wascosa
eurotank
Edition No. 05 / May 2005
The infoletter for the tank car industry

Unbroken demand for scrap affects prices

Scrap metal and iron are scarce commodities, particularly because of the big international demand. How can the scrap trade work well in this age of high scrap prices? Scrap processing and the scrap trade are in a tense situation.

The owners of rolling stock are worried: railway cars are becoming more and more expensive. The primary reason for this increase is the massive increase in material costs. The market for scrap, the most important secondary raw material for the construction of new cars, is booming. Switzerland alone produces around 1.3 m tons of scrap a year, the EU 17 m tons.

A big, but fluctuating demand

The international demand for secondary metal raw material is enormous. It will continue to rise as industrialisation progresses further in young, globally active economic nations.

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Recuperating is manual work: worker welding a bogie.

Personal

What comes after UIC and UIP?

The fundamental judicial reform of the rail-freight traffic market associated with liberalisation and "Europeanisation" is steadily gaining pace. The days of the UIC Leaflet 433 and its liability agreement are definitely numbered. The new General Agreement on Use, also called the AVV, is just around the corner, even if the final wording was not yet available at the time this EUROTANK infoletter went to press. The AVV will in any case entail the necessity of realising a new insurance solution to replace the current UIC liability pool. This is just one of many examples of change that will affect the freight industry, owners of railcars, electric power companies, etc., equally. The introduction of an open network access has done away with the former generally applicable RIV regime and the question arises as to who is responsible for a similar, reliable framework for rail-freight transport. This will become indispensable if we wish to eliminate the increasing uncertainty on the part of the private freight car owners and in particular the shippers. The question is thus, from where can we expect the necessary support in future for such issues. Will it still be the former national associations within the UIP, the UIP itself or will it be in the end the (soon former) UIC railways? Are the UIC railways, who are apparently trying to buy the big P-car fleets, still really interested in a general solution or is the new name of the game soon to become "each to his own" or "everyone against everyone else"? Will the UIP then still be needed? Who will be your partners or your rivals tomorrow, if a big UIC railway with an even bigger fleet of cars dominates the market? Who are your partners and who are your customers if you consider that in the not too distant future, there will no longer be any railway registration authority for P-cars? In short - what comes after UIC and UIP?

Philipp Müller,
Delegate of the Board of Directors

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China and India in particular are now big scrap consumers.

Scrap prices are fixed internationally and depend on international market conditions. If big consumers appear on the markets the prices can rise steeply at short notice. The big consumer China is an unpredictable trading partner. It orders around one million tons of material in one go, and then disappears from the market for a longer period of time, but this inconstant market behaviour only affects and influences the market prices temporarily. The consumer market on the other hand is normally more stable and subject to long-term trade cycles. There is not reason to assume that the prices will explode or rise astronomically.

Environment friendly: buffers and bogies that still work are set aside for later reutilisation.

Pricing has a system

Prices of raw materials are fixed nationally and internationally each month. The resulting index figures are reference figures. The final price agreements have to be concluded individually with the respective market partners, i.e. the steel mills, for each concrete amount.

The Swisssteel works in Gerlafingen and Emmenbrücke are the only big steel consumers in Switzerland. They obtain the scrap - integrated in the European market conditions - from their regular suppliers. These steel mills are very interested in railcars from Switzerland in particular for logistics reasons.

Heavy machinery for scrapping tank cars: scrap shears in use.

Disposal of tank cars

The professional disposal and optimum recycling of tank cars has recently become more important on account of the rise in the price of steel. Owners of tank cars are thus faced with a variety of questions today:

- Where can I get the best price for the scrap iron?
- Who can dispose of the aluminium produced during scrapping?
- Who can recuperate the spare parts that can at best be used again?
- How are residual materials and hazardous wastes disposed of?

Waste disposal companies with many years of experience in the railcar sector and who are able to offer a one-stop, full-service as general contractor have the answers to these questions. These waste disposal companies take care of the technical aspects of an environmentally compatible disposal and keep their eye constantly on the market as a trade partner.

In Switzerland, for example, the firm of Gotthard Schnyder AG in Emmen near Lucerne proves their productivity and efficiency as a modern waste disposal company in a variety of different ways: Thanks to their infrastructure they can take on a large number (30 to 50 cars) of vehicles simultaneously. Environmentally friendly rail transport is also used after scrapping to deliver the materials to the steel mills.

Thanks to its capacities, Gotthard Schnyder AG can also supply the steel mills with various scrap qualities "just in time".

A tank car is scrapped in several steps. Heavy machinery is used, for example scrap shears with a shear force of up to 800 tons, that also compress the scrap.

Recuperation as a market-oriented service

Not all of the parts from scrapped cars are sent to the steel mill to be melted down. The firm's own experts separate and recuperate parts of the cars that can be reused on request. Complete bogies, buffers or brake lines can be dismantled in the desired quantities, packed on pallets for reuse and sent to the customer by rail depending on the

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order. This customised work permits environmentally friendly solutions. The customers who are supplied receive material flow statistics for each order that show all the important material data and allow them to send a waste disposal certificate to the pertinent authorities.

Otto Hefti is CEO of the "Die Entsorger" Group and manages Gotthard Schnyder AG .

Gotthard Schnyder AG in Emmen was founded in 1922 and is a member of the "Die Entsorger" Group. As the biggest trading and processing centre for scrap metal and iron in Central Switzerland, the company processes around 150,000 tons of scrap each year with approx. 30 employees. The services include the purchase and sales of secondary raw materials as well as advice, planning of waste disposal orders, on-site support, disassembly and dismantling.

News

New requirements profile for railway transportation providers

© Photo SBB

The Association of the Chemicals Industry (VCI) has updated its requirements profile for railway transportation providers. The guideline should help providers of tank and freight cars to adapt better to the needs of their customers from the chemicals industry. Carriers are thus provided with a reliable basis to help them handle orders from the industry in the best possible way. The goal is to further improve safety during the transport of chemicals.

The quality of the transport service is contributory to the quality of the products that are being transported. These have to be transported safely, with no risk to the environment, without affecting their quality and in consideration of customer wishes. This leads to high requirements on the logistics service provider commissioned with the work.

The goal is not only quality management but also the optimisation of safety during transport, in particular of hazardous goods. The requirements profile supplies information on what the chemicals industry considers to be necessary preconditions and also contains basic requirements that can be supplemented for specific enterprises. The obligation of the logistics service provider to the chemicals industry, also called the contractor, to comply with all legal requirements remains unaffected.

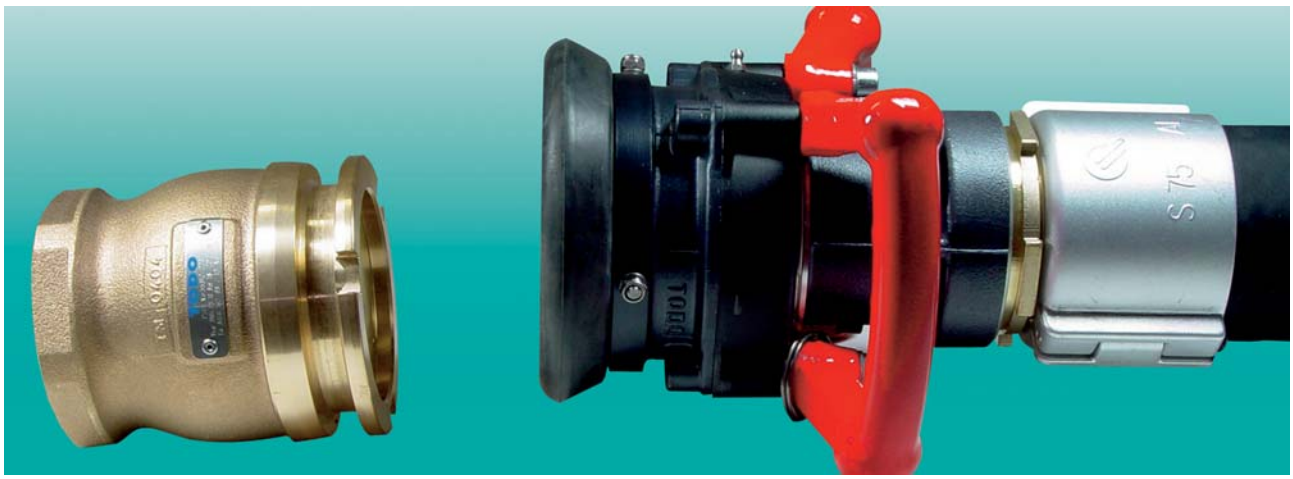
With the aid of this requirements profile the contractors can adjust more easily to the demands of their customers from the chemicals industry (clients). The companies and their employees thus have a reliable basis for the discharge of orders. The requirements profile is applicable for all incoming and outgoing traffic for the chemicals industry irrespective of the prepayment.

The requirements profile can be downloaded from www.vci.de in the Transport/Packaging section.

Source:
www.vci.de

Dry couplings – a safe connection

For years now, dry couplings have been part and parcel of the daily filling and decanting of liquid products hazardous to the environment on account of the high quality requirements. They are used wherever liquids with no solid shares that are hazardous to the environment and health are filled, decanted or transported.



The coupling consists of two parts, a fixed part (adapter) and a loose part (hose part).

Liquid phase
Dry couplings such as the TODO coupling have been on the market for over 20 years. Their design and construction means that they guarantee the safe connection and disconnection of hoses with no loss of liquids to the highest of standards (TÜ.AGG. 162-93). The coupling consists of two parts; a fixed part (adapter) and a lose part (hose part). The fixed part is connected to the tanks, piping, container etc., whereas the loose part is normally fastened to the hose pipe.

An integrated revolute joint prevents the hoses from twisting during coupling. Coupling itself is carried out by pushing the loose part (hose part) over the fixed part (adapter), pressing these together and turning them by around 120°. This turning is carried out with three rollers. The mechanical interlock is firm and tight after turning only 15°. Turning further up to the stop (120°) opens both valves to release the flow of liquid. The two valves are uncoupled and closed by turning anti-clockwise. TODO couplings are available in the materials aluminium, brass and stainless steel. Viton is used as a standard sealing material. Other sealing materials can be used depending on the medium. It can also be approved as a second shut-off device in conjunction with a pressure-tight cap.

Standard TODO couplings are available from 1" - 4". Special designs are also possible in 6". If used in conditions where media can be confused a selective device can be fitted. This prevents incorrect couplings.

Fixed part and loose part

Gas phase
A so-called lever arm (Kamlok) coupling, size 4" DN100, with an integrated spring valve is used in the field of gas displacement. The connecting flange corresponds with DN 80 Size 3" DIN 2633. A DN100 plastic dust cap is used in this case. This unit also has a qualification approval (TÜ.AGG. 360-03). It is used primarily in the field of tank cars. Two designs are common, with and without flame protection guard.

Summary
Thanks to their simple, fast yet safe connection technology, dry couplings are becoming increasingly popular as connection fittings in the tank car sector. When choosing the right dry coupling, however, it is important that you know the exact conditions of use with the pressure and temperature ranges as well as the media used. We thus recommend a close co-operation with the tank car partner in this respect.

Further information from:
Mr. Dieter Seibt, FLEXOTECH
info@flexotech.de

The address book for the rail industry

DBA - The railway address book Germany - Austria - Switzerland

In our short-lived times of lightning developments and changes, even the rail world, this business handbook is of great value for all those who work in or have anything to do with the rail traffic industry. You will find all the important information you need for successful communication: companies, addresses, telephone and fax numbers, e-mail and Internet addresses, important functionaries and contact persons.

From the contents:

Part 1: Europe
- Important European organisations, associations and political institutions
- Main addresses of all European railways

Parts 2-4:
Germany - Austria - Switzerland
- Railway and infrastructure companies
- Transport organisations / orderers of rail traffic services
- Nat. political institutions and authorities
- Nat. associations and organisations
- Nat. science-research-education institutions
- Nat. certification institutes

Part 5:
Buying guide / Directory of suppliers

Further information, where to buy:
www.eurailpress.com/dba, 59.00 EUR

News

transport logistic - the ideal platform in 2005

The transport logistic, the number one logistics trade fair in Europe, will be held this year in Munich between May 31 and June 3.

Apart from a large number of exhibits, this year will also see convincing and innovative forums and workshops on topical themes in the transport industry and practical questions.

We have listed the forums and workshops related to rail-freight traffic topics below:

29-30 May, 2005, EurailFreight;
2nd Major Pan-European Conference on Rail Freight
Shifting the Balance between Modes:
The Challenge for Europe
Hotel Bayrischer Hof, Munich

31 May, 2005, EurailFreight;
Innovative Solutions for the Railways.
The Czech Experience
14.00-15.30 h, Gemeinschaft der europäischen Bahnen und Infrastrukturgesellschaften

1 June, 2005
International Rail-freight Transport -
The Challenge of Qualifying Employes of Rail-freight Agencies
10.00-12.00 h, Verband Deutscher Verkehrsunternehmen e.V.

1 June, 2005, Logistics Outsourcing:
Trends and Developments
13.30 - 15.30 h, LOGISTIK inside

1 June, 2005, As Europe Grows Together, so are Freight Railways and Forwarding Agencies
14.00-16.00 h, Verband Deutscher Verkehrsunternehmen e.V.

2 June, 2005, Best Practise Rail Freight:
Examples of Successful International Transport Solutions
10.00-12.00 h, Verband der Bahnindustrie in Deutschland e.V.

2 June, 2005, AlpTransit Switzerland
10.00-13.00 h, Bundesamt für Verkehr, Schweiz

transport logistic

Further information can be found at:
www.transportlogistic.de

WASCOSA AG at the transport logistic 2005 Block 704/1, Track 2/2

WASCOSA AG will be presenting for the second time at “transport logistic”. You are warmly invited to visit us at our outdoor stand, Block 704/1 Track 2/2.

In line with our motto this year of **"Achieving goals together"** you will have the chance of gaining an insight into the various fittings for a tank car on the basis of some sectional models and at the same time of having their functions explained. In this connection you will be able to inspect a modern tank car for special chemicals for Caprolactam.

We are looking forward to welcoming you to our trade fair stand. If you do not have an admission ticket or trade fair documents yet you can request these from infoletter@wascosa.ch quoting the key word: "transport logistic 05".

On our own behalf

WASCOSA organises UIP-Cleanliness Grades Training at BASF

In co-operation with BASF AG and WASCOSA AG, a UIP Cleanliness Grades Training was organised at the beginning of 2005 for employees of both companies in the BASF works in Ludwigshafen. This focused on refreshing and comparing the individual possibilities offered by the Cleanliness Grades.

Some participants of the two-day UIP-Cleanliness Grade training at a glance.

A total of around 20 participants from the cleaning systems and maintenance divisions of BASF, joined by some employees from WASCOSA, took part in a theoretical refresher course for the UIP Cleanliness Grades and practical training with a tank car.

The preparations made by BASF AG, who provided six tank cars in various everyday conditions to determine different cleanliness grades, proved to be very helpful. The good previous knowledge of the participants in this field enabled an informative exchange of experience amongst everybody involved.

The different appraisals from the observer's point of view were also interesting. The participants from BASF AG and WASCOSA AG agreed that the cleanliness grade alone is not always enough, but that other comments are sometimes also needed.

We would be happy to be of assistance should you be interested in UIP-Cleanliness Grades training. Our current training courses that can be offered on request cover the following topics:

- Introduction to the cleaning of tank cars
- Surface treatment (what is blasting, pickling, grinding, polishing, etc.?)
- Tank car technology (with in-depth treatment of specific components on request)

Would you like more topics? We will be pleased to help.

Your contact at WASCOSA AG:
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Interesting facts about tank cars – for professionals and amateurs

Did you know...

that the terms **V2A** and **V4A** that are used in Germany for stainless steel originally came from the firm of Krupp Stahl AG?

On account of the demands of the chemical industry at the beginning of the 20th century, the firm of Krupp Stahl AG carried out tests for the manufacture of suitable nickel chromium steels. Two steels were used most commonly from these tests. The steels from "**V**ersuch **2** **A**ustenit" (Test 2 austenite) and "**V**ersuch **4** **A**ustenit" (Test 4 austenite). This is how the terms **V2A** and **V4A** came to be used in everyday language for stainless steel. In 1912 Krupp patented products from the series of tests and in 1922 the name brand NIROSTA(r) was registered. NIROSTA® = "**NI**cht **RO**stender **STA**hl" (non-rusting steel).

Source:
ThyssenKrupp Nirosta GmbH and historical archive Krupp

Feedback

Pass it on
Would you like to recommend our infoletter to someone else? Simply forward the e-mail your receive. If this person wants to subscribe to the infoletter in future they can register at any time on our Homepage.

Questions, suggestions, tips
Send your questions, suggestions, tips to infoletter@wascosa.ch

Change of address
Inform us of a change of address by sending an e-mail to infoletter@wascosa.ch

Calendar

Exhibitions, trade fairs, congresses 2005 / 2006

31.05.-03.06.2005 Munich (D)	transport logistic 2005 10 International Trade Fair for Logistics, Telematics, Transport	Info: Messe München E-Mail: info@transportlogistic.de Internet: www.transportlogistic.de
02.06.2005 Paris (F)	UIP Commission	Info: UIP, Bruxelles E-Mail: info@uiprail.org Internet: www.uiprail.org
03.06.2005 Paris (F)	UIC/UIP Joint Convention	E-Mail: info@uiprail.org Internet: www.uiprail.org
05.-08.06.2005 Salzburg (A)	4th European Transport Congress of the European Platform for Transport Sciences The Future of Mobility in Europe - Putting Putting Passenger and Goods Transport to the Test	Info: ÖVG Österreichische Verkehrswissenschaftliche Gesellschaft E-Mail: office@oevg.at Internet: www.oevg.at
09.06.2005 Bonn (D)	**Private Freight Car Forum "Private business needs and legal framework" of Cargo Rail Europe**	E-Mail: contact@cargoraileurope.com Internet: www.cargoraileurope.com
10.06.2005 Bonn (D)	VPI Annual General Meeting Association of Private Freight Car Interested Parties	E-Mail: vpihamburg@t-online.de
21.-22.06.2005 Erfurt (D)	VDV Annual Congress	Info: Verband Deutscher Verkehrsunternehmen (VDV) E-Mail: info@vdv.de Internet: www.vdv.de
22.06.2005 Paris (F)	AFWP General Meeting	E-Mail: webmaster@afwp.asso.fr
13.-15.09.2005 Manchester (GB)	Infrarail 05	Info: Mack Brooks Exhibitions Ltd. E-Mail: infrarail@mackbrooks.co.uk Internet: www.infrarail.com
18.-21.09.2005 Graz (A)	36th Conference "Modern Rail Vehicles Focus on: "Rail cars-Part of the railway system"	Info: TU Graz E-Mail: claudia.kaufmann@TUGraz.at Internet: www.ebw.TUGraz.at
30.09.2005 Bratislava (SK)	UIP General Meeting/UIP Board Meeting	E-Mail: info@uiprail.org Internet: www.uiprail.org
04.-06.10.2005 Jönköpping (S)	NORDIC RAIL - Rail Technology Exhibition	Info: ELMIA AB E-Mail: mail@elmia.se Internet: www.elmia.se
05.-07.10.2005 Brussels (B)	The Future of the European Railway Networks European Rail Forum	E-Mail: erf@montane.eu.com Internet: www.railforum.net
11.-15.10.2005 Hannover (D)	CeMAT 2005	Info: Deutsche Messe AG E-Mail: info@messe.de Internet: www.messe.de
07.-09.11.2005 Dortmund (D)	rail # tec 2005	Info: rail # tec-Office, cp/compartner E-Mail: railtec@cp-compartner.de Internet: www.railtec.de
30.11.-02.12.2005 Barcelona (E)	IRF 2005 -International Rail Forum	Info: Foro del Ferrocarril y del Transporte E-Mail: irf@montane.eu.com Internet: www.railforum.net
07.-09.12.2005 Basel (CH)	Eisenbahn-Technologie ET 05	Info: Mack Brooks Exhibitions E-Mail: et@mackbrooks.co.uk Internet: www.et2005.com
2006		
19.-22.09.2006 Berlin (D)	InnoTrans 2006 International Trade Fair for Transport Technology, Innovative Component-Vehicle-Systems	E-Mail: central@messe-berlin.de Internet: www.messe-berlin.de

Interesting facts

Code numbers and design type series in a car number

Continuation of "Structure of a car number" from the EUROTANK infoletter No. 03

33 80 7836 666-7 P

- Group according to code letter
- Design type series
- Code number of generic letter

The 5th to 8th numbers define the most important technical features of each freight car[2].

5th number: code number of generic letter

The 5th number shows the class (normal type of special type) of the freight car.

33 80 783 6 666-7

Code number	Car class	Generic letter
0	Car with opening roof	T
1	Normal-type covered car	G
2	Special-type covered car	H
3	Normal-type flat car	K-O-R
4	Special-type covered car	L-S
4	Special-type flat car	L-S
5	Normal-type open car	E
6	Special-type covered car	F
7	Tank car	Z
8	Car with temperature influence	I
9	Special car that does not fall within the classes F,H,L,S or Z and container for powdery goods	U

6th - 8th number: design type series and group according to code letter

One or several series of 1000's are assigned within the individual classes for each identical technical feature of a defined freight car series [2].

If numbers already exist for corresponding car class letters these should be used. If not, contact the UIC for the numbers. There is a limited system for assigning numbers to the corresponding letters.

Example: 33 80 783 6 666-7

ans(3)

a	with 4 axles
n	tu > 60 t (details of the highest load limit)
s	suitable for S-traffic (according to UIC Leaflet 432)
(3)	suitable up to 120 kmh with no load

The tank car with the car number 33 80 783 6 666-7 is thus a **Zans (3)** type car.

[2] Certain cars receive a special numbering for which the conditions do not apply.

Source: UIC MB 438-2