



INTERNATIONAL UNION  
OF RAILWAYS

# CEF PSA UBS ACTION PROJECT FINAL CONFERENCE 29 NOVEMBER 2022



Hakan GUNEL  
UIC Senior Freight Advisor

## SOUND and IMAGE

- Turn **OFF** your microphone when not speaking.
- Turn **ON** your microphone and camera when speaking.
- Switch it off again when you have finished

## QUESTIONS and INTERVENTIONS

### BEFORE YOU OPEN YOUR MIC AND START SPEAKING:

- Use the 'raise hand' function to indicate you have a question or comment.
- Please let speakers finish their presentation first,
- We will give you the floor after that, for questions and comments.
- There is a dedicated person to watch out for raised hands and we will give you the floor

## BREAK

- We will have one break of 10 minutes

**!!THE MEETING WILL BE RECORDED!!**

# Agenda

**CEF PSA UBS Action project**  
**Final Conference**  
November 29<sup>th</sup>, 2022  
09.30 - 14.00  
*Hybrid*

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09:30 – 10:00	<b>Registration</b>
10:00 – 10:05	<b>1. Introduction by Hakan GUNEL – UIC</b>
10:05 – 10:20	<b>2. Activity 1 – Sharing Rhine – Alpine Corridor Pilot Train test experience</b> Presentation by Lukas JOA – DB Cargo
10:20 – 10:25	<b>Q&amp;A</b>
10:25- 10:40	<b>3. IRS 40421: methodology and latest modification</b> Presentation by Giulia RUSSO – UIC
10:40 – 10:45	<b>Q&amp;A</b>
10:45 - 11:00	<b>4. Xrail / UIC Unified Braking Scheme project: workgroup setup &amp; status quo</b> Presentation by Hannes LUTS – Xrail
11:00 – 11:05	<b>Q&amp;A</b>
11:05 - 11:20	<b>5. Discussion on 2nd TrainDy study results as an output of the project</b> Presentation by Prof. Luciano CANTONE – University of Roma – Tor Vergata
11:20 – 11:25	<b>Q&amp;A</b>
11:25 – 11:40	<b>Break</b>
11:40 - 11:55	<b>6. Early results of 3rd TrainDy study</b> Presentation by Robert KARBSTEIN – DB SystemTechnik
11:55– 12:00	<b>Q&amp;A</b>
12:00 - 12:15	<b>7. Discussion on 1st TrainDy study results as an output of the project</b> Presentation by Thierry DURAND – SNCF
12:15 – 12:20	<b>Q&amp;A</b>
12:20 - 12:35	<b>8. AMOC as a guide including the best practices that help harmonizing braking rules</b> Presentation by Frederic HENON – UIC
12:35– 12:40	<b>Q&amp;A</b>
12:40 - 13:00	<b>Discussion</b>
13:00 - 14:00	<b>Lunch</b>



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# CEF PSA UBS ACTION PROJECT OVERVIEW



# CEF UBS PSA Action Project - Overview

The European Commission has launched a “**Rail Technical Operational Issues Logbook**” whose main aim is to **identify barriers to interoperability hampering international rail freight traffic**, especially on Rail Freight Corridors (RFCs).

One of the most important priorities is the technical operational issue of different **national braking rules requirements**.

To **harmonize the braking rules** within the TEN T Rail Freight area, a working group, Xrail, and the International Union of Railways (UIC) looked into concrete solutions to overcome this braking rule barrier.

On the other hand, **CEF PSA UBS Action project** was launched to solve **priority 1** of the Log Book issue and implementing the **Unified Braking Scheme (UBS)** as a pilot project along the Rhine-Alpine Corridor with the aim of transferring knowledge gained across the TEN-T rail network.

The main goal of the CEF PSA UBS Action project is **to demonstrate that rail safety** is not degraded at all due to the UBS solution and therefore fulfills all the requirements as set out in the Safety Directive CSM REA.

# CEF UBS PSA Action project - Overview

## Consortium members:

1. DB Cargo AG (Railway Undertaking) – **Coordinator**
2. DB Cargo Nederland (Railway Undertaking) – Affiliated Entity
3. DB Cargo Italia (Railway Undertaking) – Affiliated Entity
4. UIC - Union Internationale des Chemins de fer (Rail Associations)
5. EEIG Corridor Rhine-Alpine EWIV (Rail Freight Corridor)
6. EBA - Eisenbahn-Bundesamt (National Safety Authority)
7. DB Netz (Infrastructure manager)

## Official endorsement:

1. Bundesministerium für Verkehr und digitale Infrastruktur (Member State Germany)
2. Ministerie van Infrastructuur en Waterstaat (Member State Netherlands) and ILT Inspectie Leefomgeving en Transport (National Safety Authority)
3. ProRail (Infrastructure Manager)

# CEF UBS PSA Action project - Overview

The project have three major activities:

## **The Activity 1) Pilot UBS implementation along the Rhine-Alpine Corridor:**

Development and implementation of pilot projects, including tests on site through test-on-sites, training of staff and workshops

## **The Activity 2) Implementation of UBS across Europe**

The knowledge will be transferred to other geographical areas at European level by workshops, studies and training material.

## **The Activity 3) Project Management & Dissemination**

The first two main activities will be supported by appropriate project management and dissemination activities to leverage the maximum results of the action.

# CEF UBS PSA Action project - Overview

## Main tasks of Activity 1:

**Task 1.1)** Pilot operations, ‘on-site test’ of the UBS solution along the Rhine-Alpine Corridor

**Task 1.2)** Training sessions for operational staff to adopt the UBS solution along the Rhine-Alpine Corridor

**Task 1.3)** ‘Best practices’ workshop to share pilot project activities and results, including the publication of the UBS results.

### Deliverables:

Test trains for pilot operation, trainings, workshops, risk assessment

## Pilot UBS implementation Rail Freight Corridor Rhine-Alpine (RFC1)

*Train path and main corridor nodes*





# CEF UBS PSA Action project - Overview

## Main tasks of Activity 2:

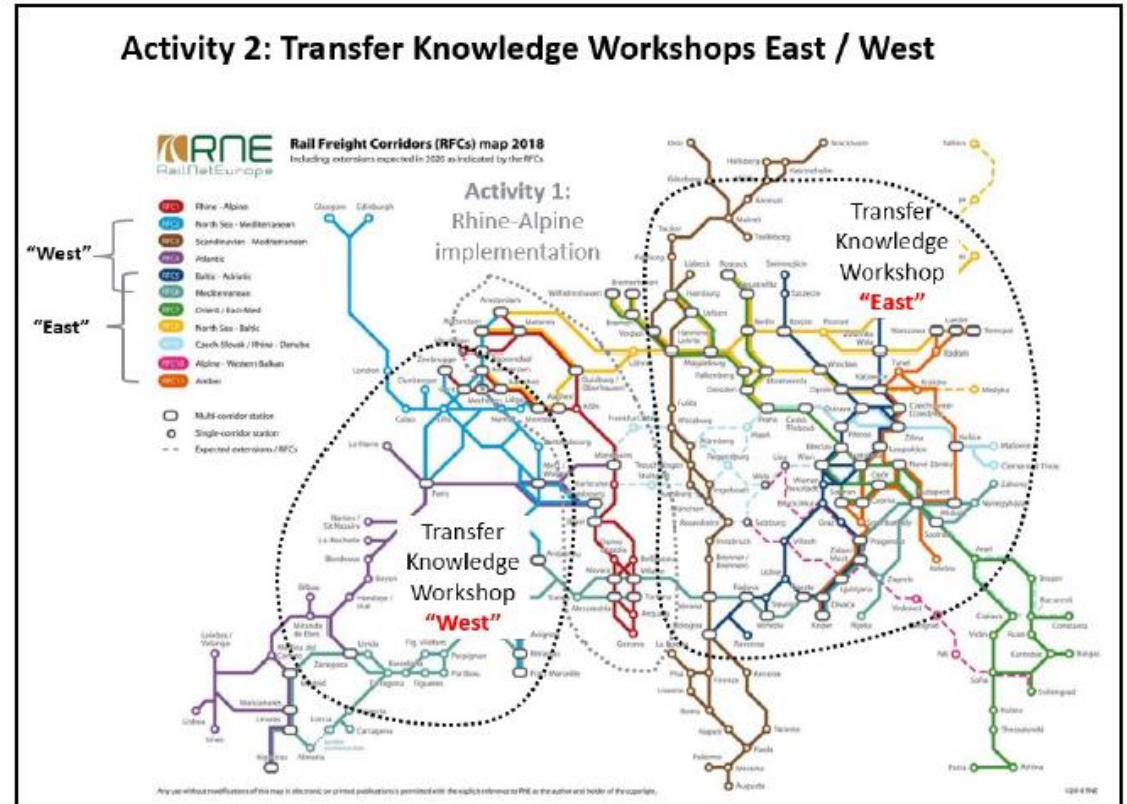
**Task 2.1)** Country-specific alignment of the UBS framework across Europe

**Task 2.2)** UBS training blueprint

**Task 2.3)** Transfer knowledge workshop to other geographical areas

### Deliverables:

Country-specific alignment of UBS framework report, Training blueprint and knowledge transfer workshops



# CEF UBS PSA Action project - Overview

The contributions of the project to the harmonization of the braking rules besides deliverables of the project as follows

- **1<sup>st</sup> TrainDy Study report-** The study is about the risk of derailment due to the LCF (Longitudinal Compression Forces) of freight trains compositions according to rules of tonnage and length of wagons.
- **2<sup>nd</sup> TrainDy Study report-** The aim of this study is to investigate the risk for derailment when wagons lighter than 32 t are in a wagon rake > 1600 t and wagons lighter than 40 t are in a wagon rake > 2500 t, all in P-braked trains.
- **3<sup>rd</sup> TrainDy Study-** On going
- **Updating IRS 40421** - Rules for the consist and braking of international freight trains
- **Updating the International Brake sheet** that is a part of UIC leaflet 472
- **Contribution to Acceptable means of compliance (AMOC)** on checks and tests before departure, including brakes and checks during operation



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**Thank you for your kind attention.**