



RailMaint GmbH
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Terms of use for access to service facilities and the provision of related services

Preamble

RailMaint GmbH provides maintenance services for railroad vehicles in the following workshops: Delitzsch workshop, Duisburg-Ruhrort workshop, Kaiserslautern workshop, Leipzig-Engelsdorf workshop, Oberhausen workshop. The addresses and the maintenance services provided in the individual plants, including the description of the technical features of the service facilities, can be found in the workshop descriptions in Annex 1 to these Terms of Use.

1. Scope of validity and application

1.1 The terms of use for service facilities regulate rights and obligations in the relationship between each party entitled to access (within the meaning of § 1 para. 12 ERegG) and RailMaint GmbH.

1.2 The terms of use for service facilities of RailMaint GmbH apply to the use of the services described in the workshop specifications in Annex 1. These terms of use apply to every party entitled to access in the same way.. The possibility of self-provision of services by the authorized users does not exist in any of the plants of RailMaint GmbH.

1.3 The terms of use for service facilities of RailMaint GmbH are mutually binding in the relationship between RailMaint GmbH and party entitled to access .

1.4 The terms of use for service facilities apply to the entire business relationship between RailMaint GmbH and party entitled to access, which results from the use of the service facilities and the provision of the offered services.

1.5 Contractual agreements between a party entitled to access and the railway undertakings commissioned by them have no influence on the contractual agreements between the persons with access authorization users and RailMaint GmbH.

1.6 The provisions concerning party entitled to access like railroad undertakings apply analogously also to vehicle keepers.

1.7 The terms of use in German language are solely legally binding. If the terms of use are published in another official language of the European Union, this only serves the purpose of better information of party entitled to access.

1.8 These terms of use serve as a basis for the registration and allocation procedure in the plants of RailMaint GmbH. They come into force after notification of and non-rejection by the BNetzA and are valid for an unlimited period. The preceding terms of use shall cease to be valid at the same time, as far as they have been replaced by the present version of these terms of use.

2 Approval and coordination and decision-making procedures

2.1 RailMaint GmbH shall provide preliminary information on the available capacities of the plants from RailMaint GmbH upon request of a party with access authorization. This request is not a prerequisite for an application according to section 2.2.

2.2 Party entitled to access may submit an application for the use of the service facilities and for the provision of maintenance services to RailMaint GmbH at any time. The application must be submitted in writing, by fax or by e-mail and is to be addressed to: RailMaint GmbH, Karl-Marx-Straße 39, D-04509 Delitzsch, Telefax: + 49 (0)34202 970 307, E-Mail: info@railmaint.com

2.3 The application for the use of the service facilities to RailMaint GmbH must contain the following minimum information:

- a) The plant in which the service is to be provided,
- b) indication of which services are to be provided,
- c) desired service time or service times
- d) indication of the vehicle type/series/model for which the services are to be provided,
- e) the operational-technical information required for the service
(in particular maintenance plans and maintenance instructions),
- f) information on the condition of the railroad vehicle to be repaired or maintained.

2.4 RailMaint GmbH shall request missing or required information from the party entitled to access or the commissioned railroad undertaking within 5 working days after receipt of the application. Until receipt of the requested information, no further processing of the application takes place at RailMaint GmbH.

2.5 Immediately, but no later than 5 working days after receipt of the application, including the above-mentioned minimum information and the subsequently requested information, RailMaint GmbH shall submit an offer for the conclusion of an individual usage contract for service facilities to the person entitled to access or to the railroad undertaking commissioned by him. The period can be extended after consultation and approval of the applicant concerned. In case of conclusion of the contract, the application becomes part of the contract.

The conclusion of an individual usage contract for service facilities is an agreement on the rights and obligations of an access party or the commissioned railroad undertaking and RailMaint GmbH with regard to the concrete usage of service facilities.

RailMaint GmbH has to grant, as far as possible, all requests for access to the facilities and the provision of services therein. The offer of RailMaint GmbH for the use of a service facility can only be accepted by the authorized user or the commissioned railroad undertaking within 5 working days.

2.6 Principles of the coordination and decision-making procedure

2.6.1 If there are applications for simultaneous uses that cannot be reconciled with each other, RailMaint GmbH proceeds with the aim of finding a mutually agreeable solution, in accordance with Art. 10 to 12 of the DVO (EU) 2017/2177. A coordination procedure is also carried out in cases where an application conflicts with an already allocated capacity.

2.6.1.1 RailMaint GmbH shall enter into negotiations with all parties entitled to access affected by a conflict at the same time. All parties concerned are to participate in the negotiations with the same level of information.

2.6.1.2 In justified exceptional cases, RailMaint GmbH may, in deviation from section 2.6.1.1, offer individual parties entitled to access affected by a conflict uses which deviate from the requested uses. The reason for the exception must be communicated to the affected authorised user in text form. RailMaint GmbH must enter into negotiations with all authorised users affected by a conflict, if bilateral negotiations have not led to success.

2.6.1.3 If an amicable solution cannot be reached, RailMaint GmbH shall point out viable alternatives known to it. If an agreement cannot be reached, a decision is made on the basis of the priority criteria defined by the operator of the service facility (cf. Art. 11 DVO). The criteria according to which capacity is allocated can be found in Section 2.7 of these Terms and Conditions of Use.

2.6.2 A party with access authorization whose application for use of the service facilities is to be rejected in whole or in part may lodge an appeal for capacity allocation with the regulatory authority after receipt of the rejection (Section 13 (3) sentence 1 ERegG n. F. in conjunction with Article 13 (1) subparagraph (3) in conjunction with Article 14 DVO (EU) 2017/2177 in conjunction with Article 13 (5) of Directive 2012/34/EU).

2.7 If no agreement is reached, the capacity allocation will be made on the basis of the priority criteria determined by RailMaint GmbH as operator of the service facility.

The decision of RailMaint GmbH on capacity allocation will be decided chronologically according to the following aspects:

1. If a request for use is in conflict with another request for use, the request with which a higher fee can be expected in total has priority.
2. The application of an applicant received first ("first come first served") by RailMaint GmbH, i.e. with the older or earlier date of receipt, has priority over the application received later by RailMaint GmbH, i.e. whose date of receipt was later or younger.
3. As final decision on capacity allocation, the maximum price procedure (according to Section 13 (2) sentence 3 ERegG n. F. in conjunction with Section 52 (8) sentences 3 to 6 ERegG) is implemented.

2.8 RailMaint GmbH rejects the application if there is no or not sufficient free capacity in the requested plants in the requested performance time and no mutually viable alternative has been found. The rejection shall be accompanied by a statement of reasons. The BNetzA shall be informed of the rejection. As soon as the notification procedure according to § 72 No. 3 ERegG is finished and the BNetzA has not rejected the intended rejection of RailMaint GmbH according to § 72 sentence 1 No. 3 ERegG, this rejection becomes legally effective.

3. general access requirements

3.1 At the time of application for use of the service facilities, the party entitled to access must have all the necessary permits and certificates for commencing and carrying out standard-gauge public railroad operations in Germany on the railroad infrastructure to which the application relates.

3.2 If changes occur at the party with access authorization, including railroad undertakings or third party companies according to § 22 ERegG with regard to the required licences and certificates according to the aforementioned section 3.1, he or it is obliged to inform RailMaint GmbH immediately in writing.

Liability insurance

3.3 Upon conclusion of the first agreement according to §§ 20 and 21 para. 1 sentence 2 ERegG, at the latest prior to the first start of the traffic, the party with access authorization and, if applicable, the railroad undertaking commissioned by him, must prove to RailMaint GmbH that a liability insurance - corresponding to the requirements of §§ 14-14d AEG in their respective valid version - has been concluded to cover all claims which may arise - irrespective of the legal basis. Changes to the existing insurance contract are to be notified to RailMaint GmbH in writing without delay.

Personnel requirements

3.4 The party with access authorization ensures that the personnel employed by him or by the railroad undertaking commissioned by him is able to receive information of RailMaint GmbH as well as that they meet the requirements of the building and operating regulations (EBO/ESBO or BOA/EBOA) applicable to the respective service facility and that they have a command of the German language in spoken and written form to the extent required for their respective activities.

3.5 Anyone who drives a railroad vehicle requires the necessary permit to do so.

3.6 RailMaint GmbH provides the personnel of the party entitled to access or the railroad undertaking commissioned by it with the necessary knowledge of the location prior to his deployment and provides the information required for this. With the consent of the party entitled to access or the railroad undertaking commissioned by it, it may use the services of a vicarious agent. RailMaint GmbH charges a fee for the provision of local knowledge, which is to be raised equally by all parties entitled to access or the railroad undertaking commissioned by them.

Vehicle requirements

3.7 The design, equipment and maintenance of the vehicles used must comply with the provisions of the construction and operating regulations (EBO/ESBO or BOA/EBOA) applicable to the respective service facility and must be approved by the competent authority or have a commissioning permit within the meaning of §§ 16 ff. EIGV. This may be deviated from in the case of the intended use of maintenance facilities and other technical equipment as well as for trial and test runs if the operationally safe use of the vehicle is ensured in another way.

3.8 The equipment of the vehicles used must be compatible with the technical and operational standards described in the workshop specifications in Annex 1 to these Terms of Use and with the control, safety and communications systems of the rail routes used.

3.9 The party entitled to access or the railroad undertaking commissioned by him confirms the existence of the prerequisites according to clauses 3.7 and 3.8 upon request of RailMaint GmbH.

4. security deposit

4.1 RailMaint GmbH is entitled to carry out creditworthiness checks on the party entitled to access or the rail transport company commissioned by him before conclusion of the contract as well as in the course of the contractual relationship.

4.2 RailMaint GmbH makes the use of the railroad infrastructure dependent on the provision of an adequate security, if the applicant repeatedly fails to pay for access rights already granted and used.

4.3 RailMaint GmbH requires a bank guarantee of the party entitled to access or of the railroad undertaking commissioned by him, in case of

- a) Existence of a negative credit report of a licensed company for auditing and collection (no sufficient creditworthiness in relation to the expected turnover),
- b) filing of an application to open insolvency proceedings against the assets of the party entitled to access or the railroad undertaking commissioned by the latter.

4.4 The party entitled to access or the railroad undertaking commissioned by it has to provide security upon a justified request of RailMaint GmbH according to item 4.2 above within five bank working days after receipt of a corresponding request of RailMaint GmbH. The security to be provided shall be in the amount of the contractually agreed service fee. The security can be provided according to § 232 BGB (German Civil Code) or by means of a bank guarantee (directly enforceable, on first demand and waiving the plea of anticipatory action). The granting of use by RailMaint GmbH shall only take place after the provision of a suitable and valuable security. The party entitled to access or the railroad undertaking commissioned by it may avoid the provision of security or bank guarantee by advance payment of the contractually agreed service fee. The party entitled to access or the railroad undertaking commissioned by it has to ensure that the advance payment is made in the same amount as services are to be used at RailMaint GmbH.

4.5 In case of not timely deposited or provided security or deposited bank guarantee, RailMaint GmbH is entitled to refuse performance without further notice until a security or bank guarantee has been deposited or provided.

4.6 Security deposits and bank guarantees shall be returned upon request if and to the extent that the conditions for granting them pursuant to subsections 4.2 to 4.4 above no longer apply.

4.7 If the party entitled to access or the railroad undertaking commissioned by it is in default after payment of the security deposit or the deposit of the bank guarantee (§ 286 BGB) and if the party does not immediately meet its payment obligations from the contractual relationship after a renewed request for payment, RailMaint GmbH may - without further notice in this respect - draw from the security deposit or the bank guarantee (cf. section 4.4) and assert its rights to payment of a further security deposit or bank guarantee (cf. sections 4.2 and 4.3). Otherwise, RailMaint GmbH is entitled to demand advance payment according to section 4.4.

5. user charges

5.1 Charges to be paid by the party entitled to access or the railroad undertaking commissioned by it are to be paid in euros and will be charged plus the statutory value-added tax at the applicable rate.

5.2 Payments are to be transferred to an account to be determined by RailMaint GmbH at the expense of the party entitled to access or the railroad undertaking commissioned by it. The respective invoice number is to be indicated in the purpose of use.

5.3 Receivables of RailMaint GmbH become due upon receipt of the invoice and are to be paid within the agreed terms of payment or without agreed terms of payment within 14 days after receipt of the invoice. The receipt of payment from the account to be named in item 5.2 above is decisive for compliance with the deadline.

5.4 Since all tracks and service facilities are already used by RailMaint GmbH itself, the fee results from the possible remaining capacity of the tracks and service facilities. The fees are calculated pro rata temporis and according to the purpose of use. The fee for the use of the tracks and service facilities includes the processing of applications for the use of the tracks and service facilities, the permission to use the tracks and service facilities within the agreed scope and the provision of information required for the use of the tracks and service facilities. The supply of media and the provision of electrical energy, diesel fuel and/or water shall be at normal market prices, plus a surcharge for administration and provision, which shall be calculated per unit supplied (e.g. liters of diesel fuel, kWh, m³). Ancillary services (e.g. pilotage, additional staffing of service points, etc.) are charged per staff hour and billed on a quarter-hourly basis. The price per personnel hour is included in the list of charges. The basis for the assessment of the fee for the use of the service facility and the provision of services are published in the respectively valid list of fees of RailMaint GmbH on the homepage of RailMaint GmbH.

5.5 Additional and ancillary services pursuant to § 14 (1) of the ERegG shall be offered to every party entitled to access. There is no entitlement to the provision of additional and ancillary services.

5.6 RailMaint GmbH does not grant any discounts for the use of service facilities to parties entitled to access,

5.7 RailMaint GmbH is entitled to claim contractual penalties in the amount stated in the list of charges in case of delivery of railroad vehicles before the contractually agreed time as well as in case of removal of railroad vehicles after the contractually agreed time.

5.8 Objections of the party entitled to access or the railroad undertaking commissioned by it against the invoiced charges have to be notified in writing to RailMaint GmbH within 14 days after receipt of the invoice. The date of receipt of the objection by RailMaint GmbH is decisive. If objections are not notified in time, the invoice is deemed to be approved.

5.9 In the event of late payment, the party entitled to access or the railroad undertaking commissioned by it shall pay interest on arrears at a rate of 9 percentage points above the base interest rate set by the European Central Bank. Furthermore, in accordance with Section 288 (5) of the German Civil Code (BGB), a fixed sum of EUR 40.00 shall be charged with the first written reminder.

6. use of railroad infrastructure

6.1 Use of the railroad infrastructure is permitted only within the scope and in accordance with the contractual agreements.

6.2 For the use of the railroad infrastructure, the workshop specifications in Annex 1 to these Terms of Use apply in addition to the statutory provisions.

6.3 All further information required for the use of the service facility is provided by RailMaint GmbH to the party entitled to access.

6.4 The concrete use of the railroad infrastructure is governed by the operational instructions issued by RailMaint GmbH on the basis of the contractual agreements, also orally, or by the prepared documents that have been handed over to the party entitled to access.

7 Rights and obligations of the contracting parties

7.1. The contracting parties undertake to cooperate in a spirit of trust, taking into account the special features of the use of railroad infrastructure and minimizing any negative impact on the other contracting party.

7.2 In order to ensure safety and efficiency in the use of the railroad infrastructure, the contracting parties shall provide each other with all necessary information without delay. This applies in particular with regard to dangerous events.

7.3 The contracting parties shall designate in the contract one or more person(s) or body(ies) authorized and able to make binding operational decisions on their behalf within the shortest possible time.

7.4 RailMaint GmbH ensures that the contracting party is informed at least about the following circumstances without delay:

- Condition of the used railroad infrastructure, in particular changes affecting the track and which may have an impact on the operation of RailMaint GmbH (e.g. construction works, temporary speed restrictions, signal changes, changes in the technical or operational characteristics of the track),
- irregularities during the use of the railroad infrastructure, as far as they can be of importance for further dispositions of the party entitled to access,

7.5 The party entitled to access or the railroad undertaking commissioned by them shall ensure that RailMaint GmbH is informed at least about the following circumstances without delay:

- Composition of the train (e.g. length, train mass, changes compared to the requested use),
- any special features (e.g. transport of dangerous goods according to GGVSEB/RID and their position in the train composition, exceeding of loading gauge),
- irregularities during the use of the railroad infrastructure, in particular delay-related factors (e.g. limited braking capacity, failure of traction units).

7.6 The party entitled to access or the railroad undertaking commissioned by it shall immediately remedy any disruptions to operations for which he is responsible (e.g. breakdown of rolling stock). In particular, it shall ensure that the service facility in use is not used beyond the contractually agreed extent (e.g. due to broken-down trains). In any case, RailMaint GmbH is also entitled at any time to eliminate the disturbance in the operation at the expense of the causer (e.g. by towing away broken-down trains).

RailMaint GmbH is entitled to convince itself in its service facilities at any time that:

- a) the party entitled to access or the railroad undertaking they have commissioned does not exceed the contractually agreed purpose of use,
- b) the party entitled to access or the railroad undertaking they have commissioned fulfils its contractual obligations.

For this purpose, in the operating area of RailMaint GmbH, the personnel authorized or entrusted for this purpose - as far as possible after prior coordination with the persons or bodies designated according to section 7.3 - may enter vehicles, facilities and equipment of the party entitled to access or the railroad undertaking commissioned by them, ride in the driver's cabs of the vehicles free of charge and give instructions to the personnel of the party entitled to access or the railroad undertaking commissioned by them. The staff of the party entitled to access or the railroad undertaking commissioned by them must follow the instructions.

Prior coordination with the persons or bodies designated in accordance with section 7.3 is not necessary in the event of imminent danger.

8. maintenance and construction measures

8.1 RailMaint GmbH may carry out maintenance and construction measures at any time. It carries out maintenance and construction measures within the scope of what is economically reasonable in such a way that negative effects on the operational handling of the party entitled to access or the railroad undertaking commissioned by them are kept as low as possible.

8.2 RailMaint GmbH informs about restrictions of use due to maintenance and construction measures without delay. This does not apply in case of ad hoc measures, which are only connected with short-term or other minor restrictions of use.

9 Liability

9.1 Each contracting party shall be liable in accordance with the statutory provisions, insofar as the Terms of Use do not contain any provisions deviating therefrom. The contracting party liable for compensation hereunder shall indemnify the other contracting party and its employees against claims by third parties.

9.2 In the relationship between RailMaint GmbH and party entitled to access or the railroad undertaking commissioned by them, the compensation of own property damages is excluded. This does not apply if the damage to property of a participant exceeds the amount of 5,000 EUR; furthermore, it does not apply if a participant is charged with intent or gross negligence or if, in addition to own damage to property of the participants, damage to property of third parties or personal injury is to be compensated.

10 Dangers for the environment

10.1 If environmentally hazardous immissions occur in connection with the operational handling of the party entitled to access or the railway undertaking commissioned by them, or if water-polluting substances from the equipment used by the party entitled to access or the railway undertaking commissioned by them get into the soil, or if there are explosion, fire or other dangers for the railway operation, the party entitled to access or the railway undertaking commissioned by them has to inform RailMaint GmbH immediately. This notification does not affect the responsibility of the party entitled to access or the railway undertaking commissioned by it for the immediate initiation of countermeasures and the legal obligations incumbent on him. If the dangerous situation according to the above sentence 1 makes it necessary to clear infrastructure facilities or parts thereof, the party entitled to access causing the danger or the railway undertaking commissioned by them shall bear the costs.

The party entitled to access or the railway undertaking commissioned by them shall carry out all measures necessary for the removal of the released environmentally hazardous substances in fulfilment of their duties as behavioural polluter, if they have occurred during their transport services - also without fault.

RailMaint GmbH is entitled to have these measures carried out at the expense of the party entitled to access causing them or the railway undertaking commissioned by them. It grants the party entitled to access or the railway undertaking commissioned by them the possibility to carry out the measures themselves beforehand, setting an appropriate deadline, unless there is danger in delay.

10.2 The handling of liquid water-polluting substances within the meaning of the AwSV is not permitted, i.e. e.g. the transfer, filling or storage of such substances must always take place at designated and suitable locations.

10.3 In case of work and activities in facilities of RailMaint GmbH - in particular in service facilities - the party entitled to access or the railway undertaking commissioned by them has to observe all relevant legal and sub-legal provisions of public law, in particular of the law on hazardous goods, soil, water and immission protection, as well as to comply with all official regulations and requirements concerning the use of the facilities. RailMaint GmbH reserves the right to check the compliance with the requirements unannounced and to prohibit the operation in case of violations. If a legal claim is made against RailMaint GmbH because of possible violations committed by the party entitled to access or the railway undertaking commissioned by them, the party entitled to access or the railway undertaking commissioned by them undertakes to indemnify RailMaint GmbH from all costs of such a claim without limitation. They shall also be obliged to provide all information on how the service facility in question has been used and is currently being used.

11 Transfer of contractual rights and obligations

11.1 The party entitled to access or the railway undertaking commissioned by them may only transfer their rights and obligations from the individual usage contract for service facilities to a third party within the framework of the legal provisions and after prior written consent of RailMaint GmbH.

11.2 RailMaint GmbH may transfer its rights and obligations from the individual usage contract for service facilities to an affiliated company in the sense of §§ 271ff HGB, which also operates railway infrastructure, without the consent of the party entitled to access or the railway undertaking commissioned by them.

12 Termination

12.1 The term of the individual utilisation contract for service facilities results from the individual utilisation contract for service facilities in connection with the terms of use for the service facilities of RailMaint GmbH. The right to termination without notice for an important reason remains unaffected.

12.2 For RailMaint GmbH, an important reason exists in particular if

- a) all permits and certificates required according to section 3 are no longer available,
- b) insolvency proceedings have been opened on the assets of the party entitled to access or the railway undertaking commissioned by them,
- (c) the party entitled to access or the railway undertaking commissioned by them does not comply with the written request for a guarantee in the cases referred to in point 4 within 20 working days or avoids the provision of a guarantee by making a monthly advance payment.

Annex 1

RailMaint GmbH – A network that moves.

Brief descriptions of the individual plants and their range of services

RailMaint GmbH
Factory Duisburg
 Wintgensstraße 91
 D-47058 Duisburg

Office hours and regular working hours of the workshop

Office hours: Mon. - Thurs. (except holidays) 06:00 – 15:00, Fr. 06:00 – 14:00

Workshop hours: Mon. - Thurs. (except holidays) 05:30 – 22:00, Fr. 05:30 – 22:00

Telephone +49 (0) 203 30500-0

Fax +49 (0) 203 9331394

Sven Goetzke, Plant management, Mobile no. +49 (0) 151 1481 8084

Kathrin Füller, Sales Management Freight Transport and Mobile Service, Mobile no. +49 (0) 173 903 4342

Freight wagon expertise directly on Europe's highly frequented transport axis

Not only the central location of the Duisburg plant in the Port of Duisburg, Europe's largest inland port, but also its proximity to the Benelux countries and the seaport of Rotterdam offer all customers great logistical advantages.

At RailMaint GmbH's smallest location, around 60 vehicle specialists professionally handle all the necessary maintenance and servicing tasks for container wagons - always in accordance with the applicable technical regulations, taking individual requirements into account and across borders. The employees of the Mobile Service in Duisburg have equally comprehensive expertise: with their own workshop vehicles, they can quickly reach vehicles that have broken down on the line to carry out maintenance and minor repairs or to provide emergency assistance in the event of an accident.

Infrastructure

- Railway tracks: 5 km
- Total area: 11.000 m²
- [Track plan Duisburg plant](#)

More detailed descriptions of the technical features of the service facilities are filled in the respective operating instructions for the siding and will be provided on request by the contact persons indicated above.

Range of services, including:

- Maintenance and revision
- Wheelset reconditioning
- Repair, conversion and modernisation
- Special and other services such as repainting or exterior cleaning
- Mobile service with 5 emergency vehicles

Certificates and approvals

The Duisburg plant has the following quality certificates and approvals:

- ISO 9001, ISO 14001, ISO 45001, ISO 50001, ECM certificate according to DVO (EU) 2019/779
- Welding company on test basis DIN EN ISO 3834-2
- Welding of rail vehicles and parts according to EN 15085-2
- Recognition of competence to carry out welding work on tanks for repair/maintenance in accordance with ADR/RID 6.8.2.1.23
- Technical assessment by VPI
- ZfP- inspection body for non-destructive testing in the industrial sector Railway maintenance according to DIN 27201-7
- Authorisation DB Cargo AG for maintenance of freight wagons

RailMaint GmbH
Factory Delitzsch
 Karl-Marx-Straße 39
 D-04509 Delitzsch

Office hours and regular working hours of the workshop

Office hours: Mon. - Fri. (except holidays) 07:00 – 16:00

Workshop hours: Mon. – Fri. (except holidays) 06:00 – 15:00

Telephone +49 (0) 34202 970-302

Fax +49 (0) 34202 970-303

Carsten Brandt, Plant management, Mobile +49 (0) 151 146 233 93

Andy Friedrich, Sales Manager Passenger Transport, Mobile +49 (0) 160 974 538 80

Maintenance specialist for multiple units and passenger coaches

Located directly on the Leipzig - Berlin railway line, the Delitzsch plant has developed into a maintenance centre for the overhaul, modernisation and new construction of rail-bound passenger vehicles in its more than 100-year history. A workshop area of 46,000 m² with two production halls ensures that individual service requests can be handled close to the company. In order to sustainably support the business success of the contracting vehicle owners, almost 300 employees with a high level of technical competence always find the best solutions for safe, punctual and comfortable passenger rail transport - in compliance with regulations and country-specific standards.

Infrastructure

- Railway tracks: 16,5 km
- Total area: 270.000 m²
- [Track plan Delitzsch plant](#)

- Two production halls with three continuous working tracks with a length of 273 m each and two tracks for vehicle combinations of up to 230 m
- Lifting platforms for double-decker wagons, block trains, coupled wagons as well as movable side and roof platforms
- In-house workshops for wheelset and bogie machining; wheelset press and shaft grinding machine
- Blasting plant and painting complex for vehicles up to 30 m and for painting multiple units without having to separate them
- In-house workshops for upholstery, carpentry, flooring and sheet metal work
- Ultrasonic, high-voltage, electrical and air-conditioning test benches
- Service station for repairs to WC equipment
- Electronics workshop

More detailed descriptions of the technical features of the service facilities are filled in the respective operating instructions for the siding and will be provided on request by the contact persons indicated above.

Range of services, including:

- Overhaul of rolling stock, as well as digital train radio equipment (GSM-R) and inductive train control systems, braking and running gear equipment, electrical and electronic equipment.
- Modernisation as well as conversion and new construction
- Damage analysis, maintenance and (accident) repair, documentation
- Wheelset and bogie reconditioning for all maintenance levels
- Partial and complete colouring by painting or film application
- Maintenance of passenger information systems, door and transition equipment
- Upholstery, carpentry and flooring work
- Cleaning, descaling and refurbishment of WC systems
- Preventive graffiti protection
- Mobile service
- Finish work on new vehicles

Certificates and approvals

The Delitzsch plant has the following quality certificates and approvals:

- ISO 9001, ISO 14001, ISO 50001
- Proof of suitability for welding of rail vehicles and parts according to DIN EN 15085-2
- Bonding of rail vehicles and parts according to DIN 6701
- Authorisation by DB Cargo AG for the maintenance of freight wagons
- ECM certification for DVO (EU) Nr. 2019/779
- Technical assessment by the VPI for vehicle maintenance
- ZfP- inspection body for non-destructive testing in the industrial sector of railway maintenance in accordance with DIN 27201-7

RailMaint GmbH
Factory Kaiserslautern
 Pariser Straße 300
 D-67663 Kaiserslautern

Office hours and regular working hours of the workshop

Office hours: Mon. - Fri. (except holidays) 09:00 – 15:00

Workshop hours: Mon. – Fri. (except holidays) 06:30 – 15:00

Telephone +49 (0) 631 3706-2341

Fax +49 (0) 631 3706-2471

Sven Goetzke, Plant management, Mobile +49 (0) 151 1481 8084

Kathrin Füller, Sales Management Freight Transport & Mobile service, Mobile +49 (0) 173 903 4342

The "Components Competence Centre" in the Palatinate region

RailMaint GmbH concentrates the maintenance and reconditioning of components in its Kaiserslautern plant. For decades, all tasks of a professional component service have been part of the core competence of the location, so that its technically highly qualified employees have extensive experience in this segment. Based on modern manufacturing processes and testing technologies, they process vehicle components such as brake parts, damping elements, couplings or traction and impact devices. In addition, the plant offers solutions for all classic tasks of freight car maintenance and servicing, such as damage repair, overhaul, conversion or modernisation.

Infrastruktur

- Railway tracks: 10 km
- Total area: 27.000 m²
- [Track plan Kaiserslautern plant](#)
- Generously dimensioned track yard and production tracks with lifting equipment and flexible working platforms
- Smouldering, washing and troughed belt blasting plant
- Bogie, hydraulic and sheet metal workshop

More detailed descriptions of the technical features of the service facilities are listed in the respective operating instructions for the siding and will be provided on request by the contact persons indicated above.

Range of services, including:

- Repair, test and reconditioning of components such as buffers, draw hooks, draw and buffing devices, couplings, friction springs or hydraulic capsules.
- The range includes around 300 types of buffers, more than 70 draw hooks and more than 80 types of friction springs.
- New and customised components on request
- Wheelset reconditioning up to IS2
- Repair, overhaul, conversion and modernisation of freight wagons
- Special services in the areas of corrosion protection, blasting and painting processes, sheet metal working, steel construction as well as for more extensive welding work

Certificates and approvals

The Kaiserslautern plant has the following quality certificates and approvals:

- ISO 9001, ISO 14001, ISO 45001, ISO 50001
- ECM Certificate according to Implementing Regulation (EU) 2019/779
- Approval as welding manufacturer according to DIN EN ISO 3834 – 2
- Welding of rail vehicles and parts according to EN 15085-2
- Certificate of approval for the execution of welding work on tanks for repair/maintenance in accordance with ADR/RID 6.8.2.1.23
- Technical assessment by VPI
- Approval of NDT inspection body for non-destructive testing in the industrial sector of railway maintenance in accordance with DIN 27201-7
- Authorisation DB Cargo AG for maintenance of freight wagons

Railmaint GmbH
Factory Leipzig
 Werkstättenstraße 4
 D-04319 Leipzig

Office hours and regular working hours of the workshop

Office hours: Mon. - Fri. (except holidays) 07:00 – 16:00

Workshop hours: Mon. – Fri. (except holidays) 06:00 – 15:00

Telephone +49 (0) 341 6562-150

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Freight wagon know-how for more mobility

In the more than 115 years of its existence, the Leipzig plant, which currently employs around 150 staff, has acquired comprehensive professionalism in the qualified handling of all requirements for the maintenance of rail-bound freight vehicles. This includes scheduled and unscheduled maintenance as well as individual services such as tank car cleaning or corrosion protection. The site has expertise in the conversion and modernisation of wagons. A mobile service team is available at the plant for repairs on the track as required.

Infrastructure

- Railway tracks: 10 km
- Total area: 25.000 m²
- [Track plan Leipzig plant](#)
- Blasting plant
- Paint shop
- Service station in Wolfsburg
- Pressurised gas tank expansion plant
- Industrial cleaning plant for pressurised gas, chemical and mineral oil tank wagons

More detailed descriptions of the technical features of the service facilities are filled in the respective operating instructions for the siding and will be provided on request by the contact persons indicated above.

Range of services, including:

- Maintenance and overhaul, repairs on demand
- Wagon conversion and modernisation
- Extensive welding work
- Interior and exterior cleaning of freight and tank wagons for a variety of mineral oil, chemical and compressed gas products
- Depressurisation and degassing of pressurised gas tank wagons as well as their inertisation (nitrogen flushing)
- Graffiti removal
- Partial and complete painting, corrosion protection
- Mobile service

Certificates and approvals

The Leipzig plant has the following quality certificates and approvals:

- ISO 9001, ISO 14001, ISO 45001, ISO 50001
- VPI- technical appraisal
- Authorisation DB Cargo AG for the maintenance of freight wagons
- Authorisation NPF52-2019-003 DB Netz AG - machinery pool
- Authorisation for the opening of wheelset bearing covers on freight wagon wheelsets
- ECM – Certificate for maintenance functions according to DVO (EU) 2019/779
- DB-ZfP inspection certificate (DIN 27201-7)
- Approval as welding manufacturer according to DIN EN 15085 – 2 and DIN EN ISO 3834 – 2
- Certificate of approval for the execution of welding work on tanks for repair/maintenance in accordance with ADR/RID 6.8.2.1.23

RailMaint GmbH
Factory Oberhausen/Bay.
 Sinninger Straße 11
 D-86697 Oberhausen/Bayern

Office hours and regular working hours of the workshop

Office hours: Mon. - Thurs. (except holidays) 07:00 – 16:00, Fr. 07:00 – 13:00

Workshop hours: Mon. – Thurs. (except holidays) 07:00 – 16:00, Fr. 07:00 – 13:00

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All-round service for rail-bound freight vehicles

With its close geographical proximity to the railway hubs of Augsburg, Munich, Regensburg and Nuremberg as well as to Southern Europe, the Oberhausen plant is ideally placed to process orders in close proximity to operations. In addition to differentiated services for the maintenance and repair of freight wagons, the location is known for the cleaning and reconditioning of tank wagons. Its unique combination of cleaning and subsequent maintenance enables faster availability of the vehicles.

Around 160 employees are on duty in the workshops, while several mobile service teams carry out rapid and on-demand repairs along the railway lines. This is done both at strategically important terminals in southern Germany and in neighbouring countries.

Infrastructure

- Railway tracks: 10 km
- Total area: 14.000 m²
- [Track plan Oberhausen plant](#)
- Industrial cleaning plant for compressed gas, chemical and mineral oil tank wagon
- In-house biological waste water treatment plant
- Pressurised gas tank expansion plant
- Service station in Ingolstadt

More detailed descriptions of the technical features of the service facilities are listed in the respective operating instructions for the siding and will be provided on request by the contact persons listed above.

Range of services, including:

- Maintenance and overhaul; conversion and modernisation
- Interior and exterior cleaning of freight and tank wagons, especially in the mineral oil and chemical industry
- Disposal of residual cargo in compliance with legal regulations
- Preparation of interior findings
- Preparation of tank wagons for chemical cargo by pickling, passivation or interior blasting
- Depressurisation and degassing of pressurised gas tank wagons as well as their inertisation (nitrogen flushing)
- Wheel set reconditioning
- Mobile service

Certificates and approvals

The Oberhausen plant has the following quality certificates and approvals:

- ISO 9001, ISO 14001, ISO 45001, ISO 50001
- Certificate of suitability for welding of rail vehicles and parts according to DIN EN 15085-2
- Certificate of approval for the execution of welding work on tanks for repair/maintenance in accordance with ADR/RID 6.8.2.1.23
- Technical assessment by VPI
- Authorisation DB Cargo AG for maintenance of freight wagons
- Certification of ZfP- inspection body for non-destructive testing in the industrial sector Railway maintenance in accordance with DIN 27201-7
- ECM- workshop authorisation according to Implementing Regulation (EU) 2019/779
- Welding company on test basis DIN EN ISO 3834-2