

CEF PSA Project UBS Activity 1

07.04.2022 | Mainz

Gantt Chart of the activity 1

Description of the action



\bigcirc Done In Progress DB **DB** Cargo CEF PSA Call: UBS Action Failed Gantt Chart: UBS 2020 2021 2022 Quarter 1 Quarter 2 Quarter 3 Quarter 4 Quarter 1 Quarter 2 Quarter 3 Quarter 4 Quarter 1 Quarter 2 Qu No Milestone Apr May Jun Jul Aug Sep Oct Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec Jan Feb Mar Apr May Jun Jul Jan Feb Mar Activity 1: New Due 1 Pilot UBS implementation along the Rhine-Alpine Corridor Date 🔷 M1 'On-site test' pilot report, RFC1, BE/NL/DE rail freight section 31.08.2020 M1 M5 \diamond 'On-site test' pilot report, RFC1, BE/NL/DE/CH/IT rail freight section 31.12.2021 M5 M2 🚫 M2 Launch of UBS training sessions in Dutch and German, RFC1, BE/NL/DE 01.09.2020 M3 🔷 M3 Launch of UBS training sessions in Italian 01.08.2021 \diamond M6 M6 End of training sessions RFC1 31.12.2021 MB ÷ M8 Final results of training sessions RFC1 31.12.2021 M4 \diamond 'Pilot Development' Workshop by EEIG Corridor Rhine-Alpine 24.02.2022 M4 \diamond M7 'Implementation' Workshop by EEIG Corridor Rhine-Alpine 24.02.2022 M7

First part of the project



No.	Points of interest	Deliverables				
1	RU implementation of brake position rules	DBC Netherland adopts the brake position regulations in the rules of the RU.				
2	UBS training sessions	The changed regulations were trained to the operational staff and have been applied since then.				
3	First test trains	The first test train runs were successfully carried out in August 2020.				
4	Regular operation	Trains from NL to DE still run according to the brake position rules of the CEF PSA UBS project.				



Common rules for brake position



 In cooperation with the UBS project of XRail and UIC, common rules for brake position were defined.

Train weight without locomotive	Timetabled train type: P							
	Brake position of leading working locomotives	Brake position of the first 5 vehicles thereafter	Brake position of all following vehicles	What if required brake position is not possible?	Maximum allowance of non-braking vehicles			
0800 t	Р	Р	Р		3 consecutive wagons;			
8011200 t	et G (only w	P G G (only wagons ≥32 t*)	P P		but first and last vehicle of the wagon rake (excl. leading working locomotives) must be able to brake / <i>Teilbremsverhältnis</i> to be checked for trains towards / through Switzerland**			
12011600 t 16012500 t								
			P (only wagons ≥32 t*)	Turn brakes off				
2501 4000 t		G (only wagons ≥40 t*)	P (only wagons ≥40 t*)					

	Timetabled train type: G						
Train weight without locomotive	Brake position of all vehicles (incl. locomotive)	Maximum allowance of brake position P	Maximum allowance of non-braking vehicles				
0800 t	G		3 consecutive wagons; but first and last vehicle				
8011200 t	G		of the wagon rake (excl. leading working locomotives) must be				
12011600 t	G	12 axles, for the rest turn					
16012500 t	G	brakes off	able to brake / <i>Teilbremsverhältnis</i> to be checked for trains towards / through Switzerland*				
2501 4000 t	G						

* It is in the responsibility of every RU to ensure compliance with TSI-OPE in every train. This means, that in case of doubt RUs are responsible to install procedures that ensure that they also fulfill TSI-OPE 4.2.2.6.1 (i.e. when preparing a train that is known to run via a stretch with a high gradient, the generally allowed number of consecutive non-braking wagons may not be used to full extent / *Teilbremsverhältnis* should be checked) * Permanently coupled and articulated wagons forbidden - rule currently in review within 2nd TrainDY study

** It is in the responsibility of every RU to ensure compliance with TSI-OPE in every train. This means, that in case of doubt RUs are responsible to install procedures that ensure that they also fulfill TSI-OPE 4.2.2.6.1 (i.e. when preparing a train that is known to run via a stretch with a high gradient, the generally allowed number of consecutive non-braking wagons may not be used to full extent / *Teilbremsverhältnis* should be checked)

REMARKS

- In case of articulated or permanently coupled wagons each sub-unit counts as a separate wagon. In "long locomotive" it is allowed to have >5 such sub-units (e.g. 3 articulated wagons) in brake position G if the subunits exceeding the norm belong to the same articulated or permanently coupled wagon, which also has subunits within the first 5 vehicles (see UIC 421 Appendix A)
- Even if one of the first five vehicles in train does not have a functioning braking system it shall nevertheless be considered as part of "long locomotive"
- Trains to Austria may also run in position P even if the path used was foreseen for a G-train (to avoid change of brake position on the border)

Adjustment of the targets



Nº OF ISSU E	NAME OF DESCRI THE ISSUE	PTION
1. BRAK	ING (Priority 1)	
1	Braking sheets	Every country and nearly every RU uses a different Braking Sheet with different layout and content. The UIC Leaflet 472 gives a frame with mandatory and optional Data and an example for the layout.
2	Braking performance	Requirements for braking performance divided in 2.1 and 2.2
2.1	Brake calculation	Calculation of the available and the required brake percentage
2.2	Brake position	Adjustment of the brake position depending on total train weight

 In cooperation with the UBS project of XRail and UIC, barriers to fully harmonize the calculation of required and existing brake percentage have been identified.

Second part of the project



No.	Points of interest	Deliverables
1	UBS training sessions	The changed regulations were trained to the operational staff.
2	Second test trains	The second test train runs were successfully carried out in December 2021.
3	Revision of the brake sheet/wagon list, V1.2	Integration of findings from practical experience into the brake sheet/ wagon list.
4	RU implementation of brake position rules	The RUs are in the process of permanently implementing the changes in their rules.
5	RU implementation of brake sheet and wagon list	The RUs are in the process of implementing the documents into there IT systems.
6	New brake positions	2 nd TrainDY study for wagons weight limits and articulated wagons.



New common brake sheet/wagon list



 The new international brake sheet (V1.2) covers all requirements. The information in the boxes are clear for the driver anyway which language he speaks.

International brake sheet and wagon list 5. Country code 1. Issuing RU 2. Train number 3. Departure date 6. Train profile: 1 4a. Valid from station 4b. Valid to station 7. vmax. km/hr. 1 1 4a. Valid from station 4b. Valid to station 7. vmax. km/hr. 1 1 Train parameters 8. Remarks during the journey 9. Special features of the train 16. Valid from station 16. Valid to station 10. Dangerous goods in train 16a. Valid from station 16b. Valid to station 16c. Valid from station 16d. Valid to station 11. Exceptional consignment in train 12. Additional documents about restrictions added 18a. # of last wagon 18a. # of last wagon 17c. # of first wagon 18c. # of last wagon 13. Waste shipments in train 13. Waste shipments in train Active Yagons and inactive locomotives Total											
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