



FERMED MULTISECTORAL WORKING GROUP

ROLLING STOCK

VALENTÍ AMBRÒS, GLOBAL COORDINATOR

FMWG ROLLING STOCK

20/09/2018

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MEMBERS

AVE (Asociación Valenciana de Empresarios)
BUSINESS EUMED
Energie TGV
Faiveley Transport Witten GmbH
FGC (Ferrocarrils de la Generalitat de Catalunya)
FOC (Fundació Occitano-Catalana)
GENERALITAT DE CATALUNYA, Secretaria d'Infraestructures i Mobilitat
GETC (Groupement Européen du Transport Combiné)
GYSEV (Győr-Sopron-Ebenfurth Railway) Raaberbahn
JSC High Speed Rail Lines

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JSC RZD Logistics
KTH (Royal Institute of Technology in Stockholm)
LFP (Línea Figueras Perpignan, S.A.)
Lohr Industrie
Moscow State University of Railway Engineering
Port de Barcelona
Relats, S.A.
RZD (Russian Railways)
Stadler Rail Valencia

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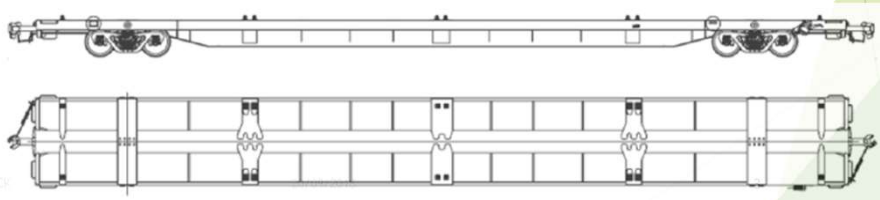
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FMWG ORGANIZATION

1. POSSIBLE SUBGROUPS (Not yet defined)

- *LOCOMOTIVES*
- *WAGONS*
- *TRANSPORTATION UNITS*



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PRESENT SITUATION

The development and implementation of basic innovations for European rail freight are still totally inadequate

Reasons for this lack of innovative power in the sector include:

- The European market for new rail freight cars is small and volatile
 - small volume market /high development costs.
- Innovations must not restrict compatibility of freight car deployment.
- Basic innovation requirements of wagon keepers are insufficiently defined.
- Slow implementation of basic innovations.
- Innovations must generate economic gains for wagon keepers.
- Economic benefit of a freight wagon innovation is not necessarily reaped by Wagon keepers

(Source: T.I.S.)




FMWG MAIN OBJECTIVE

SUPPORT ACTIONS (regarding the rolling stock) TO INCREASE THE SHARE OF INTERMODAL TRANSPORT THAT ARE COMPATIBLE WITH:

- The implementation of the FERRMED Requirements and Studies (wagons & locos)
- Refurbishing and updating of the present wagons
- Construction of new wagons: Substitution plan for wagons
- Digitalization (e-train)
- Respect to environmental measures (noise, vibrations)
- Unification of the procedures of homologation within the EU
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Reduction of the transportation costs

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THE WAGON CONCEPT SHOULD ... (I)

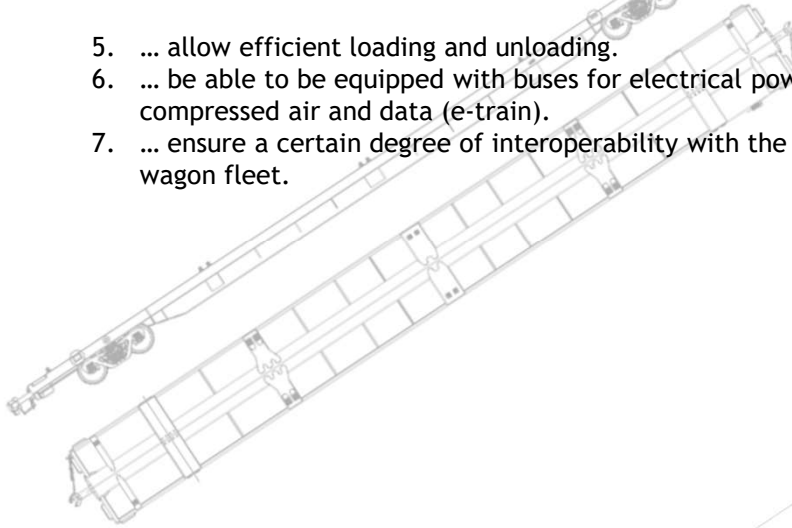
1. ... cover both intermodal and conventional traffic
2. ... address the transport of containers, swap bodies and semitrailers
To cover this relatively wide range of transport tasks it is meaningful to develop a modular, platform-based concept, from which specific designs can be derived, able to load 4 TEUS.
3. ... be easily adapted to other transport needs when market conditions change, ensuring a high utilization of the wagons and avoid empty running
4. ... make it possible to improve economies of scale in order to maintain and strengthen rail transports competitiveness on the transport market. This can be achieved by:
 1. improving the wagons payload/tareweight-ratio
 2. increasing the wagons load limit in tons
 3. increasing the wagons load volume in cubic-meters

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THE WAGON CONCEPT SHOULD ... (II)

5. ... allow efficient loading and unloading.
6. ... be able to be equipped with buses for electrical power, compressed air and data (e-train).
7. ... ensure a certain degree of interoperability with the existing wagon fleet.



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SUPPORTED PROJECTS

4 TIS member projects are currently running on "innovative freight wagons"



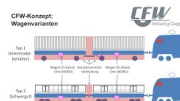
Currently in tests in CH



Test operation from beginning of March '18



i Innovativer Güterwagen
leise, energieeffizient,
wirtschaftlich



Competitive Freight
Wagon (CFW)

Pre-series planned for 2020

Technischer Innovationskreis Schienengüterverkehr (TIS)

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SUPPORTED PROJECTS



*No motor or actuator built in the wagon
Rotation of the pocket wagon made by ground system at the terminal*

FMW



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THANK YOU FOR ATTENDING

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