

Certification of vehicle owners, introduction of safety management systems

The monopolies of former state-owned railway companies are crumbling throughout Europe on account of the liberalisation of the railway market. The revised railway law no longer sees an obligation for private freight car owners to „employ“ their cars with a railway. This leads to new and altered interfaces between private car owners and railway companies.

Owners of private freight cars in particular also have a great interest in creating a basis to prove the establishment of a proper maintenance system for their cars.

Rail transport companies are also interested in a practical procedure that does not generate any extra work or costs for them.

The European Commission has addressed this problem and already submitted a proposal for a guideline to revise the safety directive on 13.12.2006, amongst others. According to this, a legal person responsible for the maintenance of a vehicle is to be named on its commissioning. The proposal also suggests the development of a voluntary certification system for the persons



„eurotank“ becomes „infoletter“

Dear readers, you have probably already noticed the change: our customer information has a new name. Since we want to provide you with a broader mix of information in future, we have changed its name from „eurotank“ to „infoletter“. Our biannual publication, launched in May 2003, is today sent out to more than 2,000 business contacts in 15 European countries in a printed and electronic form. The circulation has thus doubled since its beginnings.

Over these past five years, „eurotank“ has developed into an information platform in the pan-European freight car market. In view of the encouraging response from readers, it has also appeared in English since May 2005. To celebrate the fifth anniversary of „eurotank“ and appearance of its successor „infoletter“, we have organised a reader's quiz in this edition. So pay attention: attractive prizes await the three main winners. Have a go, it's worth it! At the same time I would like to wish you „happy reading“.

A handwritten signature in black ink, appearing to read 'P. Müller'.

Philipp Müller
Delegated by the Board of Directors



or bodies responsible for maintenance. This proposal has been intensively discussed and amended since then and is currently in the reconciliation phase between the European Council and European Parliament. An agreement is expected to be reached in 2008.

The necessity of the introduction of a certification system for the office responsible for vehicle maintenance that has to be bindingly recognised by the rail transport companies is, in the meantime, beyond dispute.



Michael Schmitz is a consultant in Department 10 of the Federal Railway Authority (EBA) in Bonn. He is responsible, amongst others, for international affairs and international railway law. schmitzm@eba.bund.de

The following points are still under discussion:

- whether the certification should be voluntary or mandatory.
- the necessity of the differentiation between a „body responsible for the maintenance“ (such as can be found, for example, in the TSI freight wagons) and the car owner.

Certification for all

The certification should in principle be possible for not only persons or bodies responsible for the maintenance of freight cars but also for all types of vehicle. This could be of interest, for example, for companies that lease motor vehicles who are not simultaneously rail transport companies. Proof of the proper administration of their owner function is to be rendered for rail transport companies that are simultaneously car owners within the scope of the

certification of the safety management system to obtain the safety certificate. The necessary sub-statutory regulations, in particular the material requirements and procedures for the certification, should be available by the end of the adoption period for the revised safety guideline, i.e. in all probability 2010.

The European associations of private freight car owners and the railways have already submitted a proposal for a system to certify the maintenance

„The requirements on a safety management system for vehicle owners also have to take into account the possibilities of smaller companies“

Michael Schmitz,
consultant in Department 10 of the EBA

management systems of vehicle owners. You can order this proposal from infoletter@wascosa.ch if interested. It contains:

1. a draft for requirements on a safety management system for vehicle owners with:
 - a. a maintenance ordinance (analogous to the safety ordinance according to Appendix III of the European Union safety directive),
 - b. minimum requirements on a maintenance plan for the individual types of vehicles
 - c. and a system to continuously monitor whether the vehicles

comply with the pertinent safety requirements.

2. Proposals for regulations for checks of the safety management systems of vehicle owners by the national railways safety authorities/accredited auditors.

Safety management systems also for smaller companies

The present drafts form a very good basis for further discussions. The author believes that the following maxims are very important in further debates:

1. The requirements on a safety management system for vehicle owners also have to take into account the possibilities of smaller companies. This is a repeat of the discussion that was already held during the development of requirements on a safety management system for railway companies when specifying the regulations in Appendix III of the European Union safety directive.
2. In addition to this, they must be compatible with the requirements on a safety management system for rail transport companies. A modular concept is conceivable, which would in particular minimise the work of rail transport companies who are simultaneously vehicle owners, wherever feasible in practise.
3. The responsibility for issuing safety certificates to rail transport companies and the certification of vehicle owners should lie with one body so as to be able to exploit synergy effects and implement a standard certification process in the interests of the industry.
4. The monitoring systems for vehicle owners within the scope of their

Safety management system

(Structure according to Appendix III of the safety directive)



Modular concept for a safety management system, simplified representation

safety management system must systematically identify information on vehicle faults from the railways or other offices alongside the normal maintenance measures and effective measures for their elimination must be provided.

Summary

Summing up, the sector's arguments that a certification process for the per-

son or body responsible for the maintenance of vehicles is sensible in a completely liberalised freight traffic market, is convincing.

The most important element is the binding, mutual recognition. There is a great interest in such a system, particularly from private freight car owners. This is why there are plans to install a certification system for car owners based

on a Memorandum of Understanding between the member states and/or their national safety authorities in the transitional phase up to the enactment of the safety guideline. ■

On our behalf

WASCOSA delivers modern tank cars to OMV

WASCOSA recently delivered 20 new mineral oil rail tank cars to OMV as its long-standing partner. In future, central Europe's leading crude oil and natural gas company will be en route from the Bayernoil refineries in Vohburg and Neustadt to Munich airport with these 95 m³ WASCOSA euro tank cars®. The Bayernoil Raffineriegesellschaft is a 45 % holding of OMV and produces a variety of products from crude oil such as petrol, diesel, heating oil, bitumen and I.P. fuel.

The delivery of these new tank cars is a further milestone in the partnership between WASCOSA and OMV. The quality of this partnership is proven above all in the daily cooperation, the flexible rental conditions and individual technical equipment of our tank cars. The WASCOSA euro tank cars® have a tare weight of 24 tons and can be used internationally. Their quadrup-

le externally-operated gas displacement is a technological tank fitting to reduce volatile organic compounds and is a trend-setting piece of equipment for maximum safety and environmental protection.

Branding in OMV and WASCOSA design

Each side of the rail tank cars bears the WASCOSA and OMV brand design on

equal halves (Duo Logo Design) and in future will carry the I.P. fuel Jet A-1 for Skytanking Munich. Erich Stubenvoll, head of OMV tank car management and responsible for this project:

„The OMV logo and OMV claim Move and More will be effectively present in the conurbation area around Munich airport with a daily train of 20 tank cars.“ ■



Liberalisation – progress or a step backwards?

If you walk through a workshop today you will often notice the numerous new „material stores“. Where there used to be one pallet with brake blocks you can now find three pallets. All of the brake blocks are identical apart from one small detail: the identification code of the different owners.



Irmhild Saabel,
Technical Manageress of WASCOSA AG

Identification codes as such are nothing new, they were around before liberalisation as a form of identification in the common UIC exchange pool.

This allowed a largely liberal exchange of spare parts for cars such as wheelsets, buffer and springs and was thus an important element in borderless, European rail-freight traffic.

Thanks to a high level of standardisation, defective wheelsets on a German RIV car, for example, could be easily replaced in Italy from the common UIC exchange pool and vice versa.

Approvals today are determined by the interoperability components of stan-

dards (EN, DIN, ...), no longer by the principle of liberal exchangeability as in the days of RIV and UIC.

Instead of spare parts coming from the nearest workshop, as used to be the case, they are often transported across Europe (by truck) to the car of the owner whose code is on the spare part.

Is this really the way to increase the availability of cars and lower costs, i.e. boost the long-term competitive strength of rail-freight traffic?

Or wouldn't it be better to try and exploit the opportunities offered by liberalisation together? For example, through a common pool of spare parts with common standards? ■



Standard components will be freely exchanged in future in the Cargo Rail Service Center CRSC, e.g. crash buffers for retrofitting hazardous goods cars according to RID (see article on page 10).
© Franz Kaminski Waggonbau GmbH

ECHO | railforms is launched

More and more private companies are offering their services in the field of railway logistics. An increasing number of inquiries, orders, technical data etc., are being exchanged between companies. Through the liberalisation of the European railway market, the responsibility for the operational reliability of the rolling stock has also shifted more to private rail transport companies and car owners.

This is accompanied by higher requirements on communication between the individual protagonists in rail transport. The amount of information needed for data exchange (damage car report, proof of services rendered etc.) and the corresponding flood of paperwork is constantly rising. Additional personnel and financial outlay and rising error rates are the consequence of these increased requirements.

„ECHO | railforms is a novel, very flexible method of data exchange in the railway market!“

Thomas Suermann,
Aprixon Information Services

In cooperation with its customers, APRIXON Information Services GmbH has reacted to this development and developed a new, very flexible method of data exchange between the various partners in the railway market: ECHO | railforms.

Most of the forms that still have to be completed by hand and sent by fax can be digitally processed with ECHO

| railforms, sent per e-mail and imported into existing databases and ERP systems. The existing and thus familiar layout of the individual forms can even be retained. ECHO | railforms is characterised by the following features:

Individual form layout

The layout of existing documents can be taken over.

Check during processing

A processing rule (e.g. check digit calculation) or selection list (e.g. designs, categories) can be saved for each entry in a form. This helps reduce errors during data input.

Digital signature

The digital signature guarantees that only authorised persons can process the data and guarantee its correctness.

Data exchange

The recipient of a railform document can export the content as an interface file. This means that after a visual check and approval of the document, its data can be transferred to any other IT system. Railforms outputs the data in an XML format.

Document creation

If information has to be forwarded to a business partner it can be processed as

a railforms document. Existing IT systems can also be integrated here thanks to the XML interface.

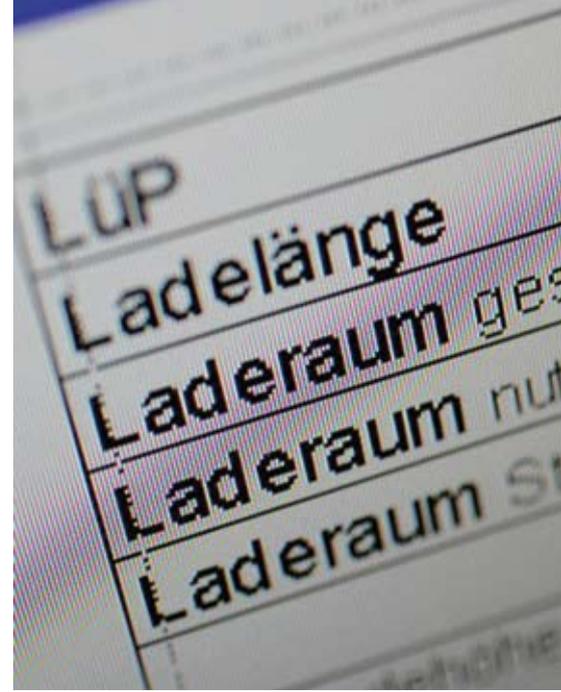
No training needed

Railforms documents are processed and sent via the very popular Adobe Acrobat program.

No complex system needed

Users of railforms need Internet access and an e-mail program on their PC, nothing else. ■

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Rail - the more economical freight traffic route

In practice

4-axle car outperforms EuroKombi

A predominant topic in German traffic policy has recently been the question as to whether so-called EuroKombis, Eco-combis, GigaLiner etc., should be approved, in other words trucks with an overall length of up to 25.25 m and a gross vehicle weight of 60 t. The initiatives have sprung from the truck carrier trade, truck manufacturers as well as certain shippers and their associations.

In the meantime, the in some cases heated discussions of the pros and cons have cooled down since the majority of state Ministers of Transport have come out against the 60 tonners, but this doesn't mean it is no longer an issue. The supporters, who hope for cost reductions per ton or cubic metre that are far above the extra costs for the procurement and operation of these trucks, are currently trying to curry favour for a uniform, EU-wide ruling in Brussels, albeit in a watered down form. Ecological arguments are also being produced.

But what effects would the approval of EuroKombis in Germany have on conventional rail freight traffic? (Combined traffic deserves a separate consideration since different circumstances prevail.) There is undoubtedly a risk that transports will be shifted to the roads, though only where no large-volume, 4-axle railcars can be used for technical reasons (e.g. because the track radius is too small).

In the other cases there should not be any changes since railcars already exist whose payload and volume are at least comparable with any EuroKombi and which thus should also be a match for trucks in terms of prices.

The initial question is thus that of the track infrastructure – which may have to be installed – for the supplier and recipient so that the goods can be transported in larger railcars with correspon-

„One logistician has more courage to change from a 2-axle to a 4-axle car than another.“

Peter Sintram,
management consultant for logistics

ding transport requirements. Express mention is made at this point of the

possibilities of grants for sidings from the Federal government. On the other hand, industry and trade have to adapt the sizes of orders accordingly so as to fully exploit the advantages of larger transporters in rail traffic. So why is this not always the case? It may be that not all shippers are aware of the new and larger railcars.

Comparison with transport by rail

There are numerous tank cars that can carry loads of over 60 t in the field of fluids; volumes of 120 cbm are available for bulk materials and very light-weight aluminium cars can carry up to 70 t of material. Similar sizes exist amongst sliding side cars for packed goods, the direct rivals to curtain and box-body trailers. The sizes of orders and transports should theoretically be the result of alternative considerations of the overall costs – in practice, however, one should never underestimate the influence of published trends on decision-makers. If it is „trendy“ to be



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supplied at short intervals with small batches, a logistics manager will be swimming against the mainstream if he tries to convince the procurement department to change from 2-axle to 4-axle cars. One logistician is more courageous, the other less.

To be fair, one also has to remember that 10 or 20 years ago, the costs of working capital were much higher than today so that many decisions for smaller order sizes and the procurement or leasing of 2-axle cars were correct at the time, even though they should now be checked in view of the relatively low interest rate. This is particularly true for the transport of lower-value goods. The extent to which the freight costs p.t. can be reduced by changing from a 2-axle to a 4-axle car depends on the contract with the railway company or rail carrier. Experience has shown that the rail freight

charges p.t. within Germany can normally be cut by between 10 and 15 % through 4-axle cars. Some foreign railways give preferential treatment to 4-axle cars.

Examples:
 ÖBB between 15 and 20 %
 SBB around 20 %
 SNCF between 20 and 40 %

Despite the cost advantages of a 4-axle car listed here, the 2-axle car will not disappear from the market. In some cases, an investment in a larger storage vessel as a precondition for larger cars would

be unprofitable on account of the low volume of transport. Some companies are unable to create the technical preconditions for a 4-axle car for reasons of their locality. The costs of working capital will always require small transport sizes for very high quality goods.

In principle, however, a very rosy future can be forecast for 4-axle cars. Wherever suppliers and recipients have access to a track, 4-axle cars will always be much cheaper than even the biggest EuroKombi, particularly if they have a high payload – and they always have less impact on the environment. ■

On our behalf

WASCOSA expands its fleet of container cars

WASCOSA has responded to the great increase in demand from customers by ordering several hundred cars. The first expansion phase will cover a period of 18 months.

The new series consists of 6-axle 80 feet, 6-axle 90 feet and 4-axle 60 feet container cars. Over 150 cars are being produced in Switzerland and have been ordered in a lightweight design. The innovative type of car is characterised by a ten percent lower tare weight than

conventional cars, thus enabling the maximum vehicle payload from the road (2x36t) to rails. ■

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Ernst Winkler, GEFAG Gefahrgutausbildung und -Beratung AG

New values in standards

A lot is happening in the RID regulations. A current topic is the determination and specification of a new minimum wall thickness.

As of 1.1.2009, the use of standards instead of the set of technical rules will be obligatory. The approval authorities can then only recognise sets of technical rules in those cases where technical progress is not to be hindered. ■

New applications

RID 2009 will include important structural adaptations for Class 2 materials in terms of their transport in both vessels and tanks. The mechanics of the EC TPED (Transportable Pressure Equipment Directive) will be largely adopted in the RID.

The European umbrella organisation of tank car owners UIP has now taken

up this topic again and put up a suggestion for discussion in a trail-blazing document, whereby not only Class 2 objects but all other classes should also be subject to the same philosophy and mechanics as Class 2 tanks.

This article looks far into the future since the application which is pending for discussion in the joint RID/ADR/ADN conference in March 2008 cannot be adopted in the RID before 2011.

An article on these two RID topics from Ernst Winkler, GEFAG Gefahrgutausbildung und -Beratung AG can be downloaded from www.wascosa.ch. ■

Associations and organisations



The European Rail Freight Association ERFA was founded in July 2002 by a group of private rail-freight traffic companies to profit from the liberalisation of rail-freight traffic. Today, the European Rail Freight Association already has 35 direct and 300 indirect members in 16 countries throughout Europe.

Apart from purely transaction service providers, the ERFA now also represents KV operators, specific service providers in personnel and operational fields, car renters, railway carriers etc. These serve almost every railway-related field, from all types of building materials as well as chemical and crude oil products, vehicles, grain, food through to steel and other bulk materials. The ERFA is working on making the market more attractive for its members. This involves not only ensuring a fair access to the market but also lowering the specific direct & indirect cost drivers (infrastructure plant, track prices, homologation of personnel and rolling stock, noise and safety requirements) and the creation of more financial in-



ERFA Annual Members' Meeting 2008

centives, e.g. in sidings, infrastructure management by third parties or a shift in traffic. ERFA has also been cooperating more closely with UIP since 2006. Current topics in 2008 are the planned reduction of noise in freight cars, the recognition and certification of the car

owner, administration of the AVV and the promotion of sidings and so-called „last miles“ of single car traffic etc. ■

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Standardisation in maintenance

The „Directive of the European Commission on Interoperability“ and the Technical Specifications (TSI) based on this is currently changing the face of railway traffic. Existing national rules are being increasingly replaced by European regulations. This will mean some major changes for car owners and maintenance works operating in this area.

On account of the lack of standard European regulations, however, there are some loopholes in the legal certainty that have to be closed by association activities, for example the maintenance guidelines of private freight car associations in Germany, Austria and Switzerland. This example alone demonstrates the necessity of a European set of rules in the field of maintenance.

Experience has shown, however, that „maintenance“ is a very emotional topic, not only in rail technology but also in the entire technological field.

Definition of maintenance

Our terminology database contains no less than 68 definitions of the term „maintenance“ (not including the entries on the variations). The author does not believe that the lack of a uniform definition is the reason for the in part „ant“-standardisation position. Don't we all think of one thing first when we hear the word „maintenance“? The definition of maintenance is also described by „Measures to retain and restore the target condition and to determine and assess the actual condition of the technical means of a system“ (quote from DIN-Term). Nevertheless, companies have their own experience with processes. Processes arise on the basis

of existing knowledge, shaped by long-standing employees and in the end by existing resources in terms of rooms and production facilities. An established process thus cannot be transferred to other companies. This is why maintenance processes would not make a very practical topic for standardisation.

The author believes that it would be better if the standardisation were to focus on the targeted operationally safe condition. The description of a target or the evaluation of an actual condition

„Maintenance
is an
emotional topic!“

Udo Sonnenburg,
Chairman Standardisation Committee FSF

can be carried out completely independent of any processes. Internal philosophies would remain unaffected and processes could be developed further on the basis of a company's own experience.

Cooperation is important

In this respect it is important that this standardisation topic be carefully pre-

pared. The goal of a target set of rules must be clearly worded and the contents of individual standards delimited. Interested companies should be prepared to delegate experts for this work. One of the jobs of the track and rail-vehicle standardisation committee is to arrive at a definition of the task and draw up a structure.

„We are also involved in promoting standardisation projects through an efficient organisation and settlement by providing job instructions and scheduling services,“ explains Sonnenburg. The complex topic of „Standardisation in maintenance“ can only be effectively tackled on the basis of a clear definition of tasks, the use of project management methods and the active cooperation of experts and companies. ■

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Good to know

Conversion to crash buffer extended until the end of 2012

The chemical industry in Germany began a conversion measure in 2005 that was aimed at increasing the safety of tank cars for liquid fluids and gases in the event of impact jolts and accidents: the installation of crash buffers.

According to the valid RID 2007, crash buffers must be retrofitted on existing tank cars

- for Class 2 gases, classification code with the letters T, TF, TC, TO, TFC or TOC, and
- for liquid substances in Classes 3 to 8, tank code L15CH, L15DH or L21DH

by 1 January 2011. This deadline has now been extended for cars that require recurrent tank testing in 2011 and 2012. In the 44th meeting of the RID Specialist Committee, the OTIF adopted the following text for the RID 2009:

„For tank cars and battery cars that have to undergo a recurrent test according to Para. 6.8.2.4.2 or 6.8.3.4.6 between 1 January 2011 and 31 December 2012, the retrofitting may also be carried out up to 31 December 2012 at the latest“.

Representatives of the chemical industry in the specialist committee meeting were not at all happy with this initiative and even spoke of a „discrimination against those companies who had started early with the conversion“. Anyone who hasn't converted yet can now take their time, depending on the test deadlines. ■

On our behalf

Jörn Stiller strengthens maintenance



The growing volume of business recently prompted WASCOSA to strengthen its personnel in the maintenance department: Jörn Stiller has been responsible for the chemical tank car division in the company headquarters in Zug since 1 October 2007. The 40-year old German has pertinent professional experience.

Before joining WASCOSA he worked for a good twenty years in Franz Kaminski Waggonbau GmbH in Hamm, where he completed his apprenticeship as steel construction mechanic, and then JOSEF MEYER Transport Technology AG in Rheinfelden, where he was responsible for order processing and damage reports. ■

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Sara van de Ven finds a new challenge



She is lively, motivated, communicative and likes a variety of challenges in her work. The business school graduate Sara van de Ven thus has a number of attributes that will help her in her new job in the WASCOSA headquarters in Zug. Because the 21-year old joined the expanding sales department at the beginning of September 2007.

Her work covers processing rental agreements and the broad field of customer support. And she is learning hard to improve her English skills, which are needed in this field. ■

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Calendar

07.05.2008 Braunschweig (D)	Sustainable infrastructure development for rail-freight traffic (trade conference)	Info: VDEI Service GmbH service.GmbH@vdei.de / www.vdei.de
15.05.2008 Zurich (CH)	VAP Spring conference	Info: VAP Switzerland vap@carograil.ch / www.cargorail.ch
20.-22.05.2008 Turin (I)	EXPO Ferroviaria 2008	Info: Mack Brooks Exhibitions expoferroviaria@mackbrooks.com www.expoferroviaria.com
03.06.2008 Bern (CH)	VAP General Meeting	Info: VAP Switzerland vap@carograil.ch / www.cargorail.ch
03.-04.06.2008 Nuremberg (D)	VDV Annual Conference	Info: VDV akademie@vdv.de / www.vdv.de
05.06.2008 Erfurt (D)	CRSC Informativ Meeting	Info: Cargo Rail Service Center CRSC info@crsc.ch / www.crsc.ch
06.06.2008 Erfurt (D)	VPI Annual Members Meeting	Info: Association of private freight car interested parties mail@vpihamburg.de / www.vpihamburg.de
18.06.2008 Paris La Défense (F)	AFWP General Meeting	Info: Association Française des Wagons de Particuliers webmaster@afwp.asso.fr
12.09.2008 Bruges (B)	UIP Directors Committee and General Meeting	Info: UIP Union International d'Associations de Propriétaires de Wagons de Particuliers info@uiprail.org / www.uiprail.org
23.-26.09.2008 Berlin (D)	InnoTrans 2008 International trade fair for traffic technology, innovative component-vehicle systems	innotrans@messe-berlin.de www.innotrans.de
06.-08.10.2008 Leiden (NL)	European Transport Conference 2008	Info: Association for European Transport info@aetransport.org / www.aetransport.org
15.-16.10.2008 Cologne (D)	3rd TÜV Rheinland International Rail Symposium	Info: TÜV Rheinland InterTraffic GmbH marketing-rail@de.tuv.com www.tuv.intertraffic.de
13.11.2008 Zurich (CH)	VAP Autumn Conference	Info: VAP Switzerland vap@carograil.ch / www.cargorail.ch
24.-25.11.2008 Cologne (D)	Railway law & competition	Info: VDV Academy akademie@vdv.de
2009		
31.03.-02.04.2009 Utrecht (NL)	Rail-Tech Europe 2009	Info: Europoint b.v. info@railevents.eu / www.railevents.eu
12.-15.05.2009 Munich (D)	transport logistic	Info: Messe München GmbH newsline@messe-muenchen.de www.transportlogistic.de
22.-24.09.2009 Karlsruhe (D)	Intergeo 2009	Info: Hinte Messe GmbH ofreier@hinte-messe.de / www.intergeo.de
11.-14.11.2009 Bern (CH)	suisstransport 08 Trade fair for transport, vehicles, equipment, maintenance	Info: BEA bern expo AG info@beaexpo.ch / www.beaexpo.ch

Overview of the most important international associations and organizations in the industry

status May 2008

ORGANIZATION	OFFICES	GOAL / PURPOSE / INTERESTS	MEMBERS	CONTACT
CER Community of European Railway and Infrastructure Companies	Brussels, Belgium	Association of railway companies and infrastructure providers from the European Union and its neighbouring states	Former UIC railways and private railway companies and infrastructure providers, a total of around 70 members	CER 53 Avenue des Arts B-1000 Brussels contact@cer.be/www.cer.be
CRE* Cargo Rail Europe*	Ulftikon, Switzerland	Safeguarding the interests of the shippers primarily with respect to sidings, transhipment facilities and ensuring an efficient and competitive rail system as an alternative to road and shipping	500 companies with around 3.000 private sidings	CRE Cargo Rail Europe Postfach 31 CH-8142 Ulftikon www.cargorail.europa.com
CRSC Cargo Rail Service Center	Zug, Switzerland	Europe-wide spare parts management acc. to AVV short downtimes and high availabilities for car owners, shippers and carriers, optimum utilisation of workshop capacities	Workshops, car owners, shippers, carriers	CRSC Cargo Rail Service Center Gratenstrasse 5 CH-6300 Zug
EIA European Intermodal Association	Brussels, Belgium	Promotion of innovative intermodal concepts and technologies improve the service quality, productivity, profitability and competitive strength of members	Combi-operators, rail traffic companies, shipping companies, service providers etc., 54 members	EIA 44, Rue d'Arenberg B-1000 Brussels info@eia-ngo.com/www.eia-ngo.com
EIM European Rail Infrastructure Managers	Brussels, Belgium	Association to promote the interests of independent infrastructure managers in liberalised rail freight traffic improve the development of rail transport	Infrastructure operators, 11 members	EIM European Rail Infrastructure Managers 44, Rue d'Arenberg B-1000 Brussels info@eimrail.org
EPCA European Petrochemical Association	Brussels, Belgium	Safeguard the interests of the chemical industry and its service providers Organisation and performance of events, seminars and workshops as well as network and communication platform	500 members from the petrochemicals industry and its service providers	EPCA The European Petrochemical Association Avenue de Terwueren 270 Terwuerenlaan B-1150 Brussels communications@epca.be www.epca.be
ERFA* European Rail Freight Association	Brussels, Belgium	Association of interests to support a more attractive market, commitment for fair market access, reduction of specific direct & indirect cost drivers and creation of increased financial incentives	Traction service companies, combined transport operators, specific service companies in the personnel and operations area, car hire companies, railway haulage companies etc., 35 members	ERFA asbl European Rail Freight Association Rue Washington, 40 B-1050 Brussels monika.hiering@erfa.be www.erfa.be
ERFCP* European Rail Freight Customer's Platform	Brussels, Belgium	Promotion of reliable and competitive rail freight traffic	Shippers, industrial and trade associations	ERFCP European Rail Freight Customer's Rue du Commerce B-1040 Brussels www.erfcop.org
F & L* European Freight and Logistics Leaders Forum	Brussels, Belgium	Encourage the development of new logistics services for a competitive European system	Shippers, rail transport companies, carriers, rail industry, around 80 members	F & L The European Freight and Logistics Leaders Forum Avenue de Terwueren 270 B-1150 Brussels tel@europeanfreight.org www.europeanfreight.org
IBS* Community of Interest of Railway Forwarding Agents	Berlin, Germany	Promotion of freight traffic on rails, support for a Europe-wide harmonised liberalisation of the railway freight traffic market	Rail carriers, companies involved and interested in the market for European railway freight traffic, 67 members	IBS Möllendorffstrasse 52 D-10367 Berlin info@ibs-ev.com/www.ibs-ev.com
UIC International Union of Railways	Paris, France	Cooperation between railways to promote rail traffic	Railways, traffic companies, infrastructure operators, railway service providers, public transport companies, etc., 171 members	UIC International Union of Railways 16 rue Jean Rey F-75015 Paris www.uic.asso.fr
UIP* International Union of Private Wagons	Brussels, Belgium	Safeguard the future of private wagons in a liberalised rail traffic sector	National associations in European rail freight traffic, 16 members	UIP International Union of Private Wagons Boulevard du Souverain 33, bte 17 B-1160 Brussels www.uiprail.org
UIRR International Union of combined Road-Hall transport companies	Brussels, Belgium	Support and further development of combined traffic, above all rail/road, protection of members' interests	Combi-operators, 20 members	UIRR s.r.l. 31 rue Montoyer bte 11 B-1000 Brussels headoffice.brussels@uirr.com www.uirr.com
UNIFE European Association of the Rail Industry	Brussels, Belgium	Represents the interests of the European rail industry No guarantee for the figures and no claim to completeness	Companies and national associations from the European railway industry, 16 national associations with approx. 900 companies	UNIFE 221, Avenue Louise B-1050 Brussels communication@unife.org/www.unife.org

* = Member of the HoR House of Rail (IBS, associated member)