



# Reduction of Derailments in Europe Seminar

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# 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)

# 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
- A contribution to the economic impact assessment of rolling stock passive safety: 25th April 2008 Draft Version
- 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**

# BACK UP / Titles of Reports

**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**

**> A contribution to the economic impact assessment of rolling stock passive safety: 25th April 2008 Draft Version**

**(Paris : UIC, 2008-04-25, 30P.) EN [68 S 13]**