

# SCANIA

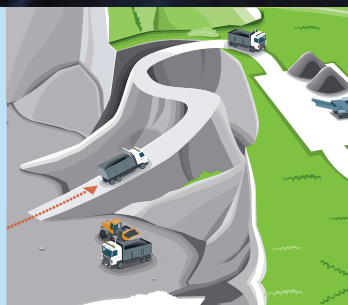
## SOUTHEAST ASIA GRIFFIN TODAY

INDON  
SHIPPING  
SETTING THE  
COURSE FOR A  
SUCCESSFUL  
JOURNEY



CASE STORY:  
**FAMILY RUN SENTOSA GROUP  
BUILDS REPUTATION WITH  
SCANIA PRIME MOVERS**

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UPDATE:  
**MINE BLOWING**

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Scania (Malaysia) Sdn Bhd (518606-D) No.1 Jalan Tiang U8/93, Bukit Jelutong Industrial Park, 40150 Shah Alam, Selangor D.E. Malaysia  
Scania Siam Co., Ltd. 999/19 M.9 Bangna-Trad Rd. KM.19, Bangchalong, Bangplee, Samutprakarn 10540 Thailand

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## SCANIA CELEBRATES OUR 125<sup>TH</sup> BIRTHDAY IN 2016

Scania have been driving customer's profitability through sustainable solutions for 125 years. This is only possible because of the people working behind the scenes for the people in the forefront of the transportation industry.

In this issue, Indon Shipping (Singapore), Sentosa Group (Malaysia) and N&DD (Thailand) stories are testament to the Scania Core Values that continue to guide us over the years and beyond.

We pride ourselves in obtaining good knowledge of customer's operations. We then deliver the right solutions by putting the customer's operations at the centre of the entire value chain. Scania employees' valuable knowledge, ideas and inspiration from day-to-day operations are recognised and used. Only then can the solutions be of the highest quality; especially if the continuous improvements of Scania products and services are triggered by customers' needs and spotting deviations in performance.

On this 125<sup>th</sup> anniversary of Scania, I would like to take this opportunity to thank Scania customers, drivers, friends, fans and most importantly, Scania staff. With all of us working together, there will be another 125 years.

IAN TAN

MARKETING AND COMMUNICATIONS MANAGER  
SCANIA SOUTHEAST ASIA

## Scania Southeast Asia Griffin Today

*Scania Southeast Asia Griffin Today is a customer magazine that is issued three times a year by Scania Southeast Asia for transport and power generation operators and professionals in the industry.*

### Publisher

Scania Southeast Asia which consists of Scania (Malaysia) Sdn. Bhd., Scania Singapore Pte. Ltd. and export markets in the region.

### Editor-in-chief

Thasanani Piya-aksornsak  
thasanani.piyaaksornsak@scania.com

### Editor Group

Ian Tan,  
David Onn-Yeoh, Attaphon Choosri, Chelsey Tang,  
ianjukeat.tan@scania.com / david@westcoast.my /  
attaphon.choosri@scania.com / chelsey@whitesparrow.sg

### Publishing agencies

Tdej Marketing Co., Ltd. & Appelberg, Stockholm, Sweden  
www.appelberg.com



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# INDON SHIPPING

**SETTING THE COURSE FOR  
A SUCCESSFUL JOURNEY**













“

**Scania's quality and reliability is undisputable and we need to make sure that we have a fleet that has the best uptime, especially in this grueling schedule”** *said Mr. Sim.*

**S**tevedoring; a term barely used by laypeople, involves the discharging or unloading of goods from vessels. This is a 'round-the-clock, 24-7, 365-days a year' industry where work activations depend highly on the arrival and departure of vessels. The requirement of consistent uptime, be it manpower or equipment, is therefore of utmost importance in this business.

Helmed by founder and Managing Director, Mr. Harry Sim, and assisted by his eldest son Mr. Brian Sim since 2008, Indon Shipping Pte. Ltd. is now a force to be reckoned with in the stevedoring industry in Singapore.

In 2010, Mr. Sim saw the potential to extend Indon Shipping's portfolio from just stevedoring, to include related services such as transportation, storage and handling of these goods, turning Indon Shipping into a one-stop solutions provider. "We started with seven units of second-hand prime movers and have since then more than doubled our fleet. Indon Shipping is also known as a specialist in Jurong Port clearance and has its administration and process requirements at our fingertips."

#### **WHEN ALL HANDS ARE ON DECK**

Owing to the demanding work hours, Indon Shipping understands that its employees are its most important resource and goes the extra mile to treat everyone in the company like family members.

"Many of our staff have been here a long time and they understand the demands of this industry. Whenever there is a job to be completed, our scheduled team comes back to work, regardless of whether it is a public holiday, weekend or in the middle of the night. For that, we are truly proud to have a responsible team."

Another important asset is Indon Shipping's fleet of vehicles. Being a business that runs 24/7, Mr. Sim needs to ensure that equipment and vehicles are reliable, robust and with excellent uptime track records. This is the reason that Scania makes up 85% of their total working fleet, "Scania's quality and reliability is undisputable and we need to make sure that we have a fleet that has the best uptime, especially in this grueling schedule", said Mr. Sim.

"Another reason we chose Scania is for the excellent after-sales service. Scania Driver Training, which is part of the after-sales, is important for us. Some of our drivers are not used to European model trucks so these training sessions really makes the difference in optimizing the vehicle's performance so they deliver to their best potential".







Mr. Brian Sim

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**In 2010, Mr. Sim saw the potential to extend Indon Shipping's portfolio from just stevedoring, to include related services such as transportation, storage and handling of these goods.**

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#### **A SAFE SHIP IS ONE WITH GOOD LEADERSHIP**

Mr. Sim understands that to keep his team motivated, more has to be done to develop further their potential. "There is a real problem with shortage of good staff who are committed and non-calculative, thus in this industry the turnover rate is quite high. Consequently, aside from bringing them into our family culture, we also send the more senior operators for upgrading such as skills training and Class 5 licenses. These keep the team motivated and interested in self-improvement, which in turn benefits both the company and our team as a whole."

When it comes to keeping ahead of the business, Indon Shipping has a 24-hour customer service hotline that is attended 365 days a year: "We are more than a stevedoring, transportation and warehousing company. We are like a customer service company in this industry that takes care of our customers in every area and it is their peace of mind that will be the indication of our success." ●



## CASE STORY



Dato' Razali Daud, the Managing Director and sole owner of the Sentosa Group

# FAMILY RUN SENTOSA GROUP BUILDS REPUTATION WITH SCANIA PRIME MOVERS

Text & Photot: West Coast PR Malaysia

### In the Beginning

Established in 1995, the Sentosa Group of Companies is a family-run business with a true rags-to-riches story.

Driven only by the desire to emulate the success of his associates, Dato' Razali Daud, the Managing Director and sole owner of the company, came from a very poor family that literally lived from day to day.

In the mid 80s, at the tender age of 26, he left the Forestry Department of Kelantan, determined to succeed in life armed with only a Higher Certificate of Education (STP) qualification.









“

**I'm glad I took a friend's advice and invested in the Scania G460 to begin my transportation business. The unbeatable performance and the rugged outlook of the Scania prime movers have instilled confidence in all my customers.”**

However, he persevered and made his way into the logging, mining and construction businesses until, eventually, he was ready to invest in them with his own savings and, today, he has his fingers in housing development, mining and transportation, through nine subsidiaries complementing one another under the Sentosa Group Holding company.

Razali's business ethics are quite simple and his formula for success is to embed honesty, sincerity and transparency in all his business dealings.

These are the ingredients that are necessary to cultivate teamwork in any organization and Razali says he practiced these traits even before he started establishing his business 20 years ago.

Razali's venture in the transportation business started with Sentosa Transport Services Sdn. Bhd., which came about due to the need to transport the minerals that one of his companies mined, such as iron ore, manganese and bauxite, from the mines that he leased to the port.

#### **A Good Start with Scania Trucks**

His history with Scania began with four Scania trucks, with financing and insurance support provided by Scania Credit Malaysia Sdn. Bhd.

“I'm glad I took a friend's advice and invested in the Scania G460 to begin my transportation business. The unbeatable performance and the rugged outlook of the Scania prime movers have instilled confidence in all my customers,” said Dato' Razali.

The Scania G460 CA 6x4 EHZ comes with the Scania Retarder, an auxiliary braking system that interacts with the cruise control, exhaust brake and wheel brakes, to provide total speed control at a touch of a button or a dab on the brake pedal.

Razali appreciated how powerful, yet smooth and effective a hydraulic retarder from Scania is. Besides being a comfortable and relaxing drive, it also provides savings by reducing the cost for normal braking system maintenance (by reducing brake wear).

Razali was also convinced that the legendary G460 power that comes with higher torque at lower revs will contribute to better drivability, fuel-economy and reliability, thereby ensuring that every haul is delivered with optimum uptime.

Scania stresses the importance of Vehicle Introduction to the drivers. This helps the driver to understand the basics of how to operate the vehicle correctly.

Very popular among Razali's drivers are the fully adjustable steering wheels that set best practice driver station ergonomics that enhances their comfort, keeping them focused and alert when driving, at all times.

“The Scania G460 trucks were running almost 24/7 and I was able to fulfill all delivery schedules without any hiccups. The uptime that these Scania trucks gave me helped me beat the other transporters flat and, soon, all the players were knocking on our door to hire our trucks,” says Razali, with a smile.

A firm believer in marketing, Razali intensified Sentosa's growth through word of mouth marketing, especially when using the new Scania G460 for moving bauxite in and out of the Kuantan port, as opposed to other transporters, who used old, worn-out trucks.

#### **Family Support Is Everything**

Apart from his eldest daughter, Rahayu, who runs her own business, three of his children aggressive support his businesses, while his youngest daughter, Razleen Melissa, is still at school.

Always by his side as his aide, his eldest son Mohd Razif, a management and marketing graduate from Lim Kok Wing University, takes care of his overall mining operations. That includes deliveries to and export procedures for his oversea customers, who are mostly based in China.

His third son, Mohd Razlan, takes full charge of Sentosa Transport Services Sdn. Bhd. and ensures the smooth flow of timely deliveries of the mined minerals.

Presently, the demand is for bauxite and, with the repair & maintenance contract that was signed with the Scania trucks, the uptime of the trucks has been stretched to the maximum with no worries of breakdowns.

His second daughter, Raziela, graduated with an engineering degree from UNITEN and takes charge of the housing development projects under Sentosa Jaya Sdn. Bhd.

Already branded as a reliable developer in Kelantan, Razali will be developing a 32-storey condominium in the heart of Kota Bharu in collaboration with Bina Puri Properties Sdn. Bhd., signifying Sentosa's entry into the big league.

“My three children being involved in my businesses is a dream come true as they are actively running the Group's operations with me just remote-controlling their movement from a safe distance,” Razali claims proudly.

#### **Future Diversification - The Sky's the Limit**

With most of his time presently spent with the transport business, Razali is planning to carve Sentosa's name as a major transport provider across the east coast of Malaysia.

“I plan to build up a fleet of trucks that are versatile not just in transporting mineral ores but to also deliver perishables such as palm oil and other goods.”

“The latest three Scania G460 tipper trucks that I just purchased will be used to make deliveries for the latest contract that I secured from Felda (Federal Land Development Authority). Additionally, I will set up two more companies that will deal with support services and tyre supplies for Sentosa Transport Services, respectively.

These Scania tipper trucks were handed over to Razali during the recent launch of the Scania Malaysia's Kuala Terengganu branch.

With the opening of the Kuala Terengganu Branch, having his Scania vehicles serviced will be easy as Scania has all the east coast states covered and backed by the trusted 24/7 Scania Assistance.

“To me, the Scania trucks gave me a fantastic jump-start to my transportation business for which I will always be grateful and thankful for making the right choice.” ●



# A LOOK INTO A DRIVERLESS FUTURE

Once the subject of science fiction, the first partly automated vehicles are expected to arrive on the market in 2018. They face a range of legal and technological challenges ahead of being fully accepted by society.

Text: Daniel Dasey Illustrations: Michael Kirkham

**W**HEN THE MAKERS of the science fiction films *Minority Report* and *I, Robot* imagined how cities of the future might look a little over a decade ago, they both pictured self-driving cars.

In the early 2000's when the films were produced, the idea of vehicles that could steer themselves while their occupants sat back and relaxed seemed like a Hollywood fantasy, as far off as androids and space colonies.

But the world has changed rapidly.

Automated vehicle development projects are now underway across the planet, with players as diverse as Apple, China's Alibaba and major automotive companies not only dreaming about such vehicles but actually building and trialling them.

So how far off are self-driving vehicles and what challenges and advantages will they present?

Daniel J Fagnant is an automated vehicles researcher at the University of Utah who has written extensively on the potential of the sector. He cites Google and the European Union's European CityMobil2 project as two of the groups doing outstanding work with autonomy, but warns we won't be stepping into fully self-driving vehicles for some years.

"A number of auto manufacturers and technology providers have stated their intentions of selling self-driving vehicles to the public by 2018-2020," Fagnant says. "These first vehicles will likely be able to travel without human intervention only under certain conditions, such as only in low-speed environments, on controlled freeways, on pre-mapped streets and/or in good weather conditions. We might see fully automated vehicles able to safely drive on any street that a human can in another 15 to 20 years from now."







## RECENT GLOBAL AUTOMATED VEHICLE MILESTONES

### JANUARY 2016

Driverless vehicle testing to commence in Ontario, Canada

### OCTOBER 2015

Toyota announces plans to launch driverless vehicles by 2020

### MAY 2015

Scania demonstrates a self-driving mining truck as part of the research project iQMatic

### JUNE 2015

Google announces its driverless test vehicles have covered 1 million kilometres

### JUNE 2015

Britain approves driverless vehicle testing in four cities

### SEPTEMBER 2013

Scania demonstrates the world's first autonomous truck publically.

Fagnant says as well as technological hurdles, the makers of automated vehicles need to overcome a number legal and public perception challenges. Such vehicles will need to be certified safe for roads, have issues around liability clarified, and prove their reliability.

"An automated vehicle (AV) must operate at a much higher level of reliability than a human driver," says Fagnant. "If an AV makes even one mistake, such as briefly sliding at an angle on an icy hill, the level of trust in the technology will evaporate instantly, even if a human driver experienced that same event ten times more frequently."

**LAUREN ISAAC**, Manager of Sustainable Transportation at global engineering and professional services consulting firm WSP | Parsons Brinckerhoff, says other challenges include the risk of cyber hacking of automated vehicles, and protecting the privacy of vehicle operators.

"These are complex issues with serious consequences if they're not addressed," she says. "That said, governments and the auto makers are already working together to find solutions."

Despite the challenges, both Fagnant and Isaac agree automated vehicles present major opportunities, including in the area of sustainability.

Isaac imagines two different scenarios. On one hand, it's possible vehicle pollution and congestion will become worse as people – unburdened of the stresses of driving – shun public transport and spend more time in their cars. On the other hand, increased ride and vehicle sharing and the promotion of better public transport could increase sustainability.

Fagnant agrees both scenarios are possible, and says wisely operated automated vehicles could be a boost to environment. "AV's can operate much more smoothly than human-driven vehicles," he says. "When connected



**Driverless freight will significantly reduce the cost of transporting goods and it will potentially allow for better routing and scheduling."**

*Lauren Isaac, Manager of Sustainable Transportation, WSP Parsons Brinckerhoff*

to other vehicles and infrastructure, they can platoon on freeways, smooth traffic flow, and operate more efficiently at signals. A fleet of shared AV's, such as driverless taxis, can travel throughout the day, and with their catalytic converters nearly continuously warmed, the exhaust pollutants will be more effectively broken down."

Both Isaac and Fagnant see significant benefits from automated vehicles in the commercial transport sector.

Fagnant says, "If buses or small shuttles become automated and dynamically managed, they could become more flexible in their routing, pick-ups and drop-offs, leading to quicker travel times and the potential for increased use."

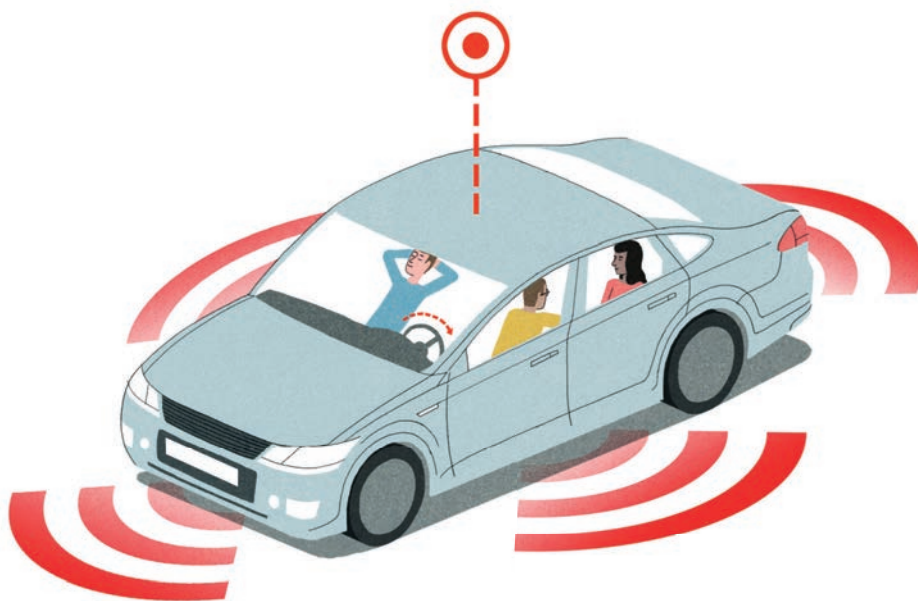
Isaac sees a time when even long-haul transport is handled by automated vehicles. "Driverless freight will significantly reduce the cost of transporting goods and it will potentially allow for better routing and scheduling of freight trucks through local neighbourhoods," she says.

Fagnant also sees potential in platooning, a connected technology being explored by manufacturers including Scania where trucks are connected to automated convoys. "The lead vehicle is driven by a human driver, and the following vehicles are unoccupied and fall in line behind," he says. Staging areas at either ends of the trip just off the freeway could be used, where drivers pick up or drop off the trucks within a few miles of the origin or final destination."

So, should society be please automated vehicle are on the way?

"Yes!", says Isaac. "Autonomous vehicles will likely have significant safety improvements while also improving mobility for elderly and disabled people."

Fagnant says despite the pitfalls, "there is a tremendous potential in terms of enhanced safety, congestion improvements, economic savings, and emissions reductions." ●



Fully automated vehicles able to drive safely on any street might be another 15 to 20 years off according to automated vehicles researchers. But under certain conditions, such as pre-mapped streets, the development could go quicker.



# N&DD READY TO PROPEL TRANSPORTATION BUSINESS

Text & Photo: Tdej Marketing Co., Ltd.







Mr. Kwanmuang Janchote  
Managing Director of N&DD International (Thailand) Co., Ltd.

Transportation is like an artery in a body and one which takes all kinds of products and equipment to various places. Road transport has an advantage over other modes of transport in terms of access to communities and areas, thereby affording more convenience for both manufacturers and consumers.

Mr. Kwanmuang Janchote, managing director of N&DD International (Thailand) Co., Ltd., first entered the product transportation business in 1987, working as a receiving officer of a shipping line at Khlong Toei port until 1994. That was when he changed his line of work to shipping with containers for another shipping line and was promoted to the position of operations manager in 1996. This made him see the real problem of the administration of transportation with containers. "In those days, the executive of the company that I worked for used trucks of other brands for transporting containers. Maintaining those trucks was a difficulty and an obstacle in the operation and administration of the company.

Then Mr. Kwanmuang decided to start his own transport business and by his eighth year there were 30 trucks in all. He planned to increase the potential of his business by selling the old ones and buying new ones to replace them.



“

**Scania trucks can run as far as 4.0-4.2 km/litre, whereas the ones we used before can run about 3.5-3.8 km/litre at most. Comparing the two, the increase in our profit is obvious..”**

“I compared trucks in terms of price, capacity and service and discovered that Scania trucks were value for money, so I decided to try ordering them to replace two old trucks in order to test and confirm my new idea.”

“As I got the Scania trucks, I cooperated with Mr. Boonsong Phetphan, a good driver of the company, to collect data concerning driving, efficiency, fuel economy and, also, the service of a Scania service centre. From experiments by actually using the trucks, we found out that they are very trustworthy in many ways. Firstly, on fuel economy, Scania trucks can run as far as 4.0-4.2 km/litre, whereas the ones we used before can only go for about 3.5-3.8 km/litre at the most. Comparing the two, the increase in our profit is obvious and the company has a policy of paying the gas price difference to the staff, which makes our drivers happier. Secondly, on convenience, Scania trucks have accessories so that when driving long distances, the drivers do not get exhausted.”

“Choosing Scania increases customer confidence regarding image and shipping standards. The customers are happy that we use European standard vehicles. At the moment, we have 13 Scania trucks and we will change all the trucks in the fleet and plan to increase our fleet to 45 trucks soon.”

Another important aspect of Mr. Kwanmuang's concern relates to after-sales service. He continued, “In terms of after-sales service, especially for Scania's service centre, the service is of a high quality, rendered in a professional and also friendly way. This is what my drivers really like. They are treated with respect and taken care of very well. I have also talked to second-hand truck entrepreneurs and learned that Scania trucks not only have longer useful lifespans but, have better resale value than trucks from Europe of other brand names.”

#### **Business Future with the Ally Scania**

“In running a transport business using large trucks, the important things to bear in mind are honesty with customers, justice for the staff, who are our important co-workers, and good maintenance of the trucks, to satisfy the customers' needs to the highest degree. At the same time, we must consider the profitability which will allow us to improve our business and the lives of our staff members. Consequently, we choose Scania because we know that Scania trucks can be an important tool for us in achieving our goals, which are the satisfaction of the customers and the happiness of our staff, who will grow together with the company,” Mr. Kwanmuang concluded.

“...we choose Scania because we know that Scania trucks can be an important tool for us in achieving our goals..”

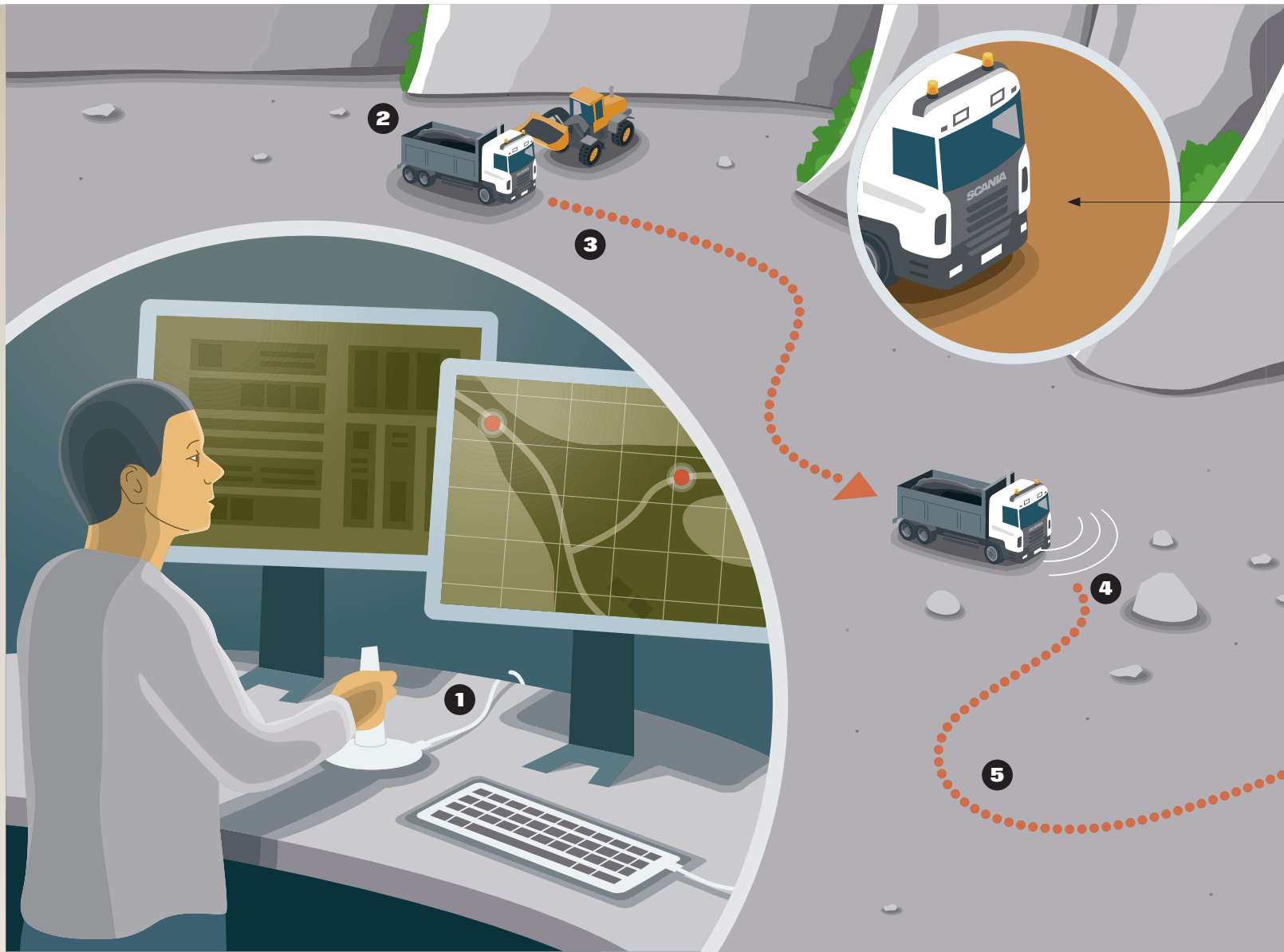


Mr. Boonsong Phetphan, a driver who has been working for Mr. Kwanmuang since before N&DD was established, observed, “In the driving profession, we have to be with our vehicle all day. When our duties require long distance driving, we rest in the trucks. A Scania truck has a section designed especially for rest where one can sleep soundly and rest fully compared with trucks of other brand names I have driven, Scania trucks have excellent engine power and acceleration. When going uphill, you don't have to be nervous about whether they will make it. They also grip the roads very well when entering curves. Personally, I really like the accelerator lock system; it means you can drive long distances without getting tired and, importantly, Scania trucks are very fuel-efficient, affording me an increased gas price difference.

**Scania trucks are drivers' dream trucks.” ●**

“...for Scania's service centre, the service is of a high quality, rendered in a professional and also friendly way. This is what my drivers really like.”





# Mine blowing

The first self-driving truck in day-to-day operation could be a mining truck from Scania. The company is at the forefront of research in this area with tests under real-life conditions not far off.

**THE TRUCK DRIVES** slowly away and its steering wheel moves from side to side. But the driver's seat of Scania's self-driving test vehicle, Astator, is completely empty. The mining truck is the first of its kind, with developers at Scania and researchers from technical colleges examining the role driverless trucks could play in tomorrow's transport system.

Development of the concept has come so far that the test vehicle now has no problem in carrying out tasks such as picking up and unloading a load of gravel. It's also capable of

safely dealing with obstacles on the road.

"Mines are environments that are especially well suited to self-driving vehicles," says Lars Hjorth, responsible for pre-development within Autonomous Transport Solutions at Scania. "The area is contained and the operator can control what other equipment and staff that is working in the area."

**HJORTH IS ALSO** Project Manager for iQMatic, a research project that Scania is conducting in cooperation with other Swedish companies, such as Saab and Autoliv.



Sensors serve as the truck's eyes and ears

- Stereoscopic camera
- Side radar
- Front radar
- IMU – Inertial Navigation System (based on continuous position monitoring with help from GPS and the vehicle's acceleration)

## How the technology works

1. The system is run from a control centre that issues driving assignments to trucks and constantly follows their movements.
2. The self-driving truck perfectly positions itself for loading.
3. The truck drives off, following the prescribed route.
4. The vehicle's sensors detect an unexpected obstacle. The truck stops and sends incident report to the system, prompting the operator to instruct the vehicle how it should act out.
5. The operator leads the truck on another route.
6. The truck unloads its cargo into a stone crusher.



## Self-driving mining trucks could become a reality within a few years."

*Lars Hjorth, Autonomous Transport Solutions, Scania*

The project is being run with support from the Swedish Government and also involves researchers from KTH Royal Institute of Technology and Linköping University.

**UP UNTIL NOW**, the mining industry has relied upon large and expensive construction-style vehicles for its heavy transport requirements. But interest is increasing around the world in smaller scale and more flexible solutions involving specialised mining trucks.

"A truck solution is more cost effective, with

the total cost per transported tonne being significantly lower," says Hjorth. "The infrastructure costs are also reduced as trucks don't require specially reinforced roads."

Self-driving solutions for construction-style vehicles have been around for some years now.

"Now the possibility is opening up to do the same thing with trucks, which could push the mining industry's costs down even further," says Hjorth.

Hjorth's 20-member team within Scania's Research and Development department is

intensively researching self-driving vehicles and the peripheral systems needed to make them a part of tomorrow's transport system in various areas.

"Self-driving mining trucks could become a reality within a few years and the impetus and potential is here today," says Hjorth. "The next step could be self-driving container trucks in ports. And after that the technology will also come to the long haul transport sector, with self-driving vehicles driving between large transport centres where their cargoes are then loaded into ordinary trucks."



# SHAZIMAN TRANSPORT & BANK SIMPANAN NASIONAL

**TAKE THE TOP DRIVER TITLES IN THE  
TOUGHEST EVER SCANIA DRIVER  
COMPETITIONS**

Text & Photo: West Coast PR Malaysia





**S**elangor, October 1<sup>st</sup>, 2015 – A total of 16 finalists from both bus and truck categories competed in the toughest ever practical finals yet, which saw Saiful Nizam Abd Aziz representing Bank Simpanan Nasional Malaysia and Abdul Aziz Amir representing Shaziman Transport Sdn. Bhd, Malaysia being crowned Scania Driver Competitions (SDC) 2014/2015 Malaysia- Singapore Champions.

“The purpose of the competition is to recognise as well as elevate the skills of the drivers in the aspects of safety, fuel economy and environmentally friendly driving,” said Marie Sjödin Enström, Managing Director of Scania Southeast Asia, Scania Malaysia and Scania Singapore. “After all, the driver is the single most important asset for all transport operators.”

The bus and truck champions each took home RM10,000 in cash, a championship trophy and an achievement certificate. Their companies were also awarded with RM5,000 worth of Scania service vouchers. To win, they had to go through challenges that consisted of a fuel economy driving test, defensive driving test, “Knock-the-Cone-and-Head” precision test and “Boardwalk” obstacle test.

Returning once again as the main sponsor was Michelin Malaysia, which noted the growing awareness, popularity and effectiveness of the SDC among the commercial vehicle driving fraternity in Malaysia and Singapore.

“The SDC 2014/2015 is a prestigious platform for Michelin to demonstrate the capabilities of our tyres in terms of safety, comfort and longevity on top of fuel efficiency, which contribute to energy-efficient transportation and reduce carbon emissions,” said the Managing Director of Michelin Malaysia, Chandan Thakur.

The finalists were shortlisted from a total of 1,005 participants accepted for the initial theory submission stage. Coming from Malaysia and Singapore an almost 50% increase in participation from the previous year the participants had to go through subjective and objective questions covering their knowledge on local transportation laws and regulations, fuel-efficient and safe-driving techniques, occupational hazards and health practices, as well as reactions to emergency procedures.

#### The shortlisted finalists were:

##### Truck Category

Kamarul Anuar Ropieae	– MISC Bhd., Malaysia
M.Govintha Raj	– Trinity Transport Sdn. Bhd., Malaysia
Ahmad Othman	– Syarikat Logistik Petikemas Sdn. Bhd., Malaysia
Abdul Aziz Amir	– Shaziman Transport Sdn. Bhd., Malaysia
Putera B Jaya	– B.S.S.K Transport & Services Sdn. Bhd., Malaysia
Lim Leet Heng	– Toll Logistics, Singapore
Yap Foo Yong	– Toll Logistics, Singapore
Amairrudin Ali	– Leighton Asia, Singapore

##### Bus Category

Shahmunir Nordzahir	– individual representation, Malaysia
Ramli Ab Rashid	– Konsortium E-Mutiara Berhad, Malaysia
Mohamad Farli Mohd Amin	– Sani United Sdn. Bhd., Malaysia
Saiful Nizam Abd Aziz	– Bank Simpanan Nasional, Malaysia
Mohd Helmi Ramli	– Cosmic Angle Travel & Tours Sdn. Bhd., Malaysia
Ab Rahman Awang	– Konsortium E-Mutiara Berhad, Malaysia
Ghazali Shafie	– Rapid Penang Sdn. Bhd., Malaysia
Mohd Ridzuan Abdul Rahman	– individual representation, Malaysia

Since its inception in 2003, the SDC has continued to grow in stature around the world, with now over 50 countries and over 200,000 drivers participating today.

“The SDC celebrates its 10th anniversary this year and Scania Malaysia and Scania Singapore are very pleased that we have successfully collaborated for the fourth time with JKJR, MIROS and the Embassy of Sweden to promote safety for all road users,” said Marie.





## The Pride of Svalbard

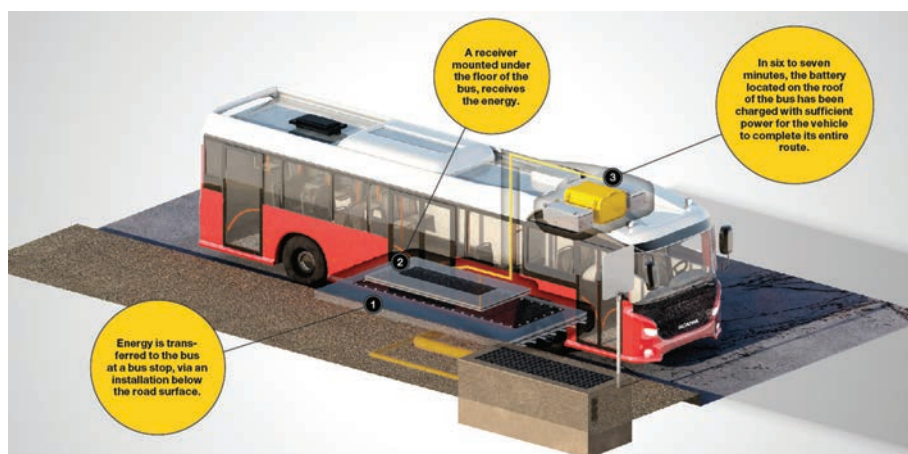
The Arctic Ocean is one of the toughest working environments on the planet, with only the best equipment capable of handling the arduous conditions. The Elling Carlsen is a prime example of the best. Its 15-metre hull is loaded with cutting-edge technology and the vessel boasts an impressive 2,000 horsepower, making it the pride of the Svalbard archipelago.



## French Railway Vehicles Powered by Scania

Scania 9-litre engines will power a new fleet of refurbished track inspection vehicles for the French national railway company SNCF.

The Scania engines were selected for use in the 115 refurbished DU84 track inspection vehicles by Socofer, the railway vehicle manufacturing company that has been appointed by SNCF to oversee the design of the vehicles.



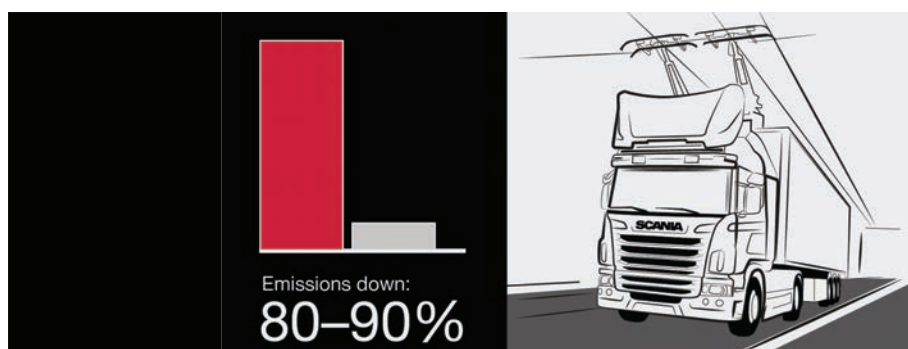
## Wirelessly Charged

Take a look at the bus of the future. Its batteries can be wireless-charged while it is standing at a bus stop, providing it with the power it needs to complete its route. In the summer of 2016, a Scania electric-hybrid city bus equipped with this new technology will start operating under real-life conditions in Scania's hometown, Södertälje.

## Scania Welcomes the COP21 Outcome

With the Paris Agreement reached at the United Nations Conference on Climate Change, known as COP21, world leaders have affirmed their commitment to curb climate change. Nearly all the countries involved have published their own plans for limiting carbon emissions.

This new inclusive global agreement provides a framework for action. It sends a strong signal that will accelerate the low-carbon transition that is already under way.



## Huge Emissions

Reduction Trucks powered by electricity are capable of reducing fossil fuel emissions by 80 to 90 percent. Starting in early 2016, Scania will test this technology in real-life conditions on an electrified road in Sweden.





Text & Photo: Scania CV AB

## Henrik Henriksson to Become Scania's New President and CEO

The Board of Directors of Scania has appointed Henrik Henriksson as the new President and CEO of Scania AB. He took up his position on 1st January, 2016 and succeeds Per Hallberg. Henrik Henriksson will, from the same date, become a member of the Volkswagen Truck & Bus Management Board (Truck Board).



## Scania Accelerates the Creation of High-Value Products and Jobs through Converting Waste to Wealth in Malaysia.

Text & Photo: Scania Malaysia

Scania Malaysia (Scania) and Agensi Inovasi Malaysia or Malaysia Innovation Agency (AIM) are collaborating in exploring viable commercial opportunities for biofuels made from municipal waste in Malaysia; in line with the National Biomass Strategy 2020 (NBS 2020).

## Scania Is a Proud Partner of the Nobel Prize Series

Text & Photo: Scania Singapore

Nobel Prize Series brings together Nobel Laureates, world-leading scientists, policy makers and thought leaders in Singapore. The Nobel Prize Series Singapore is presented in partnership with Scania.

Scania has been a partner of Nobel Media for previous official Nobel events held in São Paulo in 2013 and then in Rio de Janeiro and New Delhi last year. "This is the fourth global city in which Scania has been a proud partner of international Nobel events," says Erik Ljungberg, Senior Vice President at Scania. "As a globally active company, we share an interest in the fundamental issues that are raised here and the importance of science in shaping the future."



Text & Photo: Scania Malaysia

## Scania Malaysia Strengthens Support for East Coast Customers' Business with the Opening of Kuala Terengganu Service Centre

Scania (Malaysia) Sdn. Bhd. has officially launched its Kuala Terengganu service centre, further strengthening its sales and services for all customers in the East Coast region. Customers can now send their Scania trucks, buses and coaches, as well as marine, industrial and power generation engines to this service centre for regular maintenance procedures.



Text & Photo: Scania Singapore

## "We're Proud to Represent Singapore in the Scania Top Team World Final"

"After the regional finals in Guangzhou, China, we were able to identify some of our weaknesses and we want to improve on these before the final. This is the first trip to Sweden for most of the team members, so we're all very excited. We're proud to be representing Scania Singapore and Scania Southeast Asia in Sweden," said Alvin. He is the captain of Team Kinetic, Singapore's entry in the Scania Top Team final in Södertälje, Sweden.



# SCANIA SOUTHEAST ASIA



# SCANIA