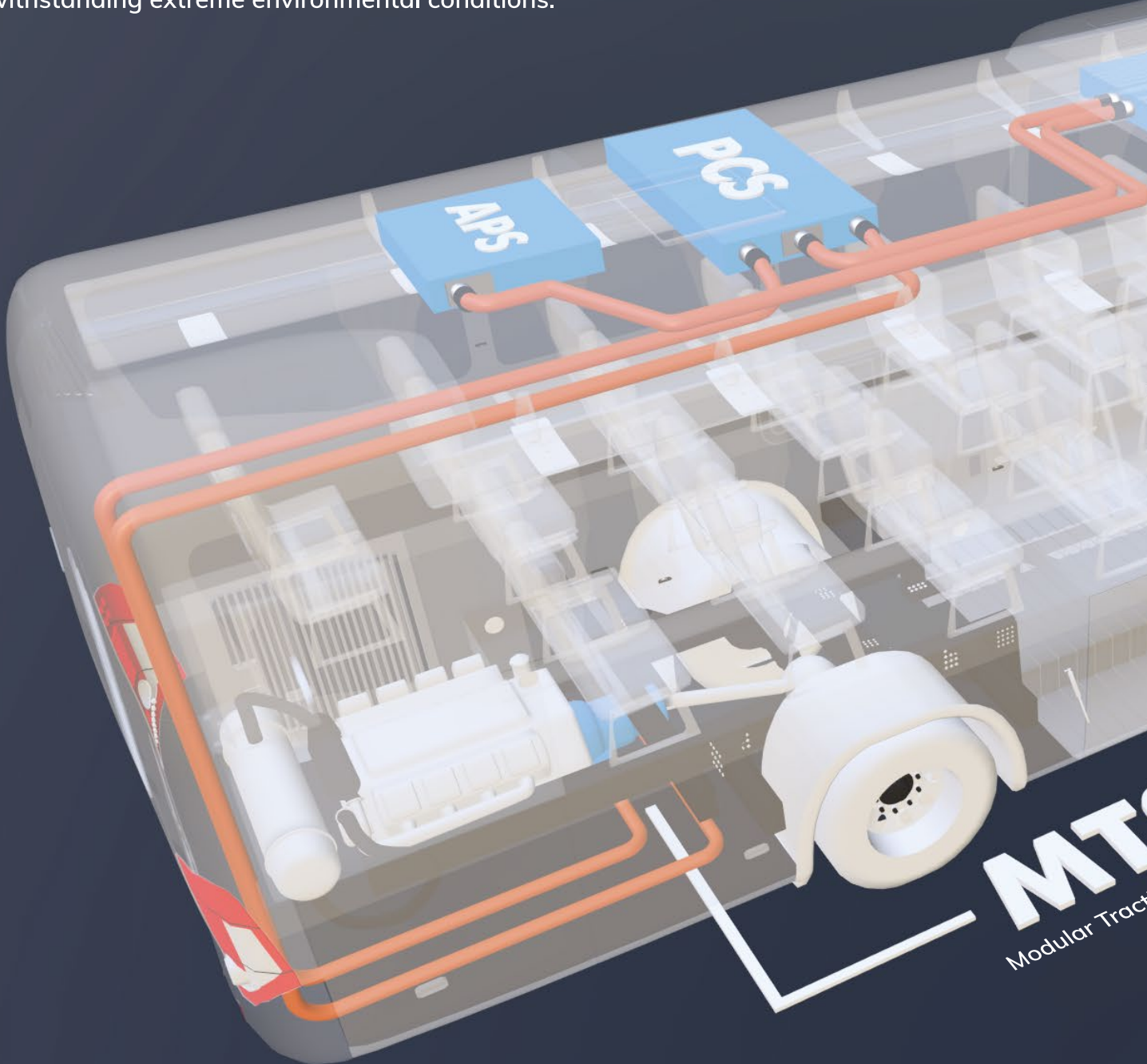
AirportIndustry-News

Read our annual Airport Industry-News magazine to stay abreast with all the latest developments in the airport sector, from terminal and runway construction, passenger and baggage handling technology.

> [Click here to read our Airport Industry-News magazines](#)



Moltec is an industry leader in wire and cable solutions and specialized assemblies for the Hybrid Electric Vehicle (HEV) market, providing technical expertise and uncompromising quality in lightweight and durable solutions capable of withstanding extreme environmental conditions.

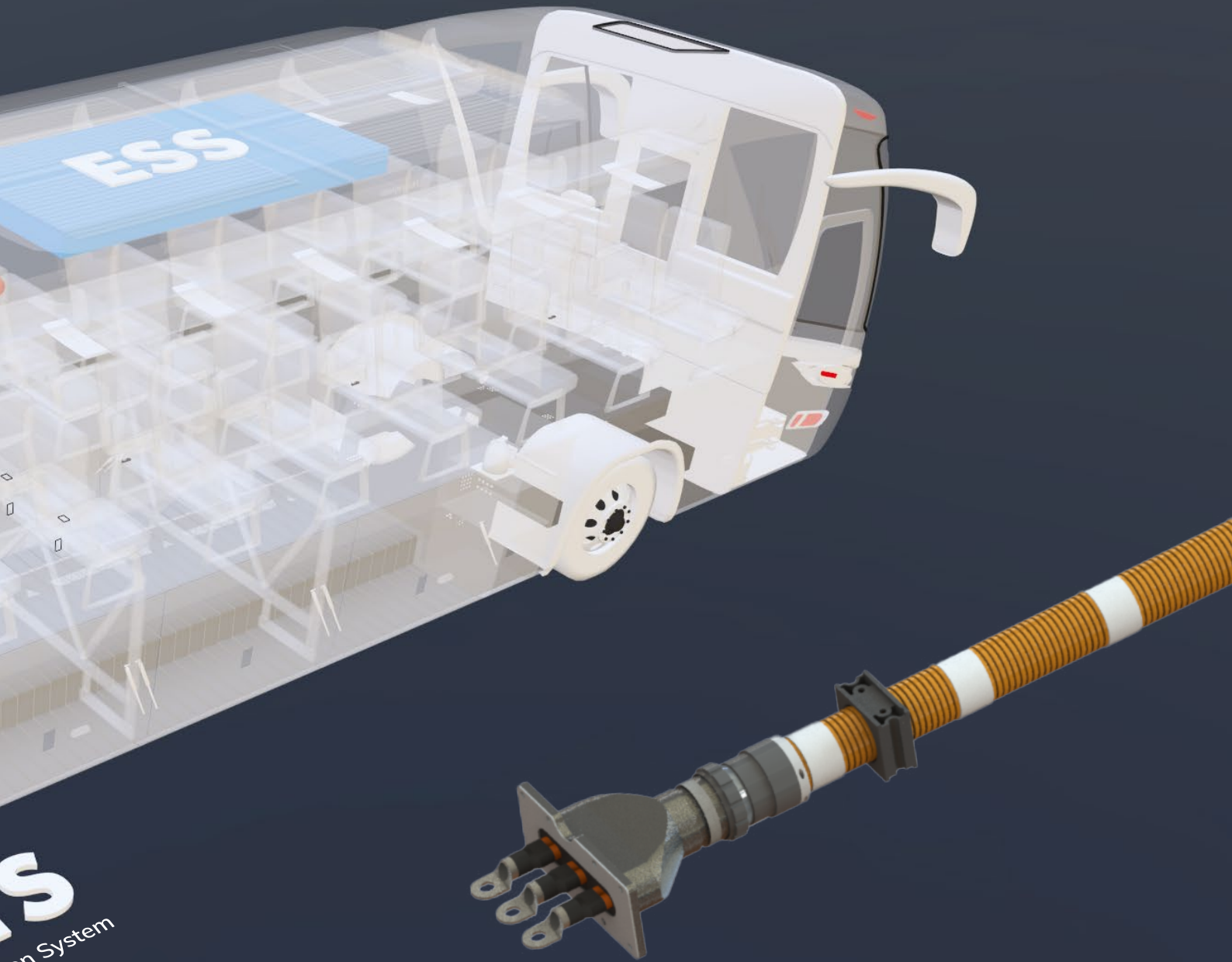


Benefits:

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- 360° EMI shielding
- Flexible
- Custom adapters and back shells
- Complete plug and play solutions
- Able to adapt to virtually any connector
- Designs, drawings, first articles to prototypes, samples and production
- Engineering expertise on hand

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Specializing in Wire and Cable Protection Systems



ESS
ion System

Moltec's wire and cable protection solutions has been proven to outperform while providing long lasting durability. We combine our GRIPLOCK® line of nylon fittings, polyamide 12 conduit, custom adapters with our engineering capabilities to design a true plug and play solution.

With over 20 years of experience designing cable protection solutions for the Hybrid bus market and working closely with OEM and transit authorities, Moltec has the solutions for your cable protection needs.

Contact:

info@moltecinternational.com

Website:

www.moltecinternational.com



ENRX

Electric Buses Are Only Half the Story

ENRX PRIMOVE 200 kW wireless charging system at a bus stop in Braunschweig, Germany



The real transformation is happening at bus stops, terminals and depots – where charging becomes invisible.

Electric buses are driving change in public transport. But the real leap forward isn't just what moves – it's how we keep it moving. Across Europe, cities are facing rising pressure to electrify fleets while keeping operations reliable, affordable and resilient. And increasingly, the most effective solution is the one you don't even see: high-power inductive wireless charging.

Charging Without Compromise

Unlike plug-in or pantograph systems, inductive charging requires no mechanical arms, exposed

connectors or driver interaction. Energy is transferred directly through the air – safely, silently and automatically.

This makes it ideal for opportunity charging. At bus stops, your vehicle can top up in just two minutes while passengers hop on and off. At terminals, a 15 to 30 minute pause is enough to add serious range without disrupting operations. The system charges when your bus is naturally paused – no detours, no waiting, no extra handling.

But wireless charging also transforms depot operations. Because everything is embedded in the ground, there's no visible hardware, no risk of damage and no cables to connect. Buses can be parked closer together and charging starts automatically – even with narrow



spacing or full overnight schedules. No manual connection means no risk of wear, misalignment or failure.

In both scenarios, charging adapts to your route and rhythm – not the other way around. This leads to lower idle times, smaller and lighter batteries, improved battery life and a significant reduction in operational complexity. The result is a charging strategy that fits into your daily flow, improves uptime and lowers your total cost of ownership.

Proven in Real-World Extremes

While some systems struggle in harsh conditions, ENRX's solution was built for them. Deployed in cities like Turin, Braunschweig and Genoa since the early 2000s, the technology has operated for decades through snow, ice, heat and dust storms – without a single replacement of the ground infrastructure.

How? There are no electronics embedded in the road. The underground pads are passive, sealed and resilient – unaffected by freezing water, sand, salt or surface debris. Unlike pantograph or plug-in systems that rely on moving parts and contact points, ENRX charging continues to perform in all weathers, with minimal maintenance and no external failure points.

Clean Energy, Longer Battery Life

But wireless charging doesn't just increase uptime – it also protects battery health. ENRX systems convert standard AC current to high-frequency power (up to 85kHz), transmit it wirelessly and rectify it into clean, stable DC for the battery. This minimises harmonic distortion and thermal stress.

And because vehicles receive multiple smaller charges throughout the day, battery cells stay within the optimal state of charge. That prevents deep cycling and helps avoid premature ageing. It's better for batteries – and better for the bottom line.

Trusted for Over 30 Million Kilometres

The results speak for themselves. Since 2003, ENRX has delivered more than 30 million wireless kilometres across Europe, powering public transport in some of

the continent's most challenging environments. The system is in daily use, has proven itself in every climate and continues to support legacy fleets and new OEM platforms alike.

Cities in Northern Europe often rely on depot charging due to historical investments. In the United States, by contrast, opportunity charging is gaining faster ground – driven by a stronger focus on operational flexibility and long-term cost savings. But the benefits are universal: reduced charging times, better fleet availability, and the freedom to scale electric transport – without redesigning your entire depot.

Built for What's Next

As autonomous driving becomes a reality, the case for hands-free charging only strengthens. Inductive systems are already enabling fully automated operation, where vehicles recharge themselves without human input. No plugs. No errors. No alignment issues.

And because there are no exposed or moving parts, wireless infrastructure can be installed in public spaces, shared zones or busy transfer points – safely and unobtrusively.

See It for Yourself

The technology is ready. The infrastructure is proven. The results – in uptime, performance and total cost of ownership – are measurable. But nothing beats seeing it in action.

Want to test it with your own buses, in your own city?

We'll bring the system to you – and demonstrate how invisible charging delivers visible results.

www.enrx.com

Visit ENRX at Busworld Europe 2025

Hall 11 / Stand 1115 | 4–9 October, Brussels

Meet our team and discover the power you can't see – but will definitely feel.





The power is in the air.

ENRX high-power wireless charging energises your buses with invisible precision. No cables, no plugs, no moving arms – just seamless, high-efficiency energy transfer, straight through the air.

Whether it's two minutes while passengers hop on and off, a 15-minute terminal break, or a full overnight charge at the depot – ENRX keeps your fleet moving, efficiently and autonomously.

Built for real-world operations, our systems withstand snow, ice, dust and heat. From Nordic winters to desert summers, we've powered over 30 million wireless kilometres across Europe – for more than 25 years.

And as autonomous driving becomes reality, wireless charging puts you ahead. No manual connection. No mechanical wear. No risk of error.

Want to see how it works in your city?

We'll test it with your buses – on your route, at your location. You'll feel the results, even if you can't see the power.

Meet our team at Busworld Europe 2025
4–9 October · Brussels
Hall 11 · Stand 1115





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Ferdia Launches AI-Powered Co-Planner – Bringing Automated Scheduling for Coach Operations



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Digital Solutions

HID

Streamline Transit Ticketing for Enhanced Ridership

Transit agencies often face the challenge of accepting multiple ticketing technologies, including barcodes, NFC/RFID and EMV payments. This complexity can slow down boarding times and disrupt schedules, frustrating passengers and staff alike.

The Challenge: Ticket Reading Complexity

Transit systems today must support various ticket types, from printed and digital barcodes to RFID tokens and open-loop payments. With multiple ticket reading interfaces on ticket validators, confusion can arise, leading to delays and inefficiencies.

A Smarter Approach

HID's multimedia TripTick reader interface simplifies ticket validation by offering a single point of presentation for all digital ticket formats and contactless payments.

Passengers can use barcodes, closed-loop smart cards or contactless payments on devices such as the HID VAL100 on-board validator, VAL150 platform validator or TripTick 220 OEM reader for fare gates. This streamlined approach enhances the rider experience, accelerates boarding and keeps operations running smoothly.

Drive Efficiency and Ridership

Faster boarding and punctual departures enhance trust and reliability. When passengers experience a seamless, efficient process, ridership increases, benefiting



both operators and the communities they serve. For example, the Jacksonville Transportation Authority improved boarding times by deploying HID VAL100 validators with mobile ticketing.

Prioritise Payment Security

Ensure your payment system is secure by using validation hardware that complies with **PCI 6.x standards**. This compliance offers enhanced protection against modern security threats, safeguarding both passengers and operators – and is available in specific HID ticketing devices.

Set Your RFP Up for Success

HID supports transit agencies and operators in making informed decisions about ticketing hardware. Take advantage of our complimentary RFP review to ensure your procurement strategy is on track with the right technology. Request your RFP review [here](#).

www.hidglobal.com





TIMESPACE

DIGITAL VIDEO RECORDERS FOR BUS & COACH CCTV



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download



Live camera
streams

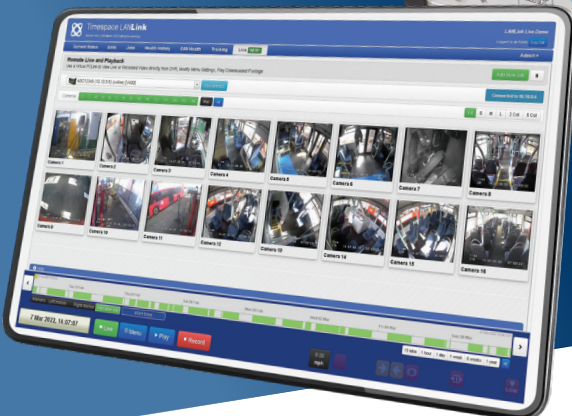


UK-made



V700 NVR

V600 DVR



LANLink PLATFORM

www.tspace.co.uk

Designed, manufactured and supported in the UK

Timespace Technology

Market-Leading Vehicle CCTV, Designed and Built in the UK

Robust, High-Definition Video Recorders Trusted by Leading Public Transport Operators

As fleet operators worldwide increasingly recognise the benefits of installing vehicle CCTV systems, UK-based Timespace Technology has established itself as a leading player in the field.

Timespace designs, manufactures and supports advanced vehicle CCTV digital video recorders (DVRs) from its headquarters in Huntingdon, Cambridgeshire, UK.

CCTV serves as a deterrent to criminal activity, enhancing passenger and staff safety. It also protects companies from false claims by providing clear video evidence, potentially avoiding costly payments. Additionally, fleet operators can improve safety by using CCTV footage for driver training, and monitoring risky behaviours such as speeding.

As a specialist UK manufacturer, Timespace is well-positioned to address developments in the UK vehicle-CCTV market. Timespace DVRs are trusted by leading public transport operators across the UK for their reliability, ease of use and long service life.

The best-selling Timespace DVR, the V400, was developed with input from major UK fleet operators and Transport for London, one of the world's largest urban transport authorities. The result was a highly-reliable, UK-made product which is now installed in tens of thousands of vehicles worldwide.

V700: Future-Proof Vehicle CCTV

Building on the success of the V400, Timespace's latest Network Video Recorder, the V700, represents the

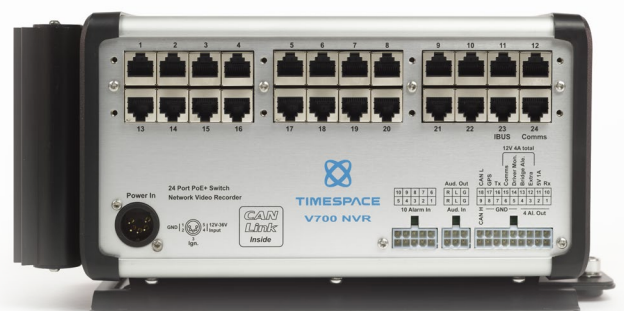
next generation of vehicle CCTV. Built to deliver high-definition video performance in demanding vehicle environments, the V700 supports up to 20 HD IP cameras, offering comprehensive internal and external coverage.

“The V700 is designed to meet the most rigorous demands of modern fleet operators,” explains Robert Heylen, Timespace's Technical Director. *“It complies with the latest specifications from Transport for London, and it's already installed in thousands of vehicles across the UK.”*

With a fully-suspended hard disk (conventional or solid-state) offering up to 4TB of storage, the V700 ensures critical video footage is protected even in the event of a collision.

Reliable Footage When It Matters Most

Following incidents or accidents, fleet operators need rapid access to clear, reliable video footage. Timespace recorders are engineered to focus on image quality, system resilience and secure data storage, making Timespace a trusted name in evidence management.



V700 Network Video Recorder



LANLink platform

Smarter CCTV Management with LANLink

Timespace’s LANLink platform provides fleet-wide CCTV management, giving operators remote access to live camera streams and video footage via 4G/5G or Wi-Fi. This allows incidents to be addressed quickly – without waiting for vehicles to return to the depot – and gives emergency services and insurers timely access to critical evidence.

LANLink also provides proactive system health monitoring, including

- “RAG” status indicators for camera and recorder health
- Alerts for disconnected or obscured cameras
- Camera snapshot previews for quick validation
- SMART diagnostics for hard-disk performance

This system information is vital in giving fleet operators visibility of the on-board system health

“We are proud of our reputation for “fit and forget” products, with our DVRs delivering years of reliable performance, and regularly out-lasting the vehicles they’re installed in.”

Darren Marjoram, Timespace’s Operations Director

and ensuring the CCTV is working correctly when needed.

Integrated GPS and CAN Vehicle Data

LANLink also integrates GPS location and engineering data from Timespace’s CANLink device (available either as part of the CCTV system or standalone). This allows operators to view:

- Real-time vehicle diagnostics
- GPS tracking
- Historical trends with customisable alerts

“We know how valuable time is for fleet operators. With LANLink and CANLink, fleet managers can spot problems early and plan proactive maintenance,” says Robert Heylen. “That helps to keep vehicles on the road and operating efficiently.”

Designed, Manufactured and Supported in the UK

Tens of thousands of Timespace DVRs are installed in vehicles across the UK and around the world. All Timespace design, development, manufacturing and support is based at the UK premises in Huntingdon, Cambridgeshire, ensuring full quality control, short supply chains and responsive technical support.

For vehicle fleet operators seeking robust, future-ready CCTV solutions from a trusted manufacturer, Timespace offers proven reliability, high performance and decades of experience in vehicle surveillance systems.

For more information visit www.tspace.co.uk, email **one of the team** or call us +44 1480 414147.



TIMESPACE

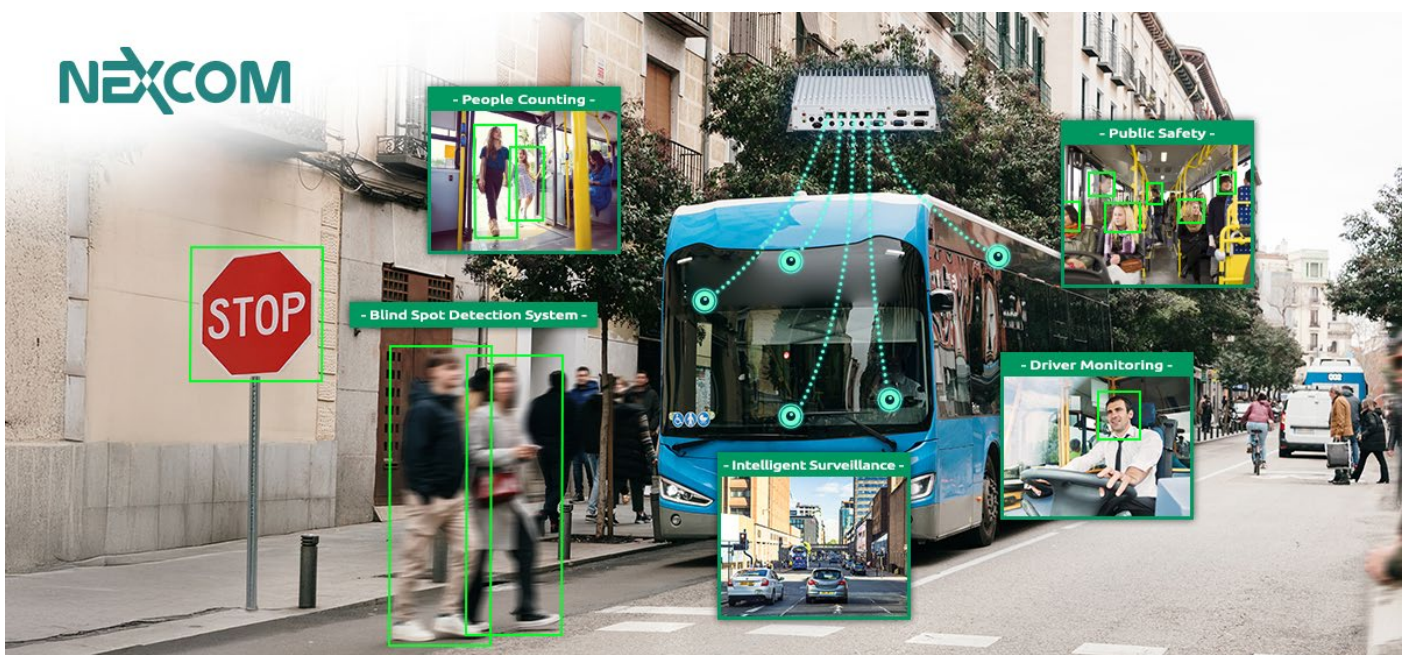


🏠 Directory

Digital Solutions

NEXCOM

Drive Intelligence Further: AI-Optimised Monitoring at the Edge



In the era of intelligent mobility, the safety and efficiency of your bus fleet depend on more than just good planning – they demand the right technology.

Without this intelligent core, fleet success is compromised by preventable issues. For instance, the risk of object and pedestrian collisions remains high without an AI co-pilot actively monitoring the road. Vehicle downtime disrupts schedules and budgets, a problem that can be preempted with real-time health diagnostics. Finally, operators are left drowning in raw data instead of using it for smart decisions. And with the rise of AI and the increasing complexity of fleet requirements, the need for an integrated, scalable and intelligent edge AI computing system has never been greater. That's where NEXCOM steps in.

Enter the VTC 7280: a compact yet powerful AI-enabled in-vehicle computer designed to transform ordinary buses into smart, highly integrated and connected public transit solutions. Engineered for harsh environments and fast-evolving needs, it's built to deliver real-time insights, automation and control at the edge.

Edge AI Meets Fleet-Wide Monitoring

The VTC 7280 is NEXCOM's most advanced in-vehicle edge AI system to date. At its heart are Intel Core™ Ultra processors with their sophisticated hybrid architecture and integrated NPUs – built for AI acceleration, plug-and-play efficiency and ready-to-deploy intelligence. With up to 26 TOPS of built-in AI performance, this platform offers



substantially improved power efficiency while handling a wide range of in-vehicle AI tasks, from real-time inference to predictive insights.

When combined with the VTC 7280's five 2.5GbE PoE ports (supporting IEEE 802.3af/at/bt), bus fleets can deploy high-resolution, AI-optimised mobile surveillance systems in and around the vehicle to furnish vehicles with comprehensive cognitive systems. Whether your focus is on data telematics & communications, passenger infotainment solutions or public safety, achieving the diverse bus applications through the synergy of AI-accelerated CPU and PoE-powered vision creates a unified edge AI system tailored to each vehicle's needs.

Built to Withstand the Extremes

In fleet environments, durability isn't optional – it's essential. The fanless VTC 7280 features rugged design that meets MIL-STD-810H standards and operates across a wide temperature range from -40°C to 60°C, with internal auto-heater for subzero starts.

Certified for global deployment, the system complies with E-mark, CE/FCC and UKCA standards, ensuring reliable performance across a range of demanding applications and regions.

Scalable, Secure and Ready to Roll

Vehicle systems are evolving, and the VTC 7280 is built to scale alongside them. With support for multiple WWAN/WLAN modules, optional Automotive Ethernet (100/1000Base-T1), and up to three SSDs (two 2.5" and one PCIe 4.0 NVMe), the platform offers flexibility for storage, networking and connectivity.

Additional expansion slots (M.2 Key B 3042/3052, M.2 Key E 2230, and full-size Mini PCIe) support Wi-Fi and 5G/LTE modules and extra storage. This enables richer applications such as passenger Wi-Fi, onboard entertainment servers and passenger information systems.

A Bus Fleet Focused on Safety and Service

From the city streets to remote worksites, today's bus fleets face new challenges every day. With the

VTC 7280, you don't just respond to issues – you can anticipate, adapt and lead. This is more than mere computing: it's your fleet's command centre, built into a compact, rugged and intelligent system.

NEXCOM's commitment to smarter and safer mobility starts here.



VTC 7280

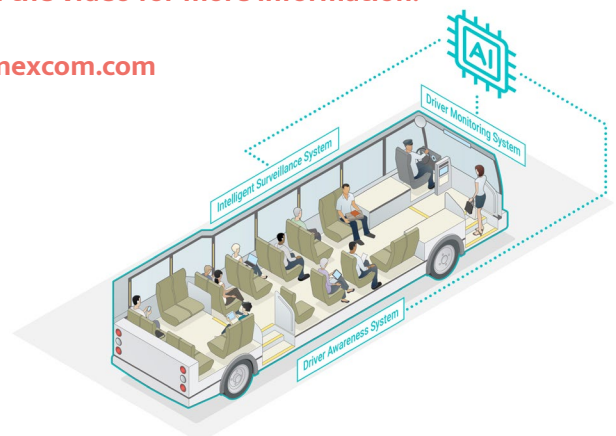
- Powered by Intel® Core™ Ultra processor, up to 26 TOPS AI computing power
- Fanless, compact and rugged design
- 5 x 2.5GbE RJ45 PoE port, up to PoE++ (IEEE 802.3bt) supported
- Support 100/1000Base-T1 Automotive Ethernet, optional
- Expand up to 2 x WWAN, 2 x WLAN for mobile routers
- 2 x 2.5" SSD, 1 x NVMe SSD (PCIe 4.0 x4) for data integrity
- DC 9V~36V input with ignition control & OCP/OVP
- Wide-range operating temperature of -40°C~60°C
- Meet MIL-STD-810H military standard for anti-vibration/shock
- CE/FCC, UKCA, E-mark certified

MCS – Always Moving Forward

NEXCOM's Mobile Computing Solutions are forging the future with innovative mobile computer systems, bringing forth a more convenient, safer and smarter mobile society.

Watch the video for more information!


www.nexcom.com








- 
5G NR
- 
Wi-Fi (Multi)
- 
Wide Voltage
- 
Wide Temp.
- 
WWAN (Multi)
- 
CAN FD (Dual)
- 
PoE
- 
Fanless
- 
E13 Mark E-Mark


NEXCOM's Solutions

- 

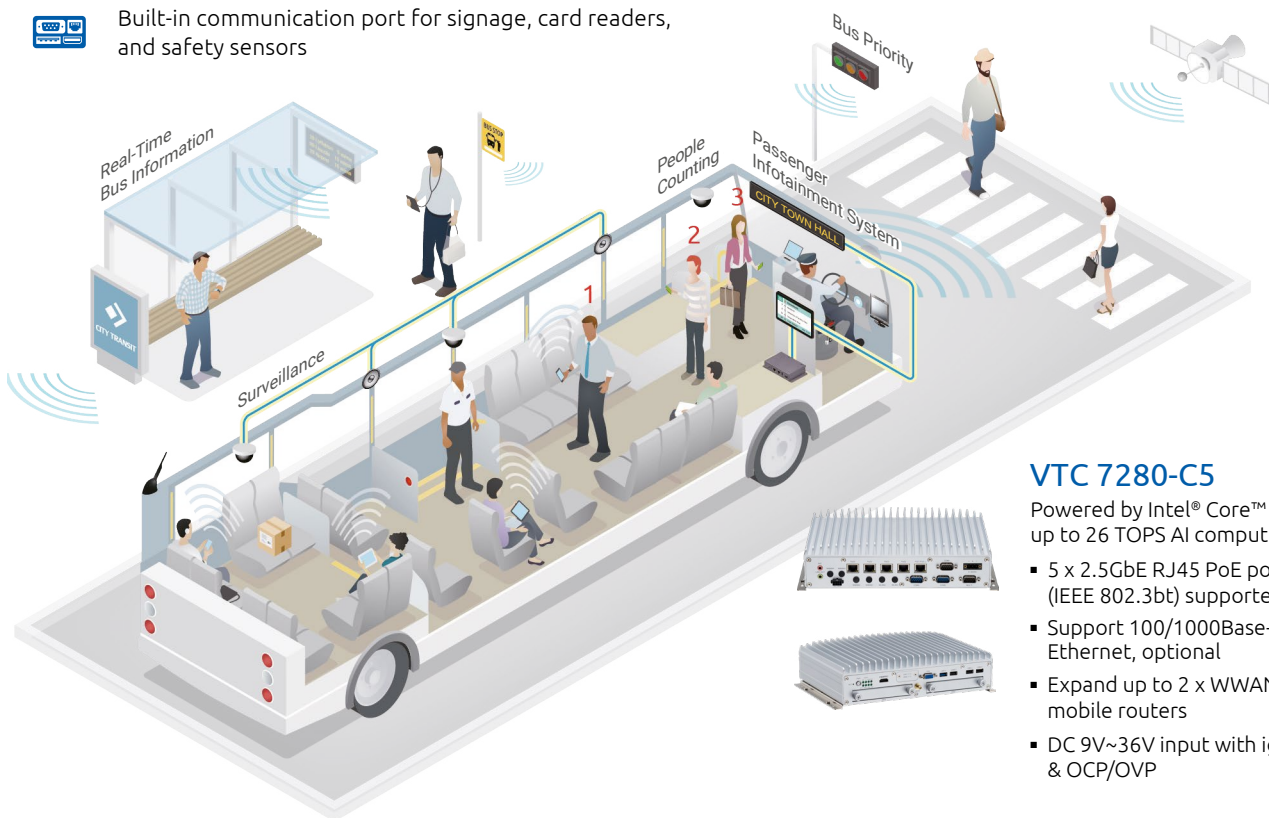
PC-based in-vehicle NVRs for real-time surveillance
- 

Built-in GNSS with dead reckoning function for accurate positioning
- 

Built-in communication port for signage, card readers, and safety sensors
- 

Support multiple Wi-Fi and cellular modules for uninterrupted internet connection
- 

In-vehicle HDMI extender over IP for PIS and infotainment



VTC 7280-C5

Powered by Intel® Core™ Ultra processor, up to 26 TOPS AI computing power

- 5 x 2.5GbE RJ45 PoE port, up to PoE++ (IEEE 802.3bt) supported
- Support 100/1000Base-T1 Automotive Ethernet, optional
- Expand up to 2 x WWAN, 2 x WLAN for mobile routers
- DC 9V~36V input with ignition control & OCP/OVP





UR UbiRider

Unlocking Real-Time Transit: Why UbiRider Is the Future of Public Transport in the UK

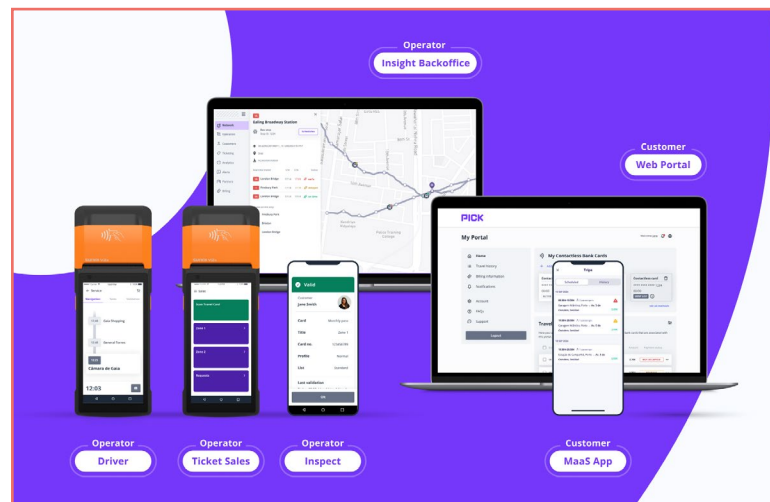
In today's cost-sensitive transit landscape, UK bus operators and local authorities are under intense pressure to do more with less – deliver reliable service, modernise infrastructure, improve equity and meet BSIP (Bus Service Improvement Plan) goals, all while keeping costs in check.

Enter UbiRider: a mobile-first, cloud-powered operating system that's transforming how buses run, how passengers ride and how agencies manage public transport.

Unlike legacy systems that are expensive, siloed and slow to deploy, UbiRider integrates fare collection, operations and rider engagement into a single, real-time platform that scales from 10 to 1,000 buses in just weeks – not months. Think of it as the 'iPhone moment' for transit tech: ticketing, driver management, payments, CRM and financial reporting – on one intuitive dashboard, with no costly hardware or vendor lock-in.

What sets the UbiRider Platform apart:

- **All-in-One Functionality:** Combines fare collection, operations management, CRM and reporting in a single cloud-based platform
- **Real-Time Data:** Live dashboards for operators and authorities allow instant visibility into fleet performance, route adherence and ridership; accessible everywhere with just an internet connection
- **Tap-to-Pay Simplicity:** Riders can pay with a contactless bank card, smartphone or digital wallet – no app or ticket machine required
- **UMA Account-Based Ticketing:** A unique mobility account that enables fare caps, discounts for specific groups and seamless travel across cities and modes



The UbiRider Platform: A complete digital toolkit for modern transit. From driver tools and ticket sales to real-time insights and MaaS apps,

- **Hardware-Agnostic:** Runs on standard Android devices – no need for expensive proprietary validators or gates, lowering maintenance costs and with over-the-air (OTA) updates, your fleet doesn't need to stop
- **Fast Deployment:** Fully operational in as little as six weeks, with minimal training and infrastructure required
- **BSIP-Ready:** Built to support BSIP-compliant services, including co-managed routes and demand-responsive transport

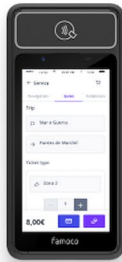
Already adopted in cities like Faro and Cascais – where contactless usage increased by over 35% – UbiRider is proving its impact across Europe. Now purpose-fit for the UK market, it helps agencies and operators streamline services, improve oversight and deliver a more inclusive and modern passenger experience.

UbiRider isn't just digitising public transport – it's unifying it. In a world where every second and every rider counts, it gives transit leaders the tools to run faster, leaner and smarter.

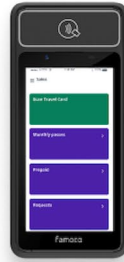
Learn more at www.ubirider.com

UbiRider leverages smart mobile and cloud software to turn real-time data into valuable insights for operators and travellers

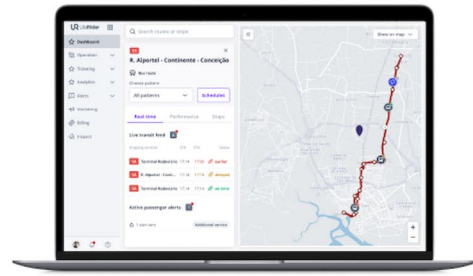
OPERATOR (B2B)



App for Driver

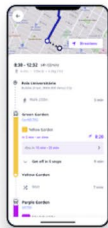


App for Ticket Office

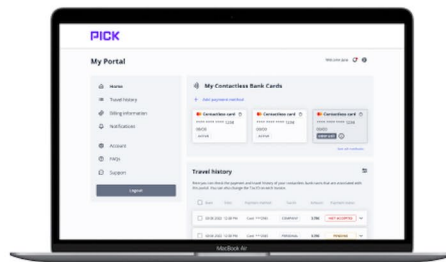


Backoffice

TRAVELLER (B2C)



Travel App PICK



Passenger Portal



UR UbiRider
Platform

Cut hardware costs and eliminate operational rigidity - it's time for transport to benefit of the power of software, real-time data, and AI.

UbiRider gives transport operators the digital edge to run smarter and deliver a service that wins more passengers



Operators

- Actionable operational real-time insights;
- Secure, real-time and digital fare collection;
- Interoperability with other transport modes;
- Passenger insights to boost ridership.

Just smart, efficient management.



Travellers

- Real-time trip information for better control;
- Use smartphones or contactless card as ticket;
- Interoperability to travel across transport modes;
- Fares & benefits tailored to each traveller's profile.

Focus on the purpose of the trip, hassle-free.

Travelling by tapping a phone or contactless bank card is highly convenient and streamlines fare collection, for operations of any size

	UbiRider's Tap-on-Phone system	Traditional contactless payment systems
Installation	Easy	Complex
Fare collection	Real-time	Mostly offline
Deployment	Few weeks	Months
Investment	Residual	High
Scalability	High	Limited
Hardware needed	Off-the-shelf Android devices	Proprietary devices

Book a demo: hello@ubirider.com

www.ubirider.com



🏠 Directory

Digital Solutions

Ferdia

Ferdia Launches AI-Powered Co-Planner Bringing Automated Scheduling for Coach Operations



Ferdia's platform is helping coach operators plan smarter, reduce dead mileage and boost margins – all with a single click.

Ferdia has unveiled a game-changing addition to its coach operations platform. This powerful new feature has been designed to take the complexity out of coach scheduling by providing automated and optimised planning.

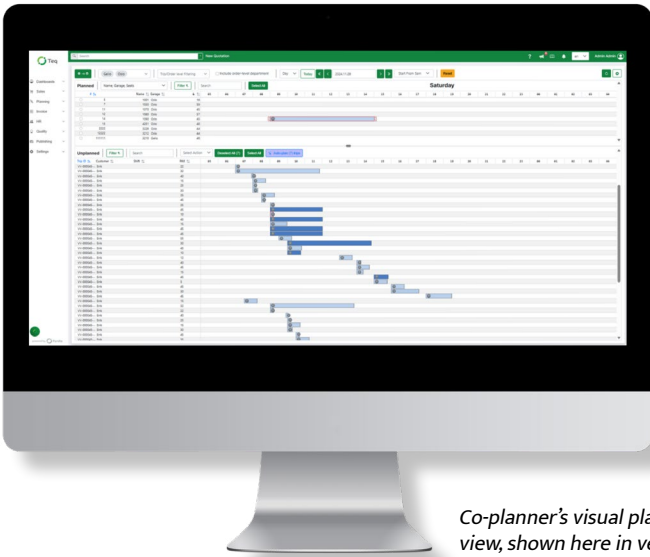
“Co-planner gets to the heart of Ferdia’s dual mission to both simplify operations and help businesses become more profitable,” explains Håkon Sæther, CEO of Ferdia.

“Similar systems have been in play for a while in other sectors, such as logistics and freight, and significantly

reduce the amount of time to schedule a day’s work, reducing time taken allocating vehicles and drivers by up to 90%.

“Having seen the challenges coach operators are facing, we began prioritising solutions that can help reduce admin time, optimise driver and vehicle capacity and ultimately make it easier to drive profits. This led to Co-planner becoming a key part of our development roadmap.”

With Co-planner, operators can now generate fully optimised trip plans across their fleet with a single click. Whether the goal is to minimise the number of vehicles used, reduce dead mileage or cut admin costs, this intelligent scheduling assistant finds the best sequence of trips for each vehicle based on the objectives you set.



Co-planner's visual planning view, shown here in vehicle mode

Co-planner is currently being used by a number of customers across Scandinavia and the UK, and these early adopters have already seen significant reductions in planning time – from hours to minutes – while maintaining full control and transparency over the generated plans.

The additional capabilities were rolled out in August, and in the near future Co-planner will be able to plan drivers on both EU and domestic hours. It will also be able to recognise driver absence and vacations, and interact with the Ferdia Co-Driver app to monitor driving hours – the aim being to support compliance by automatically flagging if jobs need to be changed the next day due to trips overrunning and drivers exceeding legal hours.

What sets Co-planner apart is how it empowers operators to connect sales and planning in a more efficient way. Instead of relying on the traditional linear process, where sales provides a quote and planners later confirm availability, operators can use Co-planner to create a more automated, circular workflow. Availability data can be fed directly into the quoting stage, enabling sales teams to factor in capacity earlier, adjust pricing accordingly and reduce delays. This approach streamlines processes, improves accuracy and supports faster, better-informed decision-making.

A New Era of Coach Scheduling

Ferdia first presented Co-planner as a proof-of-concept at Eurobus 2024. This early iteration (Version 1) automatically assigned vehicles to trips, considering core information of the trip and vehicle.

Taking on board feedback from operators at the event, Ferdia's developers are currently working to provide additional features such as advanced trip requirements, implementing cost factors and enabling users to choose objectives for optimisation, while ensuring the solution remains simple to use.

“Technically the variables are unlimited and details are pulled through from the request made by a client at the time of booking, but you can expect to see things like differentiating VIP/executive/standard spec vehicles, and specialist features such as USB ports or Wi-Fi. The system will also recognise things like emissions specification or vehicle livery if this is a specific requirement for a job,” says Sæther.

Benefits for Coach Operators

- **Saves time at scale:** Planning that once took hours – or even days – is now completed in seconds, freeing up planners and owner-operators to focus on growth
- **Reduces admin and error:** Automating complex allocations cuts down on manual errors, improves compliance and ensures specs are met
- **Improves visibility:** Operators can plan further ahead, spot underused assets and identify where subcontracting is needed – all in one place
- **Supports better customer service:** With automatic notifications and accurate vehicle matching, customers receive exactly what they've requested, boosting satisfaction and repeat bookings
- **Empowers drivers:** Early planning gives drivers visibility into upcoming work, helping them manage time and expectations
- **Enables strategic thinking:** Insights from Co-planner allow operators to optimise fleet makeup, pricing strategy and operational efficiency
- **Scales with complexity:** Whether running 20 vehicles or coordinating hundreds across depots, Co-planner adapts to support multi-layered operations with ease



Built for Today, Ready for Tomorrow

Ferdia is working closely with its clients to deliver the full benefits of Co-planner, and plans to develop further integrations that make it even easier and more profitable to run a coach business.

But while the Co-planner is a great feature in its own right, what's equally important is the way it fits into the digital ecosystem of an operator, notes Sæther.

“Our ambition is to develop both Ferdia products and APIs that allow the exchange and flow of information seamlessly through our centralised platform, providing operators with the data, knowledge and recommendations to inform strategic decision making across every aspect of their business,” he says.

To see how you can plan quicker and boost margins today, you can book a live demo of Co-planner by visiting our website www.ferdia.co.



“Testing Co-planner this summer has been a game-changer for us. We’ve already seen how much time and effort it can save in daily planning, and the results have been impressive – smoother workflows, fewer surprises and better use of our resources. What excites me most is knowing this is just the beginning. With the upcoming features, I can see Co-planner becoming an essential part of how we run our operations, helping us plan further ahead and focus even more on delivering great service to our customers.”

Mathias Højsgaard, Tide

Tide is the largest coach operator in Norway with a fleet of 200+ vehicles.

Key Features of Ferdia’s Co-planner

- **Automated trip planning:** With a single click, Co-planner creates fully optimised trip plans across a fleet, factoring in mileage, timing and vehicle availability
- **Manual control and overrides:** Operators can accept all, reject all, or tweak specific suggestions – giving them total control over final decisions
- **Visual planning dashboard:** A clear interface allows users to view bookings, unassigned jobs and capacity gaps across vehicles and drivers, with drag-and-drop flexibility and toggle views
- **Spec-based vehicle matching:** The system automatically considers customer requirements like air-con, USB, Wi-Fi, toilets or emissions class to match trips with suitable vehicles
- **Dead mileage reduction:** Co-planner identifies smart trip sequences to minimise empty vehicle journeys
- **Subcontractor support:** Highlights where subcontracting may be needed and helps allocate jobs efficiently
- **API-ready platform:** Built for future integrations with accounting, driver hours and maintenance tracking systems

Would you like to know more?

Let’s have a no-obligation conversation to find out how our solutions can best benefit your coach company.



Contact Ferdia

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SEKISUI KYDEX

Designing with Purpose: HOLON's Sustainable Approach to Autonomous Bus Interiors



Designing modern bus interiors means more than checking boxes for compliance and durability – it's about reimagining passenger spaces that are safe, sustainable and visually compelling.

Traditional materials have long constrained creative freedom. But in today's transit landscape, where riders value both comfort and environmental responsibility, designers are rethinking what's possible.

When German startup HOLON set out to develop its next-generation autonomous shuttle, its design team faced a familiar challenge: finding an interior material

that could meet FMVSS 302 flammability standards, offer recyclability and support a premium, consistent look and feel. Traditional solutions didn't measure up, so HOLON turned to SEKISUI KYDEX for a fresh perspective.

One of the key pain points in bus interiors – much like in other interior design – is maintaining visual consistency across different components and processes. Variations in colour and texture between materials can disrupt the passenger experience. To solve this, HOLON and SEKISUI KYDEX worked closely to identify the right solution from a broad portfolio of thermoplastics. The standout: ALLEN® 5050 WLG.



Chosen for its high impact resistance, low-gloss matte finish and excellent colour matching capabilities, ALLEN® 5050 WLG provided the material harmonisation HOLON's design team needed. Its glare-reducing surface enhances passenger comfort, while its recyclability supports the company's sustainability goals. For a forward-looking brand like HOLON, building vehicles from the ground up, the ability to combine durability, compliance and design elegance in a single material was a game-changer.

Production flexibility was also critical. With plans to launch in both the U.S. and Europe, HOLON needed reliable thermoforming partners on both continents. SEKISUI KYDEX connected them with a thermoformer trusted in transportation interiors and based in Germany and the U.S. to ensure consistent quality regardless of location.

HOLON's autonomous vehicle isn't just redefining mobility – it's proving that sustainability and design excellence can go hand in hand. With the right

materials and partners, even the most demanding bus interiors can be both resilient and inspiring.

About HOLON:

HOLON is one of the first vehicle manufacturers for autonomous movers with the standards and scaling potential that we know from the automotive industry. With our platform technology, vehicle expertise and strong partner network, our goal is to redefine passenger transport. To this end, HOLON works with technology companies, local public transport companies and Mobility-as-a-Service providers. HOLON is a subsidiary of the BENTELER Group.

Visit [HOLON](#) to learn more.

For more information visit [kydex.com](#)





🏠 Directory

Vehicles & Interiors

Prima Industries

Innovation in the Air: Explore Prima Industries' Ever-Growing HVAC Accessories Range

For many customers, Prima Industries is synonymous with quality air diffusers. The range of air diffusers and defrosters is constantly evolving and, just to mention the last two years, has seen the introduction of new models such as the P 252 bis, the P 81W, the P 406 and the P 391W.

The air diffuser may appear to be a trivial product, but even in this case, as is now the case in any automotive application, the related technical specifications are more challenging and stringent: ageing testing may be required during product validation, colour tolerances as well as dimensional tolerances are tightened, and it may become mandatory to provide total product traceability, starting from the raw material. Also, depending on whether the application is on-road rather than off-road, we need to consider a different impact of cabin vibration in the long run.

Prima Industries has been implementing the new requirements for a long time now and has raised the technical bar, also by adopting strict control over the production process. However, there are new market challenges for which the company is gearing up: the air diffuser must also have different requirements depending on the type of application and vehicle where it is placed. For example, a bus application is different from the cab of a construction machine: the required air diffuser may be identical in appearance, but the architecture of the air system differs between the vehicles, and in many applications an air hose is attached to the diffuser, which must be set up appropriately.



P355 air diffuser

Another feature that is increasingly demanded and appreciated by those who design cabin fittings is the possibility of using the same air diffuser in different contexts: to meet this need, Prima Industries' new air diffusers incorporate a plurality of attachment thicknesses, as we can see in the recent P355 'jet' louver and in the brand new P81W three-directional defroster.

Cabin comfort is increasingly equated with air distribution that does not directly impact the driver but is winding and homogeneous. For example, a too direct air-flow at the driver may have once been satisfactory in terms of the required temperature in the cabin, however, it did not necessarily generate a feeling of comfort.

Prima Industries has creatively interpreted these new requirements, innovating the mechanics of its air diffusers to achieve a multidirectional flow: this solution is incorporated in the new P391W that allows cabin designers to choose when to use the 'classic' one-directional version or when to opt for a bidirectional flow, with the same layout.

In any case, the synthesis that incorporates all the improvements gradually introduced in Prima Industries'



P81W defroster



P391W air diffuser

HVAC range is the brand new P402, which will officially enter the market in autumn 2025 and will be presented as a World Premiere at Busworld Europe 2025. This new air diffuser will also be the first version in the range not to include chrome plating as an aesthetic finish, which will instead be replaced by a special paint for automotive applications to make the product more environmentally sustainable.

This new air diffuser was created to hook up hoses of different diameters: at the beginning, Prima will offer diameters 55 and 45 mm, but the family of fittings is expected to expand, to make P402 a flexible and multifaceted platform for any HVAC application. Indeed, now technical innovation in this sector is substantiated in the improvement in driver comfort and is the result of tests that allow optimising temperatures for the distribution of air inside the cabin space.

For Prima Industries, the arrival of P402 is confirmation of the path taken, one that aims to make the company a partner capable of satisfying every HVAC need, and a reliable interface for cabin manufacturers and HVAC suppliers, up to the big manufacturers of agricultural tractors and/or construction machines that, by virtue of their significant production volumes, enter directly into the definition of all cabin accessories.

Of course, alongside these newest products, Prima's wide 'historical range remains available, and there are plenty of different vents you can choose: round or rectangular, fixed or adjustable, with flaps or airplane style.

As for every other product category, Prima's customers have many items available 'off the shelf', with many different colours, finishings, fixing types and so on. In case a customer is looking for something special though, Prima Industries is the right partner to develop something completely new and customised from scratch, working side by side with the end client and offering a new product designed according to their specifications and needs.

Come and see Prima Industries at Busworld Europe: Hall 3 | 318

For more information visit primaautomotive.it/en.



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P402 air diffuser



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PEI Mobility

Engineering the Future of Bus Articulation: PEI Mobility at Busworld Brussels

Located in Emilia-Romagna, in the heart of Italy's Motor Valley, PEI Mobility was born in a context of excellence and over the years has developed a wide range of products for interconnection, becoming a key partner for leading manufacturers of articulated buses.

PEI Mobility is a novelty on the international market because, despite its twenty years of experience, it is a company strongly committed to innovation and research that uses techniques such as 'hardware-in-the-loop' (HIL), suitable for dynamic product simulation, based on specific customer requirements.

The control unit (SCU), designed entirely by PEI Mobility, is supplied with our articulation systems and communicates with the vehicle, allowing real-time adjustment of the hydraulic system and controlling the behaviour of the vehicle in potentially critical situations.

It is compliant with:

- ECE-R155, ECE-R156 and ISO 21434:2021 (Cybersecurity)
- Unified diagnostic services (UDS), compliant with the ISO 14229 series
- Secure CAN Transceivers availability of all diagnostic services and features provided by the UDS standard including flash reprogramming, authentication procedures and advanced secure diagnostics

The use of latest-generation software and continuous technological investments, together with an ever-growing team of engineers, make PEI Mobility the perfect partner for tackling the challenges facing the public mobility sector recently.

Times have changed, and the market is increasingly focused on electric mobility and environmental and social sustainability, undergoing unprecedented focus on passenger comfort.

Consequently, the structure of buses is also changing: the transition from endothermic engines to electric motors allows, for example, a different use of space inside the vehicle.

Electric batteries are often installed on the roof, at the articulation joint, which must have an increasingly robust structure to support their weight while ensuring reliability and safety.

The latest concept for electric articulated buses places the batteries under the floor to optimise space and functionality.

In the latest-generation chassis, the drive axle is often positioned at the front of the vehicle, as the constraints of endothermic engines no longer apply. This allows manufacturers to use simpler and lighter articulation systems, such as the Puller type.

PEI Mobility's product range also includes this last type of articulation: an essential but also reliable system, deriving from a technology with roots in the past, which today finds new applications in electric-powered articulated mobility, where lightness and high performance are ever more important requirements.

PEI Mobility will present important new products at Busworld in Brussels from 4 to 9 October, join us at **HALL 6 STAND 639!**

Watch our videos [here](#).

www.peimobility.com/en



PEI MOBILITY
Performing gangway



**PEI
MOBILITY**

Performing gangway

THE HEART OF BUS ARTICULATION SYSTEMS



STABILITY CONTROL UNIT

The bus articulation systems of **PEI Mobility** are supplied with microprocessor-controlled electronics.

Visit us at
Hall 6 - Booth 639

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EUROPE BRUSSELS
4-9 OCT 2025 

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SEATING SOLUTIONS

80 Years of Bus Seating with Kiel



From its roots in post-war Germany to a global presence in the bus seating market, Kiel celebrates 80 years of engineering excellence, comfort and innovation.

When Franz Kiel founded his workshop in Nördlingen, Germany in 1945, he couldn't have imagined that eight decades later, the company bearing his name would be supplying bus seating solutions to operators around the world.

What began as a modest affair specialising in iron parts, is today globally recognised as a premium manufacturer of seating systems for buses, coaches and more. The Kiel Group has helped shape the evolution of bus travel from the post-war period to the smart, connected vehicles of today, and is trusted by leading OEMs and transport providers thanks to its blend of ergonomic design, durability and innovation.

As it marks its 80th anniversary, the company reflects on a journey shaped by engineering know-how, close customer relationships and a constant drive to move



the industry forward, with this timeline of defining moments.

1945

Franz Kiel GmbH is founded in Nördlingen, Germany, focusing initially on iron component construction before moving on to bus interiors and wood-based components.

1948

A new production facility is built to manufacture metal furniture and vehicle equipment. Clients include Mercedes-Benz, MAN and Magirus Deutz and truck and bus seating becomes Kiel's main line of business.

1950

1950 marks the production of the first rigid seat frame and Kiel, now boasting over 120 staff, begins manufacturing metal-framed seating systems for regional buses.

1955

Kiel launches the Greyhound seat – a landmark product that signals the shift toward greater passenger comfort. This is Kiel's first bus seat with a reclinable backrest and sideways sliding function.

1960

Kiel expands its product lines to include coach-grade seating comforts like armrests.

1965

Kiel upgrades its finishing capabilities, improving the quality and resilience of its seat components. The company opens a new powder-coating and wet-painting facility, also investing in durability-focused seating for long-distance travel and harsh use environments.

1975

Kiel further expands its coach seating offerings, and builds new relationships with European transit operators.

1980

Kiel's major breakthrough in the passenger seating market comes with the development of noise-reducing seats featuring a durable, long-lasting adjustment mechanism.

1981

This year marks the development of the Kiel 1, the first one-piece, self-supporting plastic shell seat for city buses, manufactured via injection moulding. This modular, lightweight design becomes a milestone in bus seating technology, helping to meet fuel efficiency and cost targets.

1983

As seating components become more complex, Kiel begins developing and producing complete seat systems. The company invests in a high-bay warehouse, painting and powder-coating facilities.

1985

Kiel launches new signature seat models including the Avance for coach/intercity transport and Transit seating lines for European buses.

It also introduces the Kiel Line, the successor to the Kiel 1, featuring cushioned seat and backrest for greater rider comfort.

Late 1980s

The company invests in robotic welding and CNC-controlled machines, boosting production capacity and quality.

In 1989 it expands production further, with the opening of a new administration building, warehouse and stamping plant.

1990s

Kiel begins its ambitious international expansion strategy, founding the Kiel Oto Kiltuk subsidiary in Bursa, Turkey in 1996 and launching the Kiel Polska subsidiary in Nowy Tomysl, Poland in 1997.

1993

Kiel establishes a dedicated upholstery department and surface technology unit.



Kiel seats from 1965



1997

The company heavily invests in product development to maintain its position as a leader in seating solutions. By the end of the decade, it's transformed from a component supplier to a full systems provider, offering development production, delivery and installation of complete seating systems.

2000s

Expansion continues with the acquisition of Deco Seating in the Netherlands, renamed Kiel B.V., and launches – including but not limited to - Kiel France s.a.r.l, Kiel Seating in the UK, and Kiel N.A. LLC, which opens the door to the North American market. A new production site is built in Turkey and sales activities expand to include Scandinavia, Greece, Israel, Hungary, Slovenia, Croatia, Bosnia and Herzegovina, Serbia, Montenegro, Kosovo and North Macedonia. Kiel also signs a licence agreement for the production of bus seats in India, and founds joint ventures in both China and Russia.

In addition to this global growth, Kiel introduces a rigorous quality management system to further optimise products and production.

2016

Acquisition of Spanish partner Emar Kiel.

2017

Founding of Kiel Macedonia DOOEL, further increasing EU production capabilities.

2018

Launch of the Avance X, designed for premium coach travel, this seating product is known for its comfort, sleek design and modular components.

2019

Kiel enters a joint venture in China, launching the Jiangsu ARSALE Kiel Seat Co Ltd.

2025

Kiel marks its 80th anniversary with global operations, 1,500 employees and a footprint in Europe, North America, Australia, Asia and the Middle East.

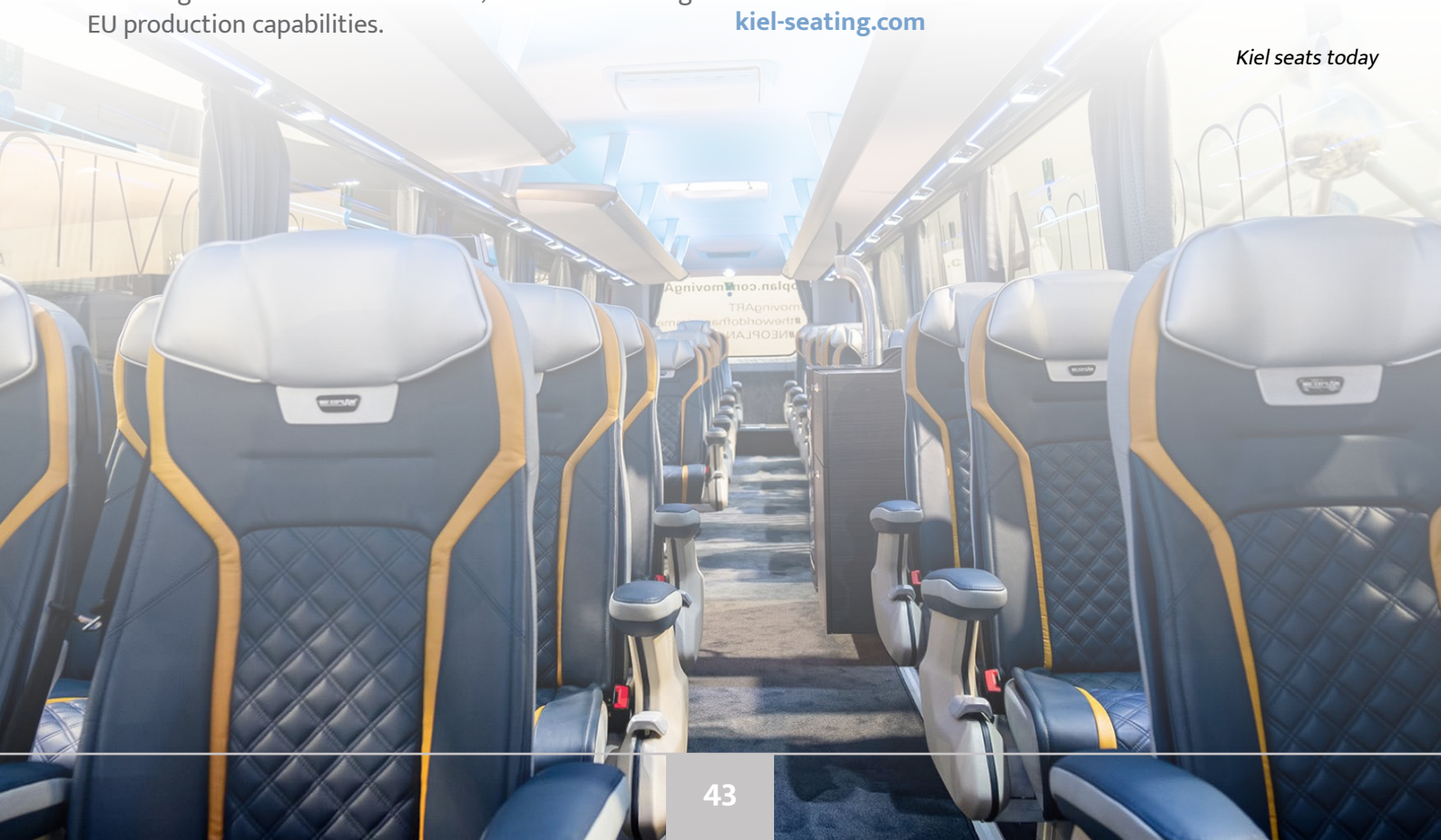
Looking to the Future

Kiel's journey from ironworks to international seat systems supplier has been defined by adaptability, craftsmanship and customer focus. Looking ahead it aims to strengthen its position as a leading seating system manufacturer while continuing to grow internationally.

As buses become more sustainable, connected and passenger-centric, the role of seating will only grow in importance. Whether it's through lighter materials, smarter ergonomics, reworkable components or built-in tech, Kiel is well-positioned to shape the next chapter in bus mobility.

kiel-seating.com

Kiel seats today





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Vehicles & Interiors

Geyushi Motors

A Driving Force Between Europe and the Middle East: Geyushi's Vision for Sustainable Mobility



Building a Bridge of Mobility Excellence

Geyushi Automotive Industry has emerged as one of Egypt's leading bus manufacturers, driven by a clear ambition: to stand as a bridge between Europe and the Middle East in delivering sustainable, reliable and innovative transport solutions. With an annual production capacity of 5,000 buses, a state-of-the-art manufacturing facility and a dedicated team of highly

skilled engineers, Geyushi is transforming the way mobility is designed, produced and experienced across continents.

The company has consolidated its reputation as a trusted partner in providing buses for public transport authorities, tourism operators and private sector clients. Its portfolio now extends across Africa, the Middle East and Europe, reinforcing Geyushi's position as a manufacturer with both local roots and global ambitions.



Innovation at the Core

What sets Geyushi apart is its unwavering commitment to innovation. The company operates with a customer-centric approach, placing engineering excellence at the heart of every project. Its advanced R&D department plays a vital role in delivering tailor-made solutions – from lightweight body structures and energy-efficient drivetrains to advanced safety features and optimised layouts that meet the highest international standards.

By aligning its R&D efforts with the evolving needs of operators in both Europe and the Middle East, Geyushi ensures that every bus is not only a vehicle, but a solution designed for modern urban and intercity mobility.

Sustainability as a Strategic Priority

As governments worldwide pursue stricter environmental policies and ambitious climate targets, Geyushi is positioned as a partner in the green transition. The company is pioneering CNG and fully electric buses tailored for urban and intercity use, designed to lower emissions while optimising long-term operational costs.

This commitment to sustainability reflects European priorities under the EU Green Deal, while also addressing the Middle East's rapid investments in sustainable mega-projects. Geyushi's portfolio seamlessly adapts to both contexts, offering practical, eco-friendly solutions that respect local infrastructure, climate conditions and operator requirements.

In line with its sustainability commitments, Geyushi is already actively contributing to Egypt's green transformation. The company recently secured an order for 100 fully electric buses dedicated to Cairo Transport Authority, marking one of the most ambitious urban mobility projects in the region. This initiative not only reduces emissions in one of the Middle East's largest cities but also sets a benchmark for future metropolitan transport programmes. Furthermore, Geyushi is spearheading a major conversion project, replacing outdated diesel engines with modern CNG alternatives. The expected scale of this program will see over 2000 vehicles transitioned to cleaner energy, significantly cutting down urban pollution while optimising operational efficiency. And this is one of the largest repowering projects globally.



Serving Diverse Markets with Agility

With exports already reaching Europe, the Middle East, and Africa, Geyushi leverages its agility to meet the specific requirements of each market. In Europe, where regulations and standards are among the strictest in the world, Geyushi offers vehicles aligned with EU norms, ensuring safety, reliability and long-term value.

In the Middle East, the company brings its ability to customise – addressing extreme weather conditions, long-distance travel and the scale of regional development projects. This adaptability is what makes Geyushi not only a supplier, but a strategic partner for mobility operators in both regions.

Engineering Services Beyond Manufacturing

Beyond its buses, Geyushi offers comprehensive engineering services that allow partners to co-develop and customise vehicles according to their operational needs. This includes advanced design, prototyping and structural optimisation, ensuring that each bus is fine-tuned to local environments and customer expectations.

The company’s ability to offer this depth of customisation sets it apart from competitors, positioning Geyushi as an innovator and solution provider, rather than a traditional manufacturer.

Looking Ahead: A Shared Future of Mobility

As the transport industry undergoes its most significant transformation in decades, Geyushi is determined to remain ahead of the curve. By combining sustainability, engineering excellence and global partnerships, the company is setting a new benchmark for mobility between Europe and the Middle East.

Geyushi’s long-term vision is clear: to become internationally recognised as a leading bus manufacturer that delivers world-class products, sustainable solutions, and unrivaled customization – all from the heart of Egypt to the world.

Closing Note

With its strategic location, advanced industrial capacity, and future-focused mindset, Geyushi Automotive Industry is not just producing buses – it is shaping the next era of mobility. Europe and the Middle East are invited to join this journey, as Geyushi continues to drive forward innovation, sustainability and partnership on a global scale.



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