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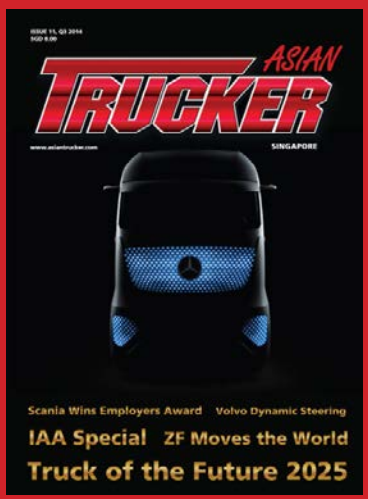

Driverless Vehicles Will Soon be a Reality

When I was growing up I was interested in stories about jobs and professions that went out of business because of changing times and technology. Blacksmiths, buggy manufacturers, candlestick makers, consultants to Vikings, dodo bird handlers, the list is endless.

A New World

There are just as many stories about the workers in those fields who could not adapt to changing times and were left behind. Others took to the new tools and used them to make a better life. The use of paper has been on the decline – just as radio declined with the advent of television it didn't disappear – just evolve. While print is holding its own there are many other challenges of communication that have become popular. When I began in media I didn't have to concern myself with social media – now it is so much a part of life. I am living in a different world to the one that I was born into.

This is a situation that truck drivers will soon be facing. Improving technology promises to replace them. How will they deal with the new reality?

Improving the Driver's Lot

While truck manufacturers and OEMs have been doing everything that they can to make driving a truck a better experience, they don't really see a future for the truck driver. They are making the cab more comfortable. Steering, shifting gears, visibility – all so much better in today's trucks. Telematics aid the driver in a number of ways. Off the road companies provide more training in safety, in reducing fuel consumption, in driving skills, tire care and taking care of their vehicle in general. Advice on what to eat is also available. Away from the truck social events are organised and skills upgrading is on-going. Awards are handed out for many different achievements. All as it should be.

At the same time those who manufacturer products for the industry are using all their skills and ingenuity to do away with truck drivers. The cold fact is that truck drivers are an expense. Fleet owners are always happy to reduce expenses. Paying wages, training drivers, and keeping them happy costs owners money.

Mechanical Defects

Most telling is that it is the driver that is usually the cause of an accident. Mechanical failures result in only a small percentage of accidents. Over the years the industry has done all it can to make driving safer. Technological improvements have lessened accidents that were a result of mechanical defects, now they are on the verge of eliminating the driver all together.

My colleague at Asian Trucker, Stefan Pertz, constantly writes about how little respect truck drivers get. So, if the position does get eliminated it is unlikely that society will miss them very much. It also seems that truck drivers won't miss it that much either. In Singapore, despite the position paying quite well compared to similar jobs, fleet owners struggle to attract people into the profession. Throughout the world, this seems to be the case.

Bye Bye Bus Driver

Driverless buses? There is less talk about this happening, but it is not inconceivable to those who conceive such things.

Before we get to that stage there are many things that need to happen. The legal problems will have to be clarified so that when accidents between driverless vehicles happen they will know where to place the blame. Technology has to improve to the point where accidents are an absolute minimum. And society will have to be comfortable with all sorts of vehicles buzzing about, not just on the road, but overhead as well, without anyone inside controlling their operations.

Sometime in the future the position of driver will be eliminated entirely. How close to that day are we? Not close enough that the industry feels they can ignore the needs of the driver today.

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

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

欲知更多详情，请浏览www.mcve.com.my，
以掌握有关本届会展的最新资讯， 参与此次展览的公司代表及业者皆可免费出席相关会展活动。

有兴趣预订展示单位者，可致电邮至nicole@asiantrucker.com或拨打6012- 207 5528，以联络本杂志社广告部代表Nicole Fong了解更多详情。

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MAN on Foresight, Environment and Design

In an exclusive interview, Stefan Pertz meets with some of MAN's key people responsible for environmental issues and the design of trucks to learn more about the ins and outs of the development of transport solutions.

We may all have different views on what makes something look good, stylish and attractive. For something as complex as a truck (or Bus), there is more to be considered than just good looks. What we do know for sure is that buyers of trucks want the best possible solution for their money, aesthetically as well as economically.

More Trade – More Transport

The background for the development and design of new vehicles are the trends that govern the industry. Here, Ben Kraaijenhagen, Vice President, Foresight & Environment, provides the backdrop. When asked about the current mega trends in the industry, he responds by saying that at the moment, there are four main trends. "The first one is the phenomenon of globalisation, the world constantly getting smaller," Kraaijenhagen starts. As a result, international trade is increasing rapidly. By the year 2035 to 2040, international trade will be four times as much as it is today. This being a serious development, one needs to respond with the right solutions. Secondly, urbanisation takes place at an increased rate too. While cities are growing together and people are migrating, it is important to create places that are suitable to live in. Just building big cities is not going to address

the needs of people, as entire ghost towns in China have shown. When the environment you live in makes you sick, you will leave.

Thirdly, there is a shift in the behaviour of people. Yesterday's society was about owning things while nowadays businesses and private users start to move towards a society in which they rent or lease the items they are using. It is now "Use instead of possess". If you are using car-sharing, you don't use the car, but someone else does it. As a result, the user is no longer the owner. With this paradigm shift also comes a change in attitude towards lifestyle. Lastly, the question everyone is now asking is how can we counter climate change and better utilize resources. In the 1970s humans already used more than what the planet could give per year. Today, we are using about 1.6 planets per year. "Given this, it is only logical that these crazy climate patterns happen," he underlines these facts. Should we continue to use resources as we do now, by 2060, we will use two planets per year. What this has triggered in MAN is the search for completely new supply chains and materials to be used in the future. "These are, in my view the most important trends. We need to ask sometimes if specific activities are just a hype or a trend. For instance truck platooning." The idea of platooning may not be a trend as it is a sub-discipline in the search for more sustainable solutions.

New Paradigm

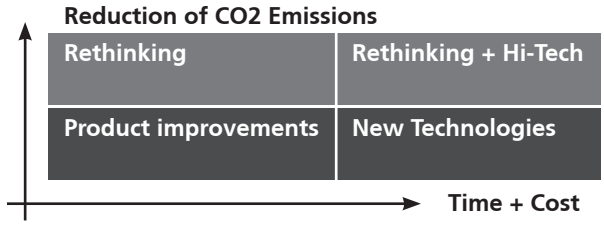
Previously, economic growth was coupled to the growth of transportation needs. Taking a global view, currently, there is a tremendous amount of growth (apart from some specific areas that are faced by crisis). What MAN is advocating is to de-couple the growth from transportation. This however requires mind-set changes and re-thinking of how goods are moved. Kraaijenhagen uses the example of delivery of consumer goods. Nowadays you can order something online and within a few hours, the goods will arrive at your door-step. However, that may not be of any use as the receiver of the goods may not be at home and will have to go and get the goods from another collection point. One approach is to examine behavioural patterns and seek where there are synergies. For instance, many of us do their shopping after work. It would be a relatively easy system to set up to have the collection point in the supermarket. And if a neighbour has a "mailbox" there, one could share. However, he cautioned that "Changing mindsets is the most difficult thing to do."

Reduce and Re-think

When thinking about reduction of use of resources, then one can think about how to improve the entire logistics process. Firstly, one can integrate production and logistics while using

disruptive technologies. Vertical farming for example is one of these ideas that would reduce the need for transportation while using the resources we have in a smarter way. This would shorten the supply chains and logistics processes and reduce the need for transportation. Coming back to the fact that the growth will be quadruple in the next couple of years, this approach is urgently required as the current infrastructures found in mega cities and between countries will not be able to support this. No matter how many trucks we will put onto the road. Secondly, "One may not even need hi-tech to become more efficient," he continues. Not needing technology, one may improve efficiencies by looking at where to produce and where to transport. For instance, if one buys locally made products, there is less of a need to move these items. Given that we have only one infrastructure to support all our activities for work, leisure and living, one can look at how best to use what we have available. With the limit of 24 hours usage of infrastructure per day, certain activities only need to be shifted to other times in order to make best use of the resources. This may result in certain professions having to work during the night, at a higher cost, however, it would mean a better utilisation.

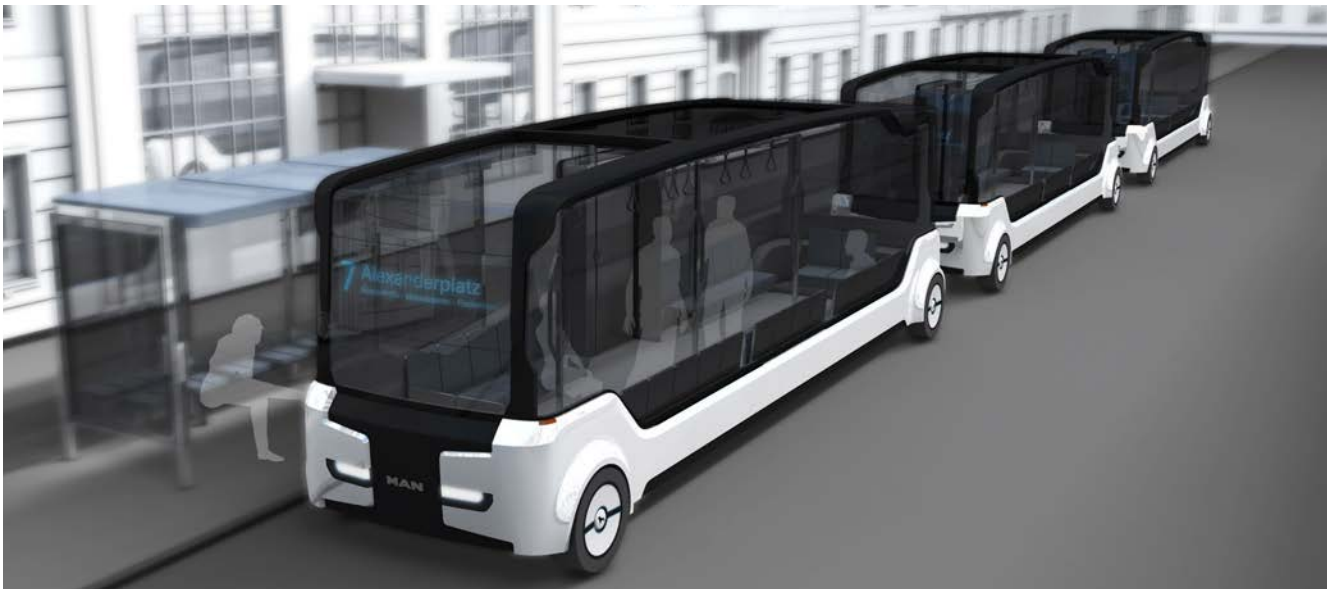
Having explained this, it is obvious to Kraaijenhagen that it is cheaper to change the way things are done and how resources (time, cost and security of achieving the goal at a given time) are used. However, the easier way, as usually advocated by politicians and policy makers, would be to request the manufacturers of trucks to "make their product better, i.e. more efficient". Kraaijenhagen though asks why we can't go for the low-hanging fruits by using different thinking and ways to reduce cost and resources needed.



While many hail the arrival of new technologies, Kraaijenhagen would want to dampen the euphoria. Looking at the current way of fuelling commercial vehicles, especially trucks, Diesel is still the most common form of propellant. While a truck may need 22 – 25 litres of Diesel, the vehicle is not dependant on additional infrastructure. If one would, for instance, want to change all vehicles within a city to electric vehicles, then supporting facilities must be built. This would also require the integration of city planners in order to ensure that all needs are met. Naturally, the truck makers are ready, but the question posed is if the infrastructure is ready.

Driven

When it comes to autonomous driving, Kraaijenhagen also asks some very critical questions. Seeing the current state of the industry at the crossroads between driver-assisted and driverless vehicles, he is saying "Why should we take the driver out of the loop?" Autonomous driving doesn't make vehicles more fuel efficient or safer automatically. Right now, the algorithms are still being developed and with platooning for instance, there is still the issue that there might be communications break-downs between the vehicles in the convoy. At 10 meters distance, or



0.8 seconds, any failure for the following vehicles to break when the lead vehicle breaks will be fatal. The first discussion one will have is about the responsibility for the truck when the driver is not in control. Next, when are the customers be prepared to pay the higher price for autonomous vehicles as the savings in fuel will not compensate for the added cost? Where one needs to go is to end up in a stage where the driver can be given another, a different job. Ultimately, Unions will not agree with lesser pay for the driver when the driver would just monitor that the truck is moving correctly.

Automation of driving makes sense if one can connect the truck into the logistics process with the driver becoming the store manager of the warehouse that he is driving in. That way, the driver would have a new job, one that he gets compensated for. That achieved, one would still need to provide the infrastructure to support this. "For instance, when you enter a city, your camera may take a snapshot, the system realising that it is a city and slow to the speed limit for inner city movements. However, what is the speed limit when you exit the city? There might be a sign board that you leave the city, but that doesn't necessarily stipulate the speed limit. Besides infrastructure, there also needs to be clear and stringent protocols. For instance, humans automatically know who will be first to go when a two-lane road narrows to a single lane. Typically the one with the bigger vehicle (This had is smile a bit during the session). In a more practical way, commercial vehicles need to learn how to drive on wet roads, on ice and in many other situations. Technology might be ready, but there is still a lot of work needed to make this happen. "In short: we aren't ready yet."

Styled for Success

Next, Holger Koos, Dipl.-Ing. (FH), Vice President, Styling, let's us have a glimpse into how trucks are developed in terms of design and styling first. There are of course a number of challenges in designing a truck, apart from having to adhere to rules and regulations which may differ across the globe. One of the biggest challenges is that the buyer, the customer, is not always the driver. The customer's requirements are different to the one that a user, driving the truck. "It is not always easy to combine these two, as you can imagine" Koos opens the discussion. This issue for example is fundamentally different from passenger cars, where typically the customer is the user at the same time. In terms of operating a truck, a customer typically looks at fuel consumption, residual values, minimum down time and Total Cost of Ownership (TCO). Contrary to that, a driver would look for comfort, an attractive design and maximum cabin space. "We have to solve this problem by creating a design that fulfils both needs. This may require going down a very narrow path." Essentially, one has to make a compromise between the two, the customer who pays and the diver who is the user. Unlike the passenger car market, truck companies like MAN don't use so called "leaked images" to gather feedback. There are departments, using market intelligence tools, to do so. At various stages, customers are involved, being shown models to ask if the proposed designs make sense and would be

Holger Koos, Dipl.-Ing. (FH), Vice President, Styling

practically useable. As we don't know what is possible, it is very hard to work with the question "what do you expect from a new truck?" Customers have problems now and these need to be solved. A simple illustration would be the steps to the cab, which are not lit up, however a customer operating at night would need that step to be lit. "The problem is to have light on the steps, now."

Integrated Approach

Adding to this, Kraaijenhagen elaborates that, following MANs strategy, commercial vehicles have to comply with four main criteria: they need to be environmentally friendly, the users' health is not to be impacted, it needs to be safe to use and socially accepted. Along those streams, MAN is defining processes and KPIs to achieve this. Again, an integrated approach is what is needed. "We are only producing half of the truck as we don't provide the trailer. In addition, we need to work with people from the logistics industry to get their input and to find ways to reduce wastage and to increase efficiency." We come back to the diagram we have seen earlier on. Looking at individual aspects of a truck, one may shave off a percent in fuel consumption here or there, but the big leap, in Kraaijenhagen's view will be through collaborations with all stakeholders involved in the transportation industry, from tyre makers to logistics companies.

Using a tool (VECTO - Vehicle Energy Consumption calculation TOol), truck makers are able to predict the Co2 Emission of commercial vehicles over its total life-span, including the impact through the trailer, the different missions and usages all the way until the recycling stage. Naturally, one would need to get input from the suppliers that provide the components in order to make the entire truck as best as possible. Currently, trucks are

Ben Kraaijenhagen, Vice President, Foresight & Environment

used as data-loggers whereby MAN is collecting information. Eventually, with the help of the VECTO, MAN will be able to give customers binding declarations of how much Co2 the truck will produce.

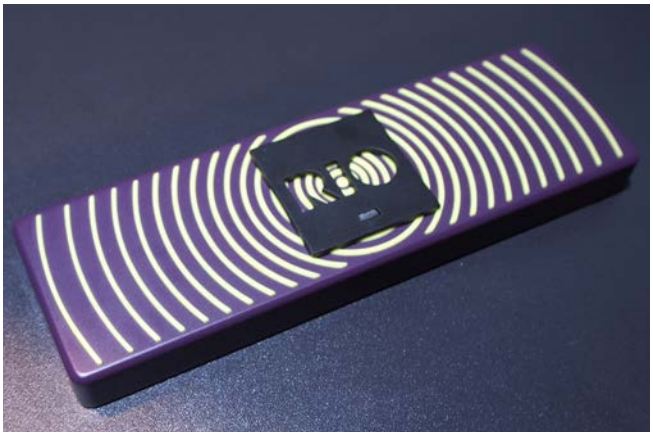
Different Needs

Many trucks here in South-East Asia look very similar, if not identical to the ones that operate in Europe. The question may arise if there is really a "one size fits all" approach that is possible to address the needs of customers in different regions. "This is extremely difficult to achieve if you try to achieve that with exactly one product, with no deviations or variations. That has been tried before, but obviously doesn't work," says Koos

In Europe, visible quality is what buyers look for with narrow gap dimensions between panels and there shouldn't be any colour deviations between panels. In Africa, for example, this is not so much of an issue as repairability is crucial. Steel can be hammered back into shape if need be, while high-tech plastics may not be fixable on the road. Asian countries may expect highly sophisticated devices in order to help them with running the trucks. What we still see is that the majority of cabs in India for instance is still made of wood. If one were to try to sell trucks with European quality, operators may not be able to make a profit because Indian customers are not yet willing to pay the price for that. Just by looking at this, it becomes apparent that it is impossible to develop just one product for all markets. The question is how to overcome this. In summary, Koos doesn't think that the idea of a "world truck" can be successful. What is done within MAN is to gather feedback from individual markets and to create specification sheets, listing all the requirements towards a truck and then to develop a transport vehicle considering other inputs. What the design departments have to do is to then evaluate which requirements make sense and can be implemented as there are sometimes contradicting requirements. Other times, extra styling may be possible, but then again, the question is if a customer would pay for it. When a panel could be in different colours and materials, in design, one has to seek the answer as to whether or not this add-on is worth it.

Branded Vehicles

One of the aspects of designing a truck is the aerodynamics. Here Koos believes that the industry has reached a stage whereby it is no longer possible to further reduce the wind resistance by a lot. "One reason is that the speed at which the trucks move isn't really that high. We are talking about some 80 to 85 Km/h. At some point it simply doesn't pay off anymore to invest in aerodynamic optimization. There are other areas we can focus



on," he explains. Citing friction in the power-train is another area that has yet to see its full potential in terms of savings. Another area that is gaining more importance now is styling. "As most trucks are technically within a close range of levels, being compatible, and reliable, therefore the differentiation between the brands gets more and more difficult." This is, according to him, a very important task as design would transport the content of a brand. Typically, when we see a new truck, we will first evaluate it based on the appearance, the styling of the interior. Although this may be considered a hygienic factor, something that you have to have where people expect that your product is designed in an appealing way, it is difficult to get this right and to ensure that the final product is well liked visually. And with years of development needed, it is difficult to quickly rectify any design flaws once the truck is in production as parts are connected to each other and components need to work in tandem. Subconsciously, we would pick up on styling issues. If a brand is progressive, the styling needs to be progressive. And if we see a loud and noisy truck, a dirty one, then we would associate the brand with that image too.

Tata Motors & DIMO Launch Outlet in Sri Lanka

(Sri Lanka) Tata Motors with its Sri Lankan partner, Diesel & Motor Engineering PLC (DIMO), have launched a new world-class Sales, Service & Spares facility (3S), catering to the company's range of commercial vehicles in Kurunegala district, all under one roof. The facility was Inaugurated by Guenter Butschek (MD & CEO, Tata Motors Ltd.), Rudrarup Maitra (Head – International Business, Commercial Vehicles, Tata Motors Ltd.), Ranjith Pandithage (Chairman & Managing Director, DIMO), Gahanath Pandithage (Group CEO, DIMO) and Ganesh Shetty (Head – Customer care, CV International Business) Mr. Sateesh Machiraju (Regional Manager, SAARC, Tata Motors Ltd.).

Largest for Tata

Located on Dambulla Road, the new 3S facility is the largest integrated Tata Motors commercial vehicles dealership in Sri Lanka, with a wide display area, for Tata Motors' entire range of trucks & buses. Hosting a 22-bay workshop, the facility is equipped with dedicated bays for accident repairs, washing ramps, quick service, two post hoists and inspection pits. These facilities are equipped with amenities such as advanced Wheel Alignment units and an Automatic Lube Dispensing unit, along with driver restrooms with bunkers and washrooms.

The sales and customer reception and waiting area is air-conditioned, where customers can see their vehicles being serviced. This facility offers 24×7 breakdown assistance services for the region. The workshop can cater to 50 plus vehicles in a single day, making it the largest commercial vehicle workshop in Kurunegala district. Professionally trained and experienced staff will make the whole experience of purchasing and owning a Tata Motors commercial vehicle, even more special.

Growing the Market

Mr. Guenter Butschek, MD & CEO Tata Motors Ltd said, "We at Tata Motors are committed to strengthening our growth in this market and the inauguration of this new dealership is an impressive testament to it. As we continue to enhance our presence in the country with new products and services, this state-of-the-art commercial vehicle dealership, will not only help maintain our growth momentum, but will also enable us to become FUTUREADY, for a sustained superior world-class sales and service experience."

"DIMO is proud to be associated with Tata Motors for over 55 years; a partnership that has been forged on the principles of trust, transparency and customer focus," said Ranjith Pandithage, Chairman DIMO Plc. "We are committed to providing the best support for Tata Motors most extensive range of commercial and passenger vehicles and the new 3S facility at Kurunegala is a testimony to that."

Iveco Launches App for in Asia/Pacific Markets

Iveco has opened a new direct communication channel with its customers in Asia Pacific with a new, specially developed 'MY IVECO' application. Iveco launched its new app with the aim of building an even closer relationship with its wide customer base. The free app offers an easy and user-friendly platform, with up-to-date content and a host of useful features.

Easy to Stay in Touch

'MY IVECO' app was specifically designed to provide customers with a free, direct and easy way to stay in touch with the brand. All the content is maintained up-to-date and is specific to the individual user's location. With the Dealer Locator function, customers can easily find the dealer or workshop closest to their location.

The News section is constantly updated, bringing instantly the latest news on Iveco, its products and its services, to the customers' smartphones and tablets. Useful functions, such as Contact Us that enables customers to contact Iveco within the app, complete the capabilities of 'MY IVECO', which will be further expanded with new features such as a Product Support section, that will allow customers to get in touch with the closest Iveco dealer or service centre, product videos, augmented reality, 360 degrees product views and more.

All Brochures

The Kiosk section contains a complete library of all the brochures for Iveco products available in the user's market, such as the multi awarded Daily, winner of the Van of the Year 2015, the Eurocargo, Truck of the Year 2016 and the Stralis, Truck of the year 2013. Customers will be able to scroll through all the material available and read the brochures on their mobile device. They will be able to download brochures in PDF format through a link the app will send to their email address.

'MY IVECO' is customised to display content specific to the user's market. It will be available in English across the region, while in China, Russia and Turkey customers will also have local language versions. 'MY IVECO' is available for free on the App Store and Android Market.

New Vehicles Help Enlighten a Growing Nation

(Thailand) When the electric power distribution for Wat Ang Thong in Samut Sakhon, Thailand needed an upgrade, the Provincial Electricity Authority (PEA) sent one of their new mobile units. Within a couple of hours deep holes were drilled and new power poles were in place.

Meeting Rapid Growth

In many of the 74 provinces outside Thailand's capital Bangkok, rapid growth has generated the need for a new type of heavy construction vehicles. Equipped with both a crane and a drill, these Scania trucks can repair and exchange electricity poles and wires in both harsh mountain areas and along dirt roads during the rainy period. In a short time, Scania´s distributor in Thailand, Scania Siam, sold 63 such chassis for bodybuilding and equipping by Tirathai E & S.

The need for these trucks is huge in many parts of Thailand. In order to maintain and expand the existing electricity network, estimates indicate up to 400 of these vehicles are needed. "It is an entirely new segment, where the customers prefer Scania," says Thanyarat Worakulphisit, Sales Executive for trucks at Scania Siam.

Works Efficiently

The PEA distributes electricity throughout Thailand's rural areas. On a narrow concrete road between the Wat Ang Thong School and an orchid farm, one of PEA's new special vehicles operates. Old, crumbling and overgrown concrete poles are quickly lifted by the mobile crane and moved away, while the drill is extended out and begins churning up dirt.

"This new truck from Scania has really allowed us to expand our business and work more efficiently," says Thitipon Aupakeaw, worksite supervisor for the PEA. He confirms that he and his team prefer to work with Scania vehicles.

All About the Vehicle

Each new hole take between five and ten minutes to install, and already before lunch the entire stretch of road outside the school has received new poles with wires and a transformer, ensuring that the school's electricity needs are met and there is a more stable electricity service in the area around Wat Ang Thong.

"It's all about the vehicles' reliability and engine power. Sometimes we have to operate in very hilly areas. Then we need the powerful engines and braking systems from Scania. The conditions can vary a great deal. And once the drill is in the ground everything goes so much faster, thanks to the powerful engines," he says.

FAW Releases Electric Logistic Truck at Eco Expo Asia

(Hong Kong) FAW Group Corporation (FAW) debuted its new 5.5-ton electric logistic truck VERTEC at the Eco Expo Asia in Hong Kong on October 26, 20016. The VERTEC, developed on the platform of an existing FAW diesel truck, is a targeted product to meet Hong Kong's environmental friendly requirements and traffic conditions. Equipped with an advanced driving system, the electric truck can easily overcome the mountainous traffic conditions in Hong Kong. The battery can provide a driving range of 200km on a single charge.

VERTEC is the first product to be developed through the partnership of FAW and E.Tech, to meet Hong Kong market's requirements of less emission and noise pollution. The two parties said they would continue to introduce FAW's heavy-duty trucks and engineering vehicles in the future.

FAW's Jiefang brand maintained leading position in commercial truck market for the ninth month in a row. Wholesale deliveries reached 15,000 units in September, with a market share of 21.3%. FAW Group is a leading global manufacturer of quality passenger cars, trucks, and buses. Established in 1953, the company is China's oldest and largest automotive group. Annual sales exceed two million units.

left to right: Nicolas Payen (Director Internet-of-Things Lab MANN+HUMMEL), Charles Vaillant (Vice President Innovation & Corporate Strategy MANN+HUMMEL), Thomas Fischer (Chairman of the Supervisory Board MANN+HUMMEL), Yeoh Keat Chuan (Managing Director Singapore Economic Development Board), Emese Weissenbacher (Chief Financial Officer MANN+HUMMEL), Ken Cao (Group Vice President Region Asia Pacific MANN+HUMMEL), Jason Tang (Director Air Purification / Industrial Air MANN+HUMMEL)

MANN+HUMMEL Inaugurates Global Industrial Internet of Things (IoT) Lab in Singapore

(Singapore) MANN+HUMMEL has launched its global Internet of Things (IoT) lab at an opening ceremony attended by industry and technology partners in Singapore. The lab will be an integral part of MANN+HUMMEL's research and development blueprint in developing and delivering smart technologies in the filtration marketplace.

"The lab in Singapore will be our new Global Center of Competence for IoT solutions. We will harness our understanding of the filtration industry and the needs of our vast customer base and build optimized smart solutions with advanced sensors and predictive capabilities," said Thomas Fischer, Chairman of the Supervisory Board at MANN+HUMMEL.

MANN +HUMMEL's decision to invest in the digitalization of advanced cleantech technologies, especially that of an industrial scale, comes at an apt time when the region is grappling with the consequences of air and water pollution. "Establishing the lab in Asia, especially in Singapore, will allow for the acceleration and adoption of these new technologies to take place," Mr. Fischer added.

Mr Yeoh Keat Chuan, Managing Director, Singapore Economic Development Board stated, "Singapore is investing heavily in building up Industrial Internet-of-Things capabilities as part of our advanced manufacturing thrust. MANN+HUMMEL's decision to establish its Global Industrial IoT lab in Singapore is well-aligned with Singapore's ambition to be the world's first Smart Nation. We are confident that MANN+HUMMEL will be able to forge many partnerships with other complementary players in the Singapore IoT ecosystem."

There are practical considerations in developing smart filtration technologies. Countries around the world have started to pass regulations to curb the level of air and water pollution. For example, in Singapore, the levels of air pollution are not constant. In the months of the haze, there is an urgent need for better management of pollution. Smart air filtration systems, by leveraging off IoT can automatically correlate and adjust the level of filtration needed according to the level of pollution. Ultimately, the goal is to optimise performance by using less energy yet ensuring comfort.

"We will build a business model by putting the customer first and then select the right IoT concepts to bring innovative value propositions to our end users," said Mr. Nicolas Payen, Director of the IoT lab. The lab will hire system, hardware, firmware and software engineers as well as data scientists. They are actively working simultaneously on more than ten innovation projects with another 30 in the pipeline. MANN+HUMMEL embraces the Open Innovation model by partnering and collaborating with both established technology providers and startups. "Singapore has a lot to offer when it comes to accessing the best of digital technology. The level of productivity that we can achieve is impressive," Mr. Payen added.

In line with Industry 4.0, MANN+HUMMEL aims to improve the productivity of their manufacturing operations by utilizing digital technologies that are more agile and more connected. The MANN+HUMMEL Group is a leading global expert for filtration solutions and development partner and original equipment supplier to the international automotive and mechanical engineering industries. The lab will be one of the few industrial IoT labs in Asia focused on the research and development of creating innovative automotive, industrial and commercial air filters.

Season Parking for Commercial Vehicles

(Singapore) Vehicles used for commercial businesses in Singapore, such as vans, lorries and other light goods vehicles, with unladen weight exceeding 1,800kg are generally not allowed to park at HDB residential car parks.

This is due to safety and environmental concerns and efforts to preserve the character and ambience of residential estates.

Case by Case

However, if your commercial vehicle can fit in a parking lot for cars, you may apply for season parking, subject to approval on a case-by-case basis. These vehicles must not obstruct or cause danger to other vehicles and car park users.

Commercial vehicles that cannot fit in a parking lot for cars at an HDB residential car park, are to be parked at the centralised lorry/ bus parks located at the fringe of housing estates. You can find more information about the following on One-Motoring's website: Location of various centralised heavy vehicle parks; Availability of parking lots; Vehicle parking certificate scheme and Associated rules and regulations.

How to Apply

Find out how you can apply for season parking for a commercial vehicle that can fit in a parking lot for cars at an HDB residential car park. The charges depend on the unladen weight of the commercial vehicle, and the type of car park. The maximum unladen/ laden weight for vehicles used for commercial businesses parking in a sheltered car park must not exceed 2,000kg. These vehicles must be able to fit in the parking lot.

For commercial vehicles with unladen weight less than 1,800 kg, the car rate will be applied. Tier 1 season parking rate will apply to a resident's first car of the household. Tier 2 season parking rate will apply to the residents' subsequent cars and all cars of non-residents. Resident must be the registered flat owner/ occupier/ tenant living in the HDB precinct served by the car park.

These two tiers will also apply to registered lessees/ tenants/ stall holders of HDB shops and market stalls.

Automechanika Shanghai Showcases Leading Companies

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Automechanika Shanghai 2016 is expected to continue its success and hit another milestone due to the Chinese market's continued growth. Many overseas companies, especially Japanese manufacturers, are investing more on research to identify business development opportunities in the country. Due to their reputation for precise manufacturing and quality control, Japanese cars are increasingly popular in China. In 2015, Japan was the largest importer of passenger cars into the country. According to research by Japan External Trade Organisation (JETRO), more Japanese car manufacturers are planning to increase their production quantity in China.

Japanese companies in particular have shown their enthusiasm towards Automechanika Shanghai 2016, doubling their exhibiting space compared to last edition. Many prominent Japanese companies have already confirmed their attendance. Brands include the Top 100 global OEM parts suppliers or ones that are famous for exquisite quality, including AISIN, DENSO, Hitachi, J-WORKS, NGK, Olympus and Panasonic. Among the distinguished Japanese exhibitors, Aisin Seiki Co Ltd will be sharing the latest in their aftermarket and automotive parts for a multitude of major OEMs while at Automechanika Shanghai. DENSO, which is a leading supplier of advanced automotive technology, systems and components for major automakers, has a favourable reputation among automotive companies and has been a key OEM supplier at Automechanika Shanghai since last year.

Hitachi will also introduce aftermarket products such as engine oil, brake blocks, etc. to the show this year. NGK is a leading company in the global spark plug market and its NTK oxygen sensor is making its debut in the aftermarket at Automechanika Shanghai 2016. The new product will be announced to the world through the show's marketing channels.

Joining the show for the first time includes shock absorber brands KYB and Excel-G, the vehicle engine manufacturer. NIDEC, the renowned supplier of control valve bodies, solenoid valves and more, as well as ADVICS-brand brake pads, are among those who have already secured their booths. Japanese exhibitors display a wide range of their products within the sectors of Parts & Components, Electronics & Systems, Repair & Maintenance and Accessories & Customising.

Strong support not only comes from exhibitors, but also from Japan's industrial organisations. Besides the current supporter Japan Auto Parts Industries Association (JAPIA), Nippon Auto Parts Aftermarket Committee (NAPAC), which is focused on the accessories and customising sector, just confirmed their participation as a new fair supporter this year. Automechanika Shanghai 2016 is an influential and visible platform which will assist both organisations' members in venturing into the Chinese automotive market. In return, Automechanika Shanghai will also experience an expanded network and international development of the show.

In addition to many of the top companies in the Japanese automotive market, several leading global brands will be exhibiting their latest products at Automechanika Shanghai this year. The following worldwide notable names will also be exhibiting at the show: AC Delco, BASF, Bilstein, Bosch, Brembo, Continental, Dayco, DuPont, Elring, Federal Mogul, Hella, Hengst, Launch, Liqui Moly, Magneti Marelli, Mahle, NTN, RAV, Ravaglioli, SAIC, SATA, Schaeffler, SK Networks, Sonax, UFI, Valvoline and ZF.

This year marks the 12th edition of Automechanika Shanghai, which has developed into an important one-stop platform for information exchange, marketing, trading and education. The fair is returning to the National Exhibition and Convention Center, Puxi, Shanghai from 30 November – 3 December 2016 and is expected to welcome 5,700 exhibitors and 120,000 visitors. It is organised by Messe Frankfurt (Shanghai) Co Ltd and the China National Automotive Industry International Corporation (CNAICO).

Events & Exhibitions

INTERNATIONAL COMMERCIAL VEHICLE FAIR

Date : 11 January 2017 – 13 January 2017
Venue : Bombay Exhibition Centre, Mumbai
Contact Info : +91 44 – 43219666 / info@cvfair.in
Details : Annually organized by Nexinno Trade Fairs, the International Commercial Vehicle Fair showcases the most comprehensive range of Commercial Vehicles, Equipments, Components, Accessories and latest trends in Technology.

LOGISTICS 2017

Date : 02 February 2017 – 04 February 2016
Venue : Pragati Maidan, New Delhi
Contact Info : +91 44 4244 4555 / cii.logistics@cii.in
Details : The Logistics Summit is the flagship event if CII Institute of Logistics where all stakeholders from the logistics industry gather to deliberate in new technologies, solutions, trends and issues of logistics sector over 2 days. Summit is addressed by government officials, top leaders from the industry and experts.

TIRE TECHNOLOGY EXPO 2017

Date : 14 February 2017 – 16 February 2017
Venue : Deutsche Messe Hannover, Germany
Contact Info : +44 (0) 1306 743744 / colin.scott@ukipme.com
Details : Featuring pretty much every major player in the world of tyre manufacturing machinery and production, plus the full spectrum of chemicals, ingredients and materials suppliers, the 2017 expo is bigger again than last year's record-breaking event.

INTERNATIONAL CONFERENCE FOR COMMERCIAL VEHICLES ENGINE TECHNOLOGY

Date : 21 February 2017 – 22 February 2017
Venue : Baden-Baden, Germany
Contact Info : +49 (0) 2116214 – 201 / wissensforum@vdi.de
Details : The International Conference for Commercial Vehicle Engines Technology is held annually to discuss current trends and innovations for further development of combustion engines. A highranked program advisory board comprising of experts from Daimler and MAN Truck & Bus supports the congress organizers in offering a technical programmes.

INTERMODAL 2017

Date : 21 March 2017 – 23 March 2017
Venue : Shanghai World Expo Exhibition & Convention, China
Contact Info : +44 (0) 870 950 3313 (Emma)
Details : The International Asia 2017 exhibition and conference will bring together the global container, transport and logistics industry's most influential decision-makers, providing the most important meeting point of the year, covering all areas of container transport.

TYREXPO ASIA 2017

Date : 21 March 2017 – 23 March 2017
Venue : Singapore EXPO Convention & Exhibition Centre, Singapore
Contact Info : +65 6403 2182 / Eileen.hair@singex.com
Details : As one of the most established trade platform for tyres, Tyrexpo Asia offersan exclusive platform to explore latest technologies, advances of the market and many other merchandise of the industry.

Asian Trucker Media is a media partner of this event and will be exhibiting.

INTERNATIONAL VDI-CONFERENCE AUTONOMOUS TRUCKS 2017

Date : 28 March 2017 – 29 March 2017
Venue : Hyatt Regency Düsseldorf, Germany
Contact Info : +49 (0) 2116214-201 / wissensforum@vdi.de
Details : This conference will feature a wide mixture of technical presentations from major OEMs, suppliers, research institutes as well as interestrf ustomers to analyze the topic from different perspectives.

For more info and events, head over to http://asiantrucker.com/newsevets/calendar/

Tyrexpo Asia Returns in 2017

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

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

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

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

To facilitate greater business and knowledge exchange amongst the participants, Tyrexpo Asia offers the TyreTalk Seminars & Tyrexpo Technical Workshops over 3 days. TyreTalk Seminars provides more than 10 sessions of informative and curated sessions where industry leaders share the latest updates on the industry regulations, key challenges, opportunities, as well as best practices to tackle the growing competition in the market. Visitors could also participate in the Tyrexpo Technical Workshops – live demonstrations with informative sharing sessions for the Tyre Repair Trade. Another interesting highlight of the show is the Tyrexpo Business Matching service, which has secured business meetings for more than 1,000 participants.

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

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

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

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SE Asia a Hotbed of Transport Innovation

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

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

Unprecedented Growth

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

"Asia is currently home to 17 megacities, which is expected to grow to an unprecedented 22 by 2030, creating challenges to improve mobility in densely populated cities," explained International Association of Public Transport (UITP) Secretary General, Alain Flausch. "In Asian cities, rapid urbanisation and rising incomes are leading to a doubling of motor fleets every five to seven years. In Bangkok, for instance, the cost of traffic congestion is about 6% of GDP. Road crashes cost Asia Developing Bank's developing member countries USD$96bn annually. Enhancing public transport is therefore crucial to improve mobility in urban areas and SITCE 2016 will offer the ideal opportunity to explore the innovative solutions being put in place across the region."

Walk, Cycle, Ride

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

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

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

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

Showcase for Urban Mobility

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

"Decades of efforts to develop public transport in the region are paying off," he stated. "Supportive policies are being put in places like Malaysia; significant budgets are being allocated in places like China and urban development and mobility policies are increasingly aligned, such as in Japan. Now the challenge is the speedy implementation of major projects to meet ever-growing demand".

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

Transport for Economic Development

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

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

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

New Developments

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

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

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

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

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

Asleep at the Wheel

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

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

Scania in The Driver's Seat

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

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

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

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

"Scania aims to play a definitive role in the growth of renewable fuel use. We are a market leader in biofuel-adapted engines and we have one of the broadest range of alternative-fuel-ready Euro VI vehicles to offer public transport operators. It is a segment in which we see significant growth

potential and we are committed to helping create that shift towards more sustainable urban transport systems globally," he said.

ZF Connects

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

"The show is in line with ZF's vision of being a technology leader in providing solutions for the future of transportation in Asia. We were delighted to share our latest technology, which was the AVE 130 electric bus axle, and telematics system called ZF Openmatics, which gathered a lot of interests from relevant parties. At the same time, it was good to touch base with customers in the region and we managed to do that at the show."

Engineering Challenge

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

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

Creative Solutions

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

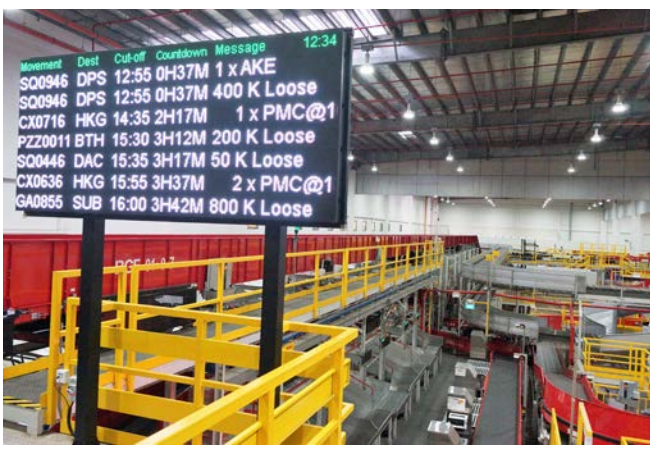
DHL Express Launches South Asia Hub

DHL Express's new South Asia Hub, which marks DHL's largest investment in Singapore to date, triples cargo handling capacity and processes shipments six times faster.

DHL Express has launched its S$140 million DHL South Asia Hub, a 24-hour express hub facility located within Changi Airfreight Centre (CAC) at Singapore Changi Airport. The 23,600sqm facility is equipped with the industry's first fully automated express parcel sorting and processing system in South Asia, and is set to boost its operational capacity and efficiency – offering speedier deliveries for customers.

Larger & More Efficient

The new facility is 33% larger than the previous hub, which it replaces. Coupled with the enhanced operational efficiency, the new hub provides DHL with additional capacity. In addition to allowing it to handle growing shipment volumes, some export shipments can now be sent directly to the hub, bypassing the service center. This streamlines its overall operations by reducing travel and shipment handling time. With the hub located within CAC, a 24-hour Free Trade Zone managed by Changi Airport Group (CAG), it also improves the flow of goods between aircraft and the facility and allows consignments to be shipped or transshipped within an hour.



"Over the years," noted Ken Allen, CEO, DHL Express which is coming off three strong record setting quarters, "we've invested significantly to bolster our network and services in Asia Pacific. Our investment in the DHL South Asia Hub is the most recent in a series of global network investments, and is the largest infrastructural investment made in Singapore to date. The country's strategic location not only boosts our operational network capabilities, but also supports growing trade in the region aided by a stronger global economy."

Growing Network

Ken Lee, CEO, DHL Express Asia Pacific, stated, "The DHL South Asia Hub is a significant milestone in enhancing our multi-hub strategy in the region. With four hubs in Asia Pacific – Hong Kong, Shanghai, Singapore, and Bangkok – this links over 70 DHL Express Gateways in the region. Together, these facilities reinforce our customer commitment to provide the most efficient international express connectivity between key markets in the region. This will allow us to add more network flights in and out of Singapore, such as the recent introduction of the Phnom Penh-Bangkok flight that complements our existing Bangkok-Singapore service, as regional trade continues to grow."

"The hub allows us to meet customer needs more effectively in this age of an on-demand economy," said Frank-Uwe Ungerer, Senior Vice President and Managing Director, DHL Express Singapore "With our fully automated system, the

facility can process up to 24,000 shipments and documents per hour and can handle over 628 tonnes of cargo during the peak processing window – tripling our cargo handling capacity and processing shipments six times faster as compared to the manual operations in the previous hub. The increased efficiency allows us to look into streamlining our service center operations in Singapore from end to end, giving our customers even faster deliveries and better business efficiency."

Speed & Accuracy

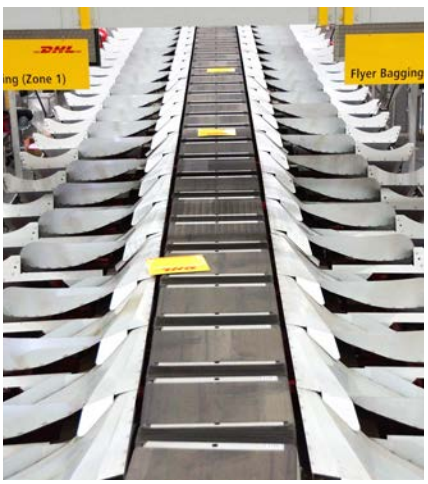
The increased efficiency is achieved from the improved sorting speed and accuracy of the automated system, multi-dimensional tunnel scanners that accelerate barcode reading, and automated X-ray machines that scan packages up to three times faster than previous systems. In addition, the facility is partially powered by solar energy, which supplies about 20% of the hub's total energy consumption. These automation systems also enhance productivity, enabling employees to focus on higher value tasks such as risk mitigation to prevent potential shipment delays, issues management, and additional security inspection.

Mr Lee Seow Hiang, Chief Executive Officer, Changi Airport Group, commented, "We are heartened that DHL Express chose Singapore as the base for its new South Asia Hub. The opening of this hub is a significant milestone in our close partnership with DHL Express, and a major development in our journey of growing the air cargo hub at Changi Airport. With the capacity to handle more items through smarter design and a higher level of automation, this landmark facility is a much-valued boost to the express cargo handling capabilities at Changi. We are optimistic about the continued growth of this segment and look forward to supporting DHL Express' operations here."

Employees Benefit

The 250 DHL employees of the hub also benefit from ergonomic features such as height-adjustable Unit Load Device (ULD) platforms and extendable conveyors that allow parcels to be loaded safely and seamlessly. There is almost 3km of conveyers and sorters and more than 300 cameras.

"This investment in a state-of-the-art hub facility," added Mr Kelvin Wong, Assistant Managing Director at the Singapore Economic Development Board, "demonstrates DHL Express' strong commitment to achieve higher productivity and excellence in their operations. Such developments bode well for Singapore as we continue to leverage advanced technologies to augment our workforce and manpower profile, and to grow our air cargo and logistics handling capacity. We are also heartened by DHL Express' continued efforts to provide attractive working conditions and career pathways for its employees."



Autonomous Volvo FMX Being Tested in Boliden Mine

Volvo is testing self-driving trucks to determine if they can offer a significant contribution to increased transport efficiency.

Volvo Trucks is now taking yet another important step in the development of autonomous vehicles. Over the next year and a half, self-driving Volvo FMX trucks will be tested in regular operations in the Boliden mine in Kristineberg, Sweden. The aim is to examine how this technology can contribute to safe and productive transport in tough geographically limited application areas. Just how well the trucks work in their difficult operating conditions can be seen in a new film shown on the Volvo Group's YouTube channel.

Practical Benefits

"Through our cooperation with Boliden, the development of autonomous vehicles is entering an exciting new phase. This is the first time ever that self-driving trucks are being tested in regular operations underground, and the results will provide valuable input to our ongoing mission to transform technical breakthroughs into practical customer benefits," explains Claes Nilsson, President Volvo Trucks.

When Volvo trucks pulled the wraps off its autonomous Volvo FMX earlier this year, it attracted considerable interest in the industry. The research and development project of which this truck is a part reveals that self-driving trucks may offer a significant contribution to increased transport efficiency and productivity. In particular in mines, ports and other geographically limited and well-controlled environments with a large proportion of repetitive driving.

Tests 1000 metres Underground

Now it is time to test how the technology works in real-life situations. The test site is the Boliden mine in Kristineberg in northern Sweden. This is where the very first self-driving Volvo FMX truck became operational this autumn. Over the coming year the operation will gradually increase to include another three such vehicles.

The vehicles used in the mine are series-built Volvo FMX trucks equipped with new functionality. Among other things, they include a system incorporating

radar/laser-based sensors. This system is initially used to monitor the mine's geometry and to generate a map of the route that the truck has to traverse. The collected information is then used to regulate the vehicle's steering, gear changes and speed. On every new trip, the sensors are used to continuously scan the area around the truck and further optimise both the operation and the route.

Optimised Logistics for Better Productivity

The technology used in the autonomous trucks makes it possible to optimise logistics in the mine in an entirely different way than at present. The trucks can operate continuously, and thanks to precise route planning and steady speed there is no congestion and it is possible to cut loading and unloading times. During blasting operations, drivers must usually wait until the mine gallery has been ventilated before the ore can be loaded, but with self-driving trucks there are no such restrictions. All this means that each truck can be utilised more efficiently and can carry out more transport assignments per shift. The vehicles become an integrated part of the mine's overall production system. Smoother transport flow and steadier speeds are also accompanied by lower fuel consumption and less wear and tear.

Safety gets top priority

An autonomous truck must be at least as safe and reliable as a manually driven truck. If an obstacle appears near the truck, the vehicle stops automatically and the transport management centre is alerted. Of the six sensors included in the system, there are always two that monitor the same part of the truck's surroundings. If a fault occurs with the truck, it can be remotely operated from the transport management centre.

Autonomous trucks - not just self-driving

Tests involving self-driving vehicles are among several research and development projects in which Volvo is examining the scope for making trucks more autonomous. Several of the systems found in today's Volvo trucks, such as adaptive cruise control (ACC), work towards the same goal. Thanks to today's fast pace of technological development, the market will see more and more solutions that offer ever greater degrees of driver support. Self-driving trucks may gradually become an important complement in mining operations, for instance, but for transport operations on public roads the driver will continue to play the major role.

New Audio Warning System Required for Lorries with Cranes

Singapore's Land Transport Authority has instituted measures to improve the safety of over-height vehicles.

From 2017, Singapore's Land Transport Authority (LTA) will require all lorries with cranes to be fitted with an audio warning system to reduce the risk of collision with overhead road structures. Since 2013, there have been 20 cases of overhead road structures being hit by over-height vehicles. Many of these incidents could have been prevented if the drivers had stowed the cranes before setting off.

New Audio Warning System for Lorries with Cranes

From January 1, 2017, all lorries with cranes mounted after January 1, 2017 will be required to install an audio warning system. All existing lorries with cranes have until September 30, 2017 to comply with this requirement.

The audio warning system features an audio buzzer in the driver's cabin which is linked to a limit switch installed at the base of the crane. If a limit switch is installed, the buzzer will be activated when the limit switch detects that the crane is not fully stowed.

In cases whereby cranes are unable to be fully stowed due to operational reasons, an angle sensor can be installed on the crane's inner boom instead of the limit switch. When the sensor detects that the crane is not fully stowed and is above its maximum stowed height, the audio buzzer would be activated to alert the driver to retract the crane adequately before moving off. See the illustrations of the audio warning systems.

Road Humps at Selected Locations with High Covered Linkways

To further enhance road safety, road humps will be implemented at six locations with high covered linkways by February 2017. The road humps will help reduce the speed of the over-height vehicles approaching the high covered linkways and lessen the impact if any over-height vehicle were to hit the high covered linkway.

Penalties for Damaging Road Structures

Drivers of over-height vehicles are reminded to be cautious while driving and look out for overhead road structures. Drivers who are found guilty of damaging road structures/buildings can be fined a maximum of $5,000 and/or be jailed up to two years. Repeat offenders can be fined a maximum of $10,000 and/or be jailed up to 5 years.

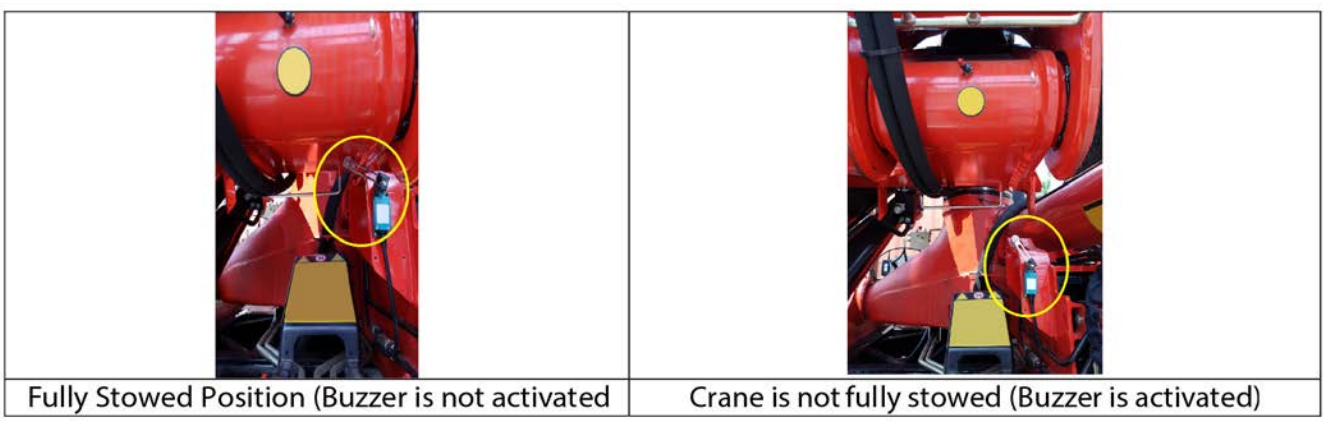
8. If a collision is caused by a driver driving a vehicle more than 4.5 m in height without police escort, a first-time offender will be liable on conviction to a maximum fine of $2,000 and be jailed up to three years and may also be disqualified from driving.

9. LTA will continue to engage vehicle owners and drivers through letters, brochures and stickers, on driving safely and reducing the risk of collision with overhead road structures.

10. More information can also be found on LTA's One.Motoring websit eat: *https://www.onemotoring.com.*sg/content/onemotoring/en/on_the_roads/road_facilities/heavyvehicle.html

Limit Switch Audio Warning System

A limit switch audio warning system consists of a mechanical lever switch linked to an audio buzzer in the driver's cabin. The limit switch is installed at the base of the crane (or home position) and the crane boom rests on a lever of the limit switch (circled in yellow) when the crane boom is fully stowed. The audio buzzer in the driver's cabin will not be activated when the crane boom is fully stowed. When the crane boom is not fully stowed, the mechanical lever will be lifted, and the buzzer in the driver's cabin will be activated to warn the driver that the crane is not fully stowed.



Fully Stowed Position (Buzzer is not activated

Crane is not fully stowed (Buzzer is activated)

Home Position

Angle Sensor Audio Warning System

An angle sensor audio warning system consists of an angle sensor linked to a warning buzzer in the driver's cabin. The angle sensor can be installed on the inner crane boom and measures the angle of the inner crane boom. When the crane is raised above its maximum stowed height (height measured from the ground to the highest point of the fully stowed crane), the buzzer in the driver's cabin is activated to remind the driver to adequately retract the cranes before moving off.

Positions of Adequately Stowed Crane Boom (Audio Warning System not Activated)

Crane boomfully stowed (home position

Crane boom rested on dec

Crane boom at horizontal positio

Positions of Inadequately Stowed Crane Boom (Audio Warning System Activated)

Crane booms above maximum stowed height

Scania's S Series elected "International Truck of the Year 2017"

Innovation, comfort and space have won Scania another International Truck of the Year.

Scania has once again won the prestigious "International Truck of the Year" award. The jury's motivation emphasised the new truck generation's driver comfort, safety aspects and its positive impact on haulers' overall economy, among other factors.

Recognition of Excellent Work

Henrik Henriksson, Scania's CEO commented: "The award is the leading recognition in the industry that all our engineers and, in practice the entire Scania organisation, have done an excellent job. Our goal is to always meet our customers' expectations and needs and the jury's motivation is a clear confirmation that we have also followed the right approach with the new truck generation."

The jury, which is composed of 25 leading European trade press journalists and chaired by the Italian automotive journalist Gianenrico Griffini, wrote the following in its reasons for choosing the Scania S Series: "With its new range, Scania has delivered a truck that represents a real "state-of-the-art" offering in the heavy duty segment, capable of satisfying not only today's but also tomorrow's transport needs."

Innovation Impresses

The IToY jury also highlighted Scania's tailored service offering, which is based on the fact that more than 200,000 connected Scania vehicles are out on the roads.

The award is for the S Series – the new sleeper cab with a flat floor that is mainly intended for long-haulage trucks and that Scania has just introduced within the framework of its new truck generation.

"The S cab, with its flat floor, offers a truly car-like driving experience," says Griffini.

In addition to offering exceptional comfort and unrivalled space, the S cabs can also be fitted out with dual side curtain airbags, a safety feature, which Scania is the first in the truck world to be able to offer.

Significant Investment

"The new truck generation, which will be honoured, was developed by our 3,500 engineers in Södertälje together with other Scania employees and in close dialogue with our customers," says Henriksson. "The award shows that Sweden is still a leading industrial nation and that we can compete in the world markets."

Scania's investment in the model range is the largest ever in the company's 125-year history. In total, SEK 20 billion has been invested in the development of new products and services, including in the adjustment of production.

Bulim First Accredited Workshop

IRTE Accreditation confirms that Tower Transit's Bulim Bus Depot in Singapore is up to world class standards.

Tower Transit's vehicle workshop at the Bulim Bus Depot in Singapore has become the first in Southeast Asia to receive Workshop Accreditation by the Institute of Road Transport Engineers (IRTE). The mark of excellence is given to workshops that comply with industry best practices.

Exceeded Standards

A full and in-depth audit of the Bulim workshop was carried out in September 2016 which found that both the facility and operation fully met, and in many areas, exceeded the requirements of the IRTE Accreditation standard. The workshop was given high scores in key areas such as premises, equipment, technical and clerical staff, management, documentation, quality and appearance.

"Tower Transit's workshop at the Bulim Bus Depot is one of the best vehicle maintenance facilities I have had the pleasure of assessing. Many aspects, from engineering standards and safety procedures to housekeeping and administration, were found to be of the highest standards," said independent assessor Chris Grime.

Strong Culture

He also noted a high level of technical expertise and a focus on training and development. "Senior engineering staff demonstrated a very detailed understanding of technical engineering requirements of the bus fleet. There's also a strong mentorship culture and dedication to progressive upskilling of technicians, with training courses to support safe and compliant maintenance policies," he said.

Andrew Bujtor, MD, Tower Transit Singapore added, "Our ambition is to make the Bulim workshop a centre of engineering excellence, a place where the wealth of international engineering expertise and knowledge we possess across the Tower Transit Group is brought together. This accreditation is an important step toward that aspiration and lines us up with some of the best workshops in the industry,"

Best Practices

The Bulim workshop now joins the ranks of Tower Transit's UK workshops at Westbourne Park, Atlas Road and Lea Interchange which are all IRTE accredited.

To further extend this culture of engineering excellence, all of Tower Transit Singapore's engineering staff have been made members of the IRTE, giving them access to best practice guides, technical articles, leading monthly trade magazine Transport Engineer, and development opportunities such as webinars and online discussions.

Scania Drives New Standard for Environmental Emissions

Scania Singapore delivers first low emission Euro 6 Truck to a well-established Singapore business that is looking to the future.

Scania Singapore has delivered their first Euro 6 truck to long-time customer Hong Fa Logistics & Engineering, ushering in a new era to its commitment of providing businesses in Singapore with the widest range of sustainable transport solutions. Hong Fa Logistics & Engineering is a local family-run business in the construction trade specialising in knuckle boom cranes that are responsible for the installation of some of the iconic facades along Orchard Road and the Central Business District.

Cleaner Emissions

With a strong history in sustainability and care for the environment, Scania became the first manufacturer in Europe to put trucks with Euro 6 engines on the road in March 2011, enabling foresighted businesses to invest in the cleanest emission technology available. This market-leading practice continues today with the inaugural Euro 6 delivery in Singapore, well ahead of the January 1, 2018 date mandated by The National Environment Agency (NEA). Singapore's leading public organisation responsible for improving and sustaining a clean

and green environment announced the new standards at the end of 2014 for which only Euro 6 commercial vehicles can be registered.

This technology truly delivers on the latest and greenest future-proof transport solutions, enabling businesses to get true value from their investment. Building on the latest engine platform, the new Euro 6 truck promises uncompromised performance, highest torque-to-power ratio in the industry, maximum driveability with low-rev cruising options and operating economy through lower fuel consumption.

Real Benefits

In redefining the acceptable limits for exhaust emission with the Euro 6 standards, nitrogen oxide levels are reduced by 80% and particulate levels reduced by 50% compared to its predecessor, Euro 5, presenting real environmental benefits to the people of Singapore.

"This first Scania Euro 6 delivery is an important environmental milestone for Singapore, our customers and Scania," said Mark Cameron, Regional Director of South Malaysia and Singapore, Country Manager of Scania Singapore. "We are, first and foremost, a solutions provider, building sustainable transport solutions that are commercially viable with minimal impact to the environment. We are enthusiastic and pleased to partner with our customers to tailor-make a package of products and services that help protect the environment while driving down operating costs, maximise productivity and keeping drivers safe and comfortable."

Defining the Future

Ong Wei Yang, Managing Director of Hong Fa Logistics & Engineering added: "We are extremely forward looking at Hong Fa, recognising the need to protect the environment. We want to build and provide cranes that define the future of the construction industry in Singapore. Our tailor-made knuckle boom cranes needed a 4-axle truck which only Scania is able to provide with their unique and customer-focused support. Their reliability is second-to-none and their 24-hour back-up promise, with excellent aftersales service, means we know we can count on them as partners, both now and in the future."

Hong Fa Logistics & Engineering are receiving their first Scania G490 CB 8x4 MHZ (Euro 6) truck and look forward to many more partnership opportunities with Scania.

Visit *www.scania.com.sg* for more information on Scania's business solutions, sustainability practices and innovation.

Nippon Express' Push for CO2 Reduction Repays Big

With some 42% of the world having signed the Paris Agreement already, Nittsu Transport Services (M) Sdn Bhd might just be way ahead of everyone else when it comes to the reduction of their carbon footprint.

Having taken home the SPAD award for being the Best Freight Operator in this year's Land Public Transport Gala Dinner on 16th October was just the icing on the cake, a well deserved reason for the company to celebrate their outstanding efforts. While the award clearly means a lot of attention and publicity, the actual reason for winning may hold a lot more than that. Currently, Nittsu, as they are commonly referred to, is the only transporter globally that has registered and been approved by the United Nations for the United Nations Framework Convention on Climate Change (UNFCCC). Through the CDM program, Nittsu achieved a reduction of 685 tons of CO2 which comes with a 6% improvement in fuel efficiency. According to Mr. Billy Tee, Director, Nittsu, a surprising side-effect was the reduction of major accidents from an average of eight per year to almost zero through the program.

Project Kick-Off

The entire project started in 2010, when a feasibility study was carried out. There were several audit stages in between and the project has undergone SIRIM QAS and KBS India certification. Nittsu introduced the Digital Tachograph System in addition to a Safety and Eco Driving training, which is conducted twice a year. While the initial goal was to reduce CO2, there have been many more benefits for the company. The CDM program has since drawn the attention of the Ministry of Natural Resources and Environment, the Ministry of Transport, The Malaysian Green Technology Corporation, MIROS and last but not least SPAD.

Using Resources

"What we did was not exactly very complicated. All we have done is to look at the tools on hand and to use them in a clever way," Tee said. "If you take your average fleet management system, you get hundreds of reports per driver and truck. Such reports were deemed very tedious to analyse or even impossible to interpret by Nittsu. Together with Fujitsu Japan we created a Tachograph that gives us a monthly summary of a driver, broken down into only five key areas." These five areas are displayed in a radarchart and give drivers and managers an easy and quick way to evaluate the driver's behaviour. There are two main sections: safety and economy. Speeding, right RPM, deceleration and acceleration, idling and working hours are monitored. Those drivers that perform well are being incentivised while the worst five will be receiving counselling. This is what Tee calls a "workable system".

Kengo Sato, Assistant Group Manager, Corporate Social Responsibility Division, Environment & Social Contributions Group

Results

There wouldn't be any way to talk oneself out of the evaluation as the trucks are all equipped with tools that highlight bad driving to the driver as and when they are not driving safe or economical. Older drivers seem to be more receptive to this new way of thinking while younger drivers don't seem to subscribe to the thoughts behind the system. During our conversation, Tee points out that others may offer similar systems, but the one that has been developed for them is self-sustainable with some five staff handling it. While the increased headcount is to be taken into consideration, the reduction in fuel cost far outweighs that. "And we are not even factoring in the reduced tyre wear, lower downtime and maintenance cost," Tee added.

Japan's Pride

The Nippon Express Group is expanding the safe Eco-Driving initiative not only in Japan, but in other countries as well, working to enhance truck fuel economy and reducing greenhouse gas emissions. Meeting with Kengo Sato, Assistant Group Manager, Corporate Social Responsibility Division, Environment & Social Contributions Group, we learn more about the project and how it impacted the business. "Initially, this was an initiative handled by the Sales Promotion Division. The idea was to improve the bottom line by obtaining CO2 credits," he explains. However, having seen the other positive side-effects, the CSR division took over. "We started with a feasibility study into the use of digital tachographs. What it showed was a significant reduction on CO2 emissions." As the company is active in many countries around the world, the Headquarters will provide the support needed to implement projects such as this as the local entities may not have the resources to carry out such activities. The CSR division typically focuses on one project, which, as in this case, results in giant steps forward.

The project in Malaysia was based on the Kyoto Protocol. Meanwhile, Japan and some 16 other countries are also working closely together on the new Joint Crediting Mechanism. Assisting with the progress of countries, sophisticated equipment will be installed in countries that are developing. Such activities are supported with subsidies by the Japanese government. Meanwhile, Nippon Express has started working on a new project in Vietnam, while at the same time drawing on the experience from Malaysia to implement Halal transportation. "Yes, we are very proud of this achievement. It really means something to be the first transport company to be listed in the United Nations Framework Convention on Climate Change," Sato said visibly satisfied with the results of their work.

What Next?

Not resting, Nittsu is already onto the next projects to propel them forward. While the company is already ISO 9001 certified since 2001, it is also implementing a 5S Framework. This is to be completed in the first quarter of 2017.

In addition, KISS, which stands for "Keep It Stable and Safe", is a collaboration with an Australian consultant in order to improve the aerodynamics of the trucks. Both parties hope for a further reduction of fuel consumption of between five and ten percent. Although there is a cost involved in this, the recovery of the investment through the reduced fuel cost should be speedy and is factored into the project.

In closing, Tee said "In retrospect to winning the award, it is not just our sole effort that brought us the recognition; it is the continuous support from all our valued customers and business partners, which is the foundation of our success."

Working Easily & Safely with the Palfinger P 250 BK

PALFINGER, one of the world's leading manufacturers of innovative lifting solutions for use on commercial vehicles, introduces the new P 250 BK Access Platform.

The new P 250 BK access platform from the PALFINGER Light class is light, safe and time-saving. Not only do the workman basket and the telescope system with aluminium extrusion profiles keep the weight of the P 250 BK low, they also make it extremely robust. Thanks to the stabiliser control, which is unique in this segment, with a particularly easy operating logic, working safely and efficiently is guaranteed.

Lighter & More Stable

The aluminium telescope system is now the trademark of the PALFINGER Light class. The aluminium telescope systems are lighter than steel telescopes. The high wall strength that this makes possible ensures maximum stability. In addition to the reduced weight, the telescope from this model has the highest reach in this class, coming to 16.5 metres.

Work below ground level and driving the vehicle with an upright jib are perfectly possible with the P 250 BK, just as they were with the tried-and-tested P 210 BK in the past. Thanks to the stable lightweight design, the platform can be installed on a Euro 6 chassis with a permissible total weight of 3.5 tonnes, including the driver, and even with a front seat passenger.

In addition to the telescope system, the P 250 BK workman basket is also made of aluminium: new, larger aluminium square profiles make the workman basket 68% more rigid and robust than in the previous model. The hydraulic control block ensures a more efficient hydraulic system that prevents noise and reduces fuel costs.

Stabiliser Control Allows Time-Saving Operation

The user-friendly automated positioning system with axis ground clearance monitoring and automatic levelling of the platform is a standard feature in many PALFINGER models. In response to the major success in the premium and jumbo series and the overwhelmingly positive feedback from PALFINGER customers, the stabiliser control (as seen in the premium and jumbo class) has been added at the base to these functions in the P 250 BK. This means that, from now on, users do not necessarily have to be in the workman basket to stabilise the machine. After leaving the vehicle, they quite simply move it into the required stabiliser configuration by means of a separate control panel on the step. This makes for easier and more time-efficient operation.

Maximum Safety

When it comes to safety, the P 250 BK really comes into its own: stop valves on all hydraulic cylinders prevent the platform from falling in the event of hose breakage. In addition, four skid-resistant safety plates with grips on the base frame and an anti-squeeze protection function, combined with the knee rail in the basket, ensure maximum safety during work with the access platform.

Furthermore, an optional display is available for operating the P 250 BK. This allows, for example, the speed or the start up and brake ramps to be changed to meet individual needs. The films on the buttons on the control panel are easy to clean and can be easily replaced on demand. This ensures optimum usage of the machine and guarantees the very highest level of working comfort for the operators.

The new Palfinger P 250 BK celebrated its world premiere at IAA in Hanover.

ContiConnect Delivers Tyre Information

Continental's ContiConnect provides fleet managers with critical information on the tyre performance of their entire fleet and helps initiate corrective actions when needed.

Continental has launched a tyre information and management system for commercial fleets. 'ContiConnect' monitors, analyzes and reports tyre pressure and temperature for the entire fleet based on data collected by the proven ContiPressureCheck sensors.

Transparent Reports

ContiConnect notifies the fleet manager and offers corrective measures if needed, for instance through a Conti360° service partner. An online portal provides transparent reports on the fleet's tyre performance and overall efficiency. With its launch in Q2 2017, ContiConnect will be available in key markets in Asia Pacific.

"With ContiConnect," stated Nikolai Setzer, member of the Continental Executive Board and head of the Tire division, "We take a huge step forward in our evolution from a premium tyre manufacturer to a solutions provider. We enrich our long-term experience in the tyre industry with data created by sensors in our truck and bus tyres. For our customers, this means a change from manual and routine tyre care to automatic monitoring and targeted care. They profit from our unique combination of competences in-house: with profound know-how on tyres as well as on sensors and vehicle-related data. This makes Continental the perfect partner in an ever digitalizing logistics world," said Setzer.

Alerts Provided

The system can work in multiple set-ups to connect all tyres in a fleet: It is applicable to both vehicles that are on the road for numerous days in a row as well as with those returning for daily check-ups. In combination with the modular design of ContiPressureCheck, it allows for the collection of data with a stationary receiver in the depot or with a receiver unit in every vehicle on a real-time basis, while on the road. Should the tyres reach a critical level, ContiConnect sends an alert and offers the respective service, such as a tyre change, for immediate and convenient activation through the fleet manager.

With the enhanced transparency of ContiConnect, tyres get more mileage, longer durability, and they can enable greater fuel savings. For the entire fleet this means higher uptime, less maintenance, and overall success in mobility and efficiency. ContiConnect works with both retrofitted and factory-fitted ContiPressureCheck sensors such as those included within the new Continental iTire.

The ContiPressureCheck system, which give input to ContiConnect, are compatible with a broad variety of fleet management systems on the market, including solutions which come from different original equipment as well as aftermarket manufacturers.

The Flying Passenger Soars

Volvo Trucks' new live test 'The Flying Passenger' spotlights unique powertrain performance in spectacular paragliding stunt.

Volvo Trucks is at it again – creating spectacular 'live tests' that 'The Flying Passenger' marks another world first for Volvo Trucks. The first was The Epic Split with Jean-Claude Van Damme. In the latest Live Test, a Volvo FH tows a paraglider up a mountain pass in Croatia in a precision stunt never tried before. The truck driver has to maintain a high cruising speed to keep the paraglider in the air. The test highlights the performance of Volvo Trucks' unique powertrain, fitted with I-Shift Dual Clutch.

Breath-Taking Ride

During the breath-taking ride, the Volvo FH tows the paraglider up a steep mountain road and under the narrow opening of an overhanging bridge. The tight space calls for high precision driving at a constant cruising speed without any room for error. The test was set up to demonstrate Volvo Trucks' unique powertrain, fitted with I-Shift Dual Clutch, enabling excellent performance whilst at the same time considerably lowering fuel consumption.

"Driving on high gears and securing seamless gear shifting is an important factor for fuel efficiency. The I-Shift Dual Clutch enables smooth driving whilst staying in high gears and low revs," says Staffan Wendeberg, Product Manager FH and Long Haul at Volvo Trucks.

Tough Conditions

In addition, the unique gearbox has an important impact on productivity. I-Shift Dual Clutch provides power shift gear changes that ensure the engine does not lose any torque when changing gears under tough conditions.

"Meeting deadlines and keeping fuel consumption low, even when driving uphill and on winding roads, are key elements to success for many of our customers. This test is the perfect way to challenge our recently updated powertrain. 'The Flying Passenger' illustrates in a very concrete and visual way what Volvo Trucks' performance and driveability is all about," says Claes Nilsson, President of Volvo Trucks.

Millions of Views

'The Flying Passenger' is the latest instalment in Volvo Trucks' Live Test series. Previous global successes include 'The Epic Split', 'The Hamster Stunt' and 'Look Who's Driving'. All in all, the Live Test series has been viewed over 100 million times on YouTube.

The challenge was shot in the Dinaric Alps in Croatia on closed-off roads and under strict safety supervision.
Go to *https://youtu.be/AZmEiNGqbmY*

Volvo Trucks' updated powertrain: Euro 6 engine updates

Selected updates to the Euro 6 engine (13-litre, common rail):
- Common rail injection system for all power levels
- Improved compression for the D13 420 and 460 hp engines
- New optimised turbo for the D13 500 and 540 hp engines
- Reduced internal friction
- Updated software and engine control
- Reduction in engine weight

Volvo Trucks I-Shift Dual Clutch gearbox

- The I-Shift Dual Clutch transmission maintains torque delivery during gear changes
- A fully automated gear changing system allows high comfort and fuel-efficient driving
- The software packages adapt the gear changes to the prevailing conditions
- Possibility of manual gear selection
- Low weight thanks to compact design and aluminium housing

Register before **Dec 27th** and save **SG$600**

Autonomous Vehicles ASIA 2017

- Main Conference: **21 - 22 February 2017**
- Pre-Conference Workshop: **20 February 2017**
- Post-Conference Workshop & Site Tour: **23 February 2017**
- Venue: **Amara Sanctuary Resort Sentosa, Singapore**

STRATEGIES AND REGULATORY ROADMAP FOR IMPLEMENTING AUTONOMOUS VEHICLES IN ASIA

EXPERT SPEAKERS

Peter Damen
Chair of Executive Steering Committee
Australian Driverless Vehicle Initiative

Seo-ho Choi
General Manager, Human Factors & Devices
Research Team Hyundai Motor Company

Niels de Boer
Programme Director,
Centre of Excellence for Testing and Research of Autonomous Vehicles - NTU (Cetran)

Dr. Bernhard Morys
Head of Driver Assistance & Chassis System
Daimler Greater China Ltd.

James Williams Manager Policy – Compliance & Technology National Transport Commission, Australia

Changgi Lee
Senior Deputy Director
Ministry of Land, Infrastructure and Transport, Republic of Korea

KEY TOPICS DISCUSSED

1 Legislation and Regulatory Roadmap for Asia Autonomous Vehicles (AVs)
Examine the current legislation roadmap and partnership opportunities to accelerate the rigorous testing process and the implementation of autonomous vehicles in Asia

2 Evaluating Infrastructure Readiness to Enable AV Implementation on Public Roads
Discuss infrastructure readiness and standardization processes including road and facilities, V2V and V2X communications systems as well as autonomous parking

3 Ensuring Risk Management, Safety and Reliability for AVs
Discuss safety and reliability, and cyber-security pertaining to AVs

4 Latest Case Studies on the Commercialization of AVs
A comprehensive update on applied case studies of automated shuttle bus, autonomous trucks and Mobility as a Service (MaaS) business models

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Future-Proof Smart Trucks Pave the Way For More Efficient and Greener Logistics

Manoella Wilbaut, Head of Commercial Developments & Sustainability, DHL Customer Solutions & Innovation writes about how the automotive industry and the logistic industry are cooperating to have trucks run more efficiently with less downtime.

The automotive industry is one of the most innovative sectors and constantly incorporates emerging technologies while the logistics industry is increasingly reliant on the automotive sector for goods delivery, as commercial activities become more complicated and globalized.

Monitoring in Real Time

Keen to ramp up efficiency in fleet management, DHL Customer Solutions & Innovation (CSI) embarked on a technology project with ten other companies to provide Maintenance-on-Demand (MoDe) in Europe. MoDe is an initiative to outfit trucks with connected sensors so logistics personnel can monitor the truck's condition in real time, and schedule maintenance and repairs rapidly, in turn generating real business benefits. The article discusses the project and its future uses.

Keeping trucks on the road is critical for an efficient and effective supply chain operation. Innovation in sensor technology and the Internet of Things (IoT) has delivered a significant improvement in uptime of up to 30%. This is a significant step for any supply chain operation since transport costs can account for more than half of a company's total logistics expenditures. Besides reducing transport downtime, IoT promises to further transform supply chains by enabling comprehensive vehicle and goods tracking – including monitoring the on-time delivery of goods, and truck drivers' safe driving habits.

Challenges Facing Fleet Vehicle Management

The development of these smart truck technologies is driven by the increasing pressure to address challenges around rising cost, more complex supply chains, and the growth of e-commerce.

Rising Cost of Energy

Currently, most cars still consume non-renewable fossil fuels. In fact, according to BP's 2016 Statistical Review for energy consumption, last year set the new records for the consumption of both petroleum and natural gas – a portent for rising oil prices. This will invariably lead to higher transportation costs.

Before alternative renewable energy can be mined on a large scale to power a high volume of vehicles for the logistics industry, achieving efficiency in fleet utilization remains the first option to drive down transportation cost.

Unpredictability of Fleet Conditions

The traditional just-in-case vehicle maintenance – a solution for manufacturers to replace parts after a certain mileage, is no longer sufficient to meet logistics needs. The future-proof approach to maintenance is a just-in-time solution, where a vehicle is sent for repair before it is broken down.

As a company's supply chain becomes more complex, the ripple effect of disruption at one point during the whole journey can

be much greater and more far-reaching than before. This means fleet maintenance solutions have to provide as much stability to the vehicles in operation as possible, now and into the near future.

Market Revolution

Commerce and trade are soaring in emerging markets in Asia, including China, India, and new economies in Southeast Asia, unleashing more opportunities for regional and international trade between the West and the East.

With the rise of e-commerce globally, customers now have higher expectations and more complex demands. Under such an economic climate, logistics companies ought to expand their network and fleet operations to meet the intensifying delivery needs.

The MoDe Approach

Led by Volvo and consisting of 11 leading companies and academic institutions from around the world, including DHL, the participating companies aspired to develop a commercially viable truck that could identify where and when maintenance was needed, by equipping the trucks with sensors. The MoDe approach is designed to maximize the lifespan of each truck component by attending to them before critical wear and tear, reducing disruption to shipment deliveries and saving cost as results.

"For a long time, Volvo Trucks' mission has been to continuously minimize the risk of unplanned standstills," states Lars-Erik Forsbergh, President of Volvo Trucks, South East Asia "and, if one should occur, to get the truck back on the road, where it belongs – immediately.

"With the region's ambitions towards intra-regional trade with AEC," he continued, "we believe that this will bring a positive impact to our customers and together with them, we will have a strategic role in supporting this growth in the logistics infrastructure across the region."

How it Works

The MoDe trucks are outfitted with energy-efficient wireless sensors that pick up signs of damage or deterioration from various vehicle parts. When a signal is detected, it is sent to a central maintenance platform, to which the sensors connect via a wireless network. A team will then analyze the information based on the vehicle and parts data, and make a maintenance decision.

The MoDe approach has since enabled dynamic maintenance planning - allowing logistics personnel to adapt maintenance plans based on information collected from the vehicles; maintenance on-the-fly - immediate maintenance services for an in-motion vehicle at a convenient repair location; and repair on-the-fly - timely detection of a broken component so it can be repaired quickly at a mobile workshop.

In addition, the trucks are designed to be ecologically friendly – they can optimise fuel consumption, leading to lowered carbon dioxide (CO_2) emissions. DHL is the first globally operated logistics company that sets a concrete CO_2 efficiency target and strives to deliver on its green promises every year.

Fleet Vehicle Management Benefits

After the successful delivery of the research project, Volvo and DHL were determined to pursue the journey, and turn the concept into a reality. The initial trial in the UK has already reaped many benefits.

For starters, MoDe is expected to deliver a 30% increase in uptime thanks to more timely and efficient repairs, significantly reducing breakdowns and accidents. Secondly, with constant remote monitoring of the vehicle condition and ongoing analysis of the truck, unnecessary part repairs will be avoided, and driving time to maintenance locations was reduced. Last, but not least, optimised fuel consumption led to a reduction of carbon emissions and more cost savings.

The Future

The future is found in technology, especially in Asia where many new economies are emerging and trade activities are becoming more complex. DHL and Volvo Trucks have had a long partnership that is still going strong. Volvo's FH split-cab simulator is even housed in DHL's Asia Pacific Innovation Center in Singapore, which gives visitors an immersive driving experience. The two companies will continue to collaborate in the fleet management space, and more MoDe features will be incorporated into our vehicles in the days to come.

MoDe-powered trucks can successfully navigate wear and tear issues, accelerating shipments and lowering costs.

Independent Suspension ITS 80 F from ZF

More comfort and improved handling

The evolution of the RL80ET is the ITS80F. It weighs 40 kg less compared to the current, air spring rigid axle which is guided by control arms. This was achieved by further developing the steering knuckle support principle. The control arms have been extended towards the king pin and have been directly connected to it. The spring forces are now supported by a separate, compact spring carrier. This reduces the unsprung masses and enhances the axle kinematics.

Advantages

- Revolutionary design reduces weight and ensures fuel savings as well as increased payloads
- Innovative control arm connection allows optimized axle kinematics
- Reduction of unsprung masses means less road surface damage as well as more comfort
- Improved maneuverability due to increased steering angles

Product Details	
Independent wheel suspension for trucks	ITS 80 F
Axle load kg	6.500 – 8.000
Wheel travel mm	+100, -170
Wheel cut	50°/40°
Vehicle width mm	2.550
Frame width mm	approx 900
Ground clearance mm	approx 260
Flange to flange dimension mm	2.408
Tire sizes	385/85R22,5 315/80/R22,5
Axle system weight kg (depending on customer specification)	550

Gethi Supplies 'Hardox in My Body' Concrete Mixer Drums to Singapore's Island Concrete

Deal sees SSAB's Hardox concrete mixer drum enters Singapore construction market for the first time.

Gethi Engineering (Gethi), a leading manufacturer of concrete transit mixers, has signed an agreement with Singaporean concrete supplier Island Concrete - a member of Hong Leong group, that will see Gethi supplying Island Concrete with ten of its Hardox cement mixer drums , built using Swedish steel manufacturer SSAB's market-leading high strength steel – Hardox wear plate.

The deal follows a recent announcement by Island Concrete who intends to replace its large pool of concrete cement drums over the next few years and this goes some way to initiating a shift in market perception regarding the use of high strength steel in the cement industry. With Hardox steel, it can cut down on weight and extend the service life of steel structures in comparison with regular steel.

SSAB's Hardox wear plate delivers great advantage through the whole production flow. Its superior wear resistance translates into bottom line benefits such as more uptime, higher productivity, longer service life and reduced maintenance. The unique combination of hardness and toughness allows Hardox to perform as a load-carrying part in many applications.

First developed in 1974, Hardox is a highly wear-resistant steel that helps to reduce weight and extend the service life of a wide range of steel products. Hardox In My Body is a trademark sign used on products from manufacturers certified by SSAB and it is a guarantee that the manufacturer has extensive knowledge of the steel production and the signed product is made with genuine Hardox wear plate which represents a first-class product that delivers superior resistance to wear, dents and cracks even under the harshest conditions.

Commenting on the scope of the deal, SSAB's regional manager for Malaysia John Kuan said, "The agreement with Island Concrete is modest to begin with as it is something of a trial run, but we hope to see a more encouraging switch to this lightweight design in the not too distant future."

"SSAB is both proud and excited to be at the beginning of what we consider to be a new chapter for high strength steel mixer trucks."

About Gethi Engineering

Gethi Engineering Sdn Bhd is an established company specialising in the manufacturing of transit concrete mixers. The company integrates its products with other value-added components including the supply of concrete mixer trucks and spare parts as well as repair, service and maintenance support, and is progressively taking market leadership and embarking on international market expansion across the Asia Pacific and beyond. Gethi is a certified Hardox In My Body member by SSAB.

About Island Concrete

One of the longest established concrete suppliers in Singapore, Island Concrete has batching plants strategically located across the island and is capable of producing more than 2 million cubic metres of concrete per year. The plants are fully computerized and productions are automated to ensure high quality products in the right quantity are delivered to its customers. The company also has a fleet of more than 200 concrete mixer trucks.

About SSAB

SSAB is a Nordic and US-based steel company. SSAB offers value added products and services developed in close cooperation with its customers to create a stronger, lighter and more sustainable world. SSAB has employees in over 50 countries. SSAB has production facilities in Sweden, Finland and the US. SSAB is listed on the NASDAQ OMX Nordic Exchange in Stockholm and has a secondary listing on the NASDAQ OMX in Helsinki.

Gong Yueqiong, EVP of Foton Motor Group

Foton Launches Super Trucks Globally

Foton joined hands with members of the "China Intelligent Connected Super Truck Alliance (CICSA)", which includes companies such as Daimler, Cummins, ZF and Continental AG. Here is a glimpse at what the future holds.

Present at the launch event were Mr. Gong Yueqiong, EVP of Foton Motor Group; Mr. Zhou Liang, CEO of Foton Daimler Automotive, Mr. Brett Merritt, Executive Director of On-highway Business, Engine Business Unit, Cummins, Mr Joachim Holzner, Senior VP of Commercial Vehicles, ZF, Mr Michael. J. Ruf, President of Commercial Vehicles, Continental AG, and other members of CICSA. In a global launch event, Foton featured their Foton Super Trucks, including AUMANEST heavy-duty truck and AUMARKS medium and light-duty truck.

As global environmental problems have become increasingly prominent, efficient and clean professional logistics have become particularly important. Foton Super Trucks are environmentally-friendly, high-efficiency, energy-conserving, safe and secure super trucks built by Foton in association with Daimler and Cummins with the global wisdom of CICSA. In the future, fuel consumption will be reduced by 30% (or fuel will be replaced by electricity), carbon emission will be reduced by 30% (or to zero) and freight efficiency will be improved by 70%. Foton AUMAN EST will target punctual, high-efficiency, long-distance and high-added-value freight logistics customers across the world, while the Foton Aumark Series will target the global high-end urban logistics market.

In June 2016, Foton Motor Group built an intelligent connected super truck alliance comprising leading companies like Foton, ZF, Cummins, COSCO Logistics, CEVA Logistics, Faurecia, WABCO, Continental Electronics and TUV Rheinland, covering fields such as automotive manufacturing, power system, logistics transportation, electronics & electrical appliances, smart logistics and Internet. Compared to the previous combination of "Foton, Benz Daimler and Cummins", the alliance further extended in depth and width by absorbing more Internet and smart logistics enterprises".

CICSA's representative Mr Michael. J. Ruf, President of Commercial Vehicles, Continental, said, "As a member of CISCA, Continental has provided professional wisdom for the R&D of Foton Super Trucks in Europe over the past four years in such aspects as safety electronic equipment, intelligent communication equipment, EBS, braking system, chassis system and body electronic system."

"Foton Super Trucks project is a project of great significance. We are pleased to join world-famous enterprises in contributing our wisdom to this important product. We will deliver professional drivelines and chassis technology to Foton Super Trucks to reduce their fuel consumption and carbon emission," said Mr Joachim Holzner, Senior VP of Commercial Vehicles, ZF.

Mr Joachim Holzner, Senior VP of Commercial Vehicles, ZF, delivers a speech at Foton Super Trucks Global Launch Ceremony.

"Foton is an important partner of Cummins in the world and Cummins is a major member of the US Super Truck Program. We provided leading engine technology support for Foton Super Trucks, which will be a huge advantage of Foton Motor Group," said Brett Merritt, Executive Director of On-highway Business, Engine Business Unit, Cummins, in an interview.

Mr Brett Merritt, Executive Director of On-highway Business, Engine Business Unit, Cummins, says in an interview

The launch of Foton Super Trucks indicates that Foton has made a valuable commitment on "delivering Intelligent connected logistics solutions to global customers" to the world. This will speed up the advent of the global era of super trucks.

MCVE is For Truck Drivers Too

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

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

Scania Driver Competition MCVE Edition

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

Just like in the previous editions, a mini SDC will be held and this time it will be at the Malaysia Commercial Vehicle Expo 2017, Mines Exhibition and Convention Centre, 18 – 20 May 2017. Open to the public, anyone with a standard car driving license can experience what it is like to face the challenge of a bus or truck driver in a secured and enclosed environment. The purpose of this test & drive is to generate public appreciation of the challenging environment that truck and bus driver faces everyday. Participants of the SDC-SEA can also test and practice their skills before the main event to win prizes!

Gathering of Asian Trucker Drivers Club

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

UD Finds Its Driver Champion

The best drivers from four countries gathered in Japan to give it their best to be the victor in the finals of UD Trucks first global driver challenge.

Four teams of drivers and trainers from South Africa, Indonesia, Thailand and Malaysia made their way to Japan for the first ever UD Trucks Extra Mile Challenge in November. Spirits were high amongst the competitors with the spotlight on the heroes of the event: the drivers. Some underwent extensive training to get there and represented the best drivers from each country. Yuzairi Bin Ibrahim took two weeks to prepare for the event and his coach, Rosli from UD Trucks Malaysia, was confident his protégé would win.

Complex Competition

For this competition, UD Trucks took a unique approach to the way the drivers would have to act to win the competition. Behaving as if they were business owners, complete with time pressure and penalties for making mistakes, they started with a fixed sum as capital and had to demonstrate that they could drive and take care of the vehicle. There were two segments, driving and pre-drive check. Each segment had a time limit of 10 minutes and if that was exceeded money would be deducted from their capital.

To determine the best drivers, pre-drive inspection, driving time, fuel consumption, driving skill, observation of traffic rules and cargo friendly driving were considered. In essence, this is the way things work in real life. The winner would be the one with the most money left at the end. Drivers had to complete four laps around the visitor centre, observing traffic rules. Various methods were used to evaluate driving skills and fuel efficiency was monitored by Telematics. Driving style was determined using a "water spill test". While the components were known to the drivers and their trainers, the actual course was not.

Real Life Conditions

The pre-drive check is an important part of everyday life as any breakdown might impact the delivery schedule. Or, as Per Hansen, Driver Development Manager, UD Trucks, said "Fuel efficiency is all good, but low fuel consumption is meaningless if a client doesn't receive the goods on time. There needs to be a compromise between these two aspects. That's what this challenge is all about."

"It is an honour to have won this award," said Yuzairi Bin Ibrahim, the winning driver from ASAC LOGISTICS SDN.BHD. "This is a milestone in my career as a driver. I have been driving Quester over one year, which made me feel confident when I was driving the Quester during the competition."

Tan Seong Teik, Managing Director of ASAC LOGISTICS, added, "This is a great opportunity for our company to use this achievement to motivate other drivers in our company."

Evaluating Skills

Kishi Nobuhiko, UD Trucks Senior Vice President, Brand and Product, commented, "The Extra Mile Challenge is not just a driving competition, but also provides a great opportunity for drivers to evaluate their skills, refine their strengths and 'go the extra mile.' UD Trucks is committed to improving our customers' businesses at their 'Gemba' regardless of the countries. Through this competition, we aim to help enhance driver capability and confidence, in addition to providing excellent products and services backed by our value of Ultimate Dependability."

The Challenge was held at the UD Experience Center at UD Trucks' headquarters in Ageo, and involved challenges at six stations in two cagtegories: Quester and Quon. UD Trucks aims to use the Gemba Challenge to enhance team skills, pride and "Gemba Spirit" – the professional, passionate and dependable spirit at the heart of UD Trucks since the very beginning.

Best Fuel Efficient Driving: Thailand
Banchakij Co. Ltd
Driver: Chukiat Klinthavorn
Manager of the company: Apichart Sujaree

Best Pre-Check Inspection: Malaysia
ASAC LOGISTICS SDN.BHD
Driver: Yuzairi Bin Ibrahim
Managing director of the company: Tan Seong Teik

Best Driving Skill: South Africa
Clover Industrial Limited
Driver: Alfred Njilo
Manager: Tony Amaro

Overall champion: Malaysia
ASAC LOGISTICS SDN.BHD
Driver: Yuzairi Bin Ibrahim
Managing director of the company: Tan Seong Teik

Hero of the Day

Stefan Pertz reflects on the many things that can make truck drivers proud of themselves and their occupation.

Frequently, in this column and elsewhere, I have praised truck drivers as the real heroes of the trucking industry. Recently, I had a chat with the operations manager of a bigger haulage company and he even went so far as to say that the truck is only secondary. No matter how sophisticated your gear and vehicle, it is the driver that determines the profitability of the truck. Many companies are now realising that their drivers can make or break the company and emphasis is put on training and monitoring.

Currently, there is only one transportation company that has been registered under the United Nations Framework Convention for Climate Change. And their tremendous achievement in CO2 reduction was possible only through one aspect of the business: the way drivers handle their vehicles. NIPPON Express may have used digital tachographs to evaluate and train the drivers, but it is the driver her- or himself that would have to adjust driving technique and behaviour on the road in order to meet the specified targets in emission reduction. These everyday heroes not only help reduce the negative impact on the environment, but they also drastically reduced accidents. And the bottom line is an improved bottom line. The project actually required the creation of new jobs, which could easily be salaried through the savings in fuel consumption. Now, who is your real hero?

Typically, we don't see many proud drivers. They are a hidden tribe. On Facebook will you find them celebrating themselves. The average person wouldn't sit back and reflect on how important truck drivers are for the economy. It was therefore a very inspiring event when a Japanese truck maker hosted a driving competition, making the winner feel like a true celebrity. Finishing the day with a gala dinner, the recent UD – Going the Extra Mile competition elevated the driver to superhero status.

One could not help but to walk over and congratulate the winner, who was put through a difficult course and theory tests. Seeing the champion call his family and friends to report the progress all the way from arrival in Japan to taking the trophy was fun too. Speaking of trophies, many drivers are really good sports. In the recently held Asian Trucker Drivers Club Bowling Tournament, everyone was a winner, really. A good group of members came out on a Saturday to have a shootout amongst the three winning teams. They all celebrated themselves and the winners.

In popular culture, we are also seeing the emergence of TV shows that celebrate trucks and their drivers. We are being taken to routes across ice or up on passes with names that only suggest the hardship. These shows let us see, and almost feel, the passion of the drivers for their job.

It is good that these shows exist as they depict our heroes in a different light from the newspapers that only write about them when they have caused an accident. Some of my friends have kids that like to play with toy trucks. Let's just hope that they grow up to become drivers or at least involved in the trucking business one way or another.

The other day I saw a brief report on the issues that German truck drivers are facing. It may come as a surprise, but these drivers have the same problems as our local Asian truckers. Long hours, inadequate resting facilities and the dislike for autonomous vehicles are just some of the many similarities between here and there.

One can only ask: why don't we celebrate our heroes a little more? What is wrong with your son becoming a driver of a commercial vehicle, and earning more than someone with a degree?

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