Reduction of Derailments in Europe Seminar

Stockholm 12 November 2014

Hans Günther Kersten, Director Rail System Department UIC
UIC in 2014: 240 Members worldwide

> **Active members:**
Railways, railway infrastructure managers, railway operators, from Europe, Russia, the Maghreb, the Middle East, Kazakhstan, India, Pakistan, Japan, China, Korea, South Africa

> **Associate members:**
Including railways in Asia, Africa, America, Australia

> **Affiliate members:**
Companies conducting activities connected with rail transport public transport, sleeping cars, caterers, other railway bodies, …
UIC in 2014

UIC growing membership

Promoting the development of rail transport in order to meet challenges of mobility and sustainable development
Work on Derailment at the UIC Technical departments

Rail System:
- D-RAIL project
- HRMS project
- Train Track Interaction Sector

Freight:
- Study Group Operation (Operational aspects and analysis of derailment detector)
- Dangerous goods (related to OTIF and UN Geneva working parties about derailments)

Derailments Seminar /12Nov 2014
Define the path towards the rail system of tomorrow

All of today’s standards concerning derailment are based on previous UIC work, namely

- ERRI Reports B 177.1/DT 284, B 177.1/RP 1 and RP 2
- Summary report on the activities of the joint research project on wheel/rail interaction
- UIC B 12/RP 76: Y/Q limit value: Study into the suitability of a Y/Q limit value of 0.8 for empty wagons
- UIC Leaflet 541-08 “Brakes - Regulations concerning the manufacture of the different brake parts – Derailment detectors for wagons”
And tomorrow?

UIC and its members are convinced that D-RAIL will be a way to update the related leaflets with new knowledge.
Thank you for your kind attention

Hans Günther Kersten,
Director Rail System Department UIC
ERRI B 177.1/DT 284 : Risque de déraillement pour trains de marchandises longs de 700 m en régime de freinage P, du fait d'efforts longitudinaux de compression élevés : détermination de la probabilité de déraillement de wagons critiques situés dans des rames d'une longueur jusqu'à 700 m, par suite d'efforts longitudinaux de compression élevés

(Utrecht : ERRI, 1993-01, VP.) FR;DE
ERRI B 177.1/RP 1: Risk of derailment due to high longitudinal compressive forces in goods trains up to 700 m long, operated using the P-brake position

(Utrecht: ERRI, 1993-03, VP.) FR;DE
European Rail Research Institute
ERRI B 177.1/RP 2: Risque de déraillement pour trains de marchandises longs de 700m en régime de freinage P, du fait d'efforts longitudinaux de compression élevée

(Utrecht : ERRI, 1993-11, VP.) FR
Summary report on the activities of the joint research project on wheel/rail interaction

(Paris : UIC, 2005-08, 10P.) EN [50 S 15]
Rapport réalisé dans le cadre du projet JRP-2.
UIC013835
> UIC B 12/RP 76: Y/Q limit value: Study into the suitability of a Y/Q limit value of 0.8 for empty wagons

(Paris : UIC, 2009-01, VP.) EN ; FR ; DE


(Paris : UIC, 2008-04-25, 3OP.) EN [68 S 13]