PRESENTATION OF ERFA

Rail Freight Safety in the EU
The Point of View of the Private & Independent Rail Freight Actors

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Company Members:
1. AAE (D)
2. ARRIVA (D)
3. Bertschi (CH)
4. Crossrail (CH/B)
5. Duisport Rail (D)
6. ERS (NL)
7. Europorte 2 (F)
8. Freightliner Group (UK)
9. Hector Rail (S)
10. Hupac (CH)
11. LTE (A)
12. Metallurgtrans (UA)
13. MEV Eisenbahn-Verkehrsges. (D)
14. Nord Cargo (I)
15. Pannontrain Vasúti (HU)
16. Servtrans (RO)
17. Transachema (LIT)
18. Transpetrol GmbH (D)
19. Veolia Cargo (F)
20. Viamont (CZ)
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Association Members:
1. ASSTRA (I)
2. Ferrmed (B)
3. Izba Gozpodarcza Transportu Ladowego (PL)
4. NetzwerkPrivatbahnen (D)
5. Rail Freight Group (UK)
6. Verband deutscher Verkehrsunternehmen (D)
7. Wirtschaftskammer Österreich, Fachverband der Schienenbahnen (A)
Rail freight safety-measures in Europe are complete

Introduction

> Safety measures in wider Europe exist and cover all actors

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Safety checks RU’s/WK’s

> Comments

Covered by ERFA
**Rail freight safety-measures by RU’s**

- **Technical inspection based on GCU**
  - Art. 7: technical admission and maintenance of wagons
  - Art. 10 & 11: acceptance of wagons & Refusal of wagons
  - App 9: conditions for the technical transfer inspection of wagons
  - App 10: Corrective and preventive maintenance

- **Load inspection**

- **Dangerous goods inspection**

- **Document verification**

- **Brake test**

- **Local requests**

> RU’s apply safety procedures covering virtually all aspects relevant for safe operations
Rail freight safety-measures by wagon keepers

> WK’s safety procedures cover all aspects relevant for safe wagons

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Light Maintenance =
- Based on GCU (technical admission and maintenance of wagons):
  • Art. 10 & 11: acceptance of wagons & refusal of wagons;
  • App 9: conditions for the technical transfer inspection of wagons;
  • App 10: Corrective and preventive maintenance

Heavy Maintenance =
- Complete wagon component overhaul;
- Long-term practical experience since 20-30 years;
- Maintenance format & documentation

Max interval in the EU*
- Some ERFA members apply SHORTER revision dates

6 y*  6 y  6 y  6 y

Wagon keepers check their wagons at regular intervals in-between operations
Wagon keepers apply strict maintenance rules
Wagon keeper maintenance ensures very high safety levels
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Facts

Requests

Comments of ERFA – facts

- Although EU rail freight liberalisation started in 1991, railways have even increased their safety record

- Although > 700,000 wagons circulate every day everywhere by an increasing number of actors in Europe, only few accidents were reported

- There is already a high number of directives & rules which regulate safety

- RU and wagon keeper processes are safe and cover all elements of wagon-related safety
ERFA welcomes that rules are harmonised not only EU-wide but also OTIF-wide!

ERFA strongly advocates to focus on harmonising minimum safety maintenance criteria including transitional rules and clear time frames.

Upcoming EU tools should be used to strengthen maintenance safety: fast ECM certification and TAF TSI deployment.

The role of ERA as a European body coordinating NSA activities is strongly supported!

For all reasons outlined above, ERFA fully supports the “Common Position of the Sector regarding Rail Freight Axle Maintenance and Operation in Europe” of 20th August 09 as well as setting up an EU Task Force with ERA on freight wagon maintenance!
Thank You