



# InnoTrans 2008

## REPORT

B 2 B - M A G A Z I N E F O R T H E R A I L W A Y I N D U S T R Y

Next InnoTrans: Berlin, 21st–24th September 2010

## InnoTrans attracts record number of trade visitors

*After the world, European and German debuts of innovative railway technology, the ceremonial handover of locomotives and rolling stock, and the signing of numerous contracts, InnoTrans 2008 came to a close on 26th September.*

A total of 85,592 trade visitors from more than 100 countries attended this four-day transport technology trade fair, an increase of around 30 per cent compared with the event two years ago. InnoTrans 2008 also recorded a significant expansion in its display area (plus 50 per cent) and in the number of exhibitors (plus 20 per cent). As a result, this leading trade fair for the international railway technology sector joins the ranks of the world's major technology trade shows.

On the following open weekend, a further 25,000 and more members of the public came to enjoy the big station festival in the trade show's open-air display area and rail tracks. Exhibitors and trade visitors were very enthusiastic about their business activity at InnoTrans. A poll revealed that 89 per cent of exhibitors were satisfied

with the way the fair had gone for their business. Over 93 per cent said they were already making plans to attend the next InnoTrans in 2010. One of the defining characteristics of InnoTrans is the proportion of senior decision-makers among the trade visitors, with around one-half coming from corporate managements. From among the trade visitors, 93 per cent would recommend the trade fair to their colleagues and business associates, and around the same percentage plan to attend the next InnoTrans as well.

### Train handovers and orders worth billions

During InnoTrans 2008 orders totalling more than two billion euros were signed or completed with the handover of locomotives and rolling stock. For example, Bombardier Transportation



For four days, the InnoTrans outdoor display area was the world's railway innovation centre.

Photo: Messe Berlin

handed over the first TALENT 2 train to Deutsche Bahn for use on local and regional services. A further 320 will follow, with a total value of 1.2 billion euros. Siemens Mobility is supplying eight high speed trains with a value of 276 million euros to Russian Railways. The rollout of the first Velaro RUS took place at InnoTrans. Voith and Deutsche Bahn signed an agreement for the supply of 130 diesel locomotives at a cost of 250 million euros. The Oslo local transport company ordered 20 light rail trains worth 110 million euros from Siemens Mobility. Stadler sold trams to the Munich city authority: total value 29 million euros. Thales UK reported receiving orders worth several million pounds.

### More exhibitors and strong international representation

From 23rd to 26th September, a total of 1,912 exhibitors from 41 countries presented their innovative products and services on the exhibition grounds by the Berlin TV Tower. With an over-

all surface of 150,000 square metres (gross) in the halls and the outdoor display area, InnoTrans 2008 was the

largest ever. The 3,500 metres of rail track alone featured 91 vehicles.

Continued on ► page 2

### IN THIS ISSUE

#### 3 INTERIORS

- Communicating regional train: SNCF moovITER
- Fully automatic: new doors for Barcelona's metro

#### 4-5 RAILWAY TECHNOLOGY

- Hybrid engine: Tognum with green technology
- Austria: new era in mainline services

#### 6-7 SNAPSHOTS

- What they said about InnoTrans 2008

#### 8-9 PUBLIC TRANSPORT

- EU Green Paper on urban mobility: action plan delayed
- Solaris Urbino: innovative city bus from Poland

#### 10 INFRASTRUCTURE

- In case of fire: SBB gets new firefighting trains

#### 11 TUNNEL CONSTRUCTION

- Herrenknecht: over 200 kilometres of tunnels a year

#### 12 SERVICE

- Contact partners, Impressions, The last word

### InnoTrans 2008 in figures

- 30 per cent more trade visitors
- 50 per cent bigger display space
- Over 1,900 exhibitors from 41 countries
- Orders totalling more than 2 billion euros
- More than 1,000 media representatives from 29 countries
- 91 vehicles on 3,000 metres of outdoor display track
- Over 25,000 visitors to the big station festival

### Early booking discount for InnoTrans 2010

For quick-off-the-mark exhibitors wishing to take part in InnoTrans 2010, Messe Berlin is offering an early booking discount between now and 31st December 2008. For further information, visit the website at [www.innotrans.com](http://www.innotrans.com)

# InnoTrans attracts record number of trade visitors



**Fully rounded:** NTN – New Technology Network presented its range of roller bearings.



**Full of interest:** Journalists got a special pre-opening tour of the innovations. **Photos: Messe Berlin**

Continued from ► page 1

InnoTrans has become more international than ever. Over half of all the exhibitors this year came from other countries. Among the new exhibitors were companies from Australia as well as from the Middle East and Eastern Europe. This year InnoTrans attracted more national industry associations

than ever before, with 15 of them „flying the flag“ on the exhibition grounds, and some among them even occupying more than one stand.

Major transport operators also used InnoTrans as a platform for marketing and communication including, alongside Deutsche Bahn AG, PKP (Poland), ÖBB (Austria), Russian Railways, SBB (Switzerland), SNCF (France) and se-

veral others. Antonio Tajani was the first Vice President of the European Commission and Commissioner for Transport to attend the opening of InnoTrans.

Participating in the Decision-Makers' Round Table were a number of leading international figures, addressing the topic of „Innovative Rail Technologies and Climate Change“. The highlights

of the InnoTrans Convention were the Dialogue Forum, the International Tunnel Forum and the European and Asian Rail Summit. For the first time, over 1,000 media representatives from 29 countries were accredited for InnoTrans 2008.

The next InnoTrans will take place from 21st to 24th September 2010.

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COMMUNICATING REGIONAL TRAIN

# Fun in the SNCF mooviTER

*A playzone and multimedia terminals are among the features of the mooviTER communicating regional train that was developed by the SNCF's Engineering Centre with the collaboration of Brittany's regional council and shown for the first time in September.*

Taking part in InnoTrans for the first time, French state railways operator SNCF presented its Rolling Stock division to the trade visitors from home and abroad as a centre of competence for railway engineering and maintenance. For a preview, the Engineering Centre brought along the mooviTER communicating regional train that was developed jointly with Brittany's regional council. The train's equipment includes multimedia terminals, a playzone and innovative LED lighting.

available connections on ten data screens in the platforms and compartments. If there is any disruption, passengers are informed of the likely delay and the reason for it.

- Leisure tips on screens with ideas and up-to-date information on regional activities and cultural events, SNCF offers and practical everyday info.
- A wireless LAN that for the first time enables internet access for free on a regional train.
- Background information, with a multilingual virtual tour showing the

The mooviTER offers:

- Real-time journey information on e.g. next stops, final destination and



For the first time, SNCF came to InnoTrans with a train – here a view of the playzone. Photo: SNCF

available services, new equipment and innovations on board the mooviTER. In addition, the Department of Innovation and Research at SNCF has developed a website via which a voice description of the train can be accessed using a PDA.

With these and other features, the mooviTER offers a range of communication and comfort features designed to meet the expectations of today's commuters that wish to optimise their journey time. According to SNCF, the train thus becomes a self-contained living area,

forming a link between the private and professional spheres. Tailored to satisfy the needs of modern living, the train's equipment and services can be combined in a fully modular way in order to customise them to the requirements of individual regions.

NEWS NEWS NEWS

### BFG International Water treatment system for train toilets

BFG International, headquartered in Manama, capital of the Gulf emirate of Bahrain, presented to the public for the first time at InnoTrans a water treatment system designed for trains. After four years of development work and one and a half years of trials, the product is now production-ready and was demonstrated to potential customers at InnoTrans. The AcquaTrans system feeds the waste water through

a microbiological filter system, after which the odour-free treated water is ready for re-use. The system is designed to handle up to 150 flushings a day over an operating cycle of 30 days with a single water filling. Work is also under way on a modified system, powered by solar cells, that produces potable water and is suitable for rapid deployment in disaster areas.

### Aquastop on the floor

Alongside innovations such as inflammable air ducts made of non-metal materials and rot-proof floorings, Rudolf Rost Sperrholz GmbH from Rellingen, Germany, also showed at InnoTrans its Aquastop coating for floors in railway vehicles and tour buses. The coating is hydrophobic and, depending on structure and processing, dif-

fusion-resistant (watertight). The novel surface is applied on the firm's own flooring panels with good acoustical and heat-insulating properties. Work is currently under way on a flame-resistant Aquastop surface that can also be applied to three-dimensional flooring panels.

www.rudolf-rost.de



Photos: Rudolf Rost Sperrholz GmbH

Among the new products from Rudolf Rost are the inflammable air duct and damp-proof flooring.

MANUSA ENSURES PLATFORM SAFETY

## New doors for Barcelona's Metro 11



Transports Metropolitans de Barcelona (TMB) recently awarded a contract to Manusa, a Spanish manufacturer of automatic door systems, for the installation of automatic platform doors on Line 11 of Metro Barcelona. All stations on this new metro line – the first driverless metro line in Barcelona –

which runs from Can Cuiàs to Trinitat Nova in the north of the city, will be fitted with platform screen doors facing the train doors, which will open at the same time. Equipping the stations with the automatic platform door system will bring a significant increase in safety, as the sliding

doors will form a barrier between the platform and the track. The system can additionally be combined with an "infoboard", a flat panel screen mounted above the doors that can carry passenger information and advertising.

www.manusa.com

## HYBRID ENGINE AND LOW-EMISSION DIESEL

# Tognum puts faith in environmentally-friendly technology

*With emission regulations tightening, environmentally-friendly engine technology is also becoming increasingly important in the railway sector. At InnoTrans 2008, the Tognum Group under the MTU brand unveiled two new engines and indicated it plans to expand further in this segment.*

In Berlin this September, Germany's Tognum Group unveiled its prototype of a new hybrid drive system for trains featuring exhaust-gas aftertreatment. The combined underfloor drive system with diesel engine and electric motor, designed for retrofitting diesel railcars,

is based on the so-called PowerPack 6H 1800, an underfloor unit for diesel-powered local trains with a maximum power output of 390 kilowatts.

#### Quiet and efficient

The rail hybrid propulsion system converts the kinetic energy released while braking into electrical energy and stores it. While starting and accelerating, the energy storage system releases the energy previously stored via a DC/AC converter to the generator, which now drives the railcar as an electric motor. Depending on how much power is required by the train driver, the railcar is set in motion either solely by electrical power or by a combination of diesel engine and electric motor. In railway stations or in urban areas, this technology allows trains to operate with low noise and low emissions. Hybrid drive is particularly economical on local transport routes with frequent braking and acceleration (stop and go), because this results in many charging and discharging cycles. As a result, fuel consumption and carbon-dioxide emissions can be reduced by up to 25 per cent.

#### Integrated exhaust-gas aftertreatment

The engine/generator unit, with an electrical output of up to 400 kW, was

jointly developed by MTU and a system partner. In addition, for the first time, the hybrid power pack includes SCR exhaust-gas after treatment with a urea tank; this is a prototype that fulfils the Stage IIIB emission regulations applicable to non-road diesel vehicles as of 2012. In this combination, the hybrid power pack is also suitable for the environmentally friendly re-motorsation of existing diesel railcars.

#### New diesel meets Stage IIIA standards

Purely through their in-engine technology, i.e. without additional exhaust-gas aftertreatment, the 4000 R43 rail engines from MTU Friedrichshafen GmbH meet the EU Stage IIIA emissions limits for nitrogen oxides (NOx) and particulates that come into force as from January 2009. The German Federal Motor Transport Authority has meanwhile issued the corresponding EU type approval covering the 12V, 16V and 20V 4000 R43 units in the 1,200 to 3,000 kW class. Representative of this engine series, the 20V 4000 R43 meets the limits for NOx and particulates (6.0 and 0.2 g/kWh respectively) with low fuel consumption figures. It achieves this inter alia through the common-rail injection system and the Miller cycle. The Miller technique involves closing the inlet valves with higher charge pressure earlier than is otherwise usual during the combustion process



Aiming high: Tognum's impressive stand and its MTU brand at InnoTrans.

Photo: Messe Berlin

and results in lower combustion temperatures and a consequent reduction in nitrogen oxide emissions.

#### 75 million euros for engine and systems production

During the current and the coming year, Tognum has decided to invest an additional 75 million euros and more in capacity expansion in the production of MTU engines and L'Orange high-performance injection systems, as well as in the extension of the new MTU Onsite Energy brand of power generation systems. In particular, the in-house production of essential components for high-performance diesel engines will be expanded and given a more international outlook with an investment volume of around 50 million euros. Tognum is therefore currently

looking for a new site in the US dollar region which would initially supply the existing assembly plant in Detroit (Michigan, USA) with cylinder heads and components for the production of the successful Series 4000 engines. Furthermore, at the existing site near Istanbul (Turkey), the first step will be to set up a manufacturing facility for cylinder liners designed for the Series 4000. Simultaneously with the installation of new international manufacturing sites in the US and Turkey, inter alia in order to reduce exchange rate risk, an amount of more than 10 million euros will be invested at the existing production site in Friedrichshafen in order to boost quantities in con-rod and crankcase production facilities. It is also planned to start assembly operations for the Series 1600 at Lake Constance in autumn 2009.

## BACKGROUND

### Tognum

With its two business units, "Engines" and "Onsite Energy & Components," the Tognum Group is one of the world's leading suppliers of engines, propulsion systems and decentralised energy systems. These products are based on diesel engines with up to 9,100 kilowatts (kW) power output, gas engines up to 2,000 kW, fuel cells up to 363 kW and gas turbines up to 45,000 kW. The product portfolio of the "Engines" business unit comprises MTU engines and propulsion systems for ships, for heavy agricultural, rail and military vehicles, and for the oil and gas industry. The portfolio of the "Onsite Energy & Components" business unit includes decentralised energy systems, fuel-injection systems from L'Orange, and drive shafts from Rotorion. In 2007, Tognum generated revenue of more than 2.8 billion euros; the group employs approximately 8,600 people.

[www.mtu-online.com](http://www.mtu-online.com)

[www.tognum.com](http://www.tognum.com)

## VELARO RUS FROM SIEMENS

## World premiere for Russia's first high-speed train

For the only time before being delivered to Russia, the first Velaro RUS high-speed train was presented at InnoTrans. Directly after the trade fair closed, the train was put on board a cargo ship bound for St. Petersburg. Called "Sapsan" (peregrine falcon) by its future operator, the train is the third version of Siemens' own development based on the ICE 3 joint venture using railcar technology, whereby an underfloor propulsion system distributed throughout the train takes the place



The Velaro RUS had to be brought to Berlin on a special undercarriage owing to its broad-gauge configuration. Photo: Messe Berlin

of the conventional locomotives at either end of the train. On Spanish railways, which has put a total of 26 Velaro E units into service since June 2007, the Velaro holds the world speed record for unmodified trainsets at 404 kilometres per hour. In China, the first five out of a total of 60 Velaro CN trains ordered have been in service since August. The Russian version is the first high-speed train designed for the country's broad-gauge track. Traveling at a speed of 250 kilometres an

hour, as from next year the train will shorten the journey time between St. Petersburg and Moscow by one hour. A first batch of eight of the 250 metre long ten-coach trainsets, which can accommodate 604 passengers, are being delivered to Russian railway operator RZD. Later, the trains are also planned to run between Moscow and Nizhny Novgorod. Including a 30-year maintenance contract, the order is worth a total of 600 million euros.

## +++ NEWS +++

**Deutsche Bahn honours its best suppliers**

As has now become traditional, Deutsche Bahn announced the winners of its Supplier of the Year award at InnoTrans. For the third time in succession, the group honoured the best among its some 35,000 suppliers.

Deutsche Bahn's annual goods order volume amounts to some 10 billion euros, said DB Group CEO Hartmut Mehdorn, with a further 10 billion for purchases of services, inter alia in the area of cargo and logistics. This secures about 600,000 jobs, mainly in Germany but also in other countries.

The prize was awarded for the first time in ten categories. The main criteria for the jury were innovativeness, quality, dependability and good partnering between client and contractor, Mr Mehdorn emphasised: "We need the best suppliers to produce the best quality for our customers".

The winners of the 2008 DB Supplier of the Year award were Still GmbH (Category General Purchasing, Mechanical Installations and Facility Management), for their energy-efficient forklift trucks with recyclable components; Porr Deutschland GmbH (Category Construction) for their innovative design, as well as the competent and constructive collaboration during the construction of the Humboldt Harbour Bridge at the Berlin Central Station; AEG/MIS (Category Information Systems) for their innovative solutions in the area of passenger information.

In the Category Electrical Engineering, Telecommunications, Control and Command Technology, the award went to Electrotechnical Oelsnitz/E. GmbH, for their exceptional service-oriented commitment during the planning, delivery and maintenance of switchgear for traction current.

In the Category Product Rail Vehicles, the DB Supplier Award winner was Alstom LHB GmbH, for their local transport diesel rail car, BR 648.3. Awards also went to Poli S.p.A., Italy (Category Vehicle Spare Parts), for innovative product design for brake components; Schwihag AG, Switzerland (Category Components), for their innovative and reliable rail fastening installations and switch components; EvoBus GmbH (Category Road Vehicles) for their forward-looking developments and broad portfolio of market- and environmentally-compatible buses; and UPS Europe (Category Logistics), for providing DB Schenker with tailor-made transport services that fit their needs exactly.

## ■ AUSTRIA GETS OWN HIGH-SPEED TRAIN

# New era in mainline services

**With a maximum speed of 230 kilometres an hour, 185 metres in length, weighing 330 tonnes, and carrying 408 passengers in a total of seven coaches pulled by a Taurus locomotive: Austrian Federal Railways (ÖBB) is launching its own high-speed train in December of this year.**

"A new dimension in mainline passenger services" is what Peter Klugar, Board Spokesman of ÖBB-Holding AG, calls it. What he is talking about is the new Austrian high-speed train called the "railjet", scheduled to enter service with the timetable changeover in December 2008. Initially comprising 23 trains, the fleet represents the first new acquisition by ÖBB in this segment for 30 years. "With an investment totalling 816 million euros, the railjet project is at the same time the biggest mainline rolling stock renewal project in the history of ÖBB" according to Mr Klugar.

The railjet is a fixed train formation hauled by a Taurus high-performance locomotive operating in push/pull mode. According to ÖBB, this is the first time such a rake has been used anywhere in Europe. The trains are being assembled by Siemens Austria, with about 80 per cent of the value added being generated in Austria. The first railway customers to benefit from the new acquisition will be those travelling from Munich via Vienna to Budapest and back. Passengers will be able to choose between second class



**Three classes of comfort on board.**

(Economy), First Class and 16 seats in the luxury class (Premium). On-board service ranges from the trolley to a bistro car and "service at your seat", with Premium Class travellers enjoying free snacks and drinks. A high level of seating comfort in all classes, extra wide gangways, extra large windows and a walk-through design make for an enjoyable travelling experience. The railjet also puts a premium on customer information, with information



The "railjet" is the new product from ÖBB. Photos: Messe Berlin

screens, on-board loudspeakers, outside indicators, electronic seat reservation signs, a central information point and emergency telephones. Starting in April 2009, additional rakes are scheduled to be put into operation between Vienna and Munich, and services to Vorarlberg and Zurich are planned to start in December 2009. To begin with, the trains won't be able to reach their theoretical maximum speed of 230 kilometres per hour everywhere. On the western line, for example, according to Ms Gabriele Lutter, Managing Director of ÖBB passenger transport division Personenverkehr AG, it will take another four to five years until the tunnel beneath the Wiener Wald is ready and the other infrastructure upgrades are completed. At that point, the distance from Vienna to Innsbruck should be covered in four hours, and the journey between Salzburg and Vienna should take no longer than 2 hours 15 minutes. Planning is already under way for the year 2010, when services to Zagreb and Ljubljana are due to start on the southern line.

www.railjet.at www.oebb.at

## +++ NEWS +++

**Kawasaki designs new high speed train**

Another supplier is looking to enter the international market for high-speed trains: at InnoTrans 2008, Kawasaki Heavy Industries Ltd. of Japan unveiled the design concept for efSET, a 350 km/h high speed train which it is developing to compete in the global export market. The basic design of the Environmentally Friendly Super Express Train will be completed by March 2009, with engineering verification to be completed by March 2010. The trains will have a lightweight aerodynamic body, and will be designed with environmental considerations in mind, for example with regenerative braking and lower noise levels than comparable trainsets. To ensure reliability, use will be made of components proven in service on Japan's Shinkansen network. A first mock-up was on display at this year's InnoTrans.



The design for the future efSET. Graphic: Kawasaki

## ■ GE TRANSPORTATION WITH 16-CYLINDER ENGINE

# New PowerHaul engine presented

"This is a big day for us," said Lorenzo Simonelli, President and CEO of GE Transportation since July of this year, who took the opportunity of InnoTrans to meet the European media for the first time and to launch the new 16-cylinder PowerHaul engine on show on the company's stand. The new diesel, which the manufacturer says is its most technologically advanced locomotive engine to-date, is designed to power the diesel-electric PowerHaul Locomotive Series which GE has developed specially for the European market. As the first customer, UK-based Freightliner Group Ltd placed an order for a total of 30 PowerHaul locomotives in No-



**GE Transportation presented its new 16-cylinder diesel PowerHaul locomotive engine.**

Photo: Messe Berlin

ember 2007, with the first locos scheduled for delivery in late 2009.

There was also a lot of interest in the slightly modified version for continental Europe among cross-border freight link operators, said Brett BeGole, General Manager, Global Locomotive Operations at GE Transportation. The new engine, combined with other technologies from GE, is projected to reduce PowerHaul Locomotive fuel use by up to 9 per cent compared to current operating fleet averages. Over the life of the locomotive, this means a reduction in fuel consumption of over 1.1 million litres, and a 40 per cent reduction in emissions.

**Romania at InnoTrans**

At this year's InnoTrans, Hall 22 hosted the national exhibition stand of the Romanian railway industry. The 15 companies representing Romania in Berlin are actively involved in the vast projects for the modernisation of the Romanian infrastructure and rolling stock as well as in international projects. The firms' areas of business activity encompass inter alia passenger transport, freight transport, repair and modernisation of a wide range of passenger coaches, and railway design and consultancy services.

"This is our first time at InnoTrans and we are delighted. We made some really good contacts and are confident that our wagons will be seen on European railways soon. There is no doubt that our stand will be bigger in 2010!"

*Márcio Rodrigo Lena,  
Sales Engineer,  
Santa Fé Vagoes S/A,  
Brazil*

★★★★★

"This was my first visit to InnoTrans and I was very pleased, especially by its international dimension. It was possible to make direct comparisons here with the industry's leading products, and it is clear that Czech exhibitors are certainly competitive."

*Jiri Bruza,  
Departmental Director  
for Industrial Policy  
at the Ministry for Industry  
and Trade of the  
Czech Republic*

★★★★★

"We are at InnoTrans for the first time, we are very satisfied and look forward to coming again. We have been able to establish many contacts and hope to also be supplying our railway wagons to Europe soon."

*Buck Zhao,  
International Trade Team Leader,  
Dalian CIMC Railway  
Equipment Co. Ltd.,  
China*

★★★★★

"The success has been unbelievable. This was our third time at InnoTrans and this year we established some very important contacts. We are confident that this will also result in commercial success for our logistics and freight transport system for combined goods traffic."

*Hans-Jürgen Weidemann,  
Chairman of the Board,  
CargoBeamer AG,  
Bautzen*

★★★★★

"InnoTrans provides a very interesting snapshot of the rail industry, reflecting all the main trends and providing the best possible opportunity for fruitful discussions with experts from the railway sector. For us it not only provides publicity but also acts as a kind of radar, and it is where we endeavour to meet all the requirements and needs of our target group."

*Jan Röhl, General Manager,  
Ing. Karl u. Albert Kruch  
Gesellschaft m.b.H. & Co KG*

## Congratulations to the fair



Photo: ALSTOM

"We congratulate the fair on its great success! All the trades were represented this year. It was an excellent source of information for our international customers and our staff, and our AGV was certainly a major attraction for the public. This year we again signed some trend-setting contracts."

*Dr. Dieter Klumpp,  
General Manager, Alstom GmbH*

## Most important marketplace



Photo: Messe Berlin



Photo: Bombardier

"InnoTrans continues to consolidate its position as the most important market place for rail transport technology. For Bombardier Transportation the emphasis at this trade fair was on sustainable mobility for the 21st century. The response by trade visitors to our display was excellent. We continue to offer this fair our full support. For Bombardier the day after InnoTrans 2008 will also be the first day of InnoTrans 2010."

*André Navarri,  
President Bombardier Transportation*

## A deliberate choice



Photo: GE Transportation

"GE Transportation deliberately chose InnoTrans as the venue at which to display the new PowerHaul engine and PowerHaul locomotive to our rail customers from all over the world. InnoTrans is the leading trade fair for our industry. It's a forum for a productive dialogue with customers and also with other leading transport companies."

*Lorenzo Simonelli,  
President and CEO,  
GE Transportation*

# What they said about InnoTrans 2008

## We're more than satisfied

"We are more than satisfied with the positioning of this event, with its organization and with the response by visitors. We are 99 per cent certain that we will be returning."

*Hans-Peter Engel,  
Divisional Director,  
Solaris Bus & Coach S.A*

## Coming together to talk

"The world's major cities are growing. Freight and people still need to be moved over both short and long distances. New high-capacity transport routes need to be built underground to save space and safeguard quality of life. For Herrenknecht AG as a supplier of mechanised tunnelling technology – key to constructing underground infrastructures – InnoTrans is an excellent market-place. Here we can talk to everyone supplying solutions for transport and utility supply/disposal projects."



Photo: Herrenknecht AG

*Achim Kühn,  
Head of Marketing and Corporate Communication,  
Herrenknecht AG*

## A vibrant sector

"InnoTrans featured a vital and confident sector whose innovations are helping to promote the renaissance of the railways around the world."

*Hartmut Mehdorn,  
Chairman of the Board of  
Deutsche Bahn AG*



Photo: Messe Berlin

## An unmissable event

"InnoTrans is an indispensable event for the railway market. Hypertac attracted a great deal of interest in its new, modular plug-in connectors and the new, robust, high speed contact system during InnoTrans. There were more visitors than at InnoTrans 2006, and we recorded more visitors in particular from Eastern Europe and Asia."

*Roberta Rebora,  
MarCom Manager Europe,  
Hypertac*

## Excellent response from customers

"We made a large investment in our appearance at this year's fair and for the first time our new products were also on display on the open air grounds. The response by customers has been very good. We obtained many new leads and are now looking forward to developing the contacts that were established here. We can well imagine repeating our presentation in a similar form at the next InnoTrans."

*Manfred Schmitz,  
General Manager, Windhoff Bahn- und Anlagentechnik GmbH*

## Now we need to follow up

"InnoTrans was very successful and we attained our targets. We were able to engage in discussions about our ideas and our expertise with leading figures, and our books are full in preparation for our follow-up work after the fair."

*Hans-Rudolf Nussbaumer,  
Project Director, Implema Construction*

## A very busy week

"For one very intensive week InnoTrans was again the world market place for railway products. InnoTrans 2008 not only covered a larger area but also attracted more visitors, who were of a higher quality. A major success for our industry."

*Michael Clausecker,  
General Manager  
of the Union of  
European Railway  
Industries (UNIFE)*



Photo: Messe Berlin

## Voith Turbo: a great success

"InnoTrans 2008 has been a complete success for Voith Turbo. We have observed a definite increase in demand for rail vehicles. And, as systems suppliers, we are in an ideal position. We are extremely satisfied with the discussions that took place at InnoTrans and with the ensuing contacts. It was very evident that we are making an important contribution to improving the positive environmental image of the railways in the future, especially with our various hybrid components."

*Dr. Manfred Lerch,  
General Manager, Rail Market Sector,  
Voith Turbo*

## A fixture in the calendar

"InnoTrans was a great success for us. Compared with 2006 there was considerably more interest, even though InnoTrans was a very positive experience for us two years ago. InnoTrans will remain a regular item in our calendar."

*Holger Doth,  
Head of the Road-Rail Vehicle Section of Daimler AG*

## Launch pad for recruiting campaign

"On the occasion of InnoTrans 2008, the German Association of the Railway Industry (Verband der Bahnindustrie in Deutschland – VDB) launched a recruiting campaign. With an image-boosting film, a brochure, a dedicated website and a roadshow taking in selected centres of higher education, our aim over the next 18 months is to show how attractive our industry is as a future-oriented employer and to convince young engineers that railway technology really is «sexy». Thus we very much appreciate the initiative taken by Messe Berlin in setting up "career points" with firms participating in InnoTrans."

*Prof. Dr. Ronald Pörner,  
Managing Director VDB*

## Lots of visitors to trade show stands



Photo: Messe Berlin



Photo: VDV

"We are very satisfied with the way that things went at InnoTrans 2008. Our stands were extremely well attended, by our customers as well as by prominent trade visitors. We were able to present our new and advanced developments in an international setting here in Berlin."

*James N. Sanders,  
Executive Vice President,  
Vossloh AG*

## Interest never before so great



Photo: Siemens



Photo: Messe Berlin

"InnoTrans was a very successful fair for Siemens. Interest in our products has never been so great. Included in our display was the Velaro, our latest high speed train for Russia, and we also signed a contract with the Oslo transport company for the supply of a further 20 of our particularly eco-friendly light rail vehicles."

*Dr. Hans-Jörg Grundmann,  
CEO Siemens Mobility*

## An ideal platform

"InnoTrans 2008 provided an ideal platform for public transport decision-makers, as could be seen from the quality of the visitors to our bus display, which met with a huge amount of interest. City buses are definitely part of the show in Berlin!"

*Alex Naef,  
CEO, Carrosserie HESS AG*



Photo: HESS AG



Photo: Messe Berlin

"We were delighted that this year's InnoTrans not only featured rail vehicles but also buses for the first time. As operators we hope that there will be a greater response from bus manufacturers to InnoTrans in the years to come, including those in Germany."

*Dr.-Ing. Claudia Langowsky,  
General Manager of the  
Association of German Transport  
Companies (VDV)*

★★★★★

"All the SWISSRAIL exhibitors are thoroughly satisfied with this year's InnoTrans and would like just one thing: a larger display area for Switzerland at InnoTrans 2010 in the halls that they now occupy, in order to be able to continue the successes of Swiss industrial suppliers to public transport. InnoTrans has developed into the industry's number one meeting place. It was more international than ever this year and for Switzerland attendance in years ending in an even number is essential, since it guarantees successful business during and after the fair."

*Walter Gräppi,  
CEO, SWISSRAIL*

★★★★★

"A total of 25 companies joined forces on our combined stand 'Northern France - European Railway Cluster', thus ensuring that we had a very high profile. All our co-exhibitors are very satisfied. InnoTrans is a platform linking rail experts and the industry, and it functions extremely well. The diversity of participants and visitors was even greater this year, and contacts between Europe and Asia in particular have increased considerably."

*Yves Ravalard,  
Scientific Director I-Trans*

★★★★★

"With InnoTrans 2008 the world exhibition of rail technology once again took a fascinating step forward, along with a very promising upward trend in the rail industry. The tunnel sector was represented for the second time this year and has certainly undergone a positive development."

*Prof. Dr.-Ing. Alfred Haack,  
Managing Director,  
German Tunnelling  
Committee (DAUB)*

## ETICKET GERMANY MAKES FURTHER PROGRESS

# Funding worth 1 million euros announced at InnoTrans

Two funding decisions jointly worth just under 1 million euros were communicated by Ulrich Kasparick, Parliamentary State Secretary in the Federal Transport Ministry, to Dr. Sjef Janssen, General Manager of VDV-Kernapplikations GmbH & Co KG, at InnoTrans 2008. With a funding programme totalling almost 10 million euros, the Federal Government is supporting the further development of the eTicket in Germany to provide a nationwide service for public transport users.

The electronic ticket, or eTicket for short, is a „major innovation made in Germany“ that should also gain international acceptance, according to Dr. Claudia Langowsky, General Manager of the Verband Deutscher Verkehrsunternehmen (Association of German Transport Undertakings, VDV). She sees the eTicket in particular as a means of attracting occasional transport users, who up to now have indicated that ticket machines are the major disincentive.

Following on from the seven current pilot regions (Saarbahn, Kreisverkehr Schwäbisch Hall, Nahverkehr Hohenlohekreis, Ostalb mobil, Verkehrsverbund Rhein Ruhr und Rhein-Sieg, Verkehrsgemeinschaft Niederrhein), transport operators and joint authorities in the regions of Hamburg, Berlin/Brandenburg, Erfurt, Leipzig/Halle, Dresden and Rhine-Main look set to join the project between now and 2010. By 2014 Dr Janssen expects a total of 25 to 30 participating organisations. The aim of the eTicket is for travellers all across Germany and also abroad to be able to use public transport services with a single chipcard or their mobile phone. An invitation to tender has been issued for up to 7.3 million chipcards, to be issued by the early adopter transport operators principally as annual or season

tickets. The important thing, State Secretary Kasparick emphasised, is to create a customer-friendly, demand-oriented system that is also easy to use for the older generation. That way, the German-developed standard would have a good chance of being introduced across Europe. Against this backdrop, the international umbrella organisation for public transport, the Union Internationale des



The eTicket, combined here with a mobile phone, helps overcome reluctance to use ticket machines.

Photo: HighQ

Transports Publics (UITP) in Brussels, has applied for EU funding for the Interoperable Fare Management (IFM) project. The main objective is to ensure trust among the different operators and to clarify data protection issues, said Johan von Ieperen, Head of the UITP's Information Technology and Innovation Division. In addition, he emphasised that "In a globalised world, people are becoming more and more mobile – nationally but above all internationally. Thus it is very important for the different electronic ticketing systems to be compatible across borders. Germany's e-Ticket provides a very good basis for this. The UITP and VDV are partners in a European project with other national approaches and standards."

## EU GREEN PAPER ON URBAN MOBILITY DISCUSSED AT INNOTRANS

# EU Action Plan schedule delayed

The European Commission's Action Plan on "Urban Mobility" looks likely to be delayed until early 2009 and to see major aspects toned down. This was the major finding of an event held by the German Transport Forum, Berlin, together with the Association of German Transport Undertakings (VDV) at InnoTrans 2008.

According to the EU, Europe's cities all face similar problems such as pollution, traffic congestion and accidents. The European Commission aims to help local authorities solve these problems

through a sustainable urban transport policy. The planned measures by the EU are contained in the Action Plan of the Green Paper on Urban Mobility "Towards a new culture for urban mobility".

It aims to set forth how urban transport should be organised following the same principles throughout Europe. A matter of debate is how far the EU may intervene in the independent administration of the local authorities, and where an EU-wide approach to solving certain problems holds out the prospect of the greatest benefits.

Volker Sparmann, General Manager RMV Rhein-Main Verkehrsverbund GmbH and Vice-President of the VDV, takes a critical view of the European Commission's approach. In his opinion, what is missing from the Green Paper

is a timely implementation schedule; moreover, it is biased in favour of certain interests, and places too much weight on technology rather than focussing on people. During the discussion, Mr Sparmann said: "Prospering conurbations also need to see their strengths supported. The focus needs to be on cities and regions."

Policymakers and transport experts taking part in the event on the theme of "The EU Green Paper on urban transport: Added value or mobility brake?" were in agreement that the Urban Mobility Action Plan should not lead to a mismatch between objectives and financial resources. Bundestag deputy Ulrich Kasparick, Parliamentary State Secretary at the Federal Ministry of Transport, Building and Urban Affairs, pointed out that the Federal Government aims to be actively involved in further work on the Green Paper and said that "We are convinced that the EU has understood the principle of subsidiarity, as centralised solutions are not the best way of dealing with the actual problems."

In a position paper on urban mobility, the Deutsches Verkehrsforum (German Transport Forum) has compiled its own catalogue of measures whereby the stated objectives of a sustainable mobility structure together with the safeguarding of quality of life can be achieved.

The position paper (in German) can be downloaded at [www.verkehrsforum.de/publikationen/positionspapiere.html](http://www.verkehrsforum.de/publikationen/positionspapiere.html).

## +++ NEWS +++

### Thales Group Communications equipment for new light rail line

The new „Bybanen“ light rail network is currently under construction in the Norwegian city of Bergen. In connection with this project, Thales has been selected by to supply secure transportation solutions.

The contract covers the equipment of the first project phase of Line 1, a 9.8-km stretch that is scheduled for completion in June 2010. A second phase plans to extend the line to approximately 20 km, first to the shopping area of Lagunen and thereafter to the Bergen airport at Flesland. Plans are also being advanced for additional extensions of the light rail network towards other areas of the city and neighbouring communities.

Thales will supply and integrate rail signalling, telecommunications, videosurveillance, passenger information, traffic priority and traffic control & supervision systems.

To ensure maximum security, the rail signalling systems will incorporate Automatic Train Stop capability.



Discussants at the InnoTrans 2008 Dialog Forum on "The EU Green Paper on urban transport: Added value or mobility brake?" (from left): ■ Hermann Graf von der Schulenburg, Chief Executive Officer DB Stadtverkehr AG; ■ Bundestag deputy Ulrich Kasparick, Parliamentary State Secretary at the Federal Ministry of Transport, Building and Urban Affairs; ■ Kerstin Schwenn, Frankfurter Allgemeine Zeitung, Moderator; ■ Volker Sparmann, General Manager RMV Rhein-Main Verkehrsverbund GmbH; ■ Piers Marlow, Director Northern Europe, Arriva plc; and ■ Björn Dosch, Head of Unit Transport ADAC / Allgemeiner Deutscher Automobil-Club e.V.

Photo: Messe Berlin

## +++ NEWS +++

**Tait Europe Ltd****Real-time information for passengers**

Tait Europe Ltd., the manufacturer of radio communications systems based in Huntingdon, England, used InnoTrans 2008 to showcase a groundbreaking development in real-time passenger information. Colin Eade, Business Development Manager at Tait Europe, explained its features: "The hybrid radio device we're presenting here allows for transporting real-time data and/or voice communication via radio, GPRS/GSM or Wi-Fi in a single unit." The device also contains an integrated processor that enables a large number of additional applications. The new system is aimed at improving the quality of information for both passengers and vehicle operators.

**Stadler Pankow****announces major order  
The 500th FLIRT will travel  
along the Rhine from 2010**

The contract for the delivery of 12 four-part and 7 three-part regional trains of the FLIRT model was signed on the third day of the InnoTrans trade fair in Berlin by Stadler Pankow GmbH and VIAS GmbH.

**Success story: the FLIRT.**

Photo: Stadler

The order has a value of approx. 70 million euros. The vehicles will be introduced onto the Rheingau sub-network from December 2010 and will run on the Frankfurt – Wiesbaden – Koblenz – Koblenz-Lützel line. "We are very proud," said Michael Daum, the CEO of Stadler Germany, "that we have been able to announce the signing of this contract during InnoTrans 2008."

The company said it had received the first ever order for the FLIRT regional train in the year 2002 – also at InnoTrans. In the meantime, the FLIRT regional railcar has been successfully sold in Switzerland, France, Norway, Italy, Poland, Algeria, Finland, Hungary and Germany. CEO Daum continued: "This means that the 500th FLIRT will now travel along the Rhine in Germany. It goes without saying that this order will also secure jobs in our German factories."

## ■ SOLARIS URBINO 18 HYBRID

# Innovative city bus from Poland



Polish manufacturer Solaris showed its Solaris Urbino 18 Hybrid bus to InnoTrans visitors in the outdoor display area.

Photo: Messe Berlin

Solaris Bus & Coach S.A., the Polish manufacturer of city buses, trolley buses and tour coaches from Blechowo near Posen, showed its second-generation city bus using hybrid technology at InnoTrans 2008. It was the first time that buses were represented at the transport trade show. The three-axle articulated bus is called the Urbino 18 Hybrid and is, according to the manufacturer, the first European hybrid bus to use this technology in regular production.

**Electric and diesel propulsion combined**

The combination of an economical diesel engine producing 185 PS and two electric motors rated at 75 kW each can yield fuel savings of between 15 and 30 per cent. "The energy recuperated when the vehicle brakes is stored in roof-mounted nickel-metal hydride batteries, which then make the energy available again for subsequent acceleration processes."

**Modular construction limits need for modifications**

The modular construction method we use means that we have been able to limit the need for modifications to our standard buses," as Michal Sierszynski of Solaris Bus & Coach explained to visitors. Ten Urbino 18 Hybrid buses are meanwhile in service – alongside the blue Munich bus on display, they are operating in Dresden, Leipzig, Hanover, Bremen and Bochum, amongst others.

Thank you for expressing Your interest  
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## +++ NEWS +++

**Programmable logic controllers**

Programmable logic controllers point in a new direction in signalling technology. At InnoTrans 2008, Funkwerk IT presented what it claims to be the only electronic interlocking system based on Programmable Logic Controllers (PLC) currently on the market; the system has been developed in accordance with current CENELEC standards to the highest safety level SIL 4. The electronic interlocking system „Alister“ by Funkwerk IT is a modular, compact and very cost-effective product which has been tailored to the needs of main and regional lines serving small and medium-sized stations. The Alister platform uses programmable logic controllers throughout. These standard components have proved to be extremely safe and reliable during the many years they have been applied in industrial automation, and they are used in all signalling applications by Funkwerk IT. This is a significant step in the development of automation in railway operations.



The new Alister platform offers substantial advantages for operators of regional lines. Configurable modules ensure simple interfacing to existing interlocking environments and lineside installations from different manufacturers. According to Funkwerk IT, the PLC concept also makes for fast, reliable and cost-effective sources of spare parts, and easy upgrading to accommodate new technologies. **Photo: Funkwerk IT**  
[www.funkwerk-it.com](http://www.funkwerk-it.com)

**Contact wire crossing made simple**

The new FD crossing clamp from Ing. Karl u. Albert Kruch Gesellschaft m.b.H. & Co KG of Vienna dispenses entirely with the conventional heavy crossing poles that are sometimes over two metres in length. The innovative design also fulfils the function of hanger. Among the other advantages: the weight of the crossing system is reduced dramatically, the installation time is reduced significantly, and much less material is used, and the distance to the next hanger can be doubled. According to the manufacturer, the product also offers great potential for costs savings in installation and maintenance. The product was developed jointly with the Europten company.

**www.kruch.com**

## ■ NEW FIREFIGHTING AND RESCUE TRAINS FOR SBB

# Self-contained, powerful and safe



**When deployed, the train splits into two units. The first is used for firefighting and rescue operations, while the second evacuates persons to safety. That is the philosophy behind the new firefighting and rescue trains for SBB, one of which was handed over to the railway operator at InnoTrans in September.**

Swiss Federal Railways (Schweizerische Bundesbahnen – SBB) placed an order in 2006 with the “LRZ NT SBB” consortium for eight new firefighting and rescue trains (Lösch- und Rettungszüge – LRZ). With Windhoff Bahn- und Anlagentechnik GmbH as lead manager, the consortium comprised in addition Dräger Safety Schweiz AG, Josef Meyer Transport Technology AG and Vogt AG. The new, 61 metre long, three-unit trains are based on vehicles from the proven MPV family from Windhoff. The rescue vehicle and equipment vehicle are equipped with a very powerful drive train (diesel engines with turbocharger and particulate filter, automatic transmission with inbuilt retarder, and cooling system, each rated at 390 kW) and meet the Stage IIIa standard. The train also includes a non-propelled fire extinction vehicle with tank. The drive train is fully underfloor-mounted, so that the entire load space is available for the operating team and the rescue and firefighting equipment.

**The train not only puts out fires but also tows away**

The train is deployed in two units. The first consists of the equipment vehicle and fire extinction vehicle and serves to fight the fire and conduct res-

cue operations. The second unit, the rescue vehicle, evacuates persons to safety on a shuttle basis. In its rescue room it can transport up to 60 persons, or up to 21 firefighters including their equipment. The entire LRZ can travel at a maximum speed of 100 kilometres an hour and is capable of towing away trains involved in accidents up to a weight of 730 tonnes and up gradients of 27 per mil.

**Respirator points throughout the train**

The train carries a supply of breathing air totalling 1,440,000 litres, stored in 50-litre bottles at a pressure of 300 bar. At various points, such as in the interior and on the platforms, there are connections to the breathing air supply to which separate breathing masks or portable breathing apparatus with input/output tubes can be attached.

All driver's cabs are airtight and have their own air supply that creates an overpressure. The rescue container is also slightly pressurised. In addition, the cabs of the equipment vehicle and fire extinction vehicle have an operating console for the firefighting systems. Each LRZ also has a powerful generator on board. Two of the trains, intended for the Swiss

**Ralf Dittrich of Windhoff Bahn- und Anlagentechnik GmbH explains the advantages of the new 70-metre long firefighting and rescue train during the InnoTrans media tour.**

**Photo: Messe Berlin**

high-speed rail network, are being fitted with ETCS.

**6,000 litres of water a minute pumped up to 70 metres**

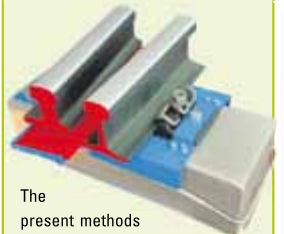
The train is equipped with the latest firefighting technology. The main pump can deliver 6,000 litres of water a minute. Depending on the situation, foam can be mixed in as well. Each water cannon has a range of up to 70 metres and is equally suitable for both water and foam. Additional hose connections are fitted on the fronts of the equipment vehicle and fire extinction vehicle.

**Trains to be delivered up to May 2009**

The SBB has invested 69.5 million Swiss francs in the new trains. They will replace a series of vehicles dating from 1976, and are scheduled to be delivered up to May 2009. The nucleus of the SBB fire brigade comprises 91 full-time professional firefighters. Spread across 15 locations, the SBB fire crews work in close collaboration with local fire services. As well as trains, the SBB fire brigade has around two dozen roadgoing firefighting vehicles.

**www.windhoff.de**

## +++ NEWS +++

**Geothermal points heating**

The present methods of heating points involve an energy-intensive, high temperature process which not only uses up valuable and limited resources but also produces CO<sub>2</sub> emissions. Heat exchangers that draw their energy from the ground, on the other hand, can provide an unlimited amount of low temperature heat without causing any pollution.

PINTSCH ABEN geotherm, based in Dinslaken, Germany, exhibited a low temperature heating system for points at InnoTrans 2008 which draws its heat from the ground. The heating pipes and a working medium which dispenses entirely with circulating or heat pumps achieve 100 per cent energy savings and are completely non-polluting. Snow, ice and hail can be effectively thawed, maintenance costs are reduced, and the working life of the installation extended. According to the manufacturer, the system requires no metering and control systems.

**www.pintschaben.com**

■ HERRENKNECHT

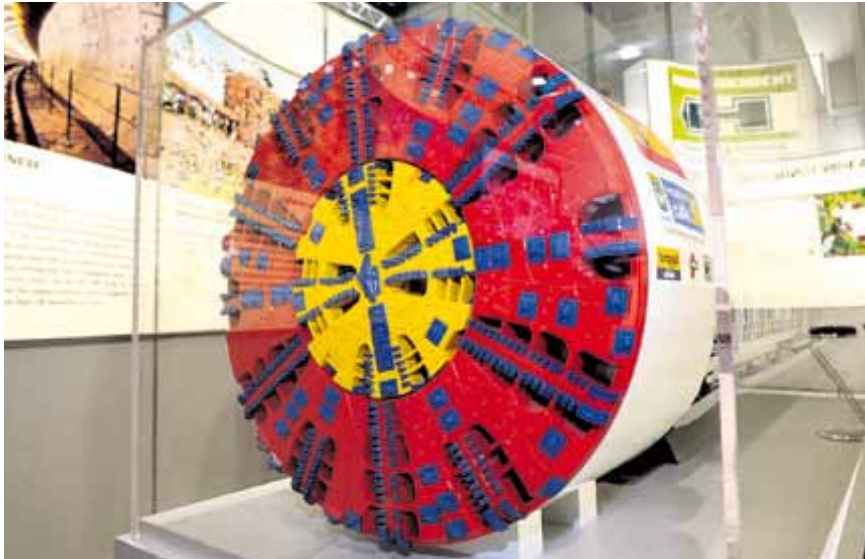
# Over 200 kilometres of tunnels each year

**Worldwide, 140 tunnel boring machines from Herrenknecht AG of Schwanau, Germany, are in operation, driving over 200 kilometres of tunnels every year.**

Currently the most spectacular construction site is the Gotthard base tunnel project, with twin 57 kilometre long tunnels. With a 1:35 scale model to illustrate his explanation, Achim Kühn, Head of Marketing and Corporate Communication at Herrenknecht AG of Schwanau, Germany, described the advantages of

the similar S-300 tunnel boring machine (TBM) to trade visitors at InnoTrans: "In 2006, this cutterhead, working in Madrid, was the world's largest with a diameter of 15.2 metres, and it could drive up to 188 metres of tunnel every week. The whole machine weighed 4,500 tonnes, was 80 metres long and achieved

breakthrough after 3.65 kilometres in just eight and a half months – four and a half months ahead of schedule!" Herrenknecht AG constructs TBMs for every kind of ground with diameters ranging from 0.1 to 19 metres – the largest cutterhead to date is destined for a motorway tunnel in Moscow.



Scale model of the S-300 earth pressure balance shield from Herrenknecht at InnoTrans 2008. Photo: Messe Berlin.

Advert

**+ NEWS +++ NEWS +++ NEWS +**

**Leipzig City Tunnel decides for RHEDA 2000**

The City Tunnel in Leipzig – currently the prime transportation project in central Germany – will be executed in the RHEDA 2000® ballastless track system. The construction companies contracted to carry out this major project have now selected RHEDA 2000® technology. Over a distance of approximately four kilometres, the entire permanent way in the tunnel structures will be equipped with this patented ballastless technology, including the mass-spring system from RAIL.ONE. Deliveries are scheduled to start in 2009 or 2010. The convergence/divergence rail line, which serves all heavy-rail suburban passenger lines (S-Bahn) in Leipzig, is scheduled to go into operation beginning in 2011. This new project success, says RAIL.ONE, highlights the leading role the company plays in ballastless track technology.

The RHEDA 2000® is a ballastless track system for mainline and high-speed applications. Salient characteristics of RHEDA 2000® include its design without longitudinal concrete upstands at the edges of the TSL, as well as its use of a modified bi-block concrete sleeper with lattice-truss reinforcement. As a result of the monolithic structural design of the concrete track-supporting layer, and owing to the low track structural height, the system is especially well suited for tracks at grade, and for applications with turnouts, in tunnels, and on bridges. In installation areas sensitive to vibrations, RHEDA 2000® can be executed with a spring-mass system. As a result of the mass of the concrete track system, supported as it is on elastic damper elements, vibrations acting on the surroundings are eliminated or reduced.

**■ 2,500 KILOMETRES OF NEW TUNNELS PLANNED**

## Tunnelling is a "dynamic industry"

*At the opening press conference, international tunnelling was a major topic – the industry is experiencing a worldwide boom with a wealth of new projects*

Tunnelling is a "dynamic industry", said Prof. Dr.-Ing. Alfred Haack, Managing Director of the German Tunnelling Committee (DAUB). At the opening press conference of this year's InnoTrans, he provided an overview of the current status and future projects of the industry. Over the next few years, he said, some 2,500 kilometres of new tunnels would be constructed in both Europe and Asia alone. While the 37 kilometre long Lötschberg base tunnel in Switzerland already opened for traffic last year, there are another three major European tun-

nelling projects under way – the 57 kilometre long Gotthard base tunnel in Switzerland, the Brenner base tunnel between Austria and Italy (55 kilometres long) and the Mont d'Albin linking France and Italy (53 kilometres in length) – that are scheduled for completion in 2017 or 2018. By 2025, the 35 kilometre long tunnel beneath the Strait of Gibraltar will follow. An absolute mega-project would be the 97 kilometre long Bering Strait tunnel linking Russia with the US state of Alaska, the timing of which remains open. In Germany, 1,380 kilometres of tunnels are currently in service, with a further 90 under construction and 443 at the planning stage.



**"2,500 km of new tunnels":** Prof. Dr.-Ing. Alfred Haack, Managing Director of the German Tunnelling Committee (DAUB).

Photo: Messe Berlin



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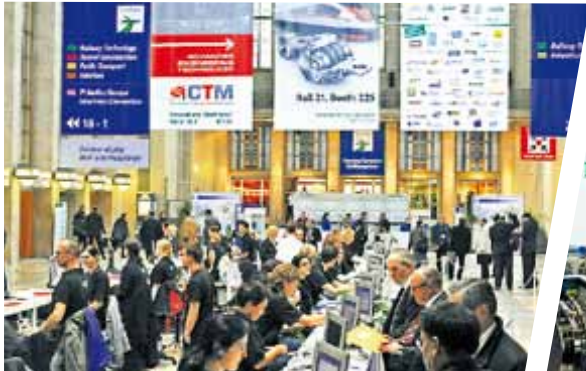




Right from the opening, there was a throng of visitors – all in all, a record 85,592 came to InnoTrans. Photos: Messe Berlin GmbH



Shop talk about a new bogie on the stand of Kawasaki Heavy Industries Ltd. Rolling Stock Company.



For the first time, visitors were also able to use the northern entrance terminals for accreditation.



Smooth movement: Schaeffler Gruppe Industrie, with its INA and FAG brands, is a world leader in the manufacture of rolling and plain bearings.

+++ NEWS +++

New information service

Rail.Business is the name of the new German-language railway industry information service launched by DVV Media Group to coincide with InnoTrans 2008. Targeted specifically at senior managers and their business partners in the railway industry as a whole, the newsletter is published weekly on Mondays and is supplemented by a daily email service with up-to-the-minute news. For major breaking news in the market, there will also be an express message service. Rail.Business aims to bring subscribers the latest information on all relevant activities, developments and events in the international railway market, with news, background, interviews and opinions, focusing in particular on the fast-moving private rail sector and rail freight. Further topics include transport policy, logistics, technology, corporations, industry associations, and infrastructure. [www.railbusiness.de](http://www.railbusiness.de)



Well sprung: Tatravagonka a.s. is one of Europe's leading manufacturers of goods wagons and bogies.



VIP visit: Raimund Hosch (on the right), CEO of Messe Berlin GmbH, shows Crown Prince Felipe and Princess Letizia of Spain around the outdoor display at InnoTrans 2008.

**Impressions  
InnoTrans 2008**



Around one-half of the exhibitors come from abroad.



Not wagons, but innovative railway safety systems such as clearance measurement were on display at the stand of INNOtec Systems GmbH.

Your contact partners for InnoTrans



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Media partners for InnoTrans



**Next InnoTrans:  
Berlin, 21st – 24th September 2010**

The last word:

In the age of industrialisation, Egyptian mummies were thought to have economic potential. Attempts were made to make paper out mummies' bandaging, with whole shiploads of mummies being transported to America. In Egypt itself, they were used as fertiliser or as fuel for locomotives ...