

RDC Railway Carriages Licensed for Germany

(refurbished carriages of the former ÖBB-production series RH 4010)

(Cologne, September 22, 2014) After receiving all the relevant documents, the Federal Railway Authority has now licensed four types of refurbished railway carriages of ÖBB's former production series RH 4010 for operating in Germany. Of the carriage types now licensed (two different end carriages, one open-plan carriage and one compartment carriage) six carriages are currently being refurbished and nearing completion by Euromaint Rail Deutschland in their Delitsch plant.

"It is a good sign for the railways system that also the complete refurbishment of old carriages can lead to the licensing of carriages," says Hans Leister, RDC's General Director Passenger Services – Europe.

The cars were homologated according to the licensing procedure "MoU" (Memorandum of Understanding for the re-design of licensing procedures concerning railway vehicles negotiated by the Federal Department of Transportation, the Federal Railway Authority, DB AG, VDB [Association of the Railway Industry], and VDV [Association of German Transport Operators]) that was adopted in June 2013 and became effective on July 1, 2013. Under the MoU not all components have to be inspected by the Federal Railway Authority, but other authorities licensed for doing so can be commissioned for doing so. Homologation is granted by the Federal Railway Authority after all tests are successfully completed, and it is proven that the railway vehicles can be operated securely. The new procedure is a step towards harmonization with the European licensing procedure.

"The cooperation with the Federal Railway Authority was very good and always constructive," says Carsten Carstensen, CEO of RDC Deutschland GmbH and Hamburg-Köln-Express GmbH. "On principle, the vehicles can now operate. However, some final touches must still be applied. When the first train unit has been completed, we will be able to add them to our fleet. Then we shall begin to train our employees in the use of the new railway carriages. We plan to start a test run on our HKX line between Hamburg and Cologne when the timetable changes on December 14, 2014 so that we can gain experience for a future standard operation."

With the carriages refurbished so far, two three-carriage units can be built. If required, the available fleet of carriages can be used to refurbish further carriages; the formation of up to ten-carriage trains will be possible.

The railway carriages of the former production series ÖBB RH 4010 have been completely adapted to modern standards. The maximum speed is now 160 km/h (100 mph). This meant a complete modernization of the brake system. Also the fire protection in the carriages now meets the current requirements. Additionally, the carriages have been equipped with electronic reservation displays, closed WC-systems as well as WIFI-connections and sockets at the seats.

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