

Moving Europe towards a sustainable and  
safe railway system without frontiers.

## Mission Report

### Subject: visit to Bundesstelle für Eisenbahnunfalluntersuchung (BEU) / NIB Germany

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<i>Mission number</i>	OM-24-2226861

Background of this visit has been a request from the Transport Community (TC) Permanent Secretariat. TC Rail Transport Officer Dr Kire Dimanoski informed me that the EU Delegations to the West Balkans (WB) have budget available to support the NIBs of the WB6 purchasing vehicles for accident investigation. However, TC has no information how these vehicles should be equipped. This is why I first asked in house at ERA. Our colleague Dr Rafal Wachnik gave me some basic information about vehicles, he purchased for the Polish NSA in his previous job. However, vehicles of an NSA have slightly different equipment than the vehicles of an NIB. This is why I contacted NIB DE, who first sent me a couple of images, which didn't help me very much. I learned that they use 4WD vans, but I still didn't know what kind of equipment is loaded, how these vehicles are used in practice and what has proven to be useful (or the contrary). Subsequently, I agreed with NIB Germany to visit its regional office in Hannover, where they promised me to show me their official vehicle.

The visit took place on 18 April 2024 from 09:55am to 11:35am at the office of BEU. I was hosted by Mr. Wernecke and Mr. Wolter, who are both accident investigators of the north-western investigation district. They presented me the vehicle they use, which is a Volkswagen Multivan T6. Technical Documents of this vehicle are attached to this report. Mr. Wernecke and Mr. Wolter explained that they used a Nissan Qashqai before, but it has proven to be more efficient and more comfortable to use a van instead, e. g. when writing on a laptop, when questioning witnesses or when there is the need to change dirty and wet clothes. The T6-van they are using has a raised chassis in order to better navigate gravel roads or light terrain. The rear windows are non-transparent in order to protect the insight from curious looks. A 4WD is absolutely a must. In a pilot phase they used a stretch T6-van with has proven to be not useful, as they sometimes scratched walls and had hard times to make U-turns. Also, the extended T6 is not suitable for a standard car wash (1,99m high).

The vehicle's interior is equipped with shelves constructed by a company called Sortimo. The shelves help to store all necessary equipment. It also provides space for garments, safety boots, helmets, backpacks etc. The cab is equipped with a park heating, which allows to warm the passengers even when the engine is not running. The vehicle - which was presented to me - is also equipped with a 230V-electric on board system, allowing to plug in a laptop, a printer, a scanner etc. However, there is no second battery. A plug in to permanently charge the batteries when standing and / or a auxiliary battery would be an extra assets nice to have! Practical advice: When the vehicle is not needed for a longer time, it has to be moved in any case in order to avoid damages.

Due to the climatic changes, snow chains are no longer required in northern Germany. However, in other countries this might be different. It has to be determined on a case-by-case base if snow chains will be needed or not.

Alarm (flashing lights, siren) is not needed, as police, RUs and IMs have the instructions not to move any evidence. The NIB's task is not rescue! After all, flashing lights and siren is not needed.

Equipment to consider on board:

1. Technical

- a. Measuring wheel and other measuring equipment
- b. Walkie Talkies
- c. Machete to cut small branches (which would scratch the vehicle)
- d. Binocular

2. Health and Safety

- a. Personal protection equipment (boots, helmets with fixed lights)
- b. Face masks and gloves
- c. Water (to wash hands)
- d. Equipment for electrical grounding

3. Documentation

- a. Camera
- b. Lights on tripod
- c. Plastic bags to collect evidence
- d. Laptop / tablet

Another practical advice from NIB DE: The Volkswagen T6 is no longer for sale. The T7 is not yet available on the market. An equivalent 4 WD van could do the job too.

.....  
Date & Signature



(Fahrzeugschein)

Europäische  
Gemeinschaft

D

Bundesrepublik  
Deutschland

[illegible]

### A Amtliches Kennzeichen

BN EU441

C.1.1 Name oder Firmenname

BUNDESSTELLE F.EISENBAHN-  
UNFALLUNTERSUCHUNG

### C.1.2 Vornamen(n)

HEINEMANNSTR. 6  
53175 BONN

Nächste HU

(Monat und Jahr): 11. 2020

1 Datum:

02.11.2017

C.4c Der Inhaber der Zulassungsbescheinigung wird nicht als Eigentümer des Fahrzeugs ausgewiesen.

[illegible]



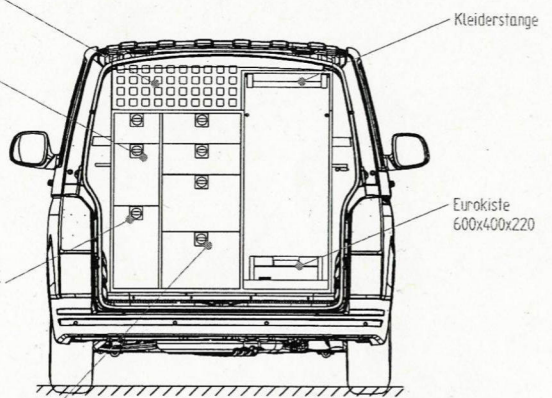
Blechgitter zur Ablage kleiner Taschen

Auszug für 10L Wasserkanister

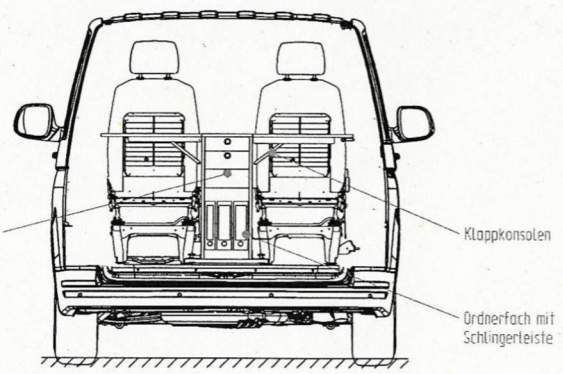
Auszug Messradkoffer

Diverse Schubfächer

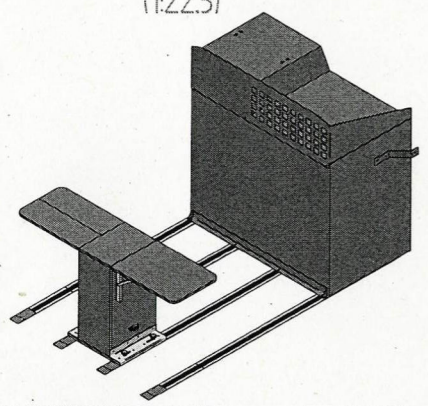
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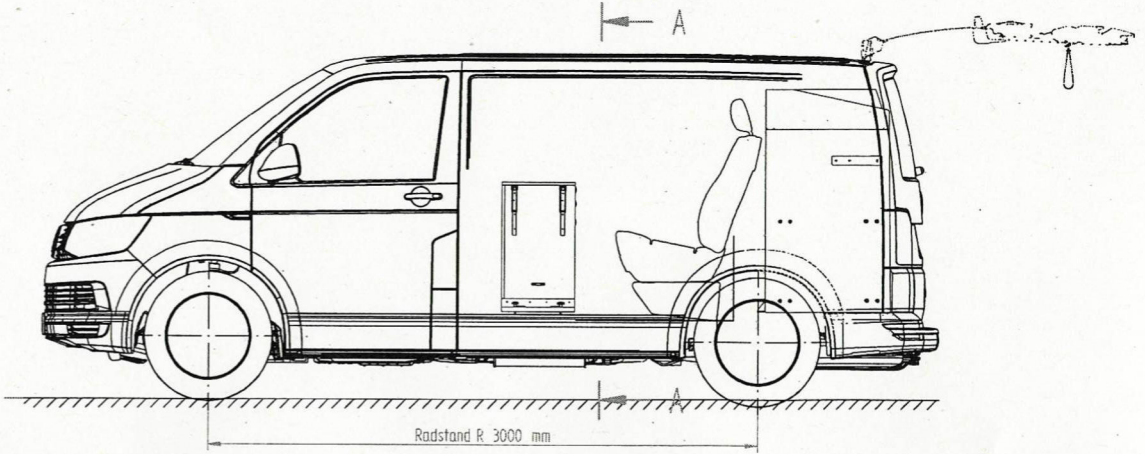
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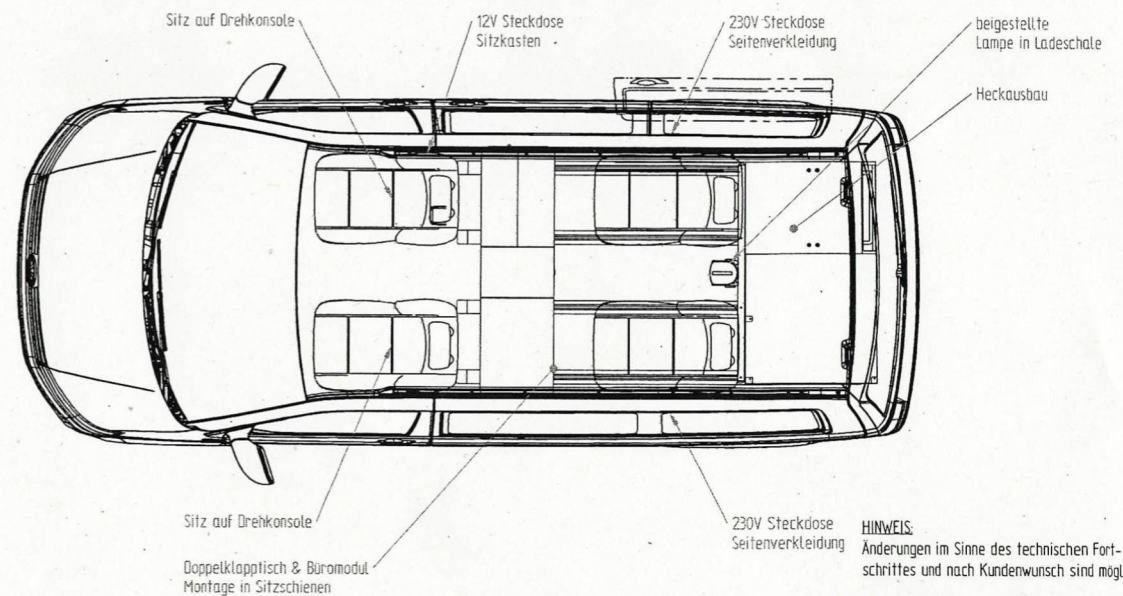
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# Seitenansicht Links offen



## Draufsicht Dach offen



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Projektionsmethode E10 ISO 5456	Dokumententyp Ausbauezeichnung ZulAbw. ISO 2768 - mK	Oberfläche ISO 1302	Maßstab 1:10
Datum	Name	Werkstoff/ Halbzeug	Benennung
Bearb. 27-01-2021	ALCINO		Transporter Bundesstelle, für Eisenbahnunfalluntersuchung
Gegr. 27-01-2021	RBack		VW T6.1 R 3000
Verantw. 27-01-2021	P20-00588		Zeichnungsnummer
Versl. Änderung	Datum	Verantw.	50002062
			Blatt 1
			1/1





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