



«Survival of the Fittest»

Dear readers, the competition between rail transport companies that began so promisingly now appears to have slackened off. Through the systematic takeover of private rail transport companies the former large state railways are once again gaining the upper hand. It's questionable whether this is for the good of the market since competition stimulates business. The inefficiencies of oligopolistic market structures, on the other hand, are all too well known. Unfortunately, the latest changes to the basic framework for the rail-freight traffic market generally lead to a reduction in the number of market players. «Survival of the Fittest» is more than ever before the industry's motto. According to Darwin's theory of evolution, it is not the species that braves everything and crowds out the other species that survives but the species that either adapts to the environment or manages to constantly evolve despite adverse environmental conditions. The «fittest» is not necessarily the «biggest» – if this were true then our planet would still be populated by dinosaurs.

Competition between rail transport companies

The CEO of TX Logistik AG, Karl Michael Mohnsen, revealed details of the competition amongst rail transport companies and what the cooperation between Trenitalia and TX Logistik AG means from a strategic point of view for the company, which has developed into one of Europe's leading private railway companies.

Mr. Mohnsen, you manage one of the most successful private railway companies – even after the Italian state-owned Trenitalia took over all of TXL's shares. What has changed since this takeover and what will change over the coming months/years?

Trenitalia had been the majority shareholder in TXL for more than six years and has undergone a very successful development over this period. This won't change in future since the TXL business model had and still has the complete support of the owner.



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Philipp Müller
Delegated by the Board of Directors



Intermodal traffic will remain one of TX Logistik's sources of growth.



Karl Michael Mohnsen, CEO of TX Logistik AG

Mr. Mohnsen, allow us an additional question: over the past months and year more and more private rail transport companies have been taken over by state-owned companies. One of the last examples is TXL. Can you give the readers of WASCOSA infoletter any reasons or explanations for this? The same sort of thing happened more than 30 years ago in the USA.

Rail-freight traffic is a hugely capital-intensive business and only a very few market players have been able to achieve acceptable profitability. This development made a decisive contribution to the process of concentration we are now observing.

Which transports, transport routes and traffic is TXL aiming for in future? What changes are being planned for the future?

We want to continue to expand our European presence from today's basis of 8 countries. The next step we are planning is the procurement of our own safety certificates for France and Belgium. Our aim is to be able to offer our

customers a genuine European network of top-quality rail-freight traffic services from once source.

Which products are currently being transported on which routes? Are any changes planned on account of the takeover by Trenitalia?

Intermodal traffic will remain one of our sources of growth in future, whereby the freight structure covers the entire range of commercial goods through to highly-sensitive commodities such as fish. This very broad basis will not change in future.

What are the biggest challenges facing TXL at present?

We are keeping a very anxious eye on how costs are developing in the fields of infrastructure and electricity charges. We would like to appeal to the responsible parties in this sector to reconsider their policy of constant price rises in the interests of the ability of rail-freight traffic to compete with other carriers.



How does TXL stand compared to the other state railways – for example DB, SNCB, SNCF – and the big intermodal operators – such as Hupac, Kombiverkehr?

We do not position ourselves «consciously» in comparison with any other railway company but develop our services exclusively in view of the added value for our customers. Of course it is a great advantage for us that almost all of our top management has many years of experience in the carrier and logistics market. This is why we believe that we really do understand our customers.

Mr. Mohnsen, if you were asked to gaze into a crystal ball, which providers in Europe will be important in future and remain as independent rail transport companies operating throughout Europe?

I believe that the current process of concentration in Europe will continue. In this respect we are not expecting more than 4 to 5 pan-European rail freight companies, whereby we of course see

ourselves as one of the protagonists in the future.

Some large European (state) railway companies have begun to no longer just purchase their rolling stock (locomotives and wagons) but also to lease or rent these. Where do TXL and its owner Trenitalia stand on this matter?

I myself can only speak for TXL. We will continue to procure the majority of our rolling stock through leasing and/or rental contracts in future. It goes without saying that this only holds true as long as the offers on the market are competitive. ■

Personal details

Karl Michael Mohnsen ...

- ... was a marine officer between 1975 – 1980.
- ... lived in West Africa from 1984 – 1987 after studying economics.
- ... was a fully authorised representative of Hellmann Worldwide Logistics from 1990 – 2002.
- ... was in charge of the Freight Logistics department as a Board Member of Stinnes AG between 2002 – 2004.
- ... has been at TX Logistics AG since 2004 and CEO since 2005.

Filling and emptying systems for tank cars

The requirements of GGVSEB/RID call for special fittings systems to fill and empty rail tank cars. A differentiation is made when using these systems depending on the classification of the freight according to RID and according to the type of actuation. Customised and bespoke systems are also used alongside standard systems. All fittings have to be able to be operated with little force, must be low-maintenance and satisfy the safety requirements of RID.



A mechanical system is shown on the left and a hydraulic one on the right.

Systems to fill and empty tank cars

The following fittings systems are available to fill and empty mobile tanks, which include rail tank cars:

1. Mechanical filling & emptying systems,
2. Hydraulic filling & emptying systems,
3. Combined mechanical-hydraulic systems and
4. Hydraulic filling and emptying systems for Class 2 pressurised liquid gas.

The first three systems are used for Class 3 to 9 cargoes. These systems are made of C-steel or stainless steel depending in the cargo requirements and comply with the pertinent applicable national, international or specific regulations.

Mechanical filling and emptying system

The most popular mechanical filling and emptying system consists of a mechanically actuated bottom valve (BV), the corresponding mechanical actuation, mechanical forced ventilation valve (ZBV) and safety release as a connection between the bottom valve and forced ventilation valve. It can be operated independently from both sides of the tank car. The valves are opened mechanically by a hand lever, control rods and safety release. The valves are closed by spring force once the hand lever is returned to its original position.



Hydraulic filling and emptying system

This system consists of a hydraulic bottom valve, hydraulic forced ventilation valve and a hydraulic actuation with one of the following arrangements:

- use of 2 boxes, arranged as in Figure 2, fitted with a hydraulic hand pump, cut-off valve and the position indicator,
- use of a quick-acting pump and the position indicators or
- use of the pump without quick-acting device and two boxes, fitted with a cut-off valve and position indicator.

What makes this system special is that this layout ensures that the forced ventilation valve opens before the bottom valve (through the flow of oil). The hydraulic oil cannot enter the bottom valve directly since the line from the pump to the bottom valve is blocked by a return valve.

Combined hydraulic/mechanical filling and emptying system

This system is made up of the mechanical actuation, mechanical bottom valve,

hydraulic actuation cylinder, a hydraulic accumulator and the hydraulic forced ventilation valve. When the mechanical bottom valve is opened the hydraulic cylinder is actuated and the oil that is displaced by this opens the forced ventilation valve. The hydraulic accumulator is located in the hydraulic line to the forced ventilation valve and compensates fluctuations in volumes due to changes of temperature or leaks.

Filling and emptying system for pressurized gas tank cars

The regulations call for special measures when loading and unloading tank cars with Class 2 cargoes. These are guaranteed by the hydraulic systems for pressurized gas, consisting of:

- a quick-acting DN80 bottom valve in the liquid phase,
- a quick-acting DN80 or DN50 bottom valve in the gas phase,
- a quick-acting pump with taut wire actuation and

- 2 display cylinders for each bottom valve.

The bottom valves are the first shut-off fittings and consist of three consecutively mounted units:

- the inner spring-loaded, quick-acting valve,
- the L- or T- distributor,
- and the hydraulic actuation, hermetically mounted on the distributor.

The valve can only be actuated when the pump's taut wire is tensioned by a rail hook. The inner cut-off valves close immediately by spring force when the pressure in the hydraulic system falls or the rail hook is released.

DN80 and DN50 slanted seat valves along with blind flanges serve as the 2nd and 3rd shut-off devices. However, dry, quick-acting couplings with pressure-resistant caps can also be used.



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Quality and approvals

The manufacturers of such fittings systems have a qualified quality management system according to ISO 9001 and are certified in accordance with the Pressure Equipment Directive. The products have been approved in accordance with national and international regulations such as GGVSEB/RID, TRT002, TPED, BAM, TDT, component testing. Approvals in accordance with EN 14433 and EN 14432 have existed for tank car fittings that are used for Class 3 to 9 since 2011. All of the fittings for Class 2 cargoes are approved by means of component marking and TPED, whereby Directive 2010/35/EU has been applicable since 01.07.2011. The approval in accordance with EN 14433 relates to all bottom valves and the approval in accordance with EN 14432 applies for the

forced ventilation valves, DN 100 slanted seat valves and compact ball cocks. The most important new developments for this approval according to the new EN standards relate to the introduction of a continuous operation test, the pull-off test for bottom valves and the increase of the test pressure for the strength tests of the housing during type approval. These tests are to be carried out together with the named offices.

Summary

A lot of experience and a close cooperation between the operator, fittings manufacturer, authorities and tank car manufacturer is needed during the development and use of filling and emptying systems for hazardous goods tank cars. This calls for comprehensive

«The job of the responsible committees should be to create cheap alternatives to the approval procedure for individual solutions, in cooperation with the fittings manufacturers too.»

technical advice from the manufacturer, long-term customer support, Europe-wide service and in particular versatile production possibilities. The introduction of the new EU standards has made it more difficult to create individual solutions since no single approvals are possible for changes to pressurised components in fittings. The job of the responsible committees should be to create cheap alternatives to the approval

About the company

The firm of Krombach GmbH has a tradition stretching back more than 60 years in the production of fittings. Krombach has become a reputable partner in the valve sector. The product portfolio ranges from metallic and soft-sealing ball cocks, metallic and soft-sealing shut-off valves, cut-off valves, gate valves, bottom drain valves, inspection glasses through to tank car fittings.

procedure for individual solutions, in cooperation with the fittings manufacturers too. ■

Impressions from the transport logistic 2011



Save the date!
The next transport
logistic will be held on
4 - 7 June 2013.



The structure gauge – a little-used chance to improve the efficiency of rail-freight traffic

Competition in rail-freight traffic is also affected by changes in the goods being transported. One trend has been noticeable for a number of years: the share of lighter goods such as semi-finished and finished goods is growing compared to heavier goods such as ores, coal and mineral oil. The limit for the amount of goods that can be transported in each car is increasingly being set by the available cargo space and no longer the limitation of the load weight.

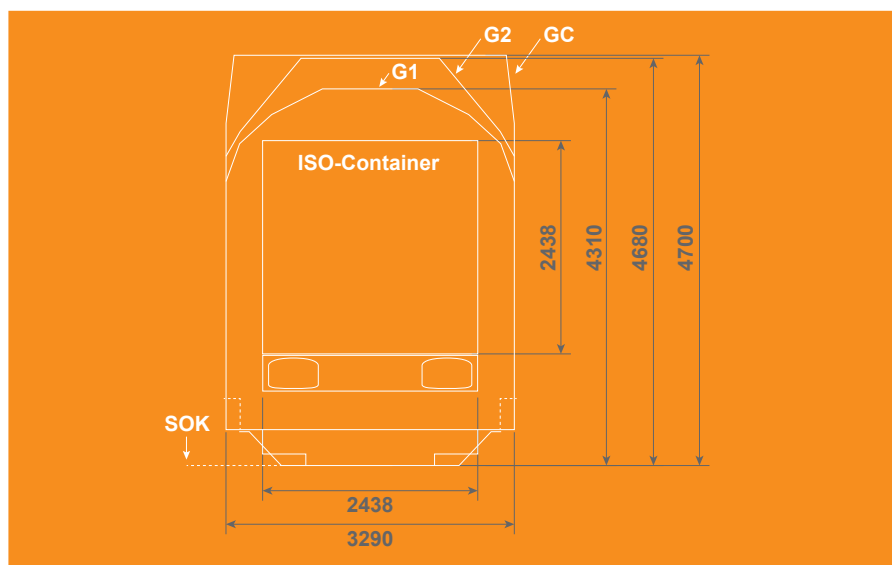


Figure 4: Cross-section of ISO container and three structure gauges G1, G2 and GC

Since the lighter goods are also normally more valuable, higher transport profits can also be made.

Road transport is trying to compensate this with much longer trucks, so-called Euro-Combis, super lorries or Gigaliners, which are up to 25.25 m long (previously 18.35 m) though have the same or an even higher maximum weight. Although this is a controversial topic in Germany, they are already the standard in the Netherlands and Scandinavia, Figure 1.

New opportunities are developing for two-tier cars with a wide top deck in Central Europe in particular through the expansion of passenger traffic. These new passenger vehicles require the large struc-

«The limit for the amount of goods that can be transported in each car is increasingly being set by the available cargo space and no longer the limitation of the load weight.»

ture gauge GC, for which a number of main and local tracks have been upgraded.

GC profile cars have already been in use for a number of years in the supply of automobiles by rail-freight traffic. But in all other types of traffic the cars comply with the vehicle clearance profile UIC 505-1 for the structure gauge profile G1, see Figure 4.



Container cars do not make the best use of the structure gauge.

Figure 4 shows that the G1 profile already offers a big advantage over the cross-section of containers. Although the G2 profile is much higher than G1 and is available throughout northern and central Europe, it only has slight advantages over G1 on account of the steep slopes in the top corners, see Figure 5 (see next page). This is why there are very few freight cars that use this profile.

Figure 5 shows the useful load cross-sections. The change from cars for a G1 profile to a GC profile increases the useful load cross-section by almost 50%. Although the increase in the cargo space of super lorries is just as much, this is only achieved by making the load area longer. The

load cross-section of super lorries cannot be changed. Freight cars for the GC profile could therefore more than compensate the advantage of super lorries since the car length can remain the same and thus the loading ramp length, but the load volume increases in the same way as for a super lorry. Freight cars for the GC profile are hence clearly superior.

What's more, the same load cross-section area as offered by two-tier containers in the USA can be achieved with the GC profile. Nevertheless, the proportions are different, namely these are wider and shorter. Two-tier container transport is unrealistic in Europe on account of the contact wire height. In other words, the

cars cannot be built flat enough to leave a large enough safety gap between the upper

«What's more, the same load cross-section area as offered by two-tier containers in the USA can be achieved with the GC profile.»

edge of the top container and contact wire to prevent arcing.

However, a freight car can be used much better than a container with Europallets,



Figure 1: Super lorry in Sweden between Stockholm and Nyköping



Figure 2: Regional train with two-tier car with wide upper deck



Figure 3: Pictograph on two-tier passenger car as shown Figure 2 indicating the necessary profile extension from G2 to GC

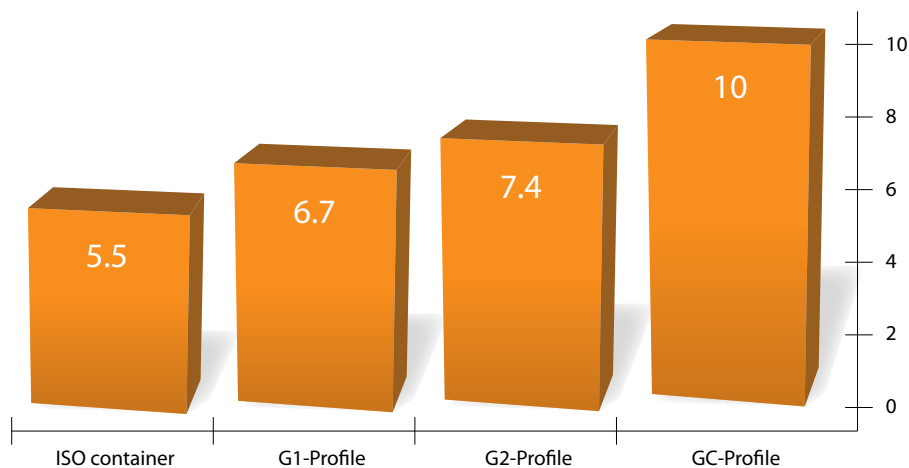


Figure 5: Useful load cross-section for the profiles in Figure 4



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resulting in further advantages for a large freight car.

One important precondition, however, is that the railway infrastructure operator can supply the structure gauge profile data

«The change from cars for a G1 profile to a GC profile increases the useful load cross-section by almost 50%.»

to not only the rail transport companies in their own group but all transport companies, and/or rectify the few remaining bottlenecks.

Conclusions

There are many different ways to improve profitability by increasing the productivity of rail-freight traffic. Apart from improving the availability, see page 10+11 of Edition No. 17 / 2011 of the WASCO-SA infoletter, the shortening of standstill times and the better utilisation of cars for light goods too is a key factor, as has been shown here. Although the competition from road-freight traffic has to deal with the big disadvantage of fast rising energy prices, it is catching up fast at present in

the field of cargo space utilisation. This should stir railways into exploiting existing reserves so that their market shares can once again grow more strongly. ■

Personal details

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- ... worked in industry as the Head of Measurement Engineering and Deputy Head of Engineering at the Swiss Locomotive and Machine Works.
- ... has been in charge of the Rail Vehicle Department at the TU-Berlin for 14 years and with his team of around 20 staff carries out research and industrial projects, above all in rail-freight traffic.
- ... trains around 25 students every year, almost all of whom begin their careers in railways.



Responsible Care Award 2011 goes to SABIC

The award was presented in the middle of the year at the general meeting of the Association of the Dutch Chemicals Industry VNCI for SABIC's efforts to make the transport of hazardous goods as safe as possible. The petrochemical company SABIC actively involves its business partners and their suppliers in improving the logistics chain and sets new standards in terms of rail transport safety.

In the eyes of the jury, and the general public who were involved for the first time, SABIC has defined a new standard with this safety concept that goes far beyond the statutory requirements. This rail safety concept stipulates, amongst others, that SABIC only lease freight cars fitted with crash buffers, irrespective of the product being transported. The crash buffers in the WASCOSA safety package satisfy the requirements of the European research project SAFETRAIN for intermediate coupling points: this minimises the risk through an optimum



energy management in the event of a collision. SABIC hence serves as a role model when it comes to Responsible Care. ■

«The Rail Safety Policy as part of SABIC's safety strategy wants to make the transport of hazardous substances by rail as safe as possible. This claim is ideally satisfied by the WASCOSA safety package.»

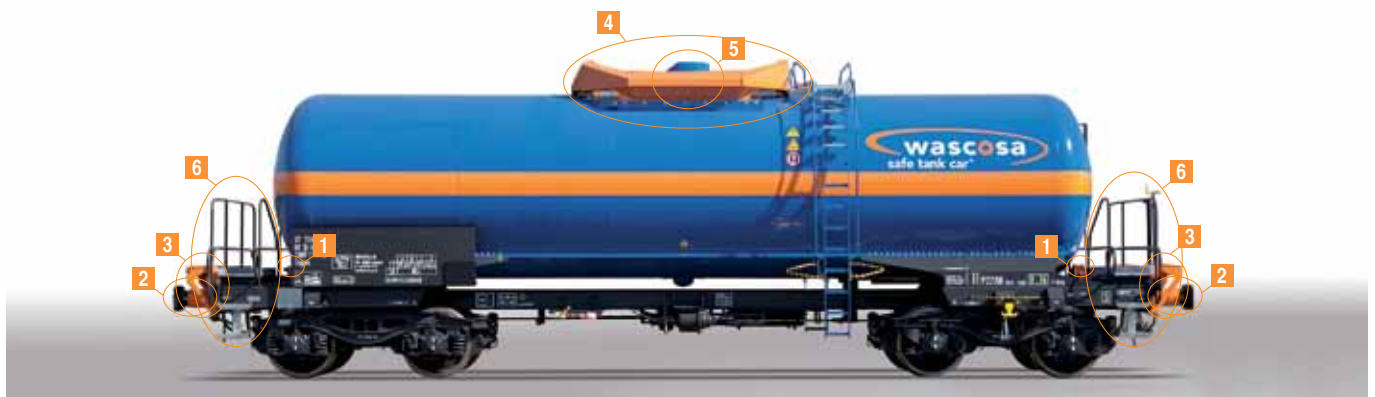
Mathijs Ploumen
Category Manager Land Transportation, SABIC

WASCOSA safety package

Selectable safety elements according to a modular principle for existing and new rolling stock

- 1 Derailment detector
- 2 Crash buffer
- 3 Climbing protection
- 4 Rollover protection
- 5 Counter-sunk dome
- 6 Optimised buffer platform at each end of the car

Would you like to learn more about the WASCOSA safety package?
Roland Stadelmann, Head of Sales, will gladly provide more information.
T +41 41 727 67 40, roland.stadelmann@wascosa.ch



Problems of rising costs with composite blocks

Since the introduction of the TSI NOISE in June 2006, all newly ordered freight cars or those that undergo major conversions after this date have to satisfy certain requirements with respect to their noise emissions during operation. This means that the grey cast iron brake blocks which used to be used are no longer an option for these cars. Although they are relatively cheap and have quite a good wear behaviour they roughen the wheel during braking, which becomes noticeable during the journey through a higher noise level.



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The limits required by the TSI NOISE can only be achieved with today's technology using K-shoes and disk brakes, as well as the LL shoes that are currently undergoing approval. Whereas disk brakes generate the braking force at the brake disc, thus sparing the wheel, braking with K- or LL-shoes leads to abrasive wear on the wheelset running read – these are thus usually smooth and, in combination with smooth rails, make for a much quieter rolling noise.

Considerably higher costs

The clear advantage of this technology compared to grey cast iron blocks in terms of noise reduction nonetheless has to cope with a big disadvantage: the much higher costs for not only the material itself (factor 3 to 4 compared to grey cast iron), but also and above all the operating costs: more than 15,000 freight cars have now been fitted with K-shoes in Europe and empirical data is now available from their operation. On the basis of this concrete experience, the rail sector in the German «Quiet Rhine» project (rail transport companies, freight car owners, VDV and VPI) recently calculated that a 4-axle freight car fitted with K-shoes generates extra costs of € 0.0051 per axle kilometre compared to a comparable vehicle with grey cast iron brakes. With annual mileages of 120,000 to 150,000 km, which are quite realistic,

at least for vehicles used in intermodal traffic, this would mean extra costs per car and day of € 6.71 to € 8.38.

«Since the maintenance costs for wheelsets have also become much more expensive as a consequence of «Viareggio», the cost problem has been exponentiated for car owners.»

These costs take into account the shorter reprofiling intervals for the wheelsets (and the resulting shorter service life) as well as the «ancillary costs» caused by failures such as the non-availability and transport costs to/from the workshop. Since the maintenance costs for wheel-

«A risk for the competitive strength of rail compared to other carriers that should not be underestimated.»

sets have also become much more expensive as a consequence of «Viareggio»,

the cost problem has been exponentiated for car owners and holds a risk for the competitive strength of rail compared to other carriers that should not be underestimated. If LL-shoes are used, tests to date have shown that no significantly lower operating costs can be expected compared to K-shoes (their main benefit lies in the lower costs of converting existing cars).

«Noise» route prices under discussion

This is also one reason why national and international railway associations are promoting administratively simple and internationally homogeneous models in the current discussion about the introduction of noise-based route prices and the conversion of existing fleets from K to LL-shoes that is propagated by certain

member states. The states should also bear an appropriate share of the costs of conversion themselves. But there only be a genuine incentive for conversion when sufficiently high public subsidies –

«But neither rail transport companies, car owners nor the market alone can bear the costs for reducing the noise.»

coupled to the mileage – are provided on account of the much higher operating expenses. Rail transport companies and owners of freight car recognise the – at least in some European countries – wor-

sening problem of noise from rail-freight traffic and share the concern that public acceptance could fall, which could also be reflected by delays in urgently needed infrastructure projects; but neither they nor «the market» alone can bear the costs for reducing the noise. ■

... and other cost drivers

The Road - Rail shift announced by Switzerland and the EU Commission white book published at the end of March 2011 «Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system» pursue the same goal of strengthening rail-freight traffic.

These as such very positive expectations are, however, opposed by several new cost pools that have recently been incurred by car owners. Apart from the problems explained above, these also affect the competitive strength of rail-freight traffic. In November 2010 the Managing Committee of UIP resolved to set up a study group that would

look into the consequences of the new regulations for the rail-freight traffic sector. Since then, representatives from Austria, France, Germany, Italy, Switzerland and the United Kingdom have identified and analysed the most important cost drivers and their financial consequences for car owners in several meetings of the «Working Group Economic Impact of New Rules and Regulations»:

- The introduction of **noise-based route prices** and the **costs of converting and operating existing cars that do not comply with TSI to K or LL-shoes**;
- Cost burden due to **ECM certification**;

- Costs of implementing the **visual inspection of wheelset shafts («EVIC»)**;
- Costs of the **traceability of wheelsets («EWT»)**;
- Introduction of **standardised maintenance requirements for wheelsets («ECCM»)**;
- **Incomplete and/or heterogeneous information** concerning the mileage of cars.

The study group will present its final report to the Managing Committee of the UIP in the near future and this is scheduled to be sent to the national associations as well as interested third-parties at the beginning of November 2011. ■

Portable tanks versus tank cars

Transport containers for hazardous goods must be dimensioned in accordance with RID (International Regulation for the Transport of Dangerous Substances by Rail, separate Appendix C to COTIF, Convention concerning International Carriage by Rail) so that they withstand the stresses and loads that occur during normal transport. This means that containers for hazardous substances come up to an internationally recognised safety level.



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The purpose of the regulations is therefore to prescribe standard rules on whose basis hazardous goods can be safely packed and transported in international and national traffic. If the minimum requirements are met the corresponding containers are normally approved for international rail traffic in all RID member countries. The goal for all substance classes is to define minimum requirements for hazardous goods containers that guarantee adequate safety for the stresses and loads that occur during normal transport (accelerations, vibrations, swashing movements of fluids, the

effects of weathering, etc.). However, the simultaneous globalisation of the markets over the past decades heralded the start of an unexpected and to this day enduring development calling for the use of hazardous goods containers throughout the world, irrespective of the economic region and carrier. Rail tank cars do not meet this requirement in several ways. What's more, with their chassis, pulling devices and buffer gear, etc. they are unsuited for transport on high seas (except for certain ferries). This development thus kicked off the development of a

The newly designed portable tank is no different to an ADR/RID tank at first glance. But on closer inspection there are a wealth of differences, making a direct comparison impossible. Some tank containers are approved according to both chapters as a tank container in accordance with RID / ADR and as a portable tank in accordance with UN, in other words they are approved according to both Chapter 6.8 and 6.7 RID/ADR. This is not possible for tank cars, these can only be approved according to Chapter 6.8. ■

«The newly designed portable tank is no different to an ADR/RID tank at first glance. But on closer inspection there are a wealth of differences, making a direct comparison impossible.»

new type of tank that could be used in multimodal transport on both land and sea: the portable tank was born and the triumphant advance of the UN Portable Tank began.

A list of the most important differences between the two types of tank can be found on the last page of this edition.



Time for a look at the GCU and its surrounds

This year the GCU celebrates its fifth anniversary. A review of the past five years shows that the contract fulfils its purpose in the key points. It has established itself as the standard for cooperation between car owners and rail transport companies, minor construction errors have been corrected by way of amendments.

At the beginning of the 1990ies railway law was aligned strictly to the existence and interests of state railways. The incipient liberalisation of the railway market made a further development of the «rules» indispensable. The result of negotiations between railways and car owners on the establishment of a set of rules on their cooperation were the GCU.

Strength of the GCU

What makes the GCU special is the private law nature of the contract: the market players created their own framework. The GCU was planned as a multilateral contract between all members, i.e. all of its contents apply automatically between all signatories. And this is one of its key strengths: changes can be agreed and implemented between the signatories relatively quickly and easily. This is particularly relevant for the technical appendices, where new developments in the operational-technical field can be defined in a generally understandable manner and promptly.

Future challenges

The cooperation in the railway sector displayed through the GCU will also be in demand in future. On the one hand, the cooperation between customers, owners and rail transport companies will bring with it some new challenges. On the other hand, the further development of the sta-

«Owners and users of cars, for example, will require more and more information on the whereabouts and condition of their cars, irrespective of where the car is at the moment.»

tutory regulations will generate a need for more detailed elaboration in the railway



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sector and thus the GCU. Owners and users of cars, for example, will require more and more information on the whereabouts and condition of their cars, irrespective of where the car is at the moment. The railway sector has shown that it can successfully handle challenges and find solutions. This competence will be in great demand over the next five years. ■



UIRR – the International Union of Combined Road-Rail Transport Companies

The UIRR has its headquarters in Brussels and represents European intermodal transport operators who organise this ecologically and economically sustainable freight transport system. The UIRR was founded in 1970 by six intermodal transport operators to support the organisation of cross-border intermodal Rail-Road traffic in Europe. The UIRR members currently operate an intermodal transport network covering the entire continent and offering connections beyond just Europe to far-off destinations such as China.

Further information:
www.uirr.com & www.ilu-code.eu



Encouraging intermodal Rail-Road traffic

The UIRR aims to increase the share of electrified rail-freight traffic by improving its competitive strength and at the same time eliminating official obstacles. In order to achieve the latter, an intermodal traffic stand is taken on the following points:

- Railway infrastructure: non-discriminatory access, fair user fees, interoperability as well as measures to improve the performance and quality;
- Basic framework: usage-dependent settlement (including complete internalisation) allowing competition on the basis of each carrier's inherent technological benefits;
- Weights and sizes: approve heavier and longer trains and at the same time prevent long-distance trips for super lorries.

Support for intermodal traffic in daily operations

The UIRR generates electronic terminal and customer codes that can be used together with the UIRR data reports, an industry standard which is of key importance for communication between the various European intermodal traffic operators and their customers. The tracking & tracing system CESAR that has been set up by UIRR member companies

provides important daily information. The UIRR was recently entrusted with the management of ILU codes, a standardised solution to identify the owners of intermodal load units (ILUs) – the swap bodies and semi-trailers used in Europe - through the European standard EN 13044.

Standardisation, research and development

This field of work includes Marco Polo projects, financial support for the launch of new intermodal traffic services from member companies, participation in European standardisation initiatives (in cooperation with CEN and ERA) and the active involvement in research projects of the European Union aimed at promoting intermodal traffic.

The UIRR has been involved in numerous projects concerning the development of solutions for more protection and safety as well as the implementation of IT solutions to simplify and facilitate intermodal traffic. ■

How to find WASCOSA at its new headquarters in Lucerne



The new offices are located in the vibrant business heart of the «City of Lights» Lucerne in the direct vicinity of the main station.

This can be reached in a few minutes on foot via an aerial walkway.

WASCOSA AG
Werftstrasse 4, 6005 Lucerne

By car

- Exit Luzern-Zentrum
- Can be reached in around 1 h from Basel via the A2
- Can be reached in around 1 h from Bern via the A1 and A2
- Can be reached in around 0.45 h from Zurich via the A4 and A14
- Can be reached in around 1.30 h from Sargans/Chur via the A3
- There are a few visitors' parking spaces in the Werftstrasse. Further space is available in the nearby car parks at the main station.

By rail

- Final destination: Lucerne main station
- Can be reached in around 1 h from Zurich Airport to Lucerne main station
- The Werftstrasse can be reached in a few minutes on foot from the station via an aerial walkway.
- The latest timetables can be found at www.sbb.ch.



The WASCOSA team continues to grow



Stacey Kohler, Executive Management Assistant
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As Assistant to the Management **Stacey Kohler** has been helping the growing team at WASCOSA since 1 December 2010 and is responsible for attending to the needs of the Management, demanding customers and business partners in German, English and French as well as systematic organisation & coordination from A to Z.

Following her commercial training and several years working in various positions in the tourism sector as well as one-year further training at the Höheren Fach-

schule für Tourismuswirtschaft (College of Higher Education for the Tourism Industry), she can know put her know-how to daily use with valuable experiences.

WASCOSA now benefits from her frank, fresh approach to other people. «I am very motivated by being part of an innovative, independent company and can now extend my knowledge of international passenger transport to freight transport too.» ■



Stephan Gakis, Customer Service
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Since 1 May 2011 **Stephan Gakis** has been working for WASCOSA in office sales. Following his commercial training he has gained a broad knowledge of office sales in the industry over the past ten years at famous rental companies.

He has always been fascinated by railways and really knows his way around. The challenge of constantly finding new transport solutions and the interesting growth potential in the rail industry are just two aspects of work that he particularly likes. And what does he think of

WASCOSA? «I love working in a great team at WASCOSA and the high level of self-responsibility. And Lucerne is both an impressive and fascinating place to work.» WASCOSA's customers and business partners profit from Stephan Gakis's great sectoral competence and many years of experience. ■

Credits

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Calendar

2011

17.11.2011 Zurich (CH)	VAP Forum Freight Car Autumn Conference	Info: VAP Switzerland vap@cargorail.ch / www.cargorail.ch
21.11.2011 Hamburg (D)	VPI Symposium «Rail-freight traffic in the economic and political environment»	Info: Association of Private Freight Car Interested Parties mail@vpihamburg.ch / www.vpihamburg.ch
24.11.2011 Vienna (A)	VPI information event «Current challenges facing rail-freight traffic»	Info: VPI Verband der Privatgüterwagen-Interessenten Österreichs info@vpirail.at / www.vpirail.at
05.12.2011 Moers (D)	CRSC Conference	Info: Cargo Rail Service Center CRSC e. V. info@crsc.ch / www.crsc.ch

2012

08.02.2012 Brussels (B)	UIP General Meeting No. 1	Info: UIP International Union of Wagon Keepers a.i.s.b.l. info@uiprail.org / www.uiprail.org
12./13.04.2012 Potsdam (D)	IBS plenary and general meeting	Info: Interessengemeinschaft der Bahnspediteure (IBS) e. V. smulaibs@aol.com / www.ibs-ev.com
10.05.2012 Zurich (CH)	VAP Forum Freight Car Spring conference	Info: VAP Switzerland vap@cargorail.ch / www.cargorail.ch
14.06.2012 Münster (D)	Technical Information Event of the VPI	Info: Association of Private Freight Car Interested Parties mail@vpihamburg.de / www.vpihamburg.de
15.06.2012 Münster (D)	VPI Members Meeting	Info: Association of Private Freight Car Interested Parties mail@vpihamburg.de / www.vpihamburg.de
20.06.2012 Brussels (B)	UIP General Meeting No. 2	Info: UIP International Union of Wagon Keepers a.i.s.b.l. info@uiprail.org / www.uiprail.org
18.-21.09.2012 Berlin (D)	InnoTrans 2012	Info: Messe Berlin innotrans@messe-berlin.de / www.innotrans.de
08.11.2012 Zurich (CH)	VAP Forum Freight Car Autumn Conference	Info: VAP Switzerland vap@cargorail.ch / www.cargorail.ch

The main differences between portable tanks and tank cars

	Tank cars	Portable Tank (UN Portable tank)
Regulations	RID	RID, IMDG Code
Construction	6.8	6.7
Use	4.3	4.2
Tank code	Tank code e.g. «L4BH» «descriptive»	Tank instruction e.g. «T14» «not descriptive»
Special provisions	TA, TT, TC, TE, TM	TP
Identification	Marking on tank with additional details of satisfied special provisions TE and TC	Marking on tank required as of 2011 with tank instruction, see 4.2.5.2.6 and transitional period acc. to 1.6.4.38
Tank identification plate	Tank identification plate with a few important details	Very detailed info on tank identification plate
Use and technical requirements	<p>Only for use in European land transport</p> <p>Higher filling level possible</p> <p>Safety factor operating pressure to test pressure 1.3</p> <p>Minimum test pressure is double the static pressure</p> <p>Periodic every 8 years, intermediate testing every 4 years, tank car has 3 months tolerance for the intermediate testing and is marked with «L» accordingly.</p> <p>Tank cars can continue to be used normally during the tolerance period</p>	<p>Multimodal use worldwide on road, railway, inland waterways, high seas</p> <p>Max. Filling level less than tank car</p> <p>Safety factor operating pressure to test pressure 1.5</p> <p>Minimum test pressure: 1.5 bars</p> <p>Intermediate testing prescribed every 2.5 years with internal inspection; periodic every 5 years; can be carried out anywhere in the world by responsible entity.</p> <p>OT may no longer be filled on expiry of the test periods; but they can still be transported for a max. of 3 months on expiry of the period.</p>
Safety equipment	Tank cars can be sealed airtight and operated without a safety valve.	OT always with safety equipment against excess pressure.

No guarantee for the figures and no claim to completeness.