

The International Bureau, WIPO
34, chemin des Colombettes
1211 Geneva
Switzerland

Danish Patent
and Trademark Office

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2630 Taastrup

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CVR-nr. : 17 03 94 15

Danish Ministry of Economic
and Business Affairs

 Partner
eudic patent institute

Our Reference: MP1352138
Your Reference: 62387DK01
International Registration: 1352138
Holder: HYUNDAI MOTOR COMPANY
Mark: SOLATI
Time Limit: -

18 June 2018

Dear Madam/Sir

Notification of Provisional Refusal Based on Opposition according to Rule 17(3)

An opposition against the validity of the above-mentioned designation of Denmark has been filed with the Danish Patent and Trademark Office by:

SOLARIS BUS & COACH S.A.
ul. Obornicka 46 Bolechowo-Osiedle
62-005 Owinska

Former owner:

SOLARIS IP spółka z ograniczona
odpowiedzialnoscia spółka komandytowa
ul. Obornicka 46 Bolechowo Osiedle
62-005 Owinska, Polen

Consequently, the mark is provisionally refused protection in Denmark **for all of the goods/services** covered by the designation.

Grounds for the opposition

The opponent has stated the following reasons for the opposition:

- Identity/risk of confusion with an earlier registered trademark, cf. Section 15(1) (see appendix for trade marks cited by the opponent)
- Unfair advantage of or detriment to the reputation of an earlier mark, cf. section 15(4)(1)

Please note that the opposed registration is subject to full examination by the Danish Patent and Trademark Office, cf. Section 23 of the Danish Trademark Act. We have enclosed an abstract of the relevant sections of the Danish Trade Marks Act and the Order on application and registration, as well as a copy of the opposition

Final decision and appeal

If we do not receive a request for review within the time-limit mentioned above, we will issue a final decision, which is subject to appeal to the Board of Appeal for Patents and Trademarks.

Further information

We have enclosed guidelines on our opposition procedures as well as an abstract of the relevant sections of the Danish Trade Marks Act. For further information about opposition procedures, please contact the examiner.

Request for review of the provisional refusal

The opponent has been granted a two-month time limit to submit further evidence in support of the grounds for the opposition mentioned above. When the opponent's two month time limit has expired, the holder will be granted a four-month time limit to request a review of the provisional refusal.

The holder will be notified of the time limit when the four-month period begins. Please observe that a request for review of the provisional refusal should be filed in Danish.

Yours faithfully

Bjarke Pii Korremann

Principal Legal Adviser, Trademarks/Design, (MSc) Business Administration and Commercial Law

Appendix

Guidelines on oppositions

We deal with oppositions in two phases:

- The hearing during which the opponent and the holder exchange arguments and documentation through our Office.
- The decision phase during which we review the arguments and documents and make a decision on this basis.

Hearing Procedure

Both parties are entitled to put forth their opinions and arguments. The extent of the hearing depends on the complexity of the case.

It is the role of the Office to make sure that each party is allowed the opportunity to present their arguments. We also provide guidance on aspects we find relevant to the case. The holder is always given the opportunity to respond to the opposition. Thus, at least one exchange of letters will take place.

When the opponent's mark is subject to the requirement of use

Please note that the holder may request the opponent to document that the opponent's mark has been used in accordance with the regulations of requirement of use of The Danish Trade Marks Act, Section 25. Under this provision, a Danish registration must have been in use in Denmark within the last five years. A Community trademark must have been used in at least one of the member states within the last five years. The holder must be able to prove that the mark has been used in relation to the goods and/or services covered by the registration. Otherwise, during the case, the registration will only be seen to cover the goods and services for which use has been documented.

Documents submitted to the Office

Please be aware that any documents submitted to us will be available to the public according to the regulations of The Danish Access to Public Administration Files Act. The material will also be sent to the opponent for comments according to the regulations of The Administration Act.

Time limits

During the hearing, both parties must reply within the time limits laid down by the Office. A time limit may be extended, usually for one or two months, if deemed reasonable.

If one party informs the Office that negotiations for a settlement are taking place, we will suspend the hearing procedure for 6 months. The hearing may be resumed at any time, if one of the parties wish so, or the opposition may remain suspended for 6 months at a time as long as negotiations are ongoing.

Decision

When we judge that the case is sufficiently elucidated, we inform the parties that the hearing procedure is finished, and the case ready to be decided.

When we make the decision, we review and evaluate the arguments and the material submitted by the parties. We also undertake additional investigations if necessary and review earlier practice.

A decision including grounds is sent to both parties. We will also inform the party or parties ruled against about the means to appeal with the Danish Board of Appeal for Patents and Trademarks.

Abstract of the Danish Trade Marks Act and Order on Application and Registration, etc. of Trade Marks and Collective Marks

Signs of which a trade mark may consist

Section 2

(1) A Trade mark may consist of any sign capable of distinguishing the goods or services of one enterprise from those of other enterprises and capable of being represented graphically, in particular:

- (i) words and word combinations, including slogans, personal names, company names or names of real property;
- (ii) letters and numerals;
- (iii) pictures and designs; or
- (iv) the shape, equipment or packaging of the goods.

(2) A trade mark right shall not be acquired for signs which consist exclusively of a shape which is dictated by the goods themselves, a shape of goods which is necessary to obtain a technical result or a shape which gives substantial value to the goods.

Registration of trade marks

Section 12

(1) An application for the registration of a trade mark shall be filed with the Patent and Trademark Office. The application shall contain a reproduction of the trade mark and state the applicant's name or company. Furthermore, the goods or services for which registration of the trade mark is applied for shall be stated.

(2) The application shall be drawn up in accordance with the provisions laid down pursuant to section 48. The prescribed fee shall accompany the application.

(3) The Patent and Trade mark Office shall keep a register of trade marks. The Office shall publish registrations, etc.

Grounds for refusal

Section 13

(1) For a trademark to be registered it shall be of the nature referred to in section 2, including a distinctive character.

(2) The following trademarks shall not be registered:

- (i) trade marks which consist exclusively of signs or indications which may serve, in trade, to designate the kind, quality, quantity, intended purpose, value, geographical origin, the time of production of the goods or of rendering the services or other characteristics of the goods or services;
- (ii) trademarks which consist exclusively of signs or indications which are customarily used to designate the goods or services in the current language or in the established practices of the trade.

(3) Irrespective of the provisions of sub-sections (1) and (2) a trademark may be registered if, before the filing of the application in consequence of the use which has been made thereof, it has acquired a distinctive character.

Section 14

Furthermore, the following shall not be registered:

- (i) trademarks which are contrary to law, public order or morality;
- (ii) trademarks which are liable to mislead the public, for instance as to the nature, quality or geographical origin of the goods or services;
- (iii) trademarks which have not been authorized by the competent authorities and are to be refused pursuant to Article 6ter of the Paris Convention for the Protection of Industrial Property, and trademarks which include badges, emblems and escutcheons which are of public interest, unless the consent of the appropriate authority to their registration has been given;
- (iv) trademarks which without permission consist of or contain an element which can be construed as a personal name or company name to which another party has a legal title, or as a portrayal provided allusion is not made to persons long dead, or which without permission contain a distinctive name of or a picture of the real property of another party;
- (v) trademarks which without permission consist of or contain an element which can be construed as a distinctive title of the protected literary or artistic work of another party or which infringe the copyright in such works or the right to a photograph of another party or the industrial property rights of another party.

Section 15

- (1) A trademark shall not be registered if:
 - (i) it is identical with an earlier trademark, and the goods or services for which the trademark is sought registered are identical with the goods or services for which the earlier trademark is protected, or
 - (ii) there exists a likelihood of confusion including a likelihood of association with the earlier trademark, because the later trademark is identical with or similar to the earlier trademark and the goods or services are identical or similar.
- (2) For the purpose of subsection (1) earlier trademarks mean:
 - (i) marks of the following categories in respect of which the date of application for registration is earlier than the date of application for registration of the trademark, taking account, where appropriate, of the priorities claimed in respect of those marks:
 - (a) Community trademarks;
 - (b) Trademarks registered in this country, or
 - (c) Trademarks registered under international agreements and having effect in this country;
 - (ii) Community trademarks which claim seniority, in accordance with the Regulation on the Community trademark, in relation to a trademark referred to under (i)b) and c), even if the latter trademark has been surrendered or has lapsed;
 - (iii) Applications for trademarks referred to under (i) and (ii), subject to their registration;
 - (iv) Trademarks which, on the date of application for registration of the trademark, or, where appropriate, of the priority claimed in respect of the application for registration of the trademark, are well known in this country, in the sense in which the words "well known" are used in Article 6bis of the Paris Convention.
- (3) A trademark shall, furthermore, not be registered if:
 - (i) it is identical with or similar to an earlier Community trademark, cf. Subsection (2) and is sought registered for goods or services which are not similar to those for which the earlier Community trademark is registered, provided that the earlier Community trademark is well known in the European Union and the use of the later trademark will take unfair advantage of, or be detrimental to, the distinctive character or the repute of the earlier Community trademark;
 - (ii) it is identical with or similar to a "well known" trademark, cf. Subsection (2) (iv), and is sought registered for goods or services which are not similar to those for which the earlier trademark is well known, provided that the use of the later trademark may lead to a likelihood

- of association between the marks, and the use will take unfair advantage of, or be detrimental to, the distinctive character or the repute of the earlier trademark, or
- (iii) it is identical with or only insignificantly distinct from a trademark, which at the date of filing of the application for registration or, where appropriate, of the priority claimed in respect of the application for registration, has commenced to be used in another country and is still in use there for goods or services which are identical with or similar to those for which the later trademark is sought registered, and the applicant at the date of the filing had, or should have had, knowledge of the foreign trademark.
- (4) A trademark shall moreover not be registered if:
- (i) the trademark is identical with or similar to an earlier Danish trademark within the meaning of subsection (2) and is sought registered for goods or services which are not similar to those for which the earlier trademark is registered, where the earlier trademark is well known in this country and where the use of the later trademark would take unfair advantage of, or be detrimental to, the distinctive character or the repute of the earlier trademark, or
 - (ii) in consequence of use in this country a right has been acquired to an identical or confusingly similar trademark or to another identical or confusingly similar sign used in the course of trade prior to the date of filing of the application for registration of the later trademark, or, where appropriate, of the priority claimed in respect of the application for registration of the later trademark, if the proprietor of the earlier right can prohibit the use of the later trademark.
- (5) A trademark shall not be excluded from registration pursuant to the provisions of subsections (1) to (4) where the proprietor of the earlier trademark or other earlier rights consents to the registration of the later trademark.

Processing of applications

Section 20

- (1) If the application does not comply with this Act or the provisions laid down pursuant to this Act, or if the Patent and Trademark Office has other objections to the acceptance of the application, the Patent and Trademark Office shall notify the applicant accordingly and invite him to file his observations within a specified time limit.

Opposition

Section 23

- (1) When the registration has been published, opposition may be filed against the validity of the registration. The opposition, which shall be reasoned, shall be filed with the Patent Office within two months from the date of publication. A fee, the amount of which shall be fixed by the Minister of Business and Industry, shall accompany the opposition.
- (2) If opposition has been filed, the Patent Office shall examine the registration in accordance with section 20. Section 28 (5) shall also apply during the examination. The proprietor of the registered right shall be notified of the opposition and be given an opportunity to submit his observations.
- (3) If the registration is maintained, the person having filed the opposition and the proprietor of the right shall be given notice hereof.
- (4) If the registration is declared void in part or in full, the decision to that effect shall be published when it is final.

Order on Application and Registration, etc. of Trade Marks and Collective Marks no. 364 of 21 May 2008

Section 2

(1) The application shall indicate:

(ii) the goods and/or services for which the registration of the mark is requested grouped in classes in compliance with the classification in the Nice Agreement of 1957 with subsequent amendments concerning international classification of goods and services for the purpose of registration of trade-marks...

Registerudskrift
(Extract of Register)

OHIM status: Registered

(210) Sagsnummer : EU009038696 (151) EU registration date: 2010-09-27
(442) EU publication date: 2010-06-14
(220) EU date of filing: 2010-04-20

(730) Indehaver : SOLARIS BUS & COACH S.A.
ul. Obornicka 46 Bolechowo-Osiedle
62-005
Owinska
62-005
Polen

CROW7 spółka z ograniczoną odpowiedzialnością spółka komandytowo - akcyjna
ul. Obornicka 46, Bolechowo-Osiedle
62-005
Owińska
62-005
Polen

SOLARIS IP spółka z ograniczoną odpowiedzialnością spółka komandytowa
ul. Obornicka 46, Bolechowo Osiedle
62-005
Owińska
62-005
Polen

(740) Fuldmægtig : KANCELARIA PATENTOWA PATENTBOX ROMUALD SUSZCZEWICZ
(750) Adresse : ul. Piekary 6/17
61-823
Poznań
61-823
Polen

(540) Mærke : SOLARIS

(511) Klasser og varefortegnelse : Klasse 12: Busser, turistbusser, køretøjer til landtransport, reservedele til busser, turistbusser og køretøjer til landtransport, ikke indeholdt i andre klasser.
Klasse 37: Reparation af køretøjer, vedligeholdelse af køretøjer.

Udskrift slut
(End of Extract)

Fra: - PVS Patent- og Varemærkestyrelsens officielle postkasse
Sendt: 15. februar 2018 09:12
Til: 3 - PVS Poprettelsen nye sager
Emne: VS: Opposition against Danish part of International registration No. 13252138 for SOLATI
Vedhæftede filer: Notice of opposition 62387DK01.pdf; Annex 1-6.pdf

Fra: Ako Yasuhara [mailto:AKY@pv.eu]

Sendt: 15. februar 2018 09:04

Til: - PVS Patent- og Varemærkestyrelsens officielle postkasse

Emne: Opposition against Danish part of International registration No. 13252138 for SOLATI

SOLARIS IP spółka z ograniczona odpowiedzialnoscia
SOLARIS vs. SOLATI

PV ref: 62387DK01

Opposition to SOLATI

Dear Sirs

Please find a notice of opposition to above-mentioned mark.

Kind regards

Ako Yasuhara

Plougmann Vingtoft

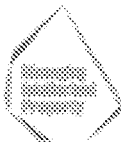
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PLUGMANN VINGTOFT®



FIRM YEAR
2017

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Patent- og Varemærkestyrelsen
Helgeshøj Allé 81
2630 Taastrup
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Copenhagen, 15 February 2018

SOLARIS IP spółka z ograniczona odpowiedzialnoscia
SOLARIS vs. SOLATI

PV ref: 62387DK01

This letter was sent by e-mail and bears no signature

Opposition to SOLATI

Dear Sirs

With reference to Article 23 of the Danish Trade Marks Act and on behalf of SOLARIS IP spółka z ograniczona odpowiedzialnoscia we hereby ask the Danish Patent and Trademark Office to refuse Danish part of International registration no. 1352138 for SOLATI, which includes goods in classes 12, proprietor of the registration is HYUNDAI MOTOR COMPANY.

Our request is based on the published trademark being confusingly similar to the opponent's earlier registered trademark SOLARIS registered in the EU under 0090386896 for Class 12, see **Annex 1**.

In this respect we refer to Article 15(1)(2) and Article 4(1)(2) of the Danish Trade Marks Act.

Relevant public – degree of attention

The average consumer of the category of products concerned is deemed to be reasonably well informed and reasonably observant and circumspect. Therefore, the degree of attention must be seen as normal.

Similarity of the marks

Visual comparison

The earlier mark "SOLARIS" consists of seven letters in capital, and the contested mark "SOLATI" consists of six letters also in capital. According to the case-law, the consumer will generally pay greater attention to the beginning of a word sign than to the end. The first part of a trade mark tends normally to have a greater visual and phonetic impact than the final part (T-78/13, Bulldog/Bull, paragraph 29). In the present case, the first four letters `S`, `O`, `L`, `A`, out of seven



in the earlier mark and six letters in the contested mark, are identical, placed in the same order and in the same position.

Also, whilst the average consumer normally perceives a mark as a whole and does not proceed to analyze its various details, in general it is the dominant and distinctive features of a sign which are more easily remembered (T-117/03 to T119-03 and T-171/03 New Look, paragraph 39). ". The dominant part is unquestionably the first part, which are identical. The two marks has the identical letter in sixth letter `I´. The difference between the fifth letters `R´ in the earlier mark and `L´ in the contested mark and the removal of a `S´ from the earlier mark is not sufficiently significant to challenge the visual similarity which exists between the two marks.

Consequently, there is a strong degree of similarity as regards to the visual comparison.

Phonetic comparison

The marks are short and pronounced smoothly, and by Danish rhythm, both marks are accentuated the second syllable. The first syllable and the second syllable are the same, and the minor difference of the third syllable does not contribute to phonetic similarity. Therefore, the marks are phonetically similar.

Conceptual comparison

The earlier mark has meaning of "pertaining to the sun" in Latin by Wikipedia, see **Annex 2**. The contested mark has a meaning of "Inflection of sōlātium" in Latin and "sōlātium" in Latin is Alternative form of sōlācium and "sōlācium" means 1. comfort, relief, solace, 2. soothing, assuaging, 3. *legal* - compensation, indemnification, see **Annex 3**. Considering a low degree of knowledge in Latin of the average consumer, the conceptual comparison does not influence the assessment of the similarity of the signs.

In the light of foregoing, the marks in question under comparison are highly similar.

Overlap of goods

All the goods designates the registration of the contested mark covers the goods protected in the earlier mark, i.e. *Automobiles; vans [vehicles]; structural parts for automobiles; automobile tires [tyres]; shock absorbers for automobiles; brake systems for vehicles; axle bearings for land vehicles; wheel bearings for land vehicles; motors for land vehicles; tractors in Class 12.*

Distinctiveness of the earlier mark

The distinctiveness of the earlier mark is one of the factors to be taken into account in the global assessment of likelihood of confusion. In the present case, the earlier mark as a whole has no meaning for any of the goods in question from the perspective of the public. Therefore, the distinctiveness of the earlier marks must be seen as high.



Well-known mark

The proprietor of the earlier mark, SOLARIS IP spółka z ograniczona odpowiedzialnoscia (SOLARIS BUS & COACH S.A.), has extensively been using their trademark "SOLARIS" throughout Europe.

As you see page 13 of **Annex 4**, SOLARIS BUS & COACH S.A. is active in automobile business throughout Europe. The map is relating to their zero-emission buses and trolleybuses with batteries which clearly presents their Trademark "SOLARIS" as shown in **Annex 5**. Please note that the other type of SOLARIS BUS & COACH S.A.s' buses also attach their Trademark, one of the examples shown in **Annex 6**, is powered by diesel drive engines.

The earlier mark had acquired an enhanced distinctive character through its use on the market, justifying a high degree of protection.

The reputation of a mark, where it is established, is thus an element which, amongst others, may have a certain importance in the assessment of the likelihood of confusion. In that respect, it may be observed that marks with a highly distinctive character, in particular because of their reputation, enjoy broader protection than marks with a less distinctive character. Nevertheless, the reputation of a mark does not give grounds for presuming the existence of a likelihood of confusion simply because of the existence of a likelihood of association in the strict sense of the term (see judgment of 22 June 2000, *Marca Mode*, C-425/98, EU:C:2000:339, paragraph 41 and the case-law cited).

The average consumer only retains an imperfect picture of a trade mark, because he only rarely has the chance to make a direct comparison between different marks (judgment of 22 June 1999, *Lloyd Schuhfabrik Meyer*, C-342/97, EU:C:1999:323, paragraph 26).

In the light of above, the opposition is well founded on the basis of the opponent's EUTM "SOLARIS". It follows that the contested International registration no. 1352138 designating Denmark for the mark "SORATIS" must be cancelled for all the designating goods, namely *Automobiles; vans [vehicles]; structural parts for automobiles; automobile tires [tyres]; shock absorbers for automobiles; brake systems for vehicles; axle bearings for land vehicles; wheel bearings for land vehicles; motors for land vehicles; tractors in Class 12*.

We kindly ask you to withdraw the opposition fee of DKK 2.500,- on our account number PVS25.

Yours sincerely

Plougmann Vingtoft a/s

Ellen Breddam



Enclosures:

Annex 1: A copy of transcript of EUTM no. 0090386896

Annex 2: A copy of Wikipedia for "Solaris"

Annex 3: A copy of WordSense.eu for "solati"

Annex 4: Customer magazine SOLARIS Autumn 2/2017

Annex 5: A copy of WBJ dated 25 July 2017

Annex 6: A copy of Wikimedia Commons for Solaris Urbino

Annex 1: A copy of transcript of EUTM no. 0090386896

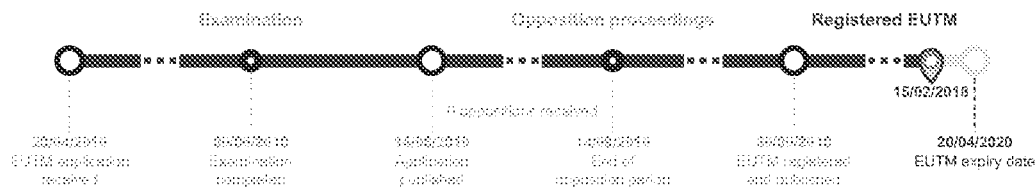


Protect your intellectual property in the European Union

EUTM file information

SOLARIS
009038696

Timeline



Trade mark information

Name	SOLARIS	Filing date	20/04/2010
Filing number	009038696	Registration date	27/09/2010
Basis	EUTM	Expiry date	20/04/2020
Date of receipt	20/04/2010	Designation date	
Type	Word	Filing language	Polish
Nature	Individual	Second language	English
Nice classes	12, 37 (Nice Classification)	Application reference	Pbx/445/10
Vienna Classification		Trade mark status	Registered
		Acquired distinctiveness	No

Goods and services

English (en)



12 Motor buses, motor coaches, vehicles for locomotion by land, spare parts for motor buses, motor coaches and vehicles for locomotion by land, not included in other classes.

37 Vehicle repair, vehicle maintenance.

Description

No data

Owners

SOLARIS IP spółka z ograniczoną odpowiedzialnością spółka komandytowa

ID	762297	Country	PL - Poland	Correspondence address	
Organisation	SOLARIS IP spółka z ograniczoną odpowiedzialnością	State/country	n/a	SOLARIS IP spółka z ograniczoną odpowiedzialnością spółka komandytowa	Can be accessed and changed by authorised user via the User Area
		Town	Owińska		
		Post code	62-005		

Legal status	spółka komandytowa Legal entity	Address	ul. Obornicka 46, Bolechowo Osiedle	ul. Obornicka 46, Bolechowo Osiedle 62-005 Owińska POLONIA	Can be accessed and changed by authorised user via the User Area
					Can be accessed and changed by authorised user via the User Area

Representatives

KANCELARIA PATENTOWA PATENTBOX ROMUALD SUSZCZEWICZ

ID	27983	Country	PL - Poland	Correspondence address	
Organisation	n/a	State/country	n/a	KANCELARIA PATENTOWA PATENTBOX ROMUALD SUSZCZEWICZ	00 48-618529911
Legal status	Legal person	Town	Poznań	ul. Piekary 6/17	00 48-618517387
Type	Association	Post code	61-823	61-823 Poznań	
		Address	ul. Piekary 6/17	POLONIA	kancelaria@patentbox.pl

Correspondence

	From	Procedure	Filing number	Subject	Date	Actions
	Recordal	012803022	Right in Rem Creation - Communication to non applicant (C.5.1)		29/05/2017	
	Recordal	012803022	Rights in Rem Creation - Notification of entry (C.5.1.)		29/05/2017	
	Recordal	012803022	Application form and attachment		22/05/2017	
	EUTM	009038696	Surveillance letter		23/02/2017	
	Recordal	011273532	T722M - Registration of recordal C.1.3 / B.2.2		10/08/2016	
	Recordal	011273532	Letter to the EUIPO		05/08/2016	
	Recordal	010957366	Transfers - entry on the register.		24/05/2016	
	Recordal	010957366	Transfers - deficiency/rejection.		23/05/2016	
	Recordal	010957366	Letter to the EUIPO		23/05/2016	
	Recordal	010957366	Application form and attachment		19/05/2016	

Showing 1 to 10 of 30 entries

IR transformation

No data

Seniority

No data

Exhibition priority

No data

Priority

No data

Publications

Publication number	Date	Section	Description
2010/107	14/06/2010	A.1	Applications published under article 40 EUTMR
2010/184	30/09/2010	B.1	Registrations with no amendments since the application was published
2010/209	08/11/2010	C.2.1	Representative - Change of name and professional address
2012/081	30/04/2012	C.2.1	Representative - Change of name and professional address
2016/018	28/01/2016	C.1.1	Proprietor - Total transfers
2016/096	26/05/2016	C.1.1	Proprietor - Total transfers
2016/148	09/08/2016	C.1.3	Proprietor - Change of name and address
2017/101	31/05/2017	C.5.1	Creation of rights in rem

Showing 1 to 8 of 8 entries

Cancellation

No data

Recordals

Publication number	Date	Section	Filing number	Type	Set-off
2010/209	08/11/2010	C.2.1	005174969	Representative	Change of name and professional address
2012/081	30/04/2012	C.2.1	006447596	Representative	Change of name and professional address
2016/018	28/01/2016	C.1.1	010501156	Proprietor	Total transfers
2016/096	26/05/2016	C.1.1	010957366	Proprietor	Total transfers
2016/148	09/08/2016	C.1.3	011273532	Proprietor	Change of name and address
2017/101	31/05/2017	C.5.1	012803022	Rights <i>in rem</i>	Creation of rights in rem

Showing 1 to 6 of 6 entries

Oppositions

No data

Appeals

No data

Decisions

No data

Renewals

No data

Trade mark relations

No data

WIKIPEDIA

Solaris

Solaris, a Latin word meaning "pertaining to the sun", may refer to:

In arts and entertainment

Literature, television and film

- *Solaris* (novel), a 1961 science fiction novel by Stanisław Lem
 - *Solaris* (1968 film), directed by B. Nirenburg
 - *Solaris* (1972 film), directed by Andrei Tarkovsky
 - *Solaris* (2002 film), directed by Steven Soderbergh
- Solaris, a ship in the animated series *The Mysterious Cities of Gold*
- Solaris Knight, a character in the TV series *Power Rangers: Mystic Force*
- Suzie Solaris, a character in the movie *Murderers' Row*

Music

- *Solaris*, an opera composed by Dai Fujikura, on a libretto by Saburo Teshigawara based on Stanisław Lem's novel
- *Solaris*, an opera composed by Detlev Glanert (2010-12)
- *Solaris* (band), a progressive rock band from Hungary
- *Solaris* (Elliot Minor album), 2009
- *Solaris* (Photek album), 2000
- "Solaris", a song on Failure's 1996 album *Fantastic Planet*
- "Solaris", a song on Juno Reactor's 2000 album *Shango*
- "Solaris", a song on Buck-Tick's 2010 album *Razzle Dazzle*

Video games

- *Solaris* (Atari 2600), a video game
- *Solaris* (DAH2), a Russian moon base in *Destroy All Humans! 2*
- Solaris, the main antagonist and final boss in the 2006 video game *Sonic the Hedgehog*
- Solaris, a country in the *Xenogears* video game

Other uses in arts and entertainment

- Solaris VII, a world in the fictional *BattleTech* universe
- *Solaris* (comics), a supervillain in the DC Universe
- *Solaris* (magazine), a Canadian science-fiction magazine

Organisations

Contents

In arts and entertainment

Literature, television and film

Music

Video games

Other uses in arts and entertainment

Organisations

Other uses

See also

- [Solaris Books](#), an imprint of BL Publishing
- [Solaris Bus & Coach](#), a Polish vehicle producer
- [Solaris Mobile](#), a satellite communications service provider
- [Solaris Pictures](#), an Indian film production company

Other uses

- [Solaris \(operating system\)](#)
- [Solaris \(synchrotron\)](#), synchrotron radiation facility in Krakow, Poland
- [Solaris, Virginia](#), a community in Albemarle County
- [Solaris \(grape\)](#), a grape variety
- [Solaris](#), a brand of photographic film made by [Ferrania](#)
- [Hyundai Solaris](#), a car
- One of the "street names" of [25I-NBOMe](#), a psychedelic drug

See also

- [Solar \(disambiguation\)](#)
 - [All pages beginning with "Solaris"](#)
 - [All pages with a title containing *Solaris*](#)
-

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Annex 3: A copy of WordSense.eu for "solati"

WordSense.eu | Dictionary

(/)

solati



Home

Search

Contact & Info

(/)

(/intern:search/)

(/intern:contact/)

Fly til Osaka

Fly til Osaka



SØG NU

SØG NU

momondo

solati (Latin)

Noun

sōlātī

1. *Inflection of sōlātium (/solatium/#Latin) (genitive singular)*

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User-contributed notes

There are no user-contributed notes for this page.

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Add a note to the entry "solati". Write a usage hint or an example and help to improve our dictionary. Don't request for help, don't ask questions or complain. HTML tags and links are not allowed.

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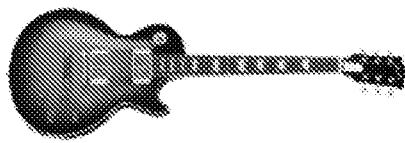
Name

Notes*:

Notes

Code* 76443

5 digits



ALLSHAPES



solatium in

- [English](#)
- [Latin](#)

solatium (English)

Noun

solatium (*pl.* **solatia** (/solatia/))

1. *legal* - A form of compensation (/compensation/) for emotional (/emotional/) rather than physical (/physical/) or financial (/financial/) harm

solatium (Latin)

Noun

sōlātium (*genitive* **sōlātīi** (/solatii/#Latin)); (*neut.*)

1. *Alternative form of* sōlācium (/solacium/)

Explanations with "solatium"

solatia (*meaning*) (/solatia/): solatia (English) Noun solatia Plural of **solatium** solatia (Italian) Adjective solatia (fem.) Feminine of solatio Anagrams alitosa, isolata, salatoi solatia...

solatio (*meaning*) (/solatio/): solatio (Italian) Adjective solatio (masc.) (fem. solatia, masc. pl. solatii, fem. pl. solatie) sunny Related words & phrases sole Anagrams alitoso, isolato...

solatii (*meaning*) (/solatii/): solatii (Italian) Adjective solatii (masc.) Plural form of solatio Anagrams alitosi, isolati, litiosa, oliasti solatii (Latin) Noun sōlātīi Inflection of...

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Search

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WordSense.eu - English Dictionary. Explanations: What means solatium? What does solatium mean?

Next

» solatium

- › solato (/solato/)
- › solator (/solator/)
- › solatorum (/solatorum/)

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viszlát (/viszlát/), vetus (synonyms) (/vetus/)

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Next

» **solati**

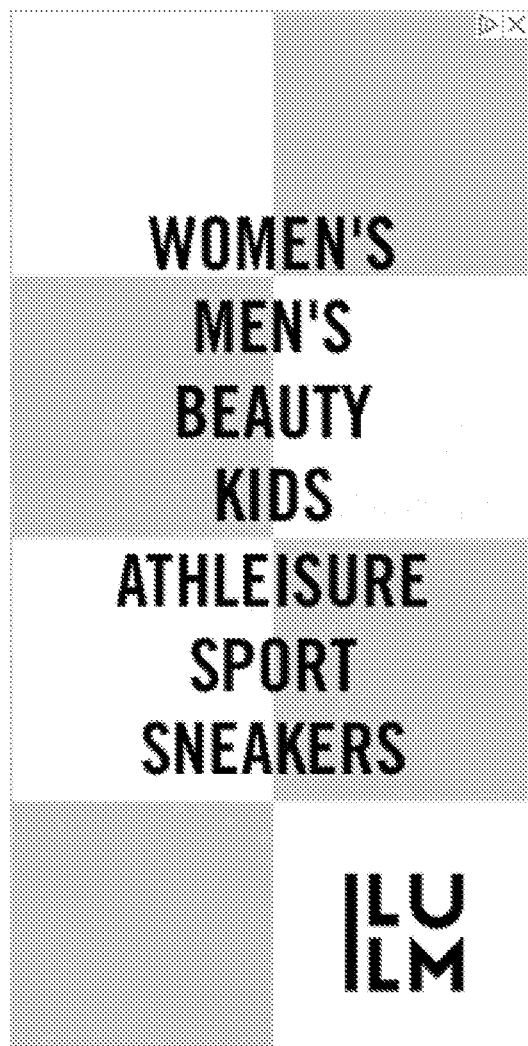
- › solatia (/solatia/)
- › solatie (/solatie/)
- › solatii (/solatii/)
- › solatiis (/solatiis/)
- › solatio (/solatio/)

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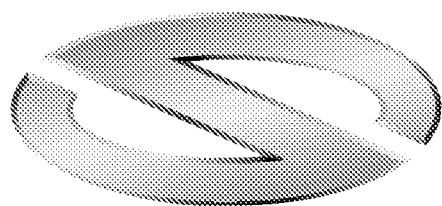
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Latest

What means showy orchis (/showy_orchis/), 잘자요 (definition) (/잘자요/), What means Nyctanthes (/Nyctanthes/)



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SOLARIS

Autumn 2/2017 (19)

www.solarisbus.com



**„Custom-made buses
are our speciality”**
Interview with Zbigniew Palenica
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**Trade fair announcements
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– new contracts for Solaris**
page 20 >

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„Custom-made buses are our speciality”

– interview with Zbigniew Palenica, Vice-CEO of Solaris Bus & Coach S.A. about the current condition of the firm and future prospects.

16/19

Trade fair announcements

Solaris once again attends the biggest exhibition of the bus industry in Europe, the Busworld fair. This time the company is going to present its premiere Urbino 18 electric, the twelve-metre hybrid with a serial drive and the new Urbino 10.5.

20/25

E-mobility revolution – new contracts for Solaris

A record number of contracts for electric buses confirms that big changes are in store for the public transport sector in Europe.

32/33

Novelties

Double force of hybrids

Towards digitisation

Solaris Logistics Center

Solaris cares for the disabled – Solaris trains constructors



Polska

As an introduction



Dear Readers,

For many years now our research and development efforts have been focused on public transport vehicles that allow to reduce the negative impact of transport on the environment. The outcome of these efforts are, among others, hybrid buses, electric buses and trolleybuses.

Solaris' activities of more than ten years correspond well to the message of the recently published European Clean Bus Declaration. The European Commission underscores in the aforementioned document that zero-emission transport is the most efficient form of public mobility in regions and

cities and, moreover, low-emission mobility yields huge benefits for citizens, while concurrently increasing the innovativeness and competitiveness of a whole industry. Solaris, too, has signed this declaration. It is with great satisfaction that we see this document becoming reality; indeed, we, as manufacturers, witness this every day.

We follow zealously news about yet another public transport operator go for low-emission or zero-emission solutions. This year alone the fleet of electric buses with the Solaris logo will grow in Europe by nearly 100 vehicles. Even

My warmest regards and enjoy the latest edition of our "Magazyn Solaris".

Solange Olszewska

Solange Olszewska
CEO
Solaris Bus & Coach S.A.

bigger changes and a significant acceleration of the trend are in store for this segment next year. It seems that in the following years electric buses will become a much bigger, and ultimately dominant, part of our production structure.

Obviously, it constitutes a huge challenge for our enterprise. That is why we, as an organisation, have already started preparing for the changes that e-mobility will bring about. Most importantly though we see this as an immense opportunity. A chance to make public transport even more passenger- and citizen-friendly. Now, as much as in the future.

Premiere Solaris Urbino 18 electric gets tested in Warsaw

Autumn will see the debut of the new generation Urbino 18 electric on Warsaw streets. The bus will be tried out by municipal operator Miejskie Zakłady Autobusowe (MZA) in Warsaw for two years; the experience from the test run will help to further develop e-mobility in the Polish capital which plans to buy 130 more electric buses in the near future.

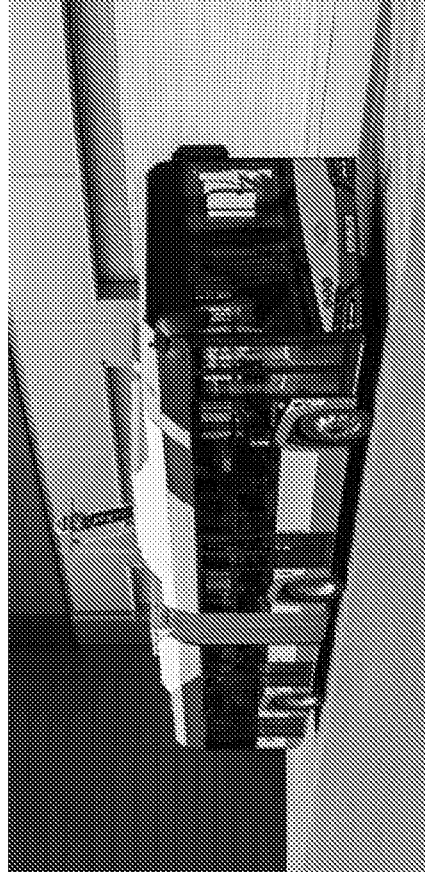
The test vehicle will be equipped with a ZF AVE 130-400 drive axle with integrated electric motors.

The producer has decided to apply Solaris High Energy batteries with an increased capacity in the vehicle; these can be charged both by means of a plug-in as well as the roof-mounted pantograph provided by Schunk.

Warsaw inhabitants and passengers will also benefit from the test. That is because the new bus to cruise on Warsaw streets will be emission-free and extremely quiet, ensuring thus a maximum level of comfort to those on board. An air-conditioned passenger compartment, extensive passenger information system, WiFi,

a CCTV system (improving the safety on the bus) and ramps easing the entry and exit of wheelchair-bound passengers - all of these will be at the passengers' disposal.

The Solaris battery buses are already quite famous in the capital. Ten zero-emission Urbino 12 buses have been covering bus route 222 since 2015 and in July this year Solaris Bus & Coach S.A. signed a deal with MZA for the delivery of another ten 12-metre electric buses of the fourth generation, about which you may read more on page 25.

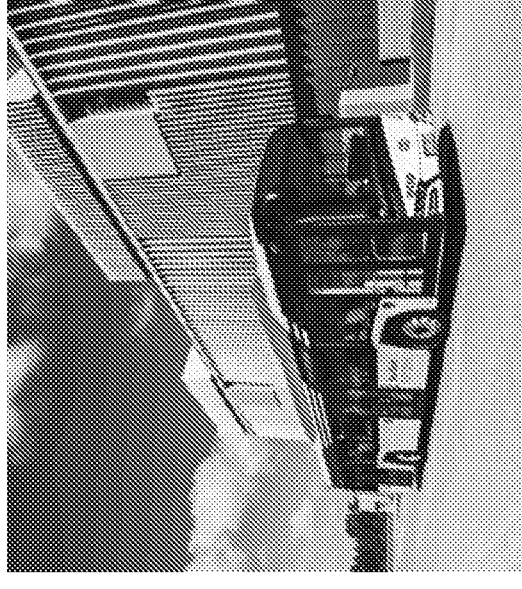


Milan and Bergamo opt for electric Solaris buses

In the past weeks Solaris secured orders for the supply of 22 electric buses to Italy. Twelve new Solaris Urbino 12 electric will make their way to Bergamo-based firm ATB, and 10 battery buses have been ordered by Milan carrier ATM.

The Solaris Urbino 12 electric ordered by ATB Bergamo and ATM Milano are similar constructions in terms of the technical parameters. Both contracts stipulate that the drive unit will be an axle with integrated traction motors. The power fuelling the vehicle will be

stored in a set of batteries of the Solaris High Energy type with a total capacity of 240 kWh. The producer is going to apply an innovative touch panel of Solaris' own design for both vehicle types.



However, the Italian carriers have chosen different recharging modes for their electric buses. The Urbino 12 electric for ATB Bergamo will use a Medcom charger providing the possibility of concurrently charging two buses with 40 kW. The ATM Milano, on the other hand, has decided in favour of a 70 kW on-board charger of the same producer.

Having delivered nearly 740 vehicles to customers in Italy so far, Solaris considers the orders from Bergamo and Milan a token of appreciation for Solaris on that market. Keep in mind that it is Apennine Peninsula that the biggest order in the history of the Polish bus manufacturer came from: for the delivery of 360 InterUrbino buses to the company Cotral of the region of Lazio.

Solaris awarded EBUS Award 2017

Solaris Bus & Coach S.A. has been awarded in the prestigious EBUS Award 2017 competition, organised by the VDV (Association of German Transport Companies). The Polish manufacturer has been distinguished for its long-running contribution to the development of zero-emission public transport, for its consistent actions in this area and also for its readiness to adjust to client expectations and its broad range of e-mobility solutions on offer.



In the picture: Zbigniew Palenica receiving the award from Rainer Bombal, Secretary of State at the Ministry of Transport and Digital Infrastructure.

The winners of this year's title EBUS Award 2017 were determined by a group of business representatives and clients that participated in earlier editions of the sector conference on "Electric buses - market of the future". The winners were appointed in four categories: bus producers, component or sub-component makers, consulting and monitoring firms and carriers (divided into metropolises and medium-sized cities).

- The EBUS Award granted to our firm and the new Solaris Urbino 12 electric are yet another distinction which ranks Solaris among the top producers of city and intercity buses with alternative fuel drives. This is irrefutable proof that the path Solaris' technical office, and with it the whole staff following the way of electromobility has taken is correct - Zbigniew Palenica, Vice-CEO of Solaris Bus, said while receiving an EBUS Award figurine.

Solaris enters Dutch bus market

The total of 40 new Solaris Urbino 18 articulated buses will be ordered from Solaris by one of the largest public transport companies in Netherlands, Connexxion owned by Transdev. This is the first ever order won by Solaris on the Dutch market.

articulated buses to be equipped with a well-known Dutch engines – DAF. Propulsion unit comply with the strict Euro 6 emission standards. New Solaris Urbino 18 buses will be used in Amstelland-Meerlanden region, within so called R-net public transport system.

– This is a remarkable and very important procurement on the end of this year. All vehicles purchased by Connexxion are assure R-net and Connexxion

passengers that we will deliver vehicles with top quality and safety standards – declares Zbigniew Palenica, Solaris' Board Member in charge of Sales and After Sales. Solaris products were so far present in 30 countries. Thanks to this newest order from Netherlands as well as the latest contract obtained on the Luxembourg market, the presence of Solaris vehicles has extended to 32 countries.



More Solaris vehicles with trailers in Germany

In the first half of this year Solaris Bus & Coach S.A. supplied in total 11 buses adapted to pulling passenger trailers to the capital of Bavaria. Ten of these reinforced the fleet of carrier Münchner Verkehrsgesellschaft (MVG) whereas the eleventh bus was delivered to operator Oberbayern München. Both carriers benefited greatly in terms of functionality thanks to the added option of adjusting the length of the vehicle to the current passenger traffic. The new Solaris buses offering the option to attach a passenger trailer are becoming quite popular in Germany.

The supplied buses are propelled by the well-known 271 kW engine DAF PACCAR MX-11, meeting the restrictive fuel emission standard Euro 6. The drive unit is coupled with a Voith Diwa 6 transmission with an active function of differentiating operation modes depending on

whether the bus drives with or without a trailer. The modern vehicles have been fitted with a series of solutions improving the safety of drivers and passengers alike. Among those noteworthy are the comfortable,

attachable, nearly eleven-metre passenger trailer produced by Swiss company Hess, with whom the Polish firm has collaborated before. The bus and trailer are nearly 23 metres long together, whereas the passenger load capacity of the whole bus set amounts to 130 people. Both the bus itself as well as the trailer provide various amenities for disabled passengers, offering the kneeling function as well as folding ramps easing the entry of wheelchair-bound passengers.

Bus passenger trailers appeared first at the beginning of the 20th century and had their golden age in western Europe some time around the 40s and 50s of that century. Later on the trailers started making way to articulated vehicles, and eventually they were almost completely decommissioned. The only exception to that rule were Austria and Estonia, where the solution remained in regular use. The biggest advantage of passenger trailers coupled with buses is the

flexible adaptation of the transport capacity to passenger traffic changing throughout the day.

The Bolechowo-based manufacturer delivered its first buses adapted to hauling a trailer in 2008, to Austrian carrier Ledermair Schwaz. The order covered five Urbino 12 buses. However, Germany is quickly turning into another market where

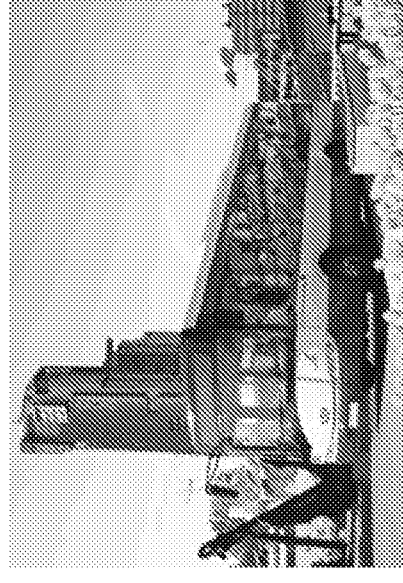
Photo: Stadtwerke München/MVG

the bus-trailer set is particularly appreciated. Four new Urbino of this type were supplied to RDG Gröndau in 2016. Other cities to use Solaris buses with trailers are Nuremberg and Fürth, located right next to the former. Solaris have supplied two and three "bus trains" respectively to each city. Also Reutlingen and Albstadt have each got a bus of this type.

Nowa Sól makes public transport a priority

Nowa Sól and adjacent municipalities have decided to build a new system of public transport. The city has bought 23 Solaris buses to drive along the new bus lines to be established. The chief goal of the project is to limit the low pollutant emission and to create a viable option for individual transport.

The inter-community operator business Międzygminne Przedsiębiorstwo Komunikacyjne SUBBUS, established to maintain local public transport, will receive twenty three Solaris Urbino 8.9 LE in July 2018. The contract, worth PLN 22.9 million, was signed in April and covers the supply of vehicles fitted with engines meeting the rigorous Euro 6 standard, containing air-conditioning of the passenger compartment and the driver's cabin, a CCTV system and USB



ports enabling the quick charging of a mobile telephone during a bus ride.

The project of launching a new public transport system also involves the construction of a new bus depot,

of local passenger service centres, dynamic passenger information systems and the creation of an electronic ticket. The investments have been co-financed under the Regional Operational Programme of the Lubuskie Voivodeship.



Solaris record delivery for MPK Częstochowa

Forty twelve-metre Solaris Urbino rolled out on the streets of Częstochowa on 5 April 2017. It is the biggest contract concluded by Solaris with MPK Częstochowa so far.

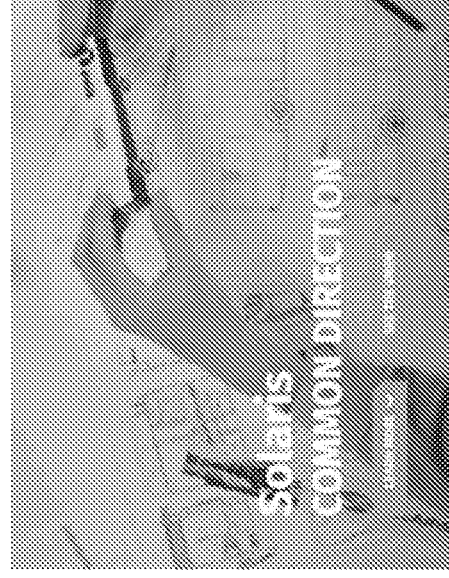
Every new Urbino for Częstochowa features a Cummins ISB6716 engine and a Voith Diwa 6 transmission. Modern and lightweight buses will ensure the comfort of passengers, as well as low maintenance costs for the carrier. The fully air-conditioned vehicles are equipped with a series of amenities, such as a passenger information system or a safety improving digital monitoring system.



Photo: MPK in Częstochowa, Poland



www.solarisbus.com



Embracing global trends, Solaris has presented its new website. The solarisbus.com portal stands out not only on account of its novel design, but also because of a series of user amenities.

The new company homepage was created in the new RWD technology which makes the site responsive on any computer as well as any mobile device. Solutions applied in compliance with UI and UX rules ensure its full functionality and flexibility. All the content contained therein will be provided in three languages: Polish, English and German.

The homepage users will certainly find a lot of significant information on the site. That is because it has been complemented in great detail with corporate information. The company history has been much expanded on, as has the menu tab "Career" which now links to all job offers, application forms for dual study courses and information on the Solaris-sponsored vocational school training programme. As

a little treat for visitors to the website, they are invited to take a virtual stroll around the factory. Fans of particular bus models will find full product catalogues complemented with technical data and photos, and when looking for something particular they are aided by the intuitive search engine, with search categories including propulsion types - conventional,



"At the Green Dachshund" turns five

The Solaris nursery "At the Green Dachshund" is celebrating its fifth anniversary of operation. The company officially launched the nursery facility exactly on 1 October 2012. So far, some 109 children have "graduated" the nursery.

divided into age groups. Under the watchful eyes of experienced nursery staff, the children attend various activities, for instance art, music or English as a foreign language classes. The nursery pupils keep their own green vegetable patch, they plant and look after the plants themselves, they learn the rules of moving in traffic and the rules of safe behaviour on a bus.

The first employees' children to have attended the nursery are now in primary school. And who knows, we might see them again soon. After all, they might join the Solaris-sponsored vocational school training or take up a dual-study course managed by Solaris, in collaboration with local vocational schools and the Technical University of Poznań.

The "At the Green Dachshund" nursery is currently looking after 31 children of Solaris' employees



» Solaris signs the European Clean Bus Declaration

Representatives of the board of Solaris Bus & Coach S.A. have signed the European Declaration of intent on promoting deployment of clean buses. Inked, among others, by the European Commission, the document is an expression of support for the mass implementation of zero-emission buses and buses with alternative drives.

As underscored by its authors, the European Declaration is an initiative based on three pillars. These are: a commitment of cities and producers for the mutual mission of advancing the process of emission reduction; the creation of a platform for information exchange between municipal authorities, carriers and financial organisations; as well as the establishment of a group of experts who will assist the cause with their expertise in technology, economy and logistics.

The validation to aforementioned Declaration the European Commission emphasizes that zero-emission transport is the

most efficient form of public mobility in regions and cities and that low-emission mobility yields considerable benefits for citizens, while also increasing innovativeness and competitiveness of the industry.

The process has already begun in Europe, as evidenced by the latest declarations and orders placed by the biggest European metropolises. Athens, Paris and Madrid intend to eliminate conventional diesel drives from public transport by 2025. Among the cities and regions that have announced plans to stop the purchase of conventionally powered buses are Copenhagen (since 2014), London (as of 2018),

Berlin (2020), Oslo (2020) and Warsaw which has recently declared it would launch another 130 electric drive vehicles by 2020, which we write about in more details on page 25.

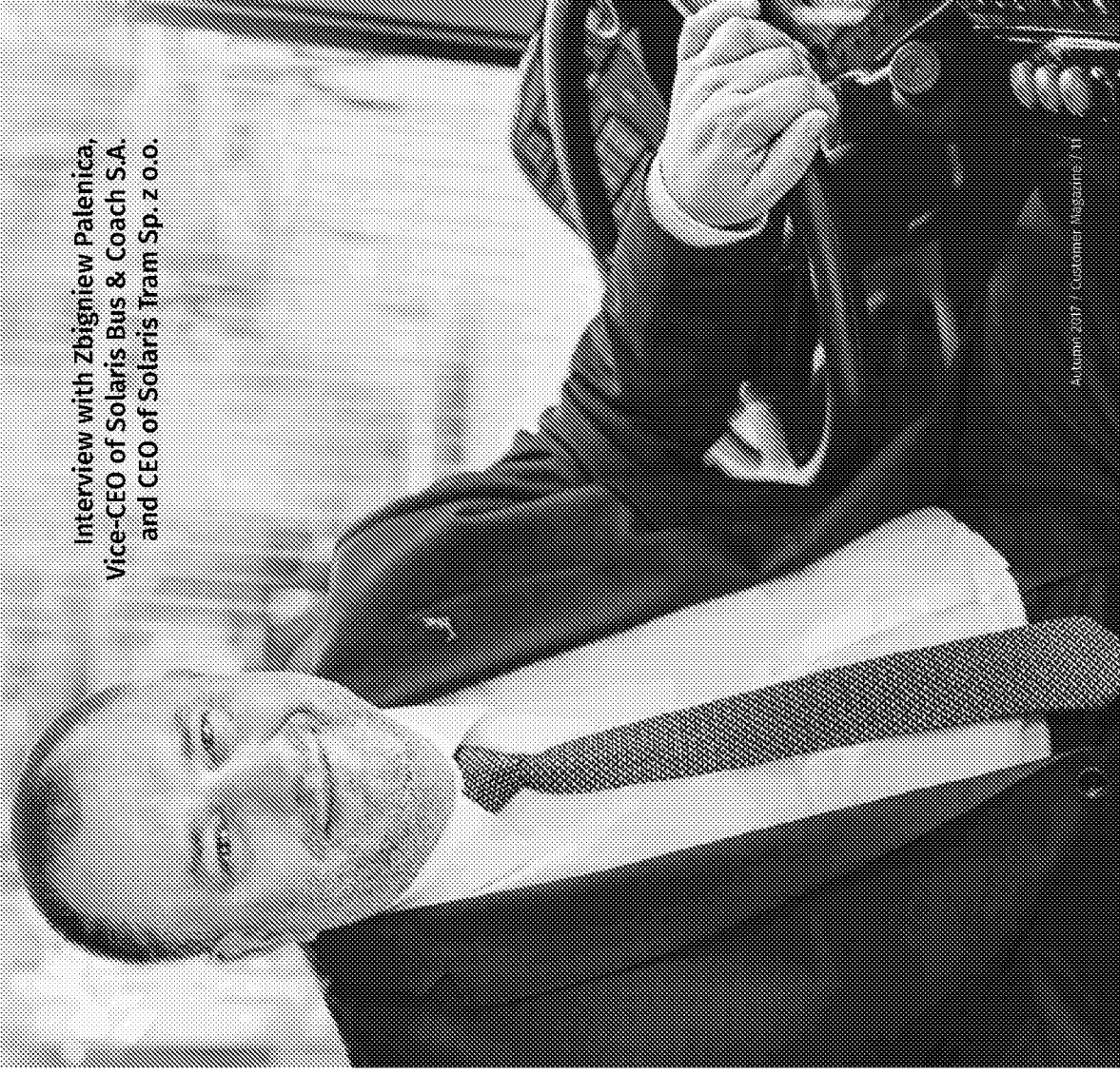
The signatories of the document drafted by the European Committee of the Regions also include the representatives of European metropolises and operators, apart from Solaris Bus & Coach S.A. and other leading European manufacturers. Taking into account the challenges related to the depletion of natural resources, climate change and excessive pollution of the environment, Solaris undertakes various efforts towards minimising the negative impact on the respective elements thereof having supplied ecological public transport vehicles ever since 2001.



In the picture: The signatories of the Declaration. Source: European Commission, Twitter.

Custom-built buses are our specialty

Interview with Zbigniew Palenica,
Vice-CEO of Solaris Bus & Coach S.A.
and CEO of Solaris Tram Sp. z o.o.





The vision of the firm owner and founder Krzysztof Olszewski, who, in 2006, uttered the now famous line “Diesel has died. Long live electricity.” has come true.

Customer Magazine: We are past mid-year. Would you venture to make some preliminary sales projections for Solaris for the end of 2017?

Zbigniew Palenica: It appears that this will be a record year for our company in terms of vehicles supplied to customers. It will be the first time we exceed the magic number of 1400 buses and trolleybuses. This is the result of both increased demand on the domestic market, as well as of expanding export, for instance to the Benelux countries. We have signed our first contracts ever with operators in Belgium and the Netherlands. 2017 brought about a record contract for 360 Interurbino buses for Italy's Cotral, as well as the delivery of 97 buses (including 20 electric buses – editorial note) to Cracow operator MPK. Needless to say, our backlog grows not only thanks to large contracts but also as a result of smaller orders. Solaris always has and always will treat each customer with the same care and attention, irrespective of whether that customer orders one or one hundred buses. This is one of our undeniable market advantages which, at the same time, creates huge challenges for us in terms of design and production. After all, custom-built buses are our speciality.

CM: And how does the firm handle electromobility - related challenges?

ZP: In view of the number of supplied electric buses both in Poland and abroad, as well as the

number of contracts concluded for deliveries next year, I can quite safely say that Solaris is a leader in Europe in this field. At the end of June 2017, Solaris was ranked second in Europe in the electric bus segment alone, claiming a market share of over 15% and losing to the number one in the ranking by only 2%. Of course, Solaris has been working towards this success since 2001, when it launched trolleybuses which are fully electric vehicles. In 2006 Solaris broadened its portfolio adding hybrid buses to the range, and eventually, in 2011, it showed its first battery bus. Today, over 2000 electric drive vehicles of the Solaris brand are driving across European cities. This extensive experience is certainly paying off, not only in the field of research, development and production, but also in the area of after-sales services, which is highly appreciated by our clients. The vision of the firm owner and founder Krzysztof Olszewski, who, in 2006, uttered the now famous line “Diesel has died. Long live electricity” has come true. No-one has any doubts as to that, not even the competition which back then was a little sceptical about electric vehicles, to say the least.

CM: How many electric buses is Solaris going to produce this year and the next?

ZP: By the end of 2017 we will have delivered 70 electric buses to our clients in Poland and overseas. That is about 5% of Solaris' output and sales this year. On the other hand, sales targets for electric buses for 2018 seem even more promising. Assuming that next year

the company will manufacture about 1500 vehicles, 10-15% of these will be electric buses. Such a dynamic growth of this market segment means we need to adjust our company's structure as well as our production and after-sales processes. That is why we have to keep developing our competencies not only with regard to sales in the e-mobility segment, but also in relation to production and maintenance work. We estimate that within a time-frame of 5 years vehicles with an alternative drive will make up over half of our production.

This is consistent with the course that more and more European carriers are pursuing. The policy of the European Union is also quite clear in this respect. This is evidenced among others by the recently signed European “Declaration of intent on promoting deployment of clean buses”, inked by representatives of the European Commission, producers, operators and organisers of public transport in European metropolises. Solaris, too, was one of the signatories of that declaration.

CM: Staying in the realm of electric vehicles, those moving on steel wheels - how is business of the company Solaris Tram, which you are CEO of developing?

ZP: Solaris Tram is a joint venture established on the basis of the rolling stock department of Solaris and benefiting from the capital involvement of a Swiss company Stadler. Maintenance

duties resulting from all so far implemented tram deals remain in the hands of Solaris Bus & Coach. And by this I mean after-sales services for trams in Poznań, Olsztyn, Jena and Braunschweig. Currently underway, the delivery of Solaris Traminos to Leipzig is yet another order awarded to Solaris Bus & Coach.

Employing about 250 people, Solaris Tram handles sales in a consortium with Stadler, as well as the design, production and after-sales maintenance of newly won tram contracts. The first of those arrangements concerns the supply of 7 trams to Braunschweig, with the option to increase the order by another 7 vehicles. It will be a twin construction to the one we have supplied over previous years. However, the design and manufacturing process will be implemented under a new organisational structure. We are also participating in new tenders as Solaris Tram. The production plant in Środa Wielkopolska shall be expanded soon, so as to ensure that the plant will be able to carry out secured tram contracts as well as orders within the Stadler group, not necessarily those restricted to trams.

CM: May you reveal which new products Solaris is currently working on?

ZP: It will hardly be a secret if I say that most of our research and development projects oscillate around electromobility. We have just submitted the new generation of articulated electric buses for long-term tests for carrier MZA Warszawa. During those tests we hope to check a few new solutions. We are also about to witness the transfer of the world's first trolleybuses with batteries and hydrogen fuel cells as range extenders to the city of Riga. The hydrogen technology seems to be quite an interesting, though still very expensive, solution. We also have a lot of interesting projects regarding electric buses which we want to develop in collaboration

with our co-operators as part of the cluster “Polish Electric Bus - supply chain for electromobility”. However, before the new solutions appear on the market, they will have to get field-tested. That is because we cannot allow ourselves to make unsubstantiated promises. Our clients always receive the product they expected to get.



Solaris novelties AT BUSWORLD 2017

Ever since 2001, Solaris has been continuously participating every two years in the biggest bus industry fair in Europe, the Busworld. Located in the Flemish part of Belgium, right next to the French border, the tiny Kortrijk turns into the European bus industry capital for over one week in October. This is where many vehicle have premièred. Solaris, too, has prepared a vehicle début for the trade fair visitors - namely the articulated version of the new-generation electric bus.

The new Solaris Urbino 18 electric

One of the market advantages of Solaris is its innovative products which often become trendsetters for the whole sector. That is what happened to hybrid buses in 2006, as well as to electric vehicles in 2011. Since then, nearly the whole bus industry has set course for e-mobility.

Length	18 000 mm
Width	2 550 mm
Total height	3 100 mm (including fan system)
Axle base	6 000 / 4 000 mm
Front axle	Independent axle (FRL 2+1)
Rear axle	1F-1U 102 (reverse axis 2+0)
Neutral axle	2F-2U4 132
Traction motor	150 kW (200 hp (147 kW))
Wheels	275/70 R225 2+2
Charging system	Plug-in AC/DC, battery switch power up to 240 kW

Battery	High Energy 240 kWh
Electric fittings	Modicon
Air conditioning	Passenger compartment driver's cabin
Seat type	Seat 2+2
Number of seats	39 (17)
Seats accessible from low floor	0 (0)
Passenger capacity	135 (291)
Door arrangement	2-2-2
Entrance height	100 mm
Articulation mechanism	Hydrex 19.5 (electrically controlled)
Brake	Electrodynmic

17 - required capacity, up to 240 kW

The "direction e-mobility" has been a key area of development for Solaris in the past years. This is evidenced by a growing number of supplied and ordered battery vehicles. By the middle of this year, Solaris had already sold nearly 200 buses with electric drives. They include 8,9-metre MIDI-class and twelve-metre buses. What is more, this year the product range of battery buses has been extended by an articulated version of the new generation.

This year's Busworld fair in Kortrijk will see the official début of the fourth-generation Solaris Urbino 18 electric. The product is based on the construction of the new generation Urbino passengers have already made an acquaintance with after its première in 2014. Up until now the articulated bus variant has been available only with a diesel engine. As of this year, the Urbino family will gain a new member - the 18-metre zero-emission bus.

On display at the Kortrijk trade, the articulated electric bus will be fitted with a 240 kW central traction motor. Its energy storage system

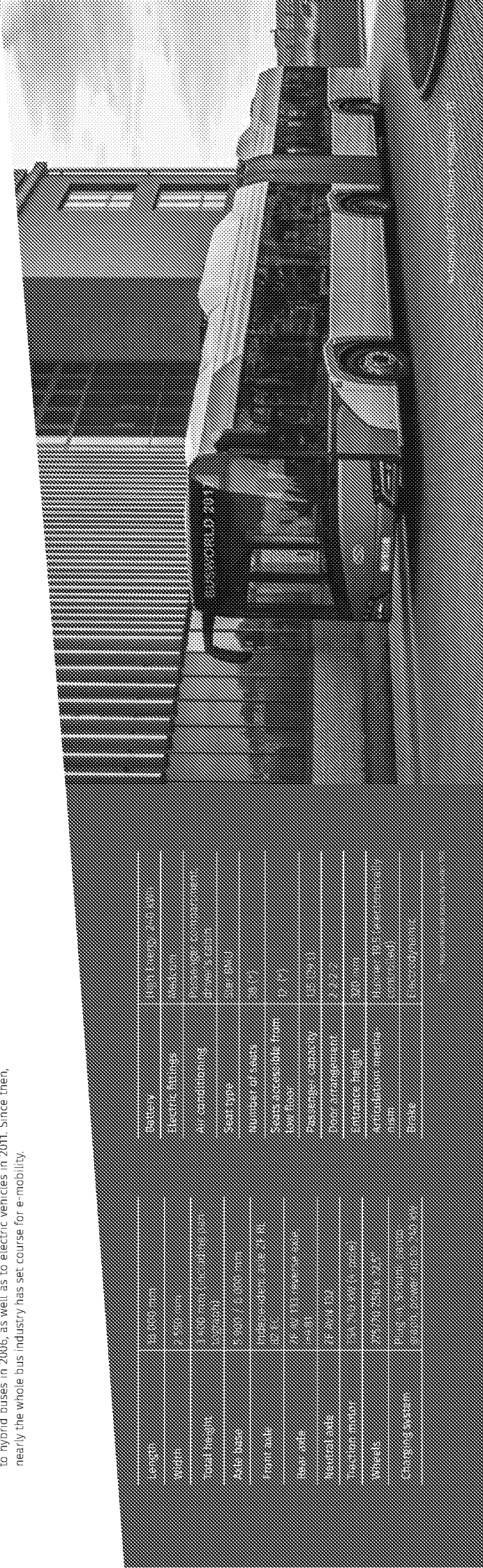
consists in 240 kWh batteries of the Solaris High Energy type. In the case of the model presented at Busworld batteries can be charged either by means of a plug-in connector or via a roof-mounted pantograph.

Owing to the reduced unladen weight of the vehicle and the advantageous distribution of axle load, the passenger capacity of the presented vehicle totals 135 people. This is, of course, only one of the many options available to customers, because, as usual, Solaris is extremely flexible with regard to the needs of operators. The interior design is one of many elements that can be fine-tuned to the expectations of carriers. The same applies to the battery capacity or the way these are recharged. All of these efforts are to make Solaris buses more functional and economical depending on existing conditions.

What is important for operators, the new-generation articulated Solaris Urbino electric 18 is not only a test version presented on trade fairs. Rather, it is a mature

Meanwhile, in the past weeks operator PKM Jaworzno supplemented its bus fleet with 22 electric buses, nine of which are articulated vehicles of the new generation. Interestingly, after completion of that order, one third of the Jaworzno bus fleet is now made up of electric vehicles. That way this Polish city of 100,000 inhabitants can be called beyond doubt an e-mobility leader in Europe.

The number of electric cars on the streets of European cities is rising quickly. Solaris takes actively part in the development of e-mobility.



Solaris Urbino 18 electric articulated bus

➤ The new Solaris Urbino 10.5

The second vehicle on the Solaris stand will be none other than the 10.5-metre new generation Urbino.



The main advantages of that bus are its small external dimensions and its excellent manoeuvrability thanks to which it is extremely effective both in small towns as well as on the narrow, cramped streets of many European metropolises. The vehicle was built on the basis of a 12-metre Solaris modules, but the bus has been shortened by 1.5 metres between the first door of and the second axle compared to the new Urbino 12. Shortening the construction of the bus required also a reduction of the wheelbase from 5,900 mm to 4,450 mm.

A 200-horsepower Cummins ISB6.7Hd engine has been installed in the model showcased at the fair. However, just like in the case of Urbino 12, it's possible to install a DAF MAXI drive unit instead. Both solutions guarantee dynamic and economical driving. The engines meet highly restrictive Euro 6 emissions standards.

In spite of its small dimensions, the bus is doing very well on parking routes, you will fit 29 seats (six of which can be accessed from the low floor). The passengers' comfort during a ride is ensured by a highly efficient air conditioning system.

Three Solaris Urbino 10.5 buses started cruising around Vienna this year. More vehicles are already lined up on the assembly line – they are being produced specifically for the Polish cities of Konopnik and Kurno, but also for Färth in Germany and French Abondance. A picturesque location, the latter will be able to witness the advantages of the new Solaris Urbino 10.5 on winding and steep mountain roads.

Length	10,525 mm
Width	2,540 mm
Height	3,040 mm
Axle base	4,450 mm
Front axle	independent axle 2x 800
Drive axle	4x 4x 12 axle, constant
Front overhang	2,740 mm
Rear overhang	3,440 mm

Internal combustion engine	Cummins ISB6.7Hd
Transmission	7F-400
Fuel tank	300 l
AdBlue tank	40 l
Air conditioning	Passenger compartment, driver's cabin
Door arrangement	2+2
Seats	29
Seats accessible from low floor	1

➤ The new Solaris Urbino 12 Hybrid

The third vehicle to be presented by us during the Busworld is the new Solaris Urbino 12 with a serial hybrid drive. It is one of the 208 hybrid buses Solaris is going to supply to Belgian operator TEC for the Walloon Region.



The supplier of the hybrid unit HybridDrive is an American manufacturer – BAE Systems. The environmental-friendly drive allows to significantly reduce fuel consumption and pollutant emission into the atmosphere. It is made possible by an electric engine fuelled with power from a power storage facility. That facility, in turn, is charged with the help of a generator using a low-capacity (4.5 litres) Cummins diesel engine (a 210 HP Cummins ISB4.5E6).

The new Solaris hybrid Urbino 12 is also available as a zero emission option, which makes the vehicle like an electric bus. Thanks to the installation of the Stop-and-Go system, the diesel engine turns off completely during stopovers at bus stops and the opening of doors,

but it turns on again immediately after the supercapacitors run out of power. A GPS has been installed in the vehicle, too, including corresponding software that allows for the activation of the Arrive-and-Go function. This option allows to switch off the diesel engine even as the bus is approaching a bus stop. Various tests have shown that thanks to this environmental-friendly solution the bus is able to use up to 20 percent less fuel than similar vehicles with a conventional drive would use. Moreover, the engine operates so quietly that the noise level can be reduced significantly, which comes in handy in particular in crowded city centres.

As of recently Solaris' new offer also includes an 18-metre version of the producer's hybrid bus with a serial

drive of BAE. The bus is equipped with a six-cylinder, 6.7-litre and 300 HP engine of Cummins ISB6.7 engine, as well as an asynchronous central motor with a peak performance of 200 kW.

The new Urbino 12 Hybrid boasts exceptional drive parameters, but what makes it stand out particularly is the forceful and yet smooth acceleration. One of the main features of the drive is that it can recuperate kinetic energy during braking and this energy is subsequently transformed and stored as electric power in a storage facility – in 0.82 kWh supercapacitors.

Length	12 000 mm
Width	2 500 mm
Height	3 100 mm
Axle base	3 000 mm
Front axle	independent drive ZF R 12.11
Drive axle	ZF AW 123 Axle drive shafts 1 x 7.35
Front overhang	2 700 mm
Rear overhang	3 600 mm
Drive	BAE Hybrid drive
Energy storage system	BAE Supercapacitors
Internal combustion engine	CUMMINS ISB 4.5 E6

Electric engine	BAE HDS 100 Peak performance 190 kW
Maximum speed	75 km/h
Fuel tank	300 l
Airline tilt	34°
Air conditioning	Passenger compartment driver's cabin Climatico KT 47.1
Door arrangement	2 x 2
Passenger capacity	30
Seats	24
Seats accessible from the floor	3

E-mobility revolution

2017 is abundant in orders for electric buses. Even though battery buses have settled in fine in Poland's cityscape, we can still observe the growth trend that keeps solidifying with every day. This hardly comes as

a surprise - electric buses do not emit harmful gases, they use up less energy and they raise the comfort of travel considerably. These arguments have convinced operators not only in large metropolises. More and more orders for fully emission-free vehicles come from medium and small towns. And not only from abroad, but also from the Polish market which currently ranks sixth in Europe in terms of the number of already contracted battery buses. As leader of the cluster for e-mobility, Solaris has been prepared for this technological change for years.



> Europe speaking unanimously

There is no doubt that the future belongs to vehicles powered with alternative fuels, compared to the (hitherto) traditional diesels, create no emissions at the place of use and, thanks to the innovative solutions applied in them, are also unusually quiet, which increases the comfort of operating these vehicles in urban space. But investments in battery buses may also be spurred by additional restrictions imposed on diesel vehicles in city centres. However, EU funds available under the Operational Infrastructure and Environment Programme are also subject to significant changes, which will surely cause a growth of interest in electric vehicles. Many states are already treating the issue

very consciously and have already decided to delineate clear, fixed legal frames that will determine the rules of purchasing buses (we wrote about it in our Client Magazine / spring 2017 edition). Highly promising declarations follow these dreams. France, where carriers speak in one voice, is an excellent example of such measures. Evidence to this thesis is an order made by a French carrier for two electric Solaris Urbino 8,9 LE to roll out on the streets of Fontignan, at the southern coast of France. Two completely emission-free and noiseless buses shall be supplied to Fontignan mid-December this year. The French carrier nau Aggio has also decided to buy electric

buses after a favourable experience with the 8.9-meter Solaris buses in tests held in that city at the beginning of the year. Both vehicles shall be equipped with 160 kWh Solaris High Energy batteries. The energy storage will be charged with the aid of an 80 kW charger the supply of which is also covered by the contract concluded by Solaris. These will be the first electric Solaris buses in France, thanks to which it will become the eighth country in Europe to feature the most ecological and technologically advanced products of the Bolecnowo-based manufacturer.

Fuel costs

1,022,222*

Annual cost of the purchase
of fuel for all city buses
driving in Poland**

⁴⁴ Simulation for 11.316 city buses in Poland, assuming an average annual mileage of 90,000 km and diesel consumption of 14.85 litres/100 km.



The same situation may be enough to build such power plants generating a total of 140,000 GWh of power, which could cover the annual electricity for a country of 300 million people.

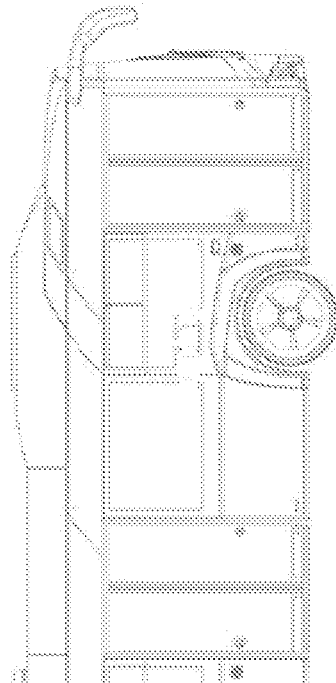
0800 345 3454



All of the recently signed contracts for the delivery of battery buses are proof that this new, eco-friendly era of public transport is gaining momentum. Solaris Bus & Coach has been setting trends in this respect for years, among others by launching zero-emission vehicles on the domestic market. New contracts are the best evidence of the ineffectiveness of such measures. This path set out together with others will surely bring about changes that will enable to create a much better and user-friendly city infrastructure. The near future will show how big those changes shall be. For the moment being, vehicles with conventional diesel engines still constitute the majority of buses registered every year in Europe. However, this is changing fast. Over the next years, Solaris Bus & Coach S.A. plans to radically change the proportions though, by adjusting its factory so as to ensure that emission-free vehicles constitute at least half of the factory output.



These days, vehicles with alternative drives make up 25% of the production in Środa Wielkopolska and Bolechowo. It is expected that over the next several years the share of this type of drive will rise to 50%.



The map shows zero-emission buses as well as trolleybuses with batteries allowing the vehicles the autonomous drive.

GERMANY

German operators of buses may boast owning a substantial number of electric buses, currently going into 130. In this way, Poland's western neighbour, similarly, ranks fifth in Europe in this regard. Solaris is also actively participating in the electrification of the bus fleet in that country - only over the last few weeks the bus manufacturer has signed new additional contracts

with German carriers for the supply of electric buses. The first contract was concluded with Nuremberg-based operator VAG Verkehrs-Aktiengesellschaft, and a nearly identical battery vehicle was ordered by the company Infra Fürtch Verkehr GmbH from the nearby town of Fürtch. The buses will appear in the respective cities before the end of 2017. In both cases they will be

NORWAY

Solaris has also started with its conquest of the North of Europe, thanks to starting collaboration with one of the biggest Norwegian public transport operators which signed a contract for two new Urbino 12 electric at the end of March 2017. These are the first battery vehicles acquired by that carrier. Unibuss owns a fleet of nearly 750 buses carrying passengers across the eastern part of Norway, and it is one of the most environmentally sustainable transport businesses

of that country. That is because it already uses buses fuelled with hydrogen, biogas, biodiesel and also hybrid vehicles. The new Solaris Urbino electrics will be the first battery buses to be applied by that operator. The electric buses of Solaris took part in test runs, held by carriers in Oslo last year. Their goal was to gather experience in terms of the everyday use of battery vehicles in the city. Oslo is, after all, one of the world metropolises strongly investing in the promotion

ITALY

One ought not forget about Italy when mentioning countries that promote the idea of electromobility and those that have just placed

an order for electric buses with the Bolechowo-based producer. In the past weeks Solaris has secured orders for the supply of a total of

2000 buses with electric powertrains (including buses in production)



POLAND

The Polish market, too, has seen a spike in interest in vehicles powered with alternative fuel. This is evidenced by the rising number of tenders for electric buses announced in Poland this year so far. Only in the past few months did Solaris Bus & Coach sign

new contracts for the delivery of electric buses to: Chodzież, Ostrow Wielkopolski, Sosnowiec and Wroclaw. What is more, by the end of July 2017, the bus manufacturer from near Poznan had also signed a contract for the supply of the

tender for the supply of battery buses to Warsaw for Solaris. The twelve-metre electric buses of the latest generation will roll out of the Bolechowo factory at the end of 2018. Other cities that may boast having the latest electric models of Solaris include Cracow and Jaworzno which have bought 42 battery buses in total; the contracts for their supply were signed back in 2016, during the trade fair in Kielce.

world-wide first electric Solaris Alpino 8,9 LE for blood donation to the Regional Blood Donation and Hemotherapy Centre in Katowice. But also declarations of the municipal carrier in the capital of Poland are impressive on a European scale: over the next years Warsaw-based MZA plans to buy 130 electric buses in total. The city confirmed its boisterous announcement with its latest order for 10 zero-emission buses of the MAXI class. Won at the end of June, this is the second victorious

22 electric buses to two Italian cities – Bergamo i Mediolanu. We write about in more details on pages 4.

Double POWER OF HYBRIDS

Solaris' new hybrid bus model presented barely a few months ago has been met with a warm reception of the market. By the end of the first half of 2017 the Polish bus maker managed to secure orders for 266 new Solaris Urbino 12 Hybrids.

Showcased at last year's IAA fair in Hanover and at the Transexpo in Kielce, the vehicle is the result of the company broadening its product range for new generation Urbinos, presented for the first time in 2014. By choosing the serial HybridDrive of the U.S. producer BAE Systems the manufacturer was able to apply a low-capacity diesel engine (the 210 HP Cummins ISB4.5EE).

This eco-friendly, partially electric drive allows to significantly cap fuel consumption and pollutant emission into the atmosphere.

– It is these very advantages of the Urbino 12 Hybrid that have convinced a number of cities to invest in alternative drives. We may look at the market success of the novice vehicle with satisfaction. 266 buses is a result that makes you happy – comments Zbigniew Palenica, Vice-CEO of Solaris in charge of Sales.

The company's biggest order so far was placed by a public transport operator in the francophone part

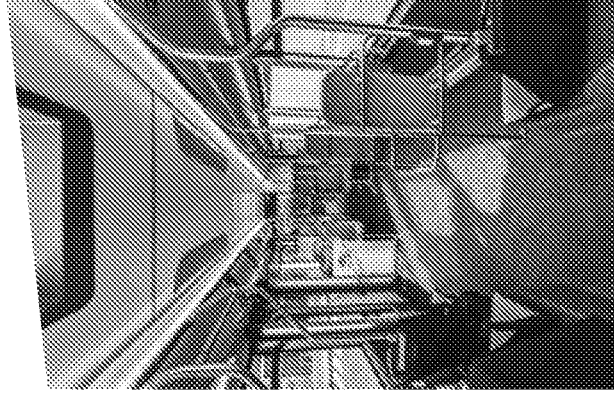
of Belgium, the Société Régionale Wallonne du Transport (SRWT). By the end of 2019, 208 hybrid buses from Poland will join the operator's fleet; the first ten of these will be delivered this year. However, the biggest hybrid fleet of Solaris buses shall be established in Kielce and Tomaszów Mazowiecki – the city shall get 25 Urbino Hybrids still this year (the order for Kielce consists also of 10 articulated buses).

– Low-emission vehicles with hybrid drives are becoming a more popular choice not only for the biggest agglomerations, but also for smaller towns. This is of a considerable significance to actions taken for the purpose of environmental protection – Mr. Palenica adds.

What is more, new twelve-metre hybrids of Solaris will also begin operation in the cities and towns of Piła (6 buses), Pobiedziska (3 buses), Swarzędz (4 buses), Świnoujście (3 buses) and Wągrowiec (2 buses). Clients choosing the new model are also offered the possibility to install a Stop-and-Go system, which allows to completely turn off the

diesel engine during stopovers and to leave it in a zero-emission mode. Furthermore customers can opt for an Arrive-and-Go system which additionally turns off the diesel engine when the bus is approaching a stop. Thanks to those solutions the hybrid bus of Solaris resembles an electric bus in functionality and according to tests it is able to use up to 20 percent less fuel than needed by similar vehicles with a conventional drive. Moreover, the engine operates so quietly that the noise level can be reduced significantly, which is welcomed in crowded city centres in particular. One of the main features of the

drive is that it recuperates kinetic energy during braking, following which this energy is transformed and stored as electric power in a storage facility (in the case of the new Solaris Urbino 12 Hybrid – a supercapacitor) mounted on the roof of the bus. The new Solaris Urbino 12 Hybrid is also featured on page 18.



Towards digitalisation

Nowadays the process of digitisation of after-sales customer service is inevitable. Solaris has started it over a decade ago. However, now the trend is gaining momentum - Solaris Bus & Coach S.A. is offering its contracted partners more and more solutions which will enable them to work more efficiently, save time and what is more, these services are connected to the in-house SAP system, making it a win-win situation for both sides.

Solaris began with the digital modernisation in 2005, launching Magbus - an on-line platform enabling the placement of orders of spare parts and providing access to vehicle documentation. Ever since then, the platform has been constantly in use by end-customers, authorised servicing stations and foreign subsidiaries. The number of active users of the system has reached nearly 1200 people representing 444 clients on all markets.

The latest, third version of the web site currently in operation is fully integrated with SAP. This means that data entered into Magbus are immediately visible in the SAP system and vice versa. The portal was changed extensively last in 2015. Back then the platform

layout was brushed up, whereas the order search module was expanded and detailed information on the status of orders for spare parts are presented clearly in the system now. Currently, the company is undertaking to implement the Enterprise Service Bus technology, also called ESB rails; in all its subsidiaries. The service rails for the exchange of company data constitute a set of tools enabling the transfer, provision and processing of data as well as carrying out operations in portals and apps based originally on different IT systems. To put it simply - new technology allows for communication between systems which hitherto "spoke" in different languages.

The consequence of these activities will be the gradual launch of

a global version of Magbus on foreign markets. The closest plans of the company focus on implementing the new platform version on the Swedish market. All of this serves to facilitate contact with Solaris business partners - so they can act faster, order easier and buy cheaper. It is among others thanks to such solutions that the Magbus counter of orders jumped over the 118,000 item line in 2016 alone.

Another sector of after-sales collaboration with company clients that has been made digital is the reporting and servicing of vehicle malfunctions. The eSNote system was launched in 2015 and has ensured the quality of maintenance notification management. Since then, eSNote enables the on-line processing of maintenance

notifications from beginning to end - the app facilitates tracking the history of notifications and of malfunctions in a given vehicle, including the updated status of current notifications; but it also allows to draft statistics and comparisons. What is more, it has been integrated with pre-existing systems, which makes it possible to simply transfer notifications into warranty claims.

The latest eSClaim system - used for settling costs of malfunctions covered by a warranty - works on a similar basis. You log into this system by means of a computer or any kind of mobile device. Data for each warranty claim are updated automatically, which gives both the clients and Solaris employees constant access to updated information on warranty

notifications and how they are settled. The eSNote and eSClaim systems do not burden the client servers, since the systems and the saved resources can be accessed through a web browser.

- The aggregation of all data in one place speeds up the execution and settlement of maintenance notifications, as well as of warranty and post-warranty claims, which, in turn, affects customer satisfaction over the collaboration with Solaris and helps to build good, sustainable relations - notes Mateusz Nalewajski, head of the Warranty department in Solaris Bus & Coach S.A.

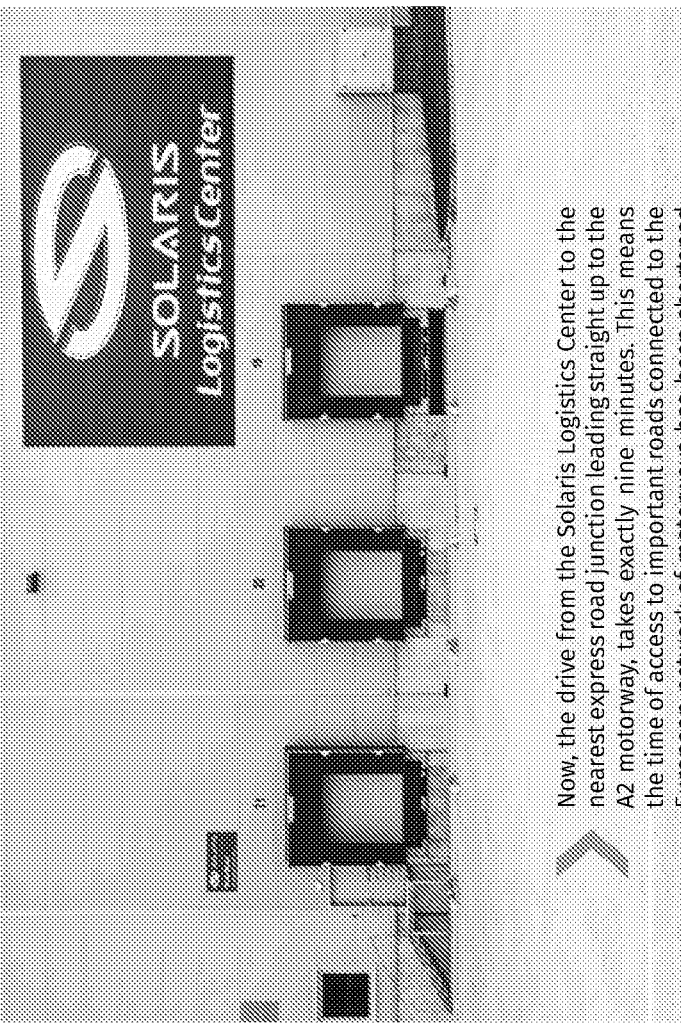
Access to information is a key business rule. Irrespective of whether it concerns the documentation of a vehicle, a catalogue

of spare parts or a maintenance notification - Solaris Bus & Coach follows global trends of digitising and standardising processes and data. Investments in tools used by departments involved in after-sales services facilitate the work of clients, but it also improves communication between various organisations and yields measurable benefits.

Solaris Logistics Center

More space, possibilities, loading and unloading ramps as well as convenience and work safety. The new seat of the Spare Parts Sales Department offers more in nearly all aspects. Here comes the Solaris Logistics Center.

The process of moving to a new office has begun in June 2017 and is spread out over several stages, so as not to interfere with the work of the warehouse. The photo was taken in July 2017.



Now, the drive from the Solaris Logistics Center to the nearest express road junction leading straight up to the A2 motorway, takes exactly nine minutes. This means the time of access to important roads connected to the European network of motorways has been shortened six-fold.

Constant development of vehicles in terms of both sales and technology compels the producer to consistently adjust its after-sales services. The increasing fleets of Solaris buses in all of Europe and beyond, as well as the fast-growing number of buses with electric drives pose new challenges to the company, among others to the Spare Parts Sales Department. In order to ensure further development opportunities and concerned with maximum customer service efficiency in the next few years, the company decided to create the Solaris Logistics Center in Jasín (on the eastern outskirts of Poznań).

The current seat in Murowana Goślina is certainly a repository of nostalgia and colourful tales; however with each passing day it was less and less of a modern logistics center able to handle a growing number of Solaris clients and their fleets. Challenges have been multiplying over the past years: new markets to serve

(Belgium, Israel, the Netherlands, Morocco, Turkey), paired with the concurrent maintenance of two generations of Urbinos and the ever-growing number of electric vehicles with the green dachshund logo. An answer was needed fast to all those challenges. "Speed" is the key word here - because time is of the essence in after-sales service.

Now the drive from the Solaris Logistics Center to the nearest express road junction leading straight up to the A2 motorway, takes exactly nine minutes. This means the time of access to important roads connected to the European network of motorways has been shortened six-fold. Thus goods and materials will make it much faster to the Solaris headquarters. This is quite an asset when time is a competitive advantage. Five loading and unloading docks will further reduce the time hitherto needed to service dispatched and received transports. Another separate gate for receiving oversize

loads and courier parcels will help, too. - As a result, we will be able to serve much more vehicles than up until now, without having to change the staff number. The increase in efficiency will be clearly noticeable - says Michał Ostachowski, deputy Director for Spare Parts.

Nearly everything will get changed. Now measuring 6000 square meters, the warehouse accommodates pallet racking with room for 3000 items and 100 windscreen racks. The three-level mezzanine allows for the relocation of goods according to rotation schemes and the highest storing level will reach 9.2 metres (previously 4.8 metres). The goods to be assembled will be conveyed from the shelves using special conveyor belts straying to picking stations where they will be checked, packed and prepared for dispatch. It is yet another novelty improving the everyday work of warehouse workers.

- Equally importantly, all materials shall be gathered under one roof, in one warehouse, easily accessible and within quick reach. We are saving time we previously used on passage from one hall to the other - Michał Ostachowski adds.

The move from Murowana Goślina will be divided into several stages.

- Our warehouse needs to work continuously, while we move to the new office. We have to release goods ordered by customers and receive deliveries from our sub-suppliers. There is not a day to take a break. We guarantee providing services to carriers 24 hours a day seven days a week. That is why we have divided the move into three stages. Transports have begun in June, and the whole operation is set to end in September, without interrupting the current work flow at all. This is one of the biggest logistic challenges for our department ever - notes Nikodem Stencik, head of Logistics and also chief organiser of the relocation. In order to better understand the venture I shall name a few figures. We have to transfer about 26,000 commodity items of various kinds. Starting with the electric equipment and ending with a whole tram "front". We will transport a total of 7400 windscreens alone. It was crucial to make operational and process-related preparations; these have been under way since March. Our goal is to ensure that customers do not feel the effects of the relocation, even though they know about it.

- Nikodem Stencik remarks further.

Even though the space we use has grown, paradoxically, the cost of its maintenance will be smaller than before. The warehouse halls have been fitted with energy-saving motion-controlled LED lighting, whereas the buildings are double-insulated, which ensures that the temperature inside is stable all year around, irrespective of weather conditions outside. At the same time the innovative.



Solaris cares for the disabled

Founded by Solange Olszewska, Fundacja Zielony Jamnik – the Green Dachshund Foundation has, in cooperation with the association Jedna Chwila (One Moment), organised an unusual training workshop for constructors and engineers working for Solaris, during which the participants were acquainted with problems of disabled passengers using public transport vehicles. In compliance with the firm's idea, mass public transport should be equally accessible to all its users. Even though Solaris has over 20 years of experience in building low-floor buses, it is constantly pursuing the improvement of solutions, so as to make it possible for everybody to use municipal transport.

The first low-floor bus produced in Bolechow rolled out of the factory in 1996. It seems that today - with an experience that arose from the construction of 15,000 vehicles - we may speak with even greater certainty about understanding the needs of disabled people. The workshop conducted by the association Jedna Chwila helped reviewing example situations

to raise awareness that such facilities are not simply a whim, but a real necessity.

Held in the Solaris headquarters in Bolechow-Osiedle, the training was divided into two modules. The theoretical part consisted of a multimedia presentation reviewing example situations

which disabled people encounter when using public transport. The participants discussed among others needs of passengers resulting from particular degrees of disability, as well as various types of wheelchair. The practical workshop in the production hall constituted a particularly valuable part of the workshop meeting;

The "Green Dachshund Foundation - for the rescue of the defenceless" was created by Solange Olszewska in 2012. Its statutory goals include:

- supporting educational initiative promoting health and aimed at improving road transport safety,
- participating in aid programmes addressed to children and youths,
- popularising the idea of animal rights protection,
- promoting the concept of voluntary service, by engaging employees and external organisations.

both Solaris employees and members of the association Jedna Chwila participated in that event. Constructors and employees of the Technical Office had the opportunity to acquaint themselves directly with the perspective of people afflicted by various handicaps. They tried to get on the bus while moving on wheelchairs, so as to even better comprehend what kinds of barriers turn up in means of public transport and what elements of the bus furnishing significantly aid the passenger in this seemingly prosaic task.

– Every year the number of wheelchair-bound people in Poland increases by 1000. We are trying hard to sensitize the society to their needs and requirements – noted doctor Alicja Malewicz-Pelczyńska, a member of the Board of the Green Dachshund Foundation. – Our co-operation with the association Jedna Chwila is in line with educational initiatives promoting health and aimed at

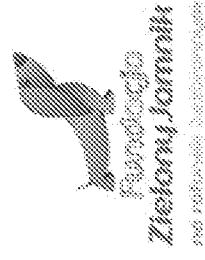
improving road transport safety, both of which our foundation is endorsing.

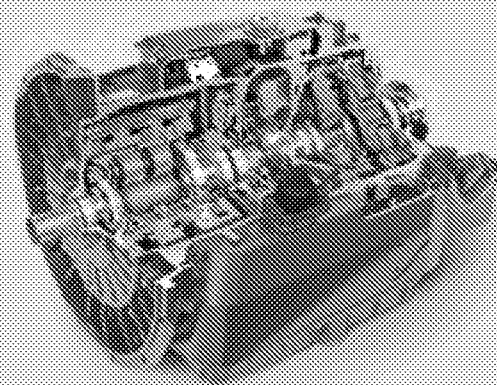
Krzysztof Stern, workshop leader and also CEO of the foundation Jedna Chwila, is himself the victim of a traffic accident that happened seven years ago and as a result of which he became wheelchair-bound. Everyday life from the perspective of a wheelchair has changed his attitude and viewpoints, and has motivated him to undertake intense efforts towards the integration of disabled people with able people and towards the mobilisation of these people in an urban environment.

– It took me two years after the accident to realise that I should not feel restricted in any way and now I am trying to instill that thought in others – Krzysztof Stern said. – Sometimes it is enough for a non-disabled person to try and imagine, in practice, how different the perspective of a person afflicted by

disability is and how types of muscle paralysis may vary; it is enough to create a real opportunity to ease their integration and their everyday life, and to make engineers aware of the many nuances one does not usually take into consideration.

The meeting, attended by employees of the Technical Office, the Type Approval Department and Project Managers was organised as part of the co-operation with the "Green Dachshund Foundation - for the rescue of the defenceless" – established by Solange Olszewska, CEO of Solaris Bus & Coach S.A.





Stay Green at Every Red Light! The New DIWA.6 Stop-Start Technology

The Stop-Start technology of the DIWA.6 transmission is designed to make stops more economical and environmentally friendly: The switching off allows for a reduction of the vehicle's fuel consumption by up to 10-12 % and helps to lower emissions. Public transit buses that are equipped with the Voith Stop-Start technology are successfully proving their efficiency and reliability every day.

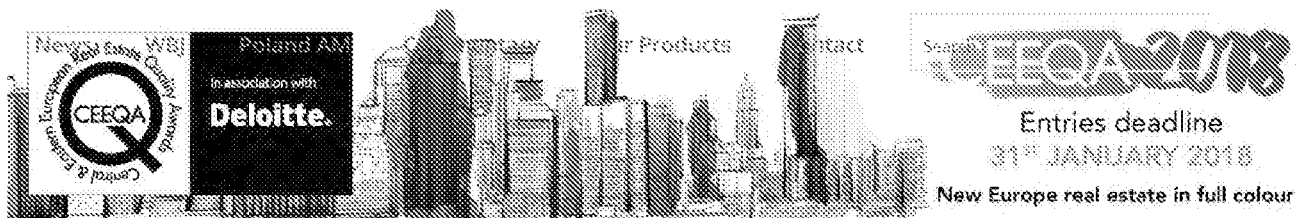


Experience the Stop-Start technology
from Voith at the Busworld Europe,
hall 5, booth 513.

VOITH

Inspiring Technology
for Generations

Annex 5: A copy of WBJ dated 25 July 2017



Sea ports with 7% increase in cargo in H1 2017

Duda signs controversial bill on lower courts

Solaris to deliver world's first mobile zero-emission blood donation buses

July 25, 2017

Beata Socha

Main News



Image : By Lukas 3z (Own work) [GFDL (<http://www.gnu.org/copyleft/fdl.html>) or CC BY-SA 4.0-3.0-2.5-2.0-1.0 (<https://creativecommons.org/licenses/by-sa/4.0/>)] via Wikimedia Commons

Solaris Bus & Coach has signed an agreement to deliver two blood donation buses based on the firm's electric, zero-emission Solaris Alpino 8.9 LE model. This is the first such order in the world, the company stated. The vehicles were ordered by regional blood bank in Katowice. The buses will be delivered by the end of 2018.

Solaris Bus&Coach

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August 25, 2016

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February 4, 2016



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- 5 INTER CARS SALES REACH PLN 531 MLN IN JANUARY
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FROM WBJ

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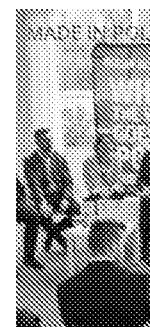
DESK FOR HIRE

Jan 17

WAR ON CASH

Jan 10

OUR EVENTS



LOKALE IMMOBILIA

GALERIA LIBERO MALL IN
KATOWICE ALMOST F...

Warsaw Stock Exchange-listed developer Echo Investment has revealed that its Galeria Libero shopping center project in Katowice has already been approximately 90 percent leased out. The scheme is scheduled to be completed in the third quarter of this...

UNIDEVELOPMENT: 621
APARTMENTS SOLD IN 2...

Developer Unidevelopment, part of the Warsaw Stock Exchange-listed Unibep group, has revealed it sold 621 apartments in 2017, which is the best sales result in the ten-year history of the company. Unidevelopment is active in the residential markets o...

COMMENTAR

POLAND'S REI
MARKET SET 1

The rental apart is attracting more and investor into large projects, co. units having been the country in re term institutions

WARSAW'S WTT SKYSCRAPER
WITH RENEWED BRE...

The Warsaw Trade Tower (WTT) office skyscraper in the Polish capital has recently got its BREEAM In-Use certificate for energy efficiency and environmental performance extended for another year. The building thus continues to be rated "Very Good" in ...



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OUTSOURCING L...

Febr

M T W

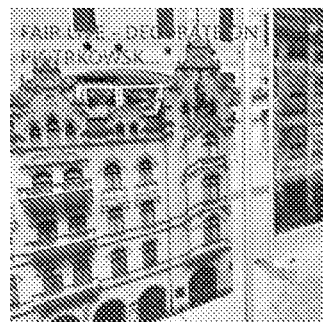
5 6 7

12 13 14

19 20 21

26 27 28

« Jan



9TH EDITION OF THE "POLISH
INFRASTRUCTURE...

	Giełda		
GPW (2018-02-12 09:19)			
WIG	-	-	-
wIG20	2414,95	+1,35%	-
mWIG40	-	-	-
swIG80	-	-	-
Wspierane przez Money.pl			

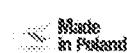
	Statystyki GPW - 8 lutego, 11:12			
Największe wzrosty - notowania giełdowe				
Wzrost	Kurs	Zm[%]	Obrot [mln]	
MINI	0,04	+23,33	0,00	
EVEREST INVESTMENTS	0,76	+15,92	0,00	
ZASTAL	0,40	+11,11	0,15	
STEELMET	18,40	+8,24	0,01	
Wspierane przez Money.pl				

	Statystyki GPW - 8 lutego, 11:12			
Największe spadki - notowania giełdowe				
Wzrost	Kurs	Zm[%]	Obrot [mln]	
MOSTOSTAL ZABRZE	0,54	-11,48	0,02	
INDYGOTECH MINERALS	0,28	-9,68	0,00	
ZIREMB-CHOJNICE	0,45	-8,16	0,00	
AVIAAM LEASING AB	0,46	-8,08	0,08	
Wspierane przez Money.pl				

	NBP
USD	
EUR	
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Annex 6: A copy of Wikimedia commons for Solaris Urbino



File:Solaris Urbino 12 Lublin.JPG

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Solaris Urbino 12 Lublin.JPG (800 × 550 pixels, file size: 191 KB, MIME type: image/jpeg)

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Information
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Summary

Description:	English: Solaris Urbino 12 W9 bus (#2294) on Elsnera Street in Lublin. Year built 2008, MPK Lublin operator. Polski: Autobus Solaris Urbino 12 W9 (#2294) trzeciej generacji z 2008 roku w barwach MPK Lublin.
Date:	12 August 2009
Source:	Own work
Author:	16v

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Camera model	[[[:en:<KENOX S760 / Samsung S760> <KENOX S760 / Samsung S760>]]
Copyright holder	COPYRIGHT, 2007
Exposure time	1/1,000 sec (0.001)
F-number	f/4.4
ISO speed rating	80
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Lens focal length	15.3 mm

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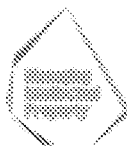
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