Its sister locomotive, 193 952, is also being used for the same purpose by PKP IC in intercity service between Warsaw and Kraków with a top speed of 160 km/h. The route is operated twice daily, covering a total distance of 1,250 km. In Sweden, a freight train weighing roughly 2,300 metric tons was hauled up a six kilometer long 10‰ gradient. Vectron AC locomotive 193 923, which has a tractive power rating of 6,400 kW, developed a constant speed of 40 km/h over the entire incline without the need for sanding. Preliminary homologation was issued for the Swedish network after the locomotive successfully completed testing under winter conditions in northern Sweden. The locomotive is currently in service on the route between Gothenburg and Sundsvall via Västerås. – Siemens. Source: Railcolor.net

Hungarian freight operator expands fleet and territory by Ferenc Joo

Hungarian freight operator Floyd took delivery on June 18 of the first of three former British Rail class 56 diesel locomotives, which will help support the operator's growing business in Hungary and further afield. The locomotive was overhauled and modified for operation in Hungary by Europhoenix, Britain, which is also supplying Floyd with 10 class 86 electric locomotives, five of which have already been delivered. The class 56s will be used on transit freight services on the non-electrified Püspökladány –Biharkeresztes and Pécs – Magyarbóly lines. The 1.79MW locomotive, which is the most powerful diesel on the Hungarian network, will go through the certification process and is not likely to enter service with Floyd before September. Meanwhile Floyd has become the first Hungarian private operator to be granted a license to operate freight trains in Austria. Floyd is 51% owned by Eurogate Intermodal, Germany, and has been running intermodal trains from Hamburg and Bremerhaven to Budapest for some time, co-operating with German open access operator BoxXpress (itself recently granted a freight license for Austria) and Austrian partners such as LTE. The granting of an operating license means Floyd now operates through to the German border, and the company has recruited additional drivers for these services. ***Photo Floyd No. 659.001 (ex-56101) at Budapest Soroksári út on June 19.Attila Vörös.*** Source: IRJ

Dispute erupts after RFI fences off NTV lounge by David Briginshaw

A dispute has arisen between NTV, Italy's new open-access high-speed operator, and infrastructure manager Italian Rail Network (RFI) over access to platform 15 at Rome Ostiense station, which is used by NTV's Italo trains. Passengers have been forced to make a 5-minute detour to reach platform 15 from NTV's new service centre, the station's former air terminal, to board their train. This is because RFI has built a 2m high fence on the platform, which RFI says no longer has the role of a platform. The origin of the dispute is the sale of the air terminal by RFI in December 2008 to a company called Geal. RFI says that the contract of sale clearly specified that in order to meet railway safety rules the buyer of the area had to immediately separate the railway infrastructure from the air terminal, which has now been converted in a new passenger lounge for NTV. RFI says the land that was sold is in a very built up area and lost its "open to the public railway space" function a long time ago. As the original purchaser of the area failed to abide by the law, RFI erected the fence to correctly define the areas. It appears that RFI erected the fence just a few days before the inauguration of "Casa Italo," NTV's new hub at Ostiense. NTV's president Mr Luca Cordero di Montezemolo and his partner Mr Diego Della Valle have described RFI's behaviour as outrageous. The dispute will now be investigated by the office of regulation of rail services, which has received a letter of complaint from NTV. Source: IRJ

DB faces EC investigation into traction power pricing by Keith Fender

Photo by Keith Fender

The European Commission (EC) has launched formal antitrust proceedings against German Rail (DB) and its subsidairy DB Energy, following accusations by private operators of anticompetitive pricing of traction power. In principle DB's competitors are entitled to the same electricity prices as DB group companies, but it is claimed in practice they end up paying around 25% more. The EC will investigate whether discounts applied by DB result in higher prices for its competitors in the freight and passenger markets. The EC said in a statement on June 13 that such behavior, if established, would violate Article 102 of the Treaty of the Functioning of the EU, which prohibits the abuse of a dominant position, and may affect trade or restrict competition. In March 2011 EC competition inspectors and officials from the German Cartel Office made unannounced visits to DB offices in Berlin, Frankfurt, and Mainz following claims that DB Energy had charged lower rates to DB Schenker than to other freight operators. Source: IRJ

Interregional initiative revives Austria – Italy service by Keith Barrow

After a three-year absence, passenger services between Villach, Austria, and Udine, Italy, were reinstated on June 10, thanks to a joint venture between the European Union and Italian autonomous region of Friuli-Venezia Giulia. Two trains operate daily in each direction with a journey time of 1h 55min. ***Photo by Marco Chiandoni***

Each train is formed of a Siemens Taurus electric locomotive provided by Italian operator Ferrovie Udine Cividale, two coaches accommodating up to 150 passengers, and a bicycle car with spaces for up to 100 bicycles. The coaches for the service are provided by Austrian Federal Railways (ÖBB). The Micotra service has been launched under the EU's Interreg-4c program, which provides funding for projects promoting regional cooperation. The service will operate until next June under the €1.3m initiative. Source: IRJ

See below for more

Micotra-Züge

Within the framework of the EU project Micotra (Miglioramento Collegamenti Transfrontaliero), which has the ÖBB, the Transport Association Carinthia GmbH and the società Ferrovie Udine Cividale as partners in addition to the regional governments,Taurus #190301 & 302 pull trains between Udine and Villach (Stopar Carlo, 20.06.12).

Hard-fought market for commuter and regional rail transport

The market for commuter and regional rail transport is dominated by the large European state railways, which are expanding their sphere of action by acquiring international subsidiaries – Germany is considered one of the most attractive markets in Europe. The study “Markets for Commuter and Regional Rail Transport– European Developments” by SCI Verkehr GmbH provides an analysis of the market for local rail transport in Europe. The study investigates and analyses the structures, including financing, operator landscape, development trends in each market and the strategies of the main operators. The analysis is rounded off by the current prospects and development scenarios for the European markets. The study shows that the process of opening up the commuter and regional rail transport markets initiated by the European Union is forging ahead. In addition to the deregulated markets in Sweden, the UK, Germany, Denmark and the Netherlands, other countries are opening up to

competition. For example, France is planning to open up non-profit long-distance and regional trains to competition “on a trial basis” from 2014.

Competition between state railways

In commuter and regional rail transport, purely private operators are becoming less important; European commuter and regional rail transport is shaped increasingly by competition between the European state railways. An excellent example of this is the takeover of private transport company Arriva by Deutsche Bahn AG in 2010. The (former) state railways are striving to cross their national boundaries by acquiring international subsidiaries. Other state railways active outside their domestic markets, in addition to Deutsche Bahn with Arriva, include the French railway SNCF with its subsidiary Keolis, Italian operator Trenitalia with Netinera, the Dutch NS Group with Abellio and the Danish state railway DSB. Spanish state railway RENFE also has its sights set on other markets, including the UK.

Germany – one of the most attractive and exciting markets in Europe

With a market volume of EUR 9.2 billion, Germany is not only Europe’s largest market for commuter and regional rail transport; it is also one of the most attractive for operators. The margins achieved in German local rail transport reach a relatively acceptable level, compared to other European markets. In the UK, for example, although operators enjoy higher margins, these have dropped severely in recent years. The search for more profitability here has come at the expense of quality. The German market, however, shows that quality and profitability are not (yet) mutually exclusive. The transport authorities have developed alternative financing models (e.g. vehicle pools, guarantees for further use) aiming to simplify vehicle financing, which has become much more difficult in the last few years. A total of 68 million train-kilometres were contracted in competitive tendering procedures in Germany in 2011. A contracting wave has been rolling towards the German local rail transport market since 2010; this will reach its peak between 2014 and 2016. Source: SCI

Die "Grazer" is back

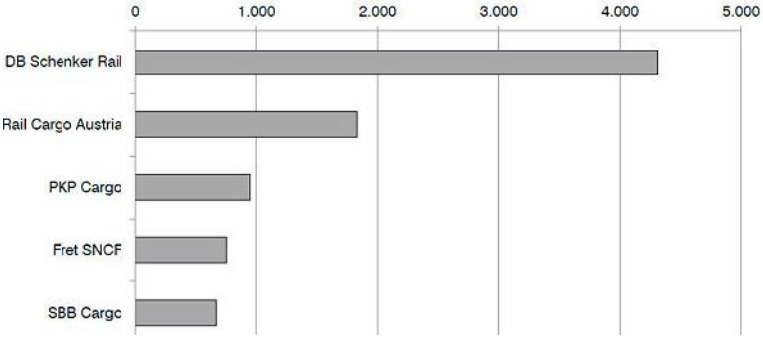
During the remanufacturing of the light rail railcars ET 50-58 into eight-axle articulated railcars with low floor-middle part, itbecame apparent that bottlenecks occurred in the already tight schedule the Salzburg branch lines for the lines S1/S11. This results is the plan to return of the so-called "Grazer" driving and trailer cars in timetabled services. ET 32 and 33, as well as the side-car B 301 and 306 from the period 1950-52 used on school days in the peak traffic ending the first use of foreseeable with school holidays in the first half of July - brings a need for the fall of all 4 vehicles from Monday - Friday. In any event, a welcome change for employees and passengers ... and lots of nostalgia (Gunter Mackinger, Fotos Walter Stramitzer, 22.06.12).

241 A 65 once again running

Since the Club stated that this loco had two defective axle 241 A 65 in spring 2012, the engine has been out of service. After successful repairs she was on 16.06. test driven around their site & full on the road. The photo was in Otelfingen (Reinhard Reiß, www.reissweb.net, 18.06.12).

Freight wagon business in state of change: Cards being reshuffled in Europe – world’s largest demand boom in Russia

There is a great deal of movement in the world market for freight wagons – according to the analysis by SCI Verkehr in its present study “Freight Wagons – Global Market Trends”. For the first time, turnovers in the CIS market exceeded those in both the Asian market and in the long-term front-runner, North America. The regional weights in the global freight wagon market are therefore shifting dramatically. The North American market will only win back first place after 2015. There are also major changes on the horizon in the European manufacturer landscape: against the backdrop of a notable revival in demand, the insolvency of European market leader IRS has led to huge uncertainty. The remaining suppliers are fighting for market shares and are also striving for a good starting position with regard to the upcoming market entry of Chinese-Polish joint venture CNR Cargo.



Market volumes in the regions: Russia driving the world market

The global market volume for freight wagons is currently approximately EUR 8.7 billion per year for new business and some EUR 8.3 billion per year in the after-sales segment. Following the 2009 slump, new business is back to a good two thirds of what it was in peak year 2008. In the forecast period up to 2015, the new market will achieve annual growth of more than 10% and far exceed the 2008 value towards the end of the period. The main growth driver for both freight wagons and diesel locomotives is the CIS market, which, following a severe decline at the beginning of 2009, returned to its previous steep growth, virtually within the same year. The CIS market is thus experiencing a lasting renaissance: while in the years 2006 to 2009 an average of just above EUR 2 billion was invested in wagons for the CIS, this figure is now almost EUR 5 billion – with a continuing slightly upward trend. The decision of Hamburg-based VTG AG to actively enter the Russian petroleum wagon business with its acquisition of Railcraft group, which has sites in Finland, Russia and Estonia, can therefore be considered a move with strategic vision. Following the dramatic 2009 market slump, North America is still struggling with the consequences of the transport market crisis, although recovery is gaining momentum at present. In Asia, growth nations China and India are providing for constantly rising market volumes, with the only effect of the crisis being a temporary slowdown in development. All market regions were affected by the crisis, but the actual effects on market development vary considerably between the individual regions. he after-sales market also shows high annual growth at almost 5% worldwide; this is primarily driven by continuous fleet expansions in Asia.

The European market is slowly picking up – the manufacturers have to reposition themselves.

Due to existing orders, the European freight wagon market reacted relatively slowly to the drop in transport demand, which is why the recovery commencing is less pronounced than in other regions. In the medium term, however, demand for freight wagons in Europe will increase significantly. A look at the fleets in Europe shows how dominant DB Schenker Rail’s position in this market is. Accordingly, Germany has the largest fleet, followed by Poland and France. Manufacturers now need to position themselves for the upcoming upswing. The previous European market leader IRS had a market share of almost 20% in the period 2006 to 2010, almost twice as high as its main competitor Tatravagonka. In 2010, IRS suffered from economic difficulties because of the crisis in general and the cancellation of key orders, while it already had excess capacities. In the meantime, Tatravagonka took the opportunity and focused its efforts on growth. Those in the market are also watching with anticipation how the new joint venture CNR Cargo – a subsidiary of Polish company PKP and Chinese company CNR – will position itself. 4 Given these setbacks and developments, it is possible to speculate that additional players will enter the European freight wagon business. The extent to which these will be strategic or financial investors remains to be seen. Source: SCI Plenty of graphics in the original article.

Product innovation and fleet refurbishments drive worldwide demand for electric locomotives into a solid growth phase

Following a downturn in the last few years, electric locomotive manufacturers can look very positively to the future again. The global market trend in the next few years for electric locomotives will be characterized by solid growth, and even by strong growth at a regional level. Thus, increasing transport demand, as well as fleet refurbishments and new product platforms, will lead to an attractive average growth rate of around 6% per year up to 2015 at global level. Dynamic growth is particularly expected in Eastern Europe and the CIS. This