

Berlin, 20 – 23 September 2016

InnoTrans

# InnoTrans 2016 Report

B2B-Magazine for the Railway Industry

No. 4 ■ 20<sup>th</sup> annual set ■ October 2016



## THEME IN FOCUS

### ■ Review of InnoTrans 2016

#### Berlin welcomed 145,000 visitors

2,955 exhibitors from 60 countries and trade visitors from 160 countries: the InnoTrans has again clearly underpinned its leading position as a railway technology exhibition.



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agreements emphasise the importance of the InnoTrans as an international trading platform.

#### Many contracts

Contracts worth millions and numerous cooperation



5

configurable piezo signal encoder PST for universal use around the world.

#### Customised warning tones

Presented by Lütze Transportation in Berlin: the individually



9

its redundant and interference-proof public services radio Digital BOS (TETRA Standard).

#### Trouble-free tunnel radio system

Comlab is fitting the tunnels of the 300 km/h high speed line between Nuremberg and Erfurt with

## InnoTrans 2016 – best balance in its history



127 exhibits were showcased in the Outdoor Display.

Photo: Messe Berlin

This year's InnoTrans transformed Berlin into the capital of the international railway industry between September 20 – 23.

■ In doing so, the world's leading trade fair has impressively emphasised its standing as a growth driver, innovation platform and international industry arena. At the end of the four-day event it scored its best ever balance in its exhibition history. 2,955 exhibitors from 60 countries showed their different products and wide range of

services. 144,470 trade visitors from 160 countries came to Berlin for InnoTrans 2016. This means a seven percent increase of exhibitors as compared to the previous event and a four percent increase in the number of trade visitors. The satisfaction level of trade visitors reached more than 90 percent.

The net surface of the fully occupied Berlin Exhibition Grounds amounted to 112,000 square metres.

As a proof of the innovative strength of the railway industry and the brilliance of the trade fair we may mention in passing that it featured a total of 149 world premieres. On the Outdoor Display, trade visitors could

inspect 127 exhibits which were presented to the world for the first time or symbolically given to the public by leading manufacturers of the sector.

Alstom for instance featured its new regional train Coradia iLint. With the underground train "Metro Riyadh" and the high-speed train "Velaro Turkey" Siemens even introduced two world premieres. Johannes Max-Theurer, managing director of Plasser & Theurer, gave a new series 705.1 tunnel inspection vehicle to Dr Roland Bosch, board member for production at DB Netz AG. In the presence of Andreas Meyer, CEO of Swiss Federal Railways (SBB), and Peter Spuhler, Group CEO and owner of Stadler, Stadler presented the new Eurocity train EC250 "Giruno". Mercedes-Benz Special Trucks showcased its new Unimog road-rail-vehicle.

### Highly satisfied exhibitors and trade visitors

Exhibitors and trade visitors provided a positive evaluation of InnoTrans 2016. According to a representative poll about 90 percent of the exhibitors expressed their willingness to recommend the fair and their clear intention to exhibit again in future.

Trade visitors described their positive impressions of the fair and the range of products and services offered, and were also satisfied with the commercial results. Once more, trade visitors of InnoTrans 2016 proved to have a high decision-making competence. According to their own statements, every other trade visitor exerts a pivotal and decisive influence regarding buying and procurement decisions in his company.

## COMMENTARY

### Marketplace for enterprises

Matthias  
Steckmann,  
Executive Director  
Business Unit  
Mobility & Services  
of Messe Berlin



Companies need real markets. This year's InnoTrans has once more proved this most impressively because even in the age of increasing digital communication there is nothing better than personal exchange with the customers, business partners and professionals across the sector. The eleventh edition of InnoTrans has showcased the global entrepreneurial spirit and the innovative energy of the railway industry in a highly striking way: with record numbers of exhibitors and trade visitors, an international focus, country participations and world premieres, InnoTrans provided trade visitors with a glimpse into future. The overall successful trade fair balance impressively underpins this. The number of agreements signed and cooperation agreements concluded was as high as usual. In the wake of InnoTrans around 90 percent of the exhibitors expect further operative profits. Generally speaking, exhibitors and trade visitors were satisfied with the positive experience of this year's fair. We as organisers are very pleased about this and it will at the same time serve as an incentive and as an obligation for the next event. We very much look forward to InnoTrans 2018.



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## Customised warning tones for Rail Technology

The programmable Lütze PST piezo signal encoder offers flexibility.

Photos: Lütze Transportation

Lütze Transportation has expanded its "Indication Technology" product range to include configurable and universal piezo signal encoders PST.

Thanks to its wide range input between 24 and 110 V DC, the new piezo signal encoder PST from Lütze Transportation can be used across the world in all networks in both diesel and electrical vehicles. Railway manufacturers and operators can use the Lütze PST to individually programme warning signals. Volume, frequency range and three operating modes can be configured, either by Lütze or the customer.

### Warning signals in rail technology have a long life span

Many locomotive drivers and train attendants have become accustomed to certain acoustic fault and warning signals over the years; these tones have practically be-

come fundamental audiophile features. In the case of retrofitting or when an existing warning signal encoder is replaced, the question that needs to be addressed is how the familiar warning signal can be "recreated".

The advantage of the PST warning signal encoder from Lütze Transportation is that it now offers the opportunity of achieving customised warning signals. Configuration with the free "Lütze Piezo Configurator Tool" is easy to use and allows a variety of settings. There are ten volume levels to choose from. The maximum sound pressure is 96 decibels at a distance of 1 metre. This means that warning signals can be unmistakably heard even if there is a high level of background noise.

As a comparison, a pneumatic drill produces 80 decibels. The frequency range of the PST warning signal encoder can be set between 200 and a maximum of 4,000 Hertz.

### Three different operating modes are possible

Three different operating modes can be set: "Continuous", "Interval" and "Alternating". The Lütze PST warning signal encoder can be used at temperatures between -40° C and +70° C and satisfies the standards and specifications for electrical components on rail vehicles such as EN 50155:2007-07, EN 50121-3-2:2006-07, EN 50124-1:2001-03, EN 61373:2010-09 and EN 45545-2:2013.

## Spanish technology for the future

More than one hundred companies presented themselves at the stand of Mafex and ICEX España Exportación e Inversiones.

At InnoTrans 2016 and under the common auspices of the Spanish Railway Association (Mafex) and ICEX España Exportación e Inversiones, more than one hundred Spanish companies presented their latest developments this year on more than 2300 square metres.

In the area of rolling stock, very high-speed platforms, new generations of metropolitan railway units, dual system locomotives, train-trams, as well as regional and local trains fitted with technology that respects the environment were unveiled. In the field of signalling

and ticketing, numerous advanced developments (ranging from bimodal service vehicles for tramways to ultra-modern tools to increase efficiency, from turnouts for high-speed lines to perfected welding solutions) were shown. The Spanish industry has unveiled the worldwide first application of an automatic train operation system (ATO) combined with ETCS Level 2 on the basis of the draft specifications for interoperability.

Mafex wishes to continue to fulfil a flagship role in the field of mobility in the future and support railways worldwide.



Mafex supports railway enterprises around the world.

Photo: Mafex

## From space to rails

InnoTrans 2016 featured for the first time a nine-metre-long mock-up of the revolutionary train.

A train that looks as if the future had already begun: the aerodynamics, elegance and efficiency of the AeroLiner3000 will be delighting passengers in Great Britain in a few years.

### Lightweight construction for rail vehicles as well

Established know-how and design from Munich play a decisive role in the development: the architectural and design practice Andreas Vogler Studio designed the double-deck high-speed train in cooperation with the German Aerospace Center e.V. (DLR). A pioneering design, an innovative lightweight construction, interactive control systems and a revolu-

tionary engineering approach are combined into the unique AeroLiner3000 train concept. "In aerospace, lightweight construction has first priority," says Swiss architect

Andreas Vogler, who lives in Munich. "With AeroLiner3000 we prove that lightweight construction can trigger great changes even in the world of railway vehicles."



To the future with aerodynamics, elegance and efficiency - AeroLiner3000.

Graphic: Andreas Vogler Studio

### Breakthrough for GE's new energy management startup CURRENT, AT INNOTRANS 2016

Exhibiting at this year's InnoTrans event, Current, powered by GE brought its breakthrough technology, Eyes on Track, a wireless control system that gives users the ability to monitor railway tracks remotely, and in real time.

Eyes on Track, which was on display at Current's stand is equipped with technologically advanced cameras that have pedestrian recognition capability. The system gives users the ability to communicate real time feedback directly from point of installation to a secure user interface.

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Michel Doss, Global Product General Manager at Current, commented: "Europe's transport infrastructure is facing more pressure to perform safely, efficiently and economically than ever before. Now is the time to reinvent and reinvest into making our railways smarter. Eyes on Track represents the beginning of this new era, and we've been delighted with how people reacted to the breakthrough technology at InnoTrans 2016."

current  
powered by GE