



Monopolies in freight traffic

Markets that depend on a certain infrastructure have always been very susceptible to monopolies. These include electricity, gas, water, telecommunications and above all railways. Whereas competition has brought customers more or less diversity in offers, prices and quality in most markets since their liberalisation, railways are unable to adequately exploit the advantages of liberalisation.

This is due to the European legal framework and its implementation on a national level by the member states on the one hand and the cost structure of the market itself on the other. The developments on a EU and market level are divergent, but nevertheless offer certain opportunities.

Legal development on a EU level

Since the liberalisation process that was accelerated by the law passed by the European Court of Justice in 1993, seminal guidelines have been resolved to open the market such as the first railway package to regulate access to the markets in 2001.

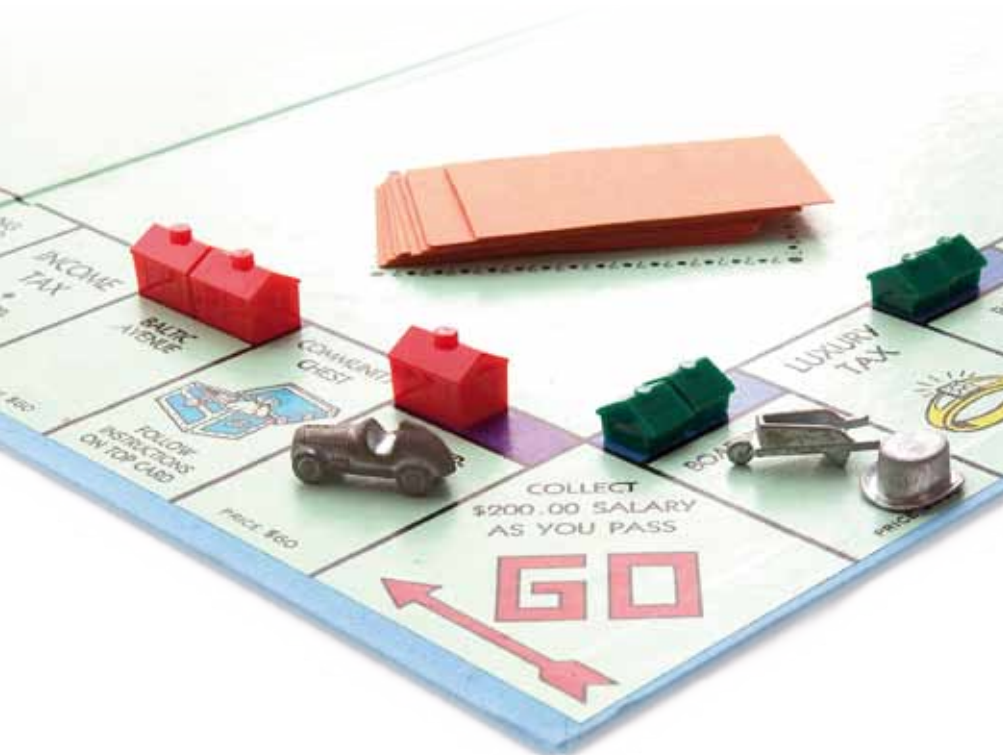
Safety in freight traffic

Dear readers, the terrible accident in Viareggio once again showed us that accidents in rail-freight traffic are rare, but when they do occur they can assume tragic proportions.

The events in Viareggio are comparable with airline catastrophes or the sum total of annual road deaths, even if it sometimes appears that accidents on the road or in the air attract much more public attention.

The recent accident in Rotterdam at the end of September, where two freight trains collided, demonstrates that rail accidents can never be completely ruled out. Nevertheless, everyone in the sector who is involved is called upon to resolve expedient measures to improve safety in rail-freight traffic. Uncoordinated, hasty reactions would not appear to lead to the desired results, even less so since the official report on the cause of the accident in Viareggio has still not been published.


Philipp Müller
Delegated by the Board of Directors



However, liberalisation theory and practice do not always go hand in hand. The (former) state railways still have a quasi monopoly in the fast-growing market segments such as intermodal and wagonload

«The (former) state railways still have a quasi monopoly in the fast-growing market segments such as intermodal and wagonload freight.»

freight. Both segments are of great strategic and economic significance for the overall industry, accounting as they do for 15 % and 40% respectively of the overall rail transport market, from shippers, haulage operators, car leasers through to the infrastructure operators.

This monopoly has not yet been prized open by the European legal framework. This is due to the fact that the infrastructure services and facilities needed to operate intermodal and wagonload freight are not fully covered by the EU right of access to the market. The first railway package only grants rail transport companies very

rudimentary minimum access rights in its Directive 2001/14/EC. These essentially only include the right of a rail transport company to use the route they have been assigned by the infrastructure operator.

All other services that are needed in particular for intermodal and wagonload freight only have to be provided to the rail transport company by the (monopoly) provider under certain conditions. These include the energy supply, shifting and shunting services, loading and unloading sidings, etc. But all of the other specifications in the railway package such as an independent and effective regulator, greater independence of the infrastructure operator from the rail transport companies that use its facilities, non-discriminatory route charges, etc., have not yet been correctly implemented by any of the EU member states.

The European Commission has thus opted for a two level plan, consisting of the current continuous reminder of the correct implementation of existing EU law (contract violation procedure) and of the rectification of this legal framework by strengthening and extending access rights to the aforementioned services as of 2010, for example.

Market development in Europe

Despite the start of liberalisation in the 1990ies, the (former) state railways have been able to defend their dominant market position in almost all EU member states. Furthermore, the wave of consolidations that has been going on for some time now has led to a reduction in the number of private players. This has affected not only private and independent rail transport companies but also car renters.

«The number of car renters has fallen so strongly over the past few years that shippers have to fear for the survival of a minimum competition in the field of car renting too.»

The latest examples are the sale of Veolia Cargo to a syndicate under the leadership of SNCF or the 100% takeover of the French car renter ERMEWA by the SNCF Group.

This development is worrying for both the rail transport companies and car renters and not least for customers and



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shippers. The number of car renters has fallen so strongly over the past few years that shippers have to fear for the survival of a minimum competition in the field of car renting too.

The EU is currently working on extending the depth and breadth of market liberalisation by improving and strengthening the EU legal framework. For established monopolies, above all integrated state railways and their infrastructure operators, this will mean that in future they will have less leeway to manipulate their competitors through rights and conditions of use. The complete opening of all infrastructure facilities and services, incl. energy supply, will have a lasting effect. This will directly influence intermodal and wagonload freight.

The better service coverage and expansion of services offered by private and independent rail transport companies, e.g. by wagonload services, will quickly be used by the shippers. The consequences are a naturally stronger shift from road to rail with shippers, a positive development in demand for rail transport companies and car owners as well as higher earnings for the infrastructure.

Improved legal bases and market conditions are decisive for the further positive development of rail-freight traffic. This playing field should not be left to the (former) state railways. The parameters for a more dynamic market exist, the EU and private suppliers only have to use these effectively and together. ■

News

Train accident near Rotterdam on 25.09.2009



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WASCOSA regrets the tragic accident on 25 September 2009 in Barendrecht near Rotterdam in which one of the train drivers was killed.

In connection with safety during the transport of hazardous substances by rail, WASCOSA has been committed to ensuring the highest possible safety standards for its own fleet of tank cars for many years. All of the seven WASCOSA tank cars in one of the trains involved in the collision were fitted with crash buffers and were brand new when they went into operation in 2008. This was despite the fact that neither the law with respect to hazardous substances nor the railway transport act prescribes this equipment for the product being transported. In the sense of Responsible Care and the best possible minimisation of risks, WASCOSA and the shipper jointly decided to spend more on the crash buffers.

Crash buffers work

Even though the official accident report has not yet been published, it can be seen from the photos that the crash buffers on the leading cars in each train were activated during the collision and absorbed energy. What is crucial, however, is the

fact that the tank remained intact despite the hefty impact. No product escaped so that a much more serious damage could be prevented. This fact must be seen as very gratifying in view of the current discussions on safety in rail-freight traffic.

Actively promoting the use of derailing detectors

Safety in the transport of hazardous substances by rail has been a topic at WASCOSA for quite some time. WASCOSA has actively advocated that tank cars for hazardous substances throughout Europe be fitted with derailing detectors since 1998; WASCOSA itself operates the most cars in Europe with this system. WASCOSA is currently building a larger series of pressurized gas tank cars, all of which will be equipped with a derailing detector in accordance with a decision taken in 2008. ■



Collision in Barendrecht: picture of an intact and a deformed crash buffer.



Specific markings on freight cars and loading units for combined transport

Rail-freight traffic has been dominated by the liberal use of freight cars throughout large parts of Europe for decades. This has been enabled, amongst others, by a standardised marking system containing various pieces of information about the geometric, load and operational properties of the freight car. The relevant binding vehicle codes are stipulated in the Technical Specification for Interoperability, Freight Wagons (TSI Freight Wagon) and in the «General Contract for the use of Railway Freight Cars» (GCU).



Figure 1: Vehicle number, class and load limits

All freight cars are identified by an individual 11-digit vehicle number (plus check digit). This is joined by a country code, vehicle owner and - provided all features are met - the identification mark of the liberal service by «RIV» or «TEN» (Figure 1).

The class code of a freight car contains design and technical features of the car; for example, «S» stands for the vehicle family «Bogie flat car», «g» for «Transport of large containers». A «d» is included for the transport of road vehicles in the case of pocket cars. Additional letters can

describe certain load limits or load lengths as well as special equipment.

The load limits are also important, as they specify the maximum payload (incl. load unit) in each case depending on the carrying capacity of track classes A to D and on the operating systems - here «s» and «ss». The *** refer to the suitability of the

«Special markings on cars and load units (LE) for combined transport (KV) result from the special operational and design conditions prevalent in this field.»

car to travel at speeds of up to 120 km/h when laden, provided the relevant section of track is equipped accordingly.

Special markings on cars and load units (LE) for combined transport (KV) result from the special operational and design conditions prevalent in this field. KV differs from conventional carload traffic in one important point, the necessary structure gauge, which is characterised by the



Figure 2: Code sign for a swap body



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largely rectangular shape of load units. A special code has been developed to ensure that a sufficient structure gauge is always available despite the large number of track profiles and different overall dimensions of the LE. The railway sections have been named according to a standard system depending on the available individual height and width. Each section is assigned a code consisting of a letter (C, P, S) plus a 2 or 3-digit number.

The same code must also be found on the load unit to be transported so as to ensure a correct operation of the railways. The load units receive a code sign (Figure 2 and 3) containing not only the profile code but also the coding office, owner of the LE as well as chassis number or facto-

ry number of the LE. The profile code is based on the calculated corner height of the LE when positioned on a car with a standard height.

It should also be noted that the address «Code XL» on curtainside trailer tarpaulins (Figure 3) for this LE allows rail transport up to 140 kmh.

Freight cars in KV as the third element in the interaction between available track profile and necessary space requirement are given a car identification code («C» for container and swap body, «P» for semi-trailer), the loading height is also quoted in addition to «C» (Figure 4). Both letters also mean that the standard loading height has been observed. If this



Figure 3: Code sign for a semi-trailer



Figure 4: Car identification code with loading height

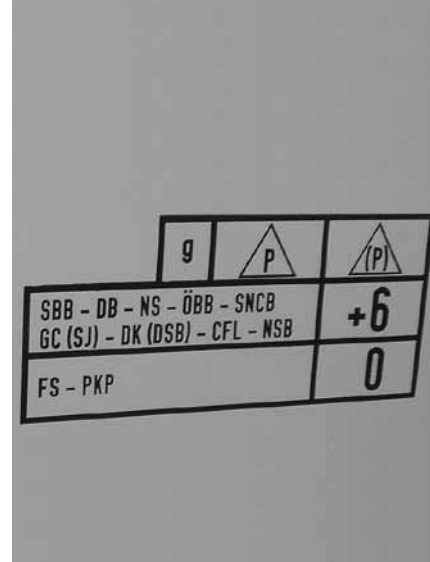


Figure 5: Car identification code with agreement grid

standard loading height is exceeded or fallen short of on account of the design of the car, the relevant vehicle receives an additional marking along with the identi-

«The special coding and marking system in combined transport is thus geared to allowing a simple check of the compatibility of the relevant car including load unit to be transported with the available track profile at any time through the corresponding markings on the vehicle and LE.»

fication code in the form of an agreement grid showing the scope and correction digit (Figure 5). Positive correction digits result from lower loading heights than are allowed in the limiting curve. LE with a correspondingly higher profile code can then be transported on the sections of track.

A further specific marking system in KV is also needed to show the compatibility of semi-trailers and pocket cars. Further developments have increased the envelope requirements of certain types of semi-trailers, so that these types only have sufficient

space on certain pocket cars. The necessary space requirements of these so-called mega-trailers are encoded with letters in the form of the compatibility code and affixed to both the semi-trailer (Figure 3: «e, f») and pocket car (Figure 5: «g») to allow a direct assignment.

The special coding and marking system in combined transport is thus geared to allowing a simple check of the compatibility of the relevant car including load unit to be transported with the available track profile at any time through the corresponding markings on the vehicle and LE. The further developments in the field of semi-trailers have been taken into account through the introduction of the compatibility code to allow the scheduling of the mega-trailers to the matching cars. Together with the other markings on the freight car and load unit, this provides comprehensive operational and technical information that allows quick, easy and safe cross-border rail-freight traffic. ■

On the last page of this edition of the WASCOSA infoletter you will find a useful list of the most common markings on freight cars for combined transport.

Step by step – the Cargo Rail Service Center becomes an association



At the meeting of the founder members of the Cargo Rail Service Center CRSC on 23 September 2009 in Leipzig, the founder members unanimously resolved to transform the CRSC into an association under German law. The CRSC is an expedient, fast-developing network of car owners and workshops with an innovative character. In the meantime, the CRSC, which was founded in April 2007 shortly before the introduction of the GCU, already has over 70 members and represents a fleet of more than 40,000 cars.

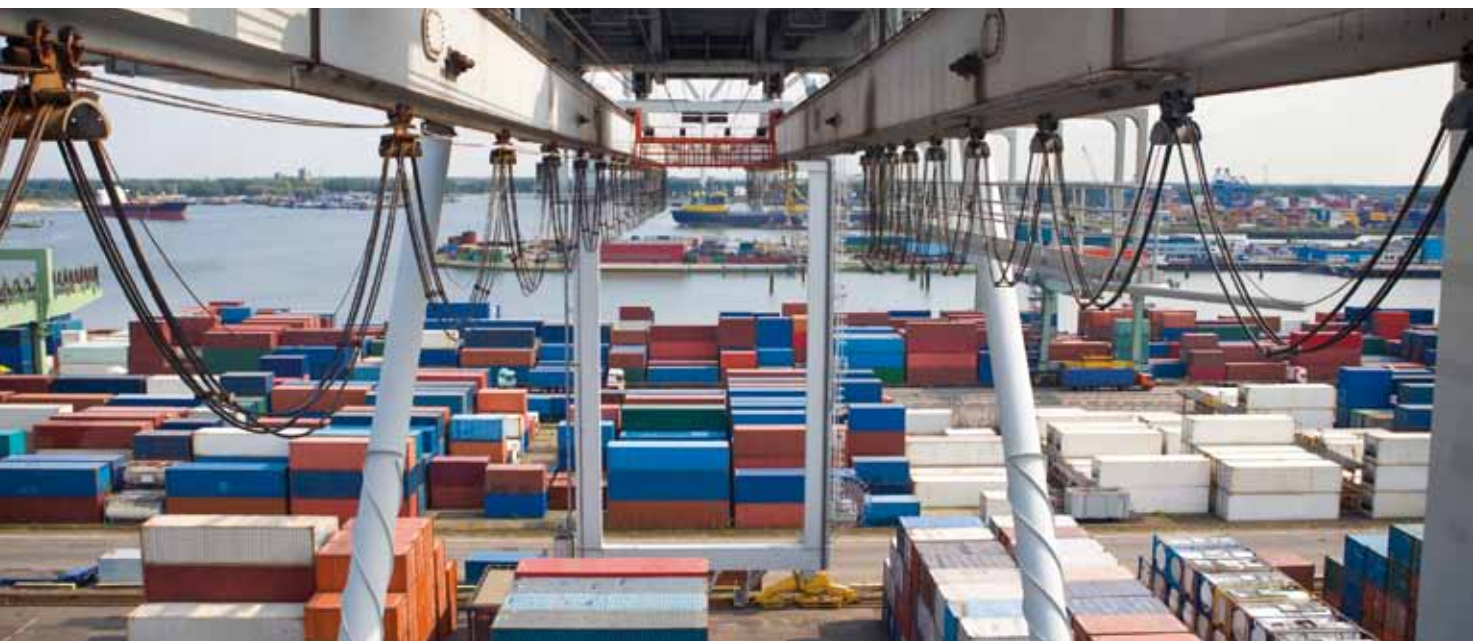
Apart from workshops, car owners and service providers, an increasing number of members are also shippers. This underlines the increasing interest in a contemporary, international representation of interests for rail-freight traffic in the new GCU/TSI world. The latest example of a well-known new

member is DB Intermodal Services in Mainz.

Membership is free of charge. By joining CRSC, rail transport companies and owners meet their obligation in accordance with Appendix 7, Para. 1.3 of the General Contract for the Use of Freight Wagons

(GCU) of establishing a logistics centre to coordinate and manage all functions for the supply of spare parts. ■

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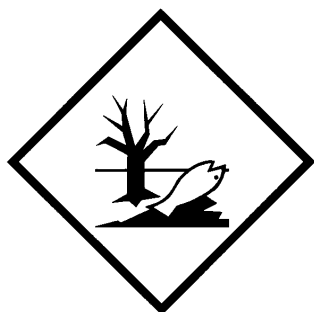


Identification and marking of tank cars

The transitional period for RID 2007 expired on 1 July 2009. RID 2009 has been in force since then without reservation, though with the following exceptions.

Transitional periods

Section 5.3.6 RID states that cars (thus tank cars too) and large containers, tank containers, etc. have to be provided with the following mark if the substances being carried or the substances in the tank or packaging meet the criteria of Section 2.2.9 RID with respect to hazards for water.



This regulation came into force on 1.7.2009, but was granted a transitional period in sub-section 1.6.1.17, that postpones the identification obligation until 31.12.2010. The two substances with UN numbers UN 3077 and UN 3082 (substances hazardous to the environment, solid and fluid in Class 9) are excluded from this postponement. Those containers used for the transport (e.g. tank cars) must be marked as of 1.7.2009. However, this is where the second exemption takes effect: Multilateral Agreement (MLA).

Multilateral Agreement

The RID allows on the basis of section 1.5.1 the pertinent authorities of the contracting parties to directly agree with each other that certain transports on their territories can be approved with temporary variation from the regulations of RID provided this does not jeopardise safety.

The validity period of such agreements may not exceed 5 years. In this period, the interested contracting parties or other offices should be able to prepare an application to the expert committee of RID whereby the corresponding clause becomes valid for all member states. Such an MLA has been concluded with respect to the obligation to identify substances hazardous to water. It reads as follows:

Special Multilateral Agreement RID 5/2009

in accordance with section 1.5.1 of RID regarding the special regulations for identifying and marking substances hazardous to the environment:

1. In deviation to the regulations of sub-section 5.2.1.8 RID, hazardous goods which have been assigned the UN numbers 3077 and 3082 may be transported without the sign for environmentally harmful substances shown in section 5.2.1.8.3.
2. All further regulations for the transport of UN numbers 3077 and 3082 remain applicable.
3. This agreement applies until 31 December 2009 for transports in the territories of COTIF member states who have signed this agreement. If it is revoked beforehand by one of the signatories, it only applies for transports in the territories of the COTIF member states who have signed and not revoked the agreement until the aforementioned time. At present, this agreement has been signed by the following member states: United Kingdom 15.06.2009; France



Ernst Winkler, Hazardous Substances Officer at WASCOSA AG

17.06.2009; Belgium 29.06.2009; Germany 29.06.2009; Switzerland 29.06.2009; Slovenia 08.07.2009.

In concrete terms this means that the new identification is not needed until the end of the year, though only in those states who have signed this MLA.

Consult the list on the OTIF homepage to discover whether an MLA exists for a certain transport problem that could not be solved by RID. Each state and thus its citizens are entitled to petition the pertinent authorities to conclude an MLA. In Switzerland such a petition would be addressed to the BAV via VAP. ■



Take a photo, record the data, send, done. All processes perfectly documented. Customers, leasers, rail transport companies and car owners provided with important information with little effort. And, just as important, prompt documentation and storage with no extra work. (© waggon24)

Barcode to identify railway freight cars in operation

Rail transport companies and vehicle owners have long been on the lookout for good and pragmatic solutions to tracking and managing railway freight cars. The most important questions to be answered are up-to-date information on the car's exact location and the prompt and safe transmission of condition-based data in the event of irregularities and damages.

Little effort, easy handling and reliable automatic detection are promised by the use of QR-Barcode, which has been developed jointly by waggon24 GmbH in Berlin and APRIXON Information Services GmbH in Hamburg. The QR code is attached to the vehicles which can then be

«Little effort, easy handling and reliable automatic detection are the features of the barcode identification of railway freight cars in operation.»

detected both manually and automatically with no trace of doubt. A mobile phone with camera (resolution: 2 mega-pixels) is all that is needed for manual use. The decoded barcode can be supplemented by information on the current location and conditions and is then sent to a central

server via a safe link. With a stationary webcam the barcodes can be automatically detected, e.g. for location reports or marshalling information. A complete system for the operation of railway freight cars emerges in connection with Internet-based databases and the ECHO software, with every conceivable application from location recording through to wagon lists, brake calculations or reports on when the car enters or leaves a workshop.

Simplifying the management of damaged cars

The system is also very interesting for recording damages during car inspections or if cars have to be spontaneously taken out of service. Up-to-the-minute information is very important in these cases.

When reporting damages to freight cars, all data that is important for a GCU damage report such as damage code, identification, cause of damage or information on the spare parts that are needed can be

transmitted directly. The damage report is produced at practically the same time as the notification of claim. ■

«The QR code is attached to the vehicles which can then be detected both manually and automatically with no trace of doubt.»

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– the association with the most members in the UIP

The VAP is the Swiss special shippers association for rail freight traffic. It brings together shippers, sidings and terminal operators as well as the owners of freight cars and railway traction engines. It represents their interests in national and international transport politics as well as with authorities and organisations both at home and abroad. The VAP was founded in 1912 and its 300 members make it the strongest association within the UIP in terms of numbers. On account of the multilingualism of Switzerland and the international alignment of rail freight traffic, numerous foreign firms have joined the VAP over the past three years.

Current political fields of action

- Reorganisation of track charges and network access priority
- Creation of an independent railway regulator
- Expansion of the network with enough tracks for the growing freight traffic
- Liberalisation of the private sidings sector
- Quality and safety monitoring among shippers
- Implementation of interoperability in Switzerland
- Implementation of the certification of car owners in Switzerland

Transport policy

The VAP sees itself as a political mouthpiece for shippers. It primarily protects the interests of domestic, import and export traffic. Transit traffic is also taken into account as part of European politics. The VAP pursues the goal of improving the overall efficiency of railways through good basic conditions on a national and international level (operating regulations, infrastructure, interoperability, transport law, etc.). On an international level, the

VAP is active in the international sidings association CRE and in the international union of private wagons UIP, which was founded in Switzerland and whose office was managed by Swiss representatives up until 1990. The representatives of the VAP are active in various study groups, especially those of the ERA, the general contract for the use of railway freight cars (AVV) and RID.

Services as a professional association

The VAP as a professional association aims to help and support its members in the often very complex technical, operational and legal questions related to rail freight traffic. As a co-publisher of the maintenance guideline for freight cars of the VPI Germany and VPI Austria, VAP strives for the standardisation of car maintenance in Europe. Questions are discussed and solutions found in standing and ad hoc study groups. Cooperations are maintained with the administration, railways, other associations at home and abroad to find solutions that enjoy broad support. Circulars and information events keep interested parties up-to-date on the results.

The VAP organises the freight car forum twice a year; this has established itself as a



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platform for information and discussions for car owners, freight traffic customers, rail transport companies and authorities on questions related to national and international rail freight traffic.

Finally, its members are offered individual advice on contractual, operational and technical questions. ■



Jens van Laak is responsible for AVV matters at DB Schenker Rail Germany and is a member of the standing committee of experts of the AVV.

The General Contract of Use needs general safety standards

Rail-freight traffic in Europe has been rocked by the terrible accident in Viareggio on 29 June 2009. Hazardous substances in particular are transported by rail because this has proven very safe compared to transportation by truck. The European sector is thus called upon to take a critical look at safety standards, in particular with respect to wheelset maintenance, and develop these further.

Rail-freight traffic in Europe has been rocked by the terrible accident in Viareggio on 29 June 2009. Hazardous substances in particular are transported by rail because this has proven very safe compared to transportation by truck. The European sector is thus called upon to take a critical look at safety standards, in particular with respect to wheelset maintenance, and develop these further.

The relevant national regulations as regards the maintenance of wheelsets are not identical throughout Europe. A task force was set up during the safety conference in Brussels on 8 September 2009 that was led by the ERA and attended by European railway associations; this will develop suggestions for European

standards for wheelsets and their maintenance. Furthermore, supplementary safety regulations have been specified over the past few weeks in various countries by the railways, owners and railway authorities.

Which regulations have been resolved over the past months by the railways and safety authorities? And where do they apply?

Three different measures could be observed between the middle of the year and the end of September 2009:

1. A reduction of axle loads for certain classes of car from 21t or 20.5 t to 20t

This measure is based on a request from the German Federal Railway Authority

(EBA). During the investigation of a different wheelset shaft breakage it was discovered that the fatigue strength of wheelset shafts could not be proven in all cases for certain types of freight cars. The EBA has called upon all owners to carry out appropriate tests. As a result, several European owners reduced the axles loads of different types of cars to 20 t. The SNCF passed a similar regulation on 28 August 2009: cars with corresponding technical features may not be loaded with more than 20 t if they are to run in or to France.

2. Regulations and recommendations of Italian and French safety authorities

On 3 July 2009, the Italian safety authority ANSF demanded that wheelsets have to undergo non-destructive testing if they are to fulfill certain technical features and are to be used in Italy. The French safety authority EPSF recommended that French rail transport companies adopt this regulation on 10.07.2009.

3. Suspension of freight acceptance by Trenitalia and other Italian railways and by Rail Cargo Austria

Trenitalia has suspended the acceptance of selected cars since 4 July 2009, i.e. certain car numbers or cars with certain technical features. The lists of cars are in part the result of a query of those technical features listed by ANSF from European car owners. Rail Cargo Austria has also suspended the acceptance of similar cars since 3 August 2009.

It is becoming increasingly clear that the different national solutions are leading to great uncertainty amongst all market players. Should the situation become more complex it has to be feared that the appeal of rail-freight traffic will suffer and market shares will thus be lost to other carriers.

Furthermore, the question is often asked as to whether the measures taken by certain rail transport companies are recon-

cilable with the GCU. This question can be answered with a resounding «yes».

Although Article 11 of the GCU could be interpreted very narrowly: the sus-

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pension of the acceptance of certain cars would then only be possible if an authority expressly forbid the acceptance of cars. The legal obligation of rail transport companies to guarantee a safe operation of railways comes before the private law rulings of the GCU. Rail transport companies must revise their safety forecast for operations on a regular basis – particularly when new information that is relevant for safety becomes available. Information from European safety authorities or railways must be scrutinised thoroughly in

«The first suggestions for a standard European ruling on the various regulations should be prepared by the end of the year.»

this connection. Rail transport companies must always decide in favour of safety.

What is clear, however, is that the different rulings have to be consolidated as

quickly as possible. The approach taken by the ERA is thus correct, namely to bring clarity in the field of the maintenance of wheelsets through a European task force. The first suggestions for a standard European ruling should be prepared by the end of the year.

New damage code for damages to wheelsets in Appendix 9 GCU since 16 June 2009

There are also new, standardised safety regulations in the GCU: There has been a new damage code for use in the event of visible scrub marks on the surface of wheelset shafts during operational car inspections since 16 June 2009. This is damage code 1.6.2 from Appendix 9 of the GCU – the cars are identified according to GCU with sample K (after unloading in the workshop). This means that even small scrub marks on the wheelset shafts will be detected and repaired in future. Please note that the former damage code 1.6.2 is now damage code 1.6.3 The new appendices 9, 10 and 11 of the GCU have been in force since 16 June 2009. They can be downloaded from the Internet on the website of the GCU office. The applicable rulings on the new change procedure in the GCU that have been valid since 13 October 2009 and the detailed definition of an owner can also be found here: www.gcubureau.org

The results of the task force will soon be available. It is expected that the GCU will then be developed further in consideration of the new standardised safety standards. ■

New employees at WASCOSA



Antonietta Ambrico, an adept member of the accounting staff, joined WASCOSA in the middle of last year with a 20 % part-time job. Ten months ago she increased her quota to 40 % on account of the increasing volume of work in the financial team.

Mrs. Ambrico brings many years of experience as an administrator from various lines of industry. She had already worked in the accounting and bookkeeping departments of various companies in the

consumer goods industry for seven years. Her strengths are an integral way of thinking, accuracy and a flair for numbers. „I am motivated by working in the «well-oiled» finance team at WASCOSA“, says Antonietta Ambrico. ■

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Jürg Fischer, trained metal worker and welding expert, has been working for WASCOSA in the Technology division since January 2009. Jürg Fischer worked for around 1 ½ decades for SBB Cargo in various fields.

Apart from several years as group leader in a maintenance facility, as on-the-spot standby man in a mobile team and safety officer, Fischer also gained valuable practical knowledge in various fields of work. Since the end of September 2009 Jürg Fi-

scher has also been actively involved with VPI Germany as approved auditor for the certification of workshops.” ■

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The growing volume of business has also prompted WASCOSA to expand its freight car team with Thomas Berger. What motivates him most during his work for WASCOSA is that he can use the skills he learned as a car inspector directly in his new job.

The 33-year-old Swiss citizen worked for decades as a car inspector at SBB Cargo AG before joining WASCOSA. During this time Berger audited employees in the brake samples field, was responsible

for the technical and operational checks of all types of freight car and also completed his training as a shunter. The practical skills from railway and shunting work as well as his knowledge of the structure of various classes of freight cars stand him in good stead for his work today. ■

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Calendar

2009

20./21.10.2009 Luxemburg (L)	VDV National Congress "Rail-freight traffic in Belgium, the Netherlands and Luxembourg"	Info: eckert@vdv.de / www.vdv.de
22./23.10.2009 Fulda (D)	SIGNAL+DRAHT Congress	Info: DVV Media Group GmbH eurailpress-events@dvvmedia.com www.dvvmedia.com
10./11.11.2009 Delitzsch (D)	3. Technical Information Event of the VPI "Wheelset shaft maintenance"	Info: Association of Private Freight Car Interested Parties mail@vpihamburg.de / www.vpihamburg.de
12.11.2009 Glattbrugg-Opfikon (CH)	VAP Forum Freight Cars Autumn Conference	Info: VAP Switzerland vap@bluewin.ch / www.cargorail.ch
25./26. November 2009 Voraussichtlich Köln (D)	VDV Intensive Seminar "Sales – basics"	Info: VDV akademie@vdv.de / www.vdv-akademie.de
03./04.12.2009 Neuss (D)	VDV Seminar "Noise control in rail traffic"	Info: VDV akademie@vdv.de / www.vdv-akademie.de

2010

22./23.04.2010 Graz (A)	IBS Tagung	Info: IBS Interessengemeinschaft der Bahnspediteure (IBS) e.V. smulaibs@aol.com / www.ibs-ev.com
20.05.2010 still undecided	VAP Forum Freight Cars Spring Conference	Info: VAP Switzerland vap@bluewin.ch / www.cargorail.ch
10.06.2010 Stuttgart (D)	4. Technical Information Event of the VPI	Info: Association of Private Freight Car Interested Parties mail@vpihamburg.de / www.vpihamburg.de
11.06.2010 Stuttgart (D)	VPI Members Meeting	Info: Association of Private Freight Car Interested Parties mail@vpihamburg.de / www.vpihamburg.de

Impressum

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Concept and text
WASCOSA AG, Esther Schmid

Printed by
Druckerei Ebikon AG, Ebikon

Layout
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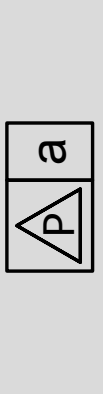
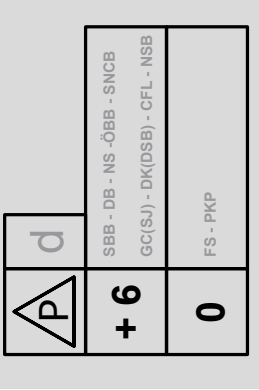





Translation
proverb, Biel

Circulation
printed 2,700 copies,
appears twice a year in German and English

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Markings on cars and containers in combined transport

Marking	Meaning
<p>Main markings on cars</p>  	<p>Vehicle number: 11 digits + check digit</p> <p>Codes for suitability for international liberal use: „TEN“: complies with TSI requirements „RIV“: complies with UIC code „G 1“: built according to vehicle gauge G 1</p> <p>Country code: country in which the vehicle is registered («D»)</p> <p>Vehicle owner code: 2 to 5 letters («DB»)</p> <p>Class code and design number («Sgns 696»)</p> <p>Load limits, tare weight of the vehicle, length over buffers</p>
<p>Car identification code on cars</p>   	<p>Car for containers + swap bodies</p> <p>Standard pocket car</p> <p>Pocket car with enlarged envelope</p>
<p>Loading height</p> 	<p>Loading height of load unit on the car</p>
<p>Compatibility code on pocket cars for mega-trailers</p> 	<p>Compatibility code on pocket cars for mega-trailers to assign suitable semi-trailers to the pocket cars («a»)</p>
<p>Marking</p> 	<p>Divergent container loading heights of cars</p> <p>Divergent container loading heights of cars from standard heights with bilateral agreement for the listed railway networks</p> <p>«+6»: Load units with a profile number up to a maximum of 6 units higher than the track profile can be transported on the named railway networks («SBB, DB, ...»)</p>
<p>Code sign on semi-trailers and swap bodies</p>  	<p>Code sign on semi-trailers and swap bodies</p> <p>Contains, amongst others, the profile number («S», »P», plus 2 or 3 digits), manufacturer, year of construction and frame number of the load unit; coding office</p> <p>Coding sign for semi-trailers with large load capacities also receive the compatibility code («e, f») and the supporting bracket height to be set on the pocket car («85 cm»)</p>
<p>Terms of transportation for semi-trailers</p>  	<p>Transportation only with vented spring</p> <p>Identification of the axes to be specified in cars with a fixed pocket</p>
<p>Identification of load units covered with tarpaulin</p> 	<p>Identification of load units covered with tarpaulin for the suitability for transports with $v_{max} = 140 \text{ km/h}$</p>