



Swiss Transit Policy discriminates loaded wagons

The traffic relocation law passed in 1999 by the Federal Parliament has been taken ad absurdum. Its aim to confine the transalpine traffic of HGVs to 650'000 vehicles p.a. by 2009 remains an illusion

Personal

despite "non-discriminatory" accompanying measures. Although the loading volume of the railway has increased proportionally, almost twice as many HGVs are permanently crossing the Swiss Alpine massif. In June 2007, the Bundesrat (Federal Council of Switzerland) proposed a follow-up decree to the Parliament in the form of a law on the modal shift of freight traffic (Güterverkehrsverlagerungs-gesetz GVG) together with the review of the law of the carriage of goods (Beförderungsrecht) and the sidings law (Anschlussgesetz). The GVG wants to force the above-mentioned modal shift aim by 2018 by means of alpine transit charges, alpine crossing exchange and support policies. This is also doubtful.

Thus the relocation effect between 2011 and 2018 will have to be bought with a 1.6 billion CHF subsidy for combined road-rail transport. There does not seem to be any support for loaded wagons crossing the Alps, as they are not promoted in any way. Unfortunately the way they are put into a disadvantageous position by the State reflects the European trend and has already resulted in a transfer from loaded wagons to combined road-rail transport. Basic non-discriminatory parameters have to be created for rail freight services. Keywords are: liberal transport conditions, attractive track prices, simpler network access, liberal working hours and training regulations. In such an environment it is easier for forwarders and rail transport companies to contribute to a modal shift to rail.

Philipp Müller,
Delegate of the Supervisory Board

The CRSC-Project is heading in the right direction

The Cargo Rail Service Center CRSC launched on 24th April 2007 is proceeding according to plan. Since being set up by a dozen companies in the forwarding, workshop and wagon rental sector, the number of members of the only pool of this kind in Europe has increased.



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The aim of the CRSC is to run an efficiently organised and cost-effective replacement parts management. The benefits are obvious: The transportation of replacement parts is reduced, the downtimes of damaged wagons are minimised and their deployments optimised. The alliance is particularly beneficial to medium-sized rolling-stock owners. They benefit from the joint purchasing, storage and transport of replacement parts.

The first project phase was geared to wheelsets. It involved setting up a pool of the eight most common types of

wheelsets amongst Swiss, Austrian and German authorised workshops. In the meantime, this is available throughout the specified area and above all should quicken repairs carried out en route. There are no fixed costs for CRSC rolling-stock owners; capital is not tied up by the workshops having to stock expensive replacement parts.

The prices for replacements are based on a transparent formula depending on the wheel rim diameter, whereby the rates are oriented to the commercially

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available prices for new parts. "The next step is to extend the product range to include other core replacement parts such as components for brakes and buffers", says Irmhild Saabel, Engineering Manager of WASCOSA and member of the CRSC steering committee.



Photo AXTONE Bahntechnik GmbH

Discontinuation of adjustment

Flashback: The establishment of CRSC was triggered by AVV (General Contract of Use for Rolling Stock). In Switzerland and in Austria, it has already been adopted in 2006 as a result of the termination of the siding contracts with SBB (Swiss Federal Railway) and ÖBB (Austrian Federal Railway) respectively. At the beginning of July 2007, the termination of the siding contracts with DB (Germany Railway) / Railion followed. From then on, the AVV was also fully implemented in Germany. The expiry of the siding contracts by the State railways also meant the end of the UIC wheelset pool and the replacement parts agreement. According to AVV, rolling stock owners are obliged to have a replacement parts management system. It should insure that in the case of repair the required replacement parts are provided within the specified deadlines (AVV Annex 7). "The rolling-stock owners have now become car registers", states Saabel. "The change is of course easier for companies renting out large fleets."

Free membership

The pool, which has been in operation since the middle of 2007, has the right prerequisites to become an "ADAC (German equivalent of the AA - Automobile Association) for the Railway". It draws up future-oriented solutions, is independent of the sales platforms of

the State railways and offers various benefits to rolling-stock owners and their partner workshops. In spite of this, the CRSC membership, which is also open to suitable third parties such as logistics service providers, is free of charge - as all administrative work is performed on an honorary basis.

In practice, the CRSC procedure is unbelievably simple: One telephone call to the next member workshop is sufficient and a defective wheelset will be replaced within a few days on pre-defined terms and conditions. Rolling-stock owners do not have to worry about purchasing, storing and dispatching replacement parts. The wheelsets are the property of the workshops until they have been fitted. Once they have been fitted, the ownership changes. The workshops decided how many, what type and at which location the wheelsets are to be kept.

The flatrate price to be paid by the rolling stock owners, which is the same at all workshops, includes all expenses with regard to purchasing, storing and handling the wheelsets. The transport of the replacement wheelset to the defective rolling stock or to the workshop is organised by the appointed CRSC workshop. The corresponding transport costs are charged onto the rolling-stock owner. As a rule the rolling-stock owners, who are CRSC members, do not have their own wheelsets in the pool. They are also not obliged to use their wheelsets for repairs en route. To guarantee a balanced supply, candidates wanting to join can be asked to supply an adequate number of specified replacement parts - alternatively to reimburse any procurements made by the CRSC workshops.

"The amalgamation of competing rolling-stock owners, forwarders and workshops is a pan-European novelty", emphasises Saabel. "Everything is teamwork: we discuss costs, adapt prices, debate technical problems, work out solutions and exchange information. In brief: Our pool members support each other at all levels."

Are you interested in becoming a CRSC Member? You can find the relevant documents on www.crsc.ch

Three questions, five answers

What is your opinion of CRSC?

"The idea, which was primarily triggered by BASF, originated from a VPI workgroup. The objective was to give smaller rolling-stock owners such as BASF the possibility to build up a practical, cost-effective spare parts management system in accordance with AVV together with other interested parties. CRSC has fully met all expectations placed on it up to now."

Dr. Gerd Fischer, Plant Manager Rolling Stock Management, BASF Aktiengesellschaft, D-Ludwigshafen

"CRSC is a sensible amalgamation of medium-sized companies with the objective of guaranteeing the performance and availability of rolling-stock for customers. It is quite unique in the industry that competitors both from workshops and also from rolling stock owners cooperate for the benefit of both sides. Experience shows that it works."

Helmut Lindenberger, Engineering / Authorised Signatory, On Rail Gesellschaft für Eisenbahnausrüstung und Zubehör mbH, D-Mettmann

In your opinion what advantages and disadvantages does CRSC have?

"CRSC's unbeatable advantages are the guaranteed availability of the specified wheelsets and the 'one-call-processing' for rolling-stock owners. The downtimes of rolling stock is minimised and demurrages are avoided or reduced. There are no identifiable disadvantages."

Helmut Lindenberger, On Rail, Mettmann

"In my opinion there are advantages for workshops in the use of existing structures for new business fields. In my opinion the advantages for rolling-stock owners are in the use of European-wide networks. There are in my opinion no disadvantages."

ppa. Dipl.-Ing. Karsten Elstner, Technical Manager/Sales Manager, Franz Kaminski Waggonbau GmbH, D-Hamel

CRSC guarantees supply of wheelsets for repairs en route, what other replacement parts should be included in the planned extension?

"Incidences in the recent past have shown that the product range should be extended to include suspension springs and control valves. We should also consider buffers and drawgear."

Helmut Lindenberger, On Rail, Mettmann

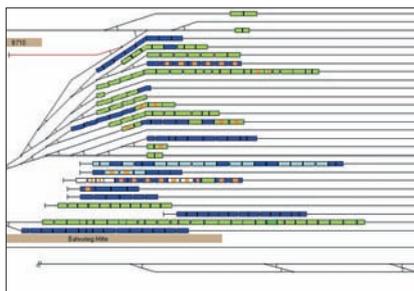
In practice

Order and Operations Management of Plant Railways in the Chemical Industry

A number of wagon groups and trains are moved daily on railway sidings of large chemical plants by plant railways or service providers of rail transport. With several hundred kilometres of tracks, 200 - 400 loading points and a fleet far in excess of 1000 freight wagons, it is indispensable to have IT support for order processing, materials planning and invoicing.

The requirements of operations management for plant railways are determined by the ordering situation of the forwarder (dispatch and loading systems), the use of resources in an often compact and complex rail network and by the schedule of the trains that serve the plants.

The starting point for the order management is a transport request of the loading operations and also the incoming wagons to be distributed to the loading points. Computers are maintained, switching orders are generated and resources (locomotives, wagons, personnel) are assigned on the basis of specified operating times and frequent short-term delivery/collection orders. Due to the philosophy which is implemented in many cases in the plant railways "no movement of wagons without order", the current wagon location is again available in the computer after completion of the order.



Presentation of the rail-tracks showing the wagons locations by track.

As all wagon movements are stored in the IT system as orders/order completions, there is an informative data base for invoicing and reporting. By assigning cost centres to the individual transport transactions and storing the invoicing modalities, it is possible to generate an automatic billing to the rail

transport customers. The basic principle of the corresponding IT solutions is to allow a continuous electronic data flow along the rail transport chain. Information on order, train and location are exchanged by the IT system between the plant railway and the rail traffic companies operating on external routes. CSC is the market leader with its modular and integrated IT solution CP BIS (CSC Ploenzke Betriebsleit- und Informationssystem - operational control and information system) for materials planning, monitoring and invoicing for rail-bound logistics for plant railways. There are a number of references from the chemical sector (BASF, Degussa/Infracor, PCK Schwedt, Chemiepark Linz). In addition large forwarders such as VW, AUDI, Salzgitter, Arcelor or VOEST Alpine use the corresponding CP BIS software solutions in their plant railways.

CSC offers users a complete package from one source. The core application CP BIS serves as a basis to implement an application which is appropriate for the specific system environment of the user. The advantage: The CSC application includes a number of basic functions to support railway service processes such as

- handling of outgoing trains and also
- administration of tank cars.
- handling of incoming trains,
- administration and planning of transport requests,
- administration and planning of switching orders,
- weighing of wagons,
- operating loading points,
- processing of parked wagons,

In addition to the plant railway traffic, companies such as BASF are also involved as operators on external railway routes through participations (Rail4chem) or through their own activities. CSC therefore has enhanced the IT solution CP BIS in the past years with a number of functions for rail transport companies. At present CO-RAZON, an IT solution, is going live in Switzerland for a cross-border operator of rail freight services. Existing gaps in information should be eliminated step by step by using innovative identification and positioning technologies. Thus there are already interfaces to voice recognition systems (BASF) and MDE barcode readers (VW Logistics). In addition, interfaces to mobile computing solutions and also signal box technology are being tested as part of a joint project promoted by the German Ministry of Research entitled "Innovations for railway sidings traffic".
www.ch.csc.com



Dr. Hans-Joachim Lucke, Manager of the CSC Competence Centre Logistics in Dresden.

Interesting facts

New track price system with special allowance for noise and wear and tear aspects

In discussions on relocating freight traffic onto the rails and the optimal use of the network, little attention is being paid to the important question regarding fees for using the railway infrastructure. The Institute for Traffic Planning and Transport Systems of the ETH Zurich has approached the subject in a study supported by SBB Cargo and has drafted out an alternative proposal as a starting point.



© Foto SBB

The track price in Switzerland is made up of charges based on kilometres and tonnage. In addition, there are energy taxes, charges for using the network nodes and for various additional services (such as e.g. switching). Finally a so-called profit margin to increase the cost recovery rate of the infrastructure has to be paid. This is calculated for passenger transportation by means of a relative profit share and for freight traffic on the basis of a fixed portion of the overall train weight. A reduction in the track price as part of the bonus/malus system is possible through a noise bonus. The railway traffic companies can apply for reimbursement from the Federal Office for Transport for each kilometre covered to the amount of one centime per kilometre covered. All axes for passenger transportation and also freight wagons with a type of synthetic brake pad called "K-Sohle" qualify for this.

The current track price system is indeed simple and transparent (apart from the profit margin), however important services which are used by a train during its journey are not reproduced adequately. The extent to which a train wears down the tracks is only marginally included in the calculation. The high provisions of the weight of the train (up

to 97% of the track price is weight-based) results in heavy freight trains having to pay particularly high track prices in Switzerland compared with the prices abroad. So far this effect has been compensated for transport policy reasons with rebates or direct subsidies (combined freight traffic).

The decisive weakness of the current system is that train operators do not have any economic interest in investments which serve to optimise the entire system. For example, nobody will be rewarded for using expensive carriages that are low in wear and noise to reduce maintenance costs. Upon detailed examination, the only long-term sustainable solution is a consistent and cost-oriented pricing principle, which monetizes the different aspects of service

usage and thus develops the required controlling effect.

The wear on the tracks and the noise are not only the consequences of the weight (surface pressure wheel/track) of a train but also its speed, the surface finish of wheel and track and also the design features of the vehicles (wheel diameter, wheel type, brake type, design of springs, axis-centre distance, stiffness and other design parameters of the carriage), which make it up. In addition the weight-dependent price component would be multiplied with a wear factor, which depends on the operating charac-

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Structure of a possible track price system

Operating Control	Maintenance
<ul style="list-style-type: none"> ■ Basic price by track class ■ Load curve factor ■ Factor for speed band deviations (gradient) 	<ul style="list-style-type: none"> ■ Required track quality factor ■ Wear and tear factor ■ Stopping charges (Covering costs for stations)
<p>Journey time factor, allowing for different requirements as to ordered/delivered service quality.</p>	

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teristics. This should incite the train operator to invest in low-wear vehicles. This also applies to the subject of noise emission, as there are many factors that are similar or even identical to wear.

The proposed track price system could go a long way towards better utilizing the tight capacities on the heavily burdened routes. The quality of the offer for freight traffic would be improved and its competitiveness in terms of price would be strengthened. Finally the proposal adopts significant trends in track price systems in other European countries and is thus more stable in the long term. The wear on equipment and thus the maintenance costs could be reduced thanks to low-wear vehicles. If the rail transport companies use low-wear and low-noise materials for rolling stock, then due to the newly developed track price system, the savings over several years will contribute significantly to refinance the higher initial investment in these vehicles.

You can find a brief overview of the track prices systems in an international comparison on the last page of this EUROTANK Infoletter.



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On our behalf

20 year anniversary for Cécile Arnosti

Cécile Arnosti has been a loyal servant to WASCOSA for two decades. Shortly after starting in the accounting department at the beginning of June 1987 she remembers announcing to the company's founder Max Sandmeier spontaneously "I could imagine staying here until I retire". The vision of the now 55 year old has a good chance of being fulfilled.

Since joining the WASCOSA with its initial 6 members of staff and with an office made up of two flats in a apartment building on the Ägerstrasse in Zug, Cécile Arnosti has witnessed of a continual positive business development: After moving to the Metallstrasse and at the beginning of September last year into even more spacious offices in a new building on the nearby Grafenastrasse, WASCOSA now employs 15 members of staff at its location in Zug. She sums up that during her time in the company the range of services - and with it the customer base - have grown constantly. At the beginning the business concentrated primarily on renting out tank cars. In the meantime, under the Management of Philipp Müller, the son-in-law and

successor of Max Sandmeier, all kinds of associated services are offered.

Cécile Arnosti, who has not been "properly ill in my 20 years at WASCOSA", but just shortly after her anniversary had to stay in bed for a week with an angina, appreciates the working atmosphere. This can be seen both in the fair way the management treats its employees and also in the team spirit of the staff along the lines of "all for one and one for all" she praises.



News

Quantum leap for rail freight services



New technical solutions are required for a new track price system. JOSEF MEYER Transport Technology AG provides this with its pivoted bogie LEILA. The design of the light and low-noise freight traffic bogie LEILA is distinguished by

internal suspension, rubber-sprung primary and secondary spring levels, wheel disk brakes and wheelset coupling with cross anchor. In addition, LEILA is equipped with an electro-pneumatic braking control with integrated diagnostic system. Implementation of this system would mean a quantum leap for rail freight services.

You can find an up-to-date article on this subject by Dr. Dominik Suter, CEO of JOSEF MEYER Transport Technology as a download under www.wascosa.ch.

On our behalf

Fleet Management of WASCOSA AG

With the disappearance of the siding contracts at the UIC railways, the situation has changed tremendously for many P-wagon owners. It is becoming more and more difficult to meet today's requirements and to cope with the additional tasks.



Even Air Total counts on the fleet management of WASCOSA AG.

It was foreseeable: By the time the AVV contracts were introduced, i.e. even before the siding contracts were cancelled everywhere, a new era had begun. Thus the number of long-established P-wagon owners, who no longer want to carry out the technical administration

of their wagons themselves and would like to use the services of WASCOSA is on the increase. These rolling stock owners include well-known customers such as Air TOTAL, DHL/Danzas or Alcosuisse, the Swiss Federal administration of alcohol.

The objective of a mandate

- Greatest possible support and relief for the partner
- Optimisation of through-put times of orders for the workshop
- Cost optimisation (maintenance, repairs, cleaning, storage, etc.)
- Information transfer regarding technology, legislation, licenses etc.
- Advisory or supporting function for the use of railway means of transport

Tasks of a mandate

- Administration and technical management of freight wagons
 - Updating the wagon data
 - Maintaining the wagon file (history)
 - Ensuring a professional maintenance according to regulations
- Operational administration: Maintenance matters, trains, workshops, cases of damage etc.
- Technical and time-related monitoring of inspections and repairs
- Checking quotations and auditing accounts
- General support / Consulting / Knowledge transfer

Highlight

WASCOSA AG showing its colours at the transport logistic 07

"transport logistic 2007 - a sign of the booming industry - all-time record" this is the headline given by the Exhibition Centre to their closing report. WASCOSA presented itself in the open air section under this year's motto "Showing our colours" with two newly developed wagons from the fleet of rolling stock: A pressurized gas wagon 120 m³ equipped with crash buffers, as well as a newly developed bulk freight wagon. The pressurized gas tank wagon is the first 120 m³ wagon of this category, complies with RID special regulation TE22 (crash buffer), TE 25 (reinforced tank floor) and does not have a rail board to reduce noise emission. The highlight of the second exhibition object, a 70 m³ silage wagon to transport



powdered goods, is the construction of a first powder wagon with automatic (pneumatic) manhole opening, the new undercarriage construction with an optimised weight due to the honeycomb structure and also the low tare mass of the wagons despite the normal steel tank.

The next transport logistic will take place from the 12th to 15th May 2009 in Munich.

Feedback

Ideas

Do you have any ideas for our next subject? Send us your proposals to infoletter@wascosa.ch.

Change in address

Notify your change in address to infoletter@wascosa.ch.

Calendar

Exhibitions, trade fairs, congresses 2007 / 2008

06.-07.11.2007 Cologne (D)	2nd Annual TÜV Rheinland International Rail Symposium	Info: TÜV Rheinland InterTraffic GmbH marketing-rail@de.tuv.com www.tuv.intertraffic.de
12.-14.11.2007 Dortmund (D)	#railtec2007	Info: #railtec2007-Projektbüro railtec@cp-compartner.de www.railtec.de
14./15.11.2007 Zurich (CH)	VAP Freight Wagon Forum	Info: VAP Switzerland furrer.vap@bluewin.ch www.cargorail.ch
21.-25.11.2007 Horb am Neckar (D)	25th Rail Days in Horb	Info: Trägerverein Horber Schienen-Tage HST horber@schienen-tage.de horber.schienen-tage.de
28.-29.11.2007 Dresden (D)	3rd Railway Forum	Schreck-Mieves GmbH info@schreck-mieves.de www.schreck-mieves-seminare.de
2008		
24.-26.01.2008 Zurich (CH)	International Railway Symposium IT08.rail Title: Closing the Loop - Capacity and Quality of Railway Systems	Info: SMA und Partner AG a.schaeffer@sma-partner.ch www.it08rail.ch
07.-09.02.2008 Vienna (A)	FERO 2008 - Forum for European Railway Operators and Owners	chrisdw@vibevents.com www.feroforum.com
19.-20.02.2008 Fulda (D)	10th EBA Experts Conference	Organiser: Eurailpress in cooperation with the Association of German Railway Engineers (VDEI) and the German Federal Railway Authority (EBA) hagen@dvv-gruppe.de www.eurailpress.com
07.03.2008 Berlin (D)	Noise reduction rail traffic	Info: Haus der Technik e.V. h.cramer-jekosch@hdt-essen.de
11.-13.03.2008 Birmingham (GB)	Infrarail 2008	infrarail@mackbrooks.co.uk www.infrarail.com
03.06.2008 Bern (CH)	VAP Generalversammlung	Info: VAP Association of Swiss Sidings and Private Freight Wagon Owners vap@cargorail.ch www.cargorail.ch
06.06.2008 Erfurt (D)	VPI Annual Members Meeting	Info: Association of Parties interested in Private Freight Wagons vpihamburg@t-online.de, www.vpihamburg.de
18.06.2008 Paris La Défense (F)	AFWP General Assembly	Info: Association Francaise des Wagons de Partiguliers webmaster@afwp.asso.fr
23.-26.09.2008 Berlin (D)	Inno Trans 2008 International Trade Fair for Traffic Engineering, Innovative Component Vehicle System	innotrans@messe-berlin.de www.innotrans.de

Interesting facts

Track price system - an international comparison

Short overview of track price levels (without energy) in CHF/Zk

Country	Freight train 2000t		Passenger train IC 500t	
Switzerland	9,50 - 11,50	very high	3,50 - 4,50	medium
Germany	3,80 - 6,70	medium	5,40 - 7,70	high
Austria	6, 20 - 6,90	high	3,10 - 3,70	medium
Italy	3,10 - 6,20	medium	3,10 - 5,40	medium
UK	7,00 - 15,00	very high	5,70 - 7,00	high
Netherlands	2,30 - 3,10	low	2,30 - 3,10	low
France	0,80 - 3,80	low	1,80 - 5,40	low-medium

No responsibility is taken for the accuracy of the information

Overview of provisions for wear and noise

Country	Provisions for wear	Provisions for noise
Switzerland	not explicit, only limited through weight-dependent calculation (assuming the direct correlation between train weight and wear)	through noise bonus for qualified axes of 0.010 CHF/kms covered. From 2010 this will be halved
Germany	none, but planned	none, but planned
Austria	explicit, however first of all only for traction vehicles. Extension to wagons and monetary increase planned	none, but planned
Italy	explicit, both dependent on weight and speed	none
UK	explicit, for all vehicles. However only taking the vertical forces into consideration	none
Netherlands	not explicit, only very limited through weight-dependent calculation. Surcharges planned for wheels in bad conditions	none
Sweden	to some extent, extension planned	none, but planned
France	none	none

No responsibility is taken for the accuracy of the information

Source: Prof. Dr. Ulrich Weidmann, Dipl. Ing. TU Philipp Schmidt, Institute for Traffic Planning and Transport Systems, Chair in Transportation Systems