



duisport rail GmbH Duisburg

On 27-05-2025

**The assessment covered the
"Core" and "Railway Specific" elements
and has been carried out using the
Cefic - SQAS Railway Questionnaire and
Guidelines.**

Full Report: 93283
Company Name: duisport rail GmbH
Location: Duisburg (Germany)
Website: www.duisport.de

Module: Railway
First Assessment: 27/05/2025
Expires on: 27/05/2028
Company Type:

The SQAS assessment report is a statement of facts and this attestation does not express any appreciation of the company's performance. The SQAS Assessment is valid for 3 years.



0.	Assessment Information and Scope																						
0.1.	Assessment Information																						
0.1.1.	Assessed Company																						
	Company Name	duisport rail GmbH																					
	Location (=Town/City)	Duisburg																					
	Country	Germany																					
	Postal code	47058																					
	Postal Address	Aakerfährrstraße 125																					
	Phone	+49 203 803-4202																					
	Website	www.duisport.de																					
	1. Contact Person	Hans-Georg Christiansen																					
	Email	hans-georg.christiansen@duisport.de																					
	2. Contact Person	Karl-Heinz Vogt																					
	3. Contact Person	Judith Vogt																					
	Email	j.vogt@uventus.de																					
	Headquarter's Name	duisport rail GmbH																					
	Headquarter's Address	Aakerfährrstraße 125, 47058Duisburg																					
	Type of company	Subsidiary																					
	For subsidiary, indicate the number of the report of the headquarter	87232																					
	Company Membership: ECTA - FECC - CBA - Febetra - ANLIC - EFTCO - ...	VDV, VDV-Akademie, VPI, AVV																					
	Total number of employees for all assessed activities	More than 50																					
0.1.2.	Assessor																						
	Name	Kraft, Stefan																					
	Assessment Agency	"																					
	Country	Germany																					
	Phone	+49 151 526 14 397																					
	Mobile Phone	+49 151 526 14 397																					
	Email	stefan.kraft@dqs.de																					
0.1.3.	Activities Assessed																						
	Road transport	No																					
	Tank Cleaning	No																					
	Transfer Terminal for Container/Vehicle operations	No																					
	Warehouse Activities	No																					
	Chemical distribution	No																					
	Rail transport	Yes																					
0.1.4.	Assessment																						
	First assessment	No																					
	Re-assessment	Yes																					
	1. Report number	87232																					
0.1.5.	Assessment dates and duration																						
	<table border="1"> <thead> <tr> <th></th> <th>Date</th> <th>Duration</th> </tr> </thead> <tbody> <tr> <td>Core or ESAD Di assessment</td> <td>26-05-2025</td> <td>1</td> </tr> <tr> <td>Specific assessment 1</td> <td>27-05-2025</td> <td>1</td> </tr> <tr> <td>Specific assessment 2</td> <td></td> <td></td> </tr> <tr> <td>Previous Core or ESAD Di assessment</td> <td></td> <td></td> </tr> <tr> <td>Previous specific assessment 1</td> <td></td> <td></td> </tr> <tr> <td>Previous specific assessment 2</td> <td></td> <td></td> </tr> </tbody> </table>		Date	Duration	Core or ESAD Di assessment	26-05-2025	1	Specific assessment 1	27-05-2025	1	Specific assessment 2			Previous Core or ESAD Di assessment			Previous specific assessment 1			Previous specific assessment 2			
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Core or ESAD Di assessment	26-05-2025	1																					
Specific assessment 1	27-05-2025	1																					
Specific assessment 2																							
Previous Core or ESAD Di assessment																							
Previous specific assessment 1																							
Previous specific assessment 2																							
	Partial/Full Remote Assessment	No																					
0.2.	Assessed company profile																						
0.2.1.	Key Contacts																						

	Name	Location
General Manager	Hans-Georg Christiansen	Duisburg
Operations Manager	Hans-Georg Christiansen	Duisburg
Quality assurance Manager	Karl-Heinz Vogt / Judith Vogt	Duisburg
Safety & Health Manager	Hans-Georg Christiansen	Duisburg
Environmental Manager	Christiane Rubach (Duisburger Hafen AG)	Duisburg
Dangerous Goods Safety Advisor	Bernhard Willecke	Duisburg
	Number and scope	Valid until
DGSA Certificate	N.A.	31-12-2025
	Name	Location
Security Advisor	Hans-Georg Christiansen	Duisburg

0.2.2.

Systems Certifications

Type	Accredited Certification Body	Scope	Registration Number	Expiry Date
Quality (ISO 9001, etc)	DQS GmbH	Eisenbahntransport dienstleistungen, Aus- und Weiterbildung für den Bahnbetrieb	374626 QM15	08-05-2025
Environment (ISO 14001, etc)				
Occupational Health and Safety (ISO 45001, etc)	DQS GmbH	Eisenbahntransport dienstleistungen, Aus- und Weiterbildung für den Bahnbetrieb	374626 OHS18	05-10-2025
Business ethics or other CSR system (SA 8000, etc)				
Energy (ISO 50001, etc)				
Road Traffic Safety Management Systems (ISO 39001, etc)				
Free field(s) to add any other certificate(s)				

Does your company publish a Corporate Social Responsibility Report? No

Has the company faced charges or been subject to legal proceedings related to business ethics (e.g. corruption and bribery, anti-competitive practices) in the past 5 years? No

Percentage of disabled workers out of total workforce (year n-1) 0

0.2.3.

Responsible Care

Is the company a member of an approved Responsible Care Programme? No

0.2.4.

Infrastructure

Office building Yes

On-site parking of empty vehicles/tanks/containers No

On-site parking of loaded vehicles/tanks/containers No

Temporary storage of packaged products No

Fuel storage and refuelling No

Classified waste and/or plastic waste storage/treatment No

Railway connection No

	Waterway connection	No
0.2.5.	Incident response	
	Description of onsite incident response team and equipment	Not- und Bereitschaftsdienstgemäß eisenbahngesetzlichen und - betrieblichen Vorschriften (keine Ausrüstung für Brandbekämpfung o.ä.)
0.2.6.	Emergency equipment	
	Description of emergency equipment that can be used for off-site emergencies.	Aufgleistechnik beschafft; noch nicht in Anwendung
0.2.7.	Valid Operating Licence	
	Number	II B 4 - 90 - 186/51
	Scope	Erbringung von Eisenbahnverkehrsleistungen
	Validity until	31.12.2030
	Are all activities within the scope of the assessment mentioned in the operating licence?	Yes
0.7.	Rail transport	
0.7.1.	Activities included in assessment	
	Central Office	Yes
	Description/location	operativen Bereiche
	Commercial operations	Yes
	Description/location	Eisenbahnverkehrsleistungen im öffentlichen Güterverkehr
	Purchasing	Yes
	Description/location	Duisburg
	Fleet management/Planning	Yes
	Description/location	für betriebene Triebfahrzeuge/Loks
	Operations	Yes
	Description/location	Rhein-Ruhr-Gebiet
	Workshop general/small repairs	No
	Workshop locomotives and/or wagons	No
	Inspections	Yes
	Description/location	Rhein-Ruhr-Gebiet
	Shunting yard(s)/first/last mile activities	Yes
	Description/location	Duisburg
	Is the company certified by the National Safety Agency?	Yes
	Certificate A number	EU1020200031
	Certificate B number(s)	3413-34arz/166-3409#002
0.7.2.	Subcontracting	
	Do you subcontract the traction to (other) RU?	No
0.7.3.	Facilities	
	Do you operate locomotives?	Yes
	Number of electrical locomotives	3
	Number of diesel locomotives	10
	Number of shunting locomotives	20
	Do you operate wagons/RTCs?	Yes
	Number of operated wagons	24
	Number of operated Rail Tank Cars (RTCs)	0
	Fixed storage tanks present	No
	Owned/operated tracks present	No
	Is the company a freight forwarder?	No
0.7.4.	Maintenance shop	
	Please describe the activities carried out in the workshop	keine eigene Werkstatt (Dienstleistungsvertrag, Lokanmietung im Full-Service)

	- tare weights ?	No
	- tank pressure testing (for tank wagons), if applicable ?	No
	Are changes of tare weights and to the label clip weight limits documented and painted on the wagon ?	No
	Is the next maintenance date documented and painted on the wagon ?	No
	Is the next tank revision date documented and painted on the RTC ?	No
0.7.5.	Personnel	
	Total number of employees	118
	Company own drivers?	Yes
	Number of own drivers	62
	Number of chartered / hired drivers	1
	Number of operators/ground staff for wagon control	25
0.7.6.	Products	
	Tonnage chem. transported per year	734488
	% dangerous goods	35
	Class 1 : Explosive substances and articles	No
	Class 2 : Gases	Yes
	Class 3 : Flammable liquids	Yes
	Class 4.1. : Flammable solids, self-reactive substances, polymerizing substances and solid desensitised explosives	Yes
	Class 4.2. : Substances liable to spontaneous combustion	Yes
	Class 4.3. : Substances which in contact with water, emit flammable gases	Yes
	Class 5.1. : Oxidizing substances	Yes
	Class 5.2. : Organic peroxides	Yes
	Class 6.1. : Toxic substances	Yes
	Class 6.2. : Infectious substances	Yes
	Class 7 : Radioactive material	No
	Class 8 : Corrosive substances	Yes
	Class 9 : Miscellaneous dangerous substances and articles	Yes
	Does the company handle/transport HCDG goods (RID 1.10)?	Yes

C	1.	Management System and Responsibility		
C	1.1.	Management Responsibility		
C	1.1.1.	Company Policies		
C	1.1.1.1.	Does the company have a current written policy reflecting management's active commitment to: Safety & Health, Environment, Quality/customers' requirements, Security, Behaviour Based Safety, Prohibition of drugs and Alcohol, Training development, Non-conformance reporting and Corporate Social Responsibility (CSR) requirements? <i>Assessor: Integrated Management Manual of 5.8.19, Unternehmenspolitik / Sicherheitsordnung updated on 10.1.2025. Duisport Code of Conduct updated 29.11.2023.</i>	RC, OCS	<div>1</div>
C	1.1.1.3.	Has the company developed a digitalization action plan?		<div>1</div>
C	1.1.1.4.	Are senior managers sufficiently visible and engaged in carrying forward the SHEQ&Sec message? <i>Assessor: Regular SQMS-Meetings, min. each 3 months, dpr jour fix bi-weekly, e. g. with Quality, qualification, digitalisation.</i>	RC, OCS	<div>1</div>
C	1.1.1.5.	Does the line management interact and constructively encourage employees to be actively engaged in SHEQ&Sec performance improvement? <i>Assessor: Z. B. MoF topic, Code of Conduct, Duisport Intranet</i>	RC	<div>1</div>
C	1.1.2.	Roles & Responsibilities		
C	1.1.2.1.	Is there an organisation chart and associated job description defining each individual's role within the organisation, including their responsibilities for SHEQ&Sec and CSR? <i>Assessor: Org. chart of. 4.11.2024 with support functions from Hafen AG</i>	OCS	<div>1</div>
C	1.1.2.2.	Does the organisation chart include a responsible person(s) to manage digitalization? <i>Assessor: Support of Hafen AG</i>		<div>1</div>
C	1.1.3.	Legislation and other requirements		
C	1.1.3.1.	Is there proof available that the company stays abreast of all relevant legislation and legislative developments in the area of SHEQ&Sec and CSR and are persons formally designated or a source defined? <i>Assessor: Weekly updated register "Liste aller Normen, Regelwerke +Vorschriften". Last updated on 23.5.2025, Sammlungsinfo 13 v. 23.05.25</i>	RC	<div>1</div>
C	1.1.3.2.	Is there a written procedure present which describes how legislative changes as detailed in the register of legal requirements are communicated and implemented in the company? <i>Assessor: VA Rechtsvorschriften 20.12.24</i>		<div>1</div>
C	1.1.3.3.	Is a regular review made of the system for compliance with legal requirements ?		<div>1</div>
C	1.1.3.4.	Does the Dangerous Goods Safety Advisor produce an annual report to Management on the Companies' activities in the transport of dangerous goods, in accordance with legal requirements and within six months after year end? <i>Assessor: DG report of 2023</i>		<div>1</div>

C	2.	Risk management		
C	2.1.	Risk assessment and mitigation measures		
C	2.1.1.	Is there a process to assess and document the Safety, Health, Environmental, Security risks and working conditions, related to all activities of the company, considering following aspects?		
C	2.1.1.a.	- start-up of new operations/activities (e.g. new products, new routes) ? <i>Assessor: DPR-riskanalysis with FMEA method, last update on 6.12.24</i>	RC	1
C	2.1.1.b.	- change of operations/activities (e.g. new products, new routes) <i>Assessor: Re-evaluation of FMEA, e. g. within IMS meetings Top 7, e. g. of 29.5.25</i>	RCimp	1
C	2.1.1.c.	- periodic review of risks on current activities? <i>Assessor: Re-evaluation of FMEA, e. g. within IMS meetings Top 7, e. g. of 29.5.25</i>	RC	1
C	2.1.4.	Are measures taken to control/mitigate all identified risks ? <i>Assessor: Actions in IMS meeting protocol, if nessesary.</i>	RC	1
C	2.2.	Safety		
C	2.2.1.	Personal Protective Equipment (PPE)		
C	2.2.1.1.	Is there a written procedure defining what PPE has to be used under what circumstances?	RC	1
C	2.2.1.2.	Is the PPE regularly checked (before use and at set intervals) and replaced when required?		1
C	2.2.1.3.	Are instructions and training provided when category III PPE or other specific precautions are needed and used? <i>Assessor: No such activies</i>	RC	-
C	2.3.	Health		
C	2.3.1.	Are current Safety Data Sheets, available on site from the manufacturers for all products transported and/or handled? <i>Assessor: SDS requested from customer for new or unusal products.</i>	RC	0
C	2.4.	Security		
C	2.4.1.	Protection of property and people		
C	2.4.1.1.	Is there a system to monitor entry, exit and to limit access to restricted areas of all personnel and visitors through positive identification?		1
C	2.4.1.2.	Is there a written procedure in place, requiring documented periodical inspections, to identify breaches in the security of the buildings/premises?	RCimp	1
C	2.4.1.3.	Has the company evaluated the risk of unauthorized entrance (including refugees) to company premises, transport equipment, tank cleaning facilities, storage areas or information processing facilities on site?		0
C	2.4.2.	Protection of data in digital form		
C	2.4.2.1.	Has a risk assessment been conducted in the last twelve months, as a minimum frequency, regarding data on customers, products and operations and are measures taken to mitigate identified risks? <i>Assessor: No evidences provided</i>		0
C	2.4.2.2.	Is there an inventory of Information Technology assets containing confidential company data? <i>Assessor: No evidences provided.</i>		0
C	2.4.2.3.	Is there a proactive maintenance program on Information Technology assets handling information technology?		1
C	2.4.2.4.	Is the information system audited at least annually by an independent auditor to ensure that all defined criteria are being met?		0
C	2.4.2.5.	Is a system in place to ensure that communication dialogue and information exchange on security issues is appropriate?		1
C	2.4.2.6.	Is a system in place to ensure that response to security threats and incident are defined?		1
C	2.5.	Fair business practices		
C	2.5.1.	Has the company formalized the fair business practices?		1

C	2.5.2.	Are there mechanisms in place to ensure effective implementation of the anti-corruption and bribery policy (including for instance: conflict of interest, fraud, money laundering)? <i>Assessor: e. g. procedure for presents, 4 Eye principles, compliance trainings, compliance newsletters</i>	RC	<div>1</div>
C	2.5.3.	Are there mechanisms in place to ensure effective implementation of the anti-competitive practices policy? <i>Assessor: Compliance trainings, compliance newsletters, e. g. procedure Auftragsvergabe, Richtlinie Wettbewerbsverhalten</i>		<div>1</div>
C	2.6.	Environment		
C	2.6.1.	Is the classification, storing, segregation, identification, protection and final destination of any generated waste, done according to legal regulations and only by legally approved waste management companies?		<div>1</div>
C	2.6.2.	Has the company carried out a risk assessment taking into account the impact of company activities on soil and groundwater contamination? <i>Assessor: Office activities only. No input present.</i>		<div>-</div>
C	2.6.4.	Is a programme in place to measure and to reduce pro rata the waste generated by the company activities? <i>Assessor: Office activities only. No own workshop in place.</i>		<div>-</div>

C	3.	Human Resources		
C	3.1.	Recruitment		
C	3.1.1.	Is there a written recruitment procedure which takes into account relevant experience, competence and education for all employees, including temporary staff? <i>Assessor: VA Kompetenzmanagement 23.12.2024</i>		1
C	3.1.2.	Have all operating personnel (drivers, operators, etc.) undergone a periodic medical examination where required by law or by the risk assessment of the job? <i>Assessor: Min. every 3 years.</i>		1
C	3.1.3.	Is there a written grievance and disciplinary procedure?		1
C	3.2.	Training		
C	3.2.1.	Is there a training programme in place for all personnel that results in an individual training plan and are records available that the training plan has been implemented? Is the training plan reviewed annually? <i>Assessor: Kompetenzmatrix 2024-2025, of 27.5.25</i>	RC, OCS	1
C	3.2.2.	Are the following subjects being trained?		
C	3.2.2.a.	- incident reporting, investigation, and analysis?		1
C	3.2.2.b.	- dangerous goods handling?		1
C	3.2.2.c.	- specific product or handling needs?		1
C	3.2.2.d.	- use of PPE (Personal Protective Equipment)?	RC	1
C	3.2.2.e.	- company emergency written procedures?	RC	1
C	3.2.2.f.	- spill prevention and control of liquids and solids not including plastic pellets?	RCimp	1
C	3.2.2.g.	- Behaviour Based Safety (BBS) principles? <i>Assessor: Min. every 4 years + MoF training</i>	RC	1
C	3.2.2.h.	- security awareness proportionate to the risk and their role within the business (Security of information should be included)?		1
C	3.2.2.i.	- risk Assessment and risk Management? <i>Assessor: Part of accident prevention training and emergency procedure training</i>		1
C	3.2.2.j.	- communication skills?		1
C	3.2.2.k.	- all aspects related to prevention of bribery and corruption? <i>Assessor: E. g. on Duisport LMS Lernplattform "Geldwäsche-Prevention + "Korruptionprevention"</i>		1
C	3.2.2.l.	- training in awareness of fatigue and tiredness?	RC	1
C	3.2.2.m.	- company ethics policy / code of ethics?		1
C	3.2.5.	Is a first aid training programme defined for identified persons and implemented? <i>Assessor: Managed with Kompetenzmatrix</i>		1
C	3.2.6.	Are variances from the plan effectively followed up?		1
C	3.2.7.	Is the effectiveness of the training checked for each employee?		1
C	3.3.	Behaviour Based Safety (BBS)		
C	3.3.1.	Has a BBS implementation plan, or an established programme, been set up with targets, resourcing and timeline? <i>Assessor: Implemented since several years.</i>	RC, OCS	0
C	3.3.2.	Have the respective responsibilities of all personnel in the implementation of BBS been identified ?		1
C	3.4.	Labour Policy and human rights		
C	3.4.1.	Are specific mechanisms in place to ensure effective implementation of your company's Career Management and training policy?		1



Full Report: 93283
Company Name: duisport rail GmbH
Location: Duisburg (Germany)
Website: www.uisport.de

Module: Railway
First Assessment: 27/05/2025
Expires on: 27/05/2028
Company Type:

C	3.4.2.	Are specific mechanisms in place to ensure effective implementation of your company's non-discrimination policy <i>Assessor: E. g. with statement on duisport homepage, trainings on duisport Lernplattform</i>	RC	<div>1</div>
C	3.4.3.	Are specific mechanisms in place to ensure effective implementation of the company's policy about child labour? <i>Assessor: Youngest employee > 17 years</i>		<div>1</div>
C	3.4.4.	Does the company ensure that no forced, bonded or involuntary prison labour is employed?		<div>1</div>

C	4.	On/Off Site Emergency Preparedness and Response		
C	4.1.	Is there a written plan for dealing with on-site and off-site emergencies and potential crises? <i>Assessor: VA Notfallmanagement, 20.12.24, Meldetafel EVU v. 19.11.24,</i>	RC, OCS	<input type="text" value="1"/>
C	4.2.	Does this written plan contain the following information?		
C	4.2.a.	- individual responsibilities?		<input type="text" value="1"/>
C	4.2.b.	- arrangements for 24/7 hours coverage by trained responders?		<input type="text" value="1"/>
C	4.2.c.	- a list of the different parties to be informed with their contact details (customers, authorities) ? <i>Assessor: Benachrichtigungsplan</i>		<input type="text" value="1"/>
C	4.2.d.	- a written procedure for handling the information towards the neighbourhood, the press and other interested parties of serious accidents/incidents that happened on site?		<input type="text" value="1"/>
C	4.3.	Is the emergency equipment maintained, tested or checked on a regular basis?		<input type="text" value="1"/>
C	4.4.	Has there been a comprehensive test of the emergency plan for on-site and offsite emergencies during the past 12 months? <i>Assessor: Last offsite emergency test on 19.11.24 No evidences provided for internal emergency tests</i>	OCS	<input type="text" value="0"/>
C	4.5.	Is there a documented business continuity plan that includes IT system outages and does this plan contain the customer contacts to be informed? <i>Assessor: No evidence provided</i>		<input type="text" value="0"/>

C	5.	Performance Analysis and Management Review		
C	5.1.	Non-conformance reporting, investigation, analysis, and corrective action		
C	5.1.1.	Is there a documented system in place for recording non-conformances regarding?		
C	5.1.1.a.	- accidents & incidents? <i>Assessor: Schadensmeldung/Meldezettel, example of 14.4.25.</i>	RC, OCS	<input type="text" value="1"/>
C	5.1.1.b.	- breaches of security and threats?	RCimp	<input type="text" value="1"/>
C	5.1.1.c.	- unsafe behaviour & unsafe conditions?	RCimp	<input type="text" value="1"/>
C	5.1.1.d.	- regulatory compliance? <i>Assessor: Acc. procedure "Kontrollverfahren", updated on 20.11.2024</i>		<input type="text" value="1"/>
C	5.1.1.e.	- product contamination? <i>Assessor: Transport activities only</i>	RC	<input type="text" value="-"/>
C	5.1.1.f.	- product discrepancies and short shipments? <i>Assessor: Transport activities only</i>		<input type="text" value="-"/>
C	5.1.1.g.	- corruption & bribery? <i>Assessor: Acc. procedure "Kontrollverfahren", updated on 20.11.2024</i>		<input type="text" value="1"/>
C	5.1.1.h.	- grievance and disciplinary findings? <i>Assessor: Initiated by Managing Director and executed by HR-Dep.</i>		<input type="text" value="1"/>
C	5.1.2.	Is a detailed report on non-compliances provided to the responsible management, containing immediate cause, root cause and recommendations for corrective actions to prevent recurrence?	RC, OCS	<input type="text" value="1"/>
C	5.1.3.	After an incident/accident are the employees and contractors concerned informed and if necessary trained with the aid of a Root Cause analysis?	RCimp	<input type="text" value="1"/>
C	5.1.4.	Is there a procedure in place to inform the customer promptly of all non-conformances involving his shipments/products? <i>Assessor: Done by disposition</i>	OCS	<input type="text" value="1"/>
C	5.1.5.	Is the DGSA involved after an incident where dangerous goods were involved?		<input type="text" value="1"/>
C	5.2.	SHEQ&Sec & CSR Objectives and Trend Analysis		
C	5.2.1.	Is there a process in place to monitor and analyse SHEQ&Sec & CSR data to identify trends, to set objectives and is there an action plan in place to achieve these objectives? <i>Assessor: Part of Managementreview and regularly conducted reviews. Documented in "Unternehmenssteuerungsliste" with KPIs.</i>	RC	<input type="text" value="1"/>
C	5.2.4.	Has the annual Health, Safety, Security, Environment & CSR plan of the company been reviewed against the applicable Responsible Care Programme?	RC	<input type="text" value="0"/>
C	5.2.5.	Does the company promote the principles of Responsible Care to logistic partners? <i>Assessor: No Logistic subcontractors</i>	RC	<input type="text" value="-"/>
C	5.3.	Internal Audit		
C	5.3.1.	Is there a documented programme		
C	5.3.1.a.	- for internal auditing of all areas referred to in SQAS and covering compliance with applicable legislation and permits? <i>Assessor: Internal audit SQAS, #02-2025</i>	RC, OCS	<input type="text" value="1"/>
C	5.3.2.	For non-conformances identified in the audits, are action plans developed and are corrective actions taken? <i>Assessor: Listed in KVP-Liste</i>	RCimp	<input type="text" value="1"/>
C	5.3.3.	Do those carrying out auditing have training and/or competence in auditing and evaluation techniques?		<input type="text" value="1"/>
C	5.3.4.	Are safety walkabouts carried out and documented by appropriate managers on a periodical basis?	RCimp	<input type="text" value="1"/>
C	5.4.	Management Review Meetings		

C	5.4.1.	Is a formal management review meeting held at least once a year by the senior manager to review the management system that includes, as minimum, the following inputs?		
C	5.4.1.a.	- the status of actions of previous Management review meetings		1
		<i>Assessor: Managementreview of 16.1.2025</i>		
C	5.4.1.b.	- the DGSA Annual report (if applicable)		1
		<i>Assessor: in ch. 2.3.6.2 mentioned</i>		
C	5.4.1.c.	- the performance of subcontractors		1
C	5.4.1.d.	- the effectiveness of the training programme		1
C	5.4.1.e.	- the results of internal and external audits	OCS	1
C	5.4.1.f.	- the monitoring of trends of SHEQ, Sec &CSR KPIs, BBS KPIs and Responsible Care KPIs (if applicable)	OCS	1
C	5.4.1.g.	- the extent of which SHEQ, Sec &CSR objectives have been met		1
C	5.4.1.h.	- the effectiveness of the programmes about emission reduction (including GHG emissions) required in Transport Service, Tank Cleaning or Warehouse modules, in case they are applicable?		-
		<i>Assessor: Rail Module</i>		
C	5.4.1.i.	- the effectiveness of the programme about waste reduction required by question 2.6.4.		-
		<i>Assessor: Office activities only. No input present.</i>		
C	5.4.1.j.	- the outcome of the last SQAS assessment (if applicable)		0
C	5.4.1.k.	- the outcome of the emergency response drills		0
C	5.4.1.l.	- the status of compliance with local, national and EU regulations	OCS	1
C	5.4.1.m.	- recommendation(s) for continuous improvements	OCS	1
		<i>Assessor: Mentioned in each relevant section.</i>		
C	5.4.2.	Did the senior management consider the recommendations of 5.4.1. and define an improvement action plan with allocated actions and due dates?		1
		<i>Assessor: Actions defined in KVP-Liste.</i>		
C	5.4.3.	Does senior management monitor progress versus targets on SHEQ&Sec & CSR matters at relevant management meetings?	RCimp	1
		<i>Assessor: E. g. with quartlery review. Reported e. g. in "Quartalsbericht Q4-2024"</i>		
C	5.4.4.	Is there evidence that learning points from SHEQ&Sec issues are shared with the workforce?	RCimp	1

7.	Equipment	
7.1.	Equipment specification	
7.1.1.	Does the purchasing procedure include:	
7.1.1.a.	- customer demands?	1
7.1.1.b.	- QSSHE requirements?	1
7.1.2.	Are there written specifications for the purchase or lease of locomotives and wagons?	1
7.1.3.	Are new delivered locomotives and wagons (purchased or leased) checked on conformity with the agreed specifications before first use ?	1
7.2.	Equipment Inspection and Maintenance of all rolling stock	
7.2.1.	Is there a written policy to ensure the continued safe operation of all rolling stock ?	1
7.2.2.	Does this policy require a maintenance (management) system and plan covering the international and local requirements?	1
7.2.3.	Where the RU is ECM for all of the wagons: Is there a valid certificate available?	-
	<i>Assessor: Maintenance activities are subcontracted</i>	
7.2.4.	Where the RU is not ECM for all of the wagons: how does the RU assure the maintenance?	1
	<i>Assessor: Daily status info from repair shops</i>	
7.2.5.	Is the maintenance of locomotives verified by the RU?	1
	<i>Assessor: With "Betriebsfreigabe"</i>	
7.2.6.	If the RU carries out repairs, is it ensured that the company is certified and equipped to do so?	-
	<i>Assessor: No repairs carried out by RU</i>	
7.2.7.	Identification and Calibration of Measuring equipment	
7.2.7.1.	Are calibration procedures in place?	-
	<i>Assessor: No calibration devices in place</i>	
7.2.7.2.	Is measuring equipment clearly identified and calibrated?	-
	<i>Assessor: No calibration devices in place</i>	
7.2.7.3.	Are calibration records maintained?	-
	<i>Assessor: No calibration devices in place</i>	

8.	Behaviour Based Safety (BBS or equivalent programme) and Training	
8.1.	Awareness of all service partners	
8.1.1.	Does the company promote the implementation of the principles of Behaviour Based Safety (BBS) for driving, shunting, repair, and small maintenance activities with its service partners?	0
8.2.	BBS for Safe Operations	
8.2.1.	BBS Training for Safe Operations	
8.2.1.1.	Is BBS taken into account when reviewing the training requirements of managers and operational staff? <i>Assessor: Part of "Kompetenzmatrix", e. g. conducted in RFUs, BBS and MoF trainings</i>	1
8.2.1.2.	Have internal or external persons been formally selected and designated as qualified BBS trainers?	1
8.2.1.3.	Do own train drivers have a valid driving license? <i>Assessor: Monitored with Kompetenzmatrix as 27.5.2025</i>	1
8.2.1.4.	Has the BBS driver training content and format (based on observation, coaching and interactive communication) been developed?	1
8.2.1.5.	Has the BBS training content and format for technical staff doing the technical checks, been developed (based on observation, coaching and interactive communication) ?	1
8.2.1.6.	Has the BBS training frequency been defined and is it implemented?	1
8.2.1.7.	Are all operational staff covered by a BBS training plan (register with individual names and dates) ?	1
8.2.1.8.	Is a personal record kept on each person with the observations on the behavioral skills?	1
8.2.2.	BBS Results, Analysis and Monitoring	
8.2.2.1.	Are individual results from the BBS training communicated to the staff, preventive actions agreed, recorded and followed-up ?	1
8.2.2.2.	Are key performance indicators identified and measured to determine the effectiveness of the BBS programme?	
8.2.2.2.a.	- fuel/energy consumption per ton per km?	0
8.2.2.2.b.	- damages?	0
8.2.2.3.	Are the overall results of KPIs analysed and are root causes identified?	1
8.2.2.4.	Are these results, the structural trends and issues reported to the staff at regular intervals?	1
8.2.2.5.	Are the results and learning from BBS reflected in the refresher programmes?	1
8.3.	Common Safety Indicators (CSIs)	
8.3.1.	Does the company analyse the following CSIs and take corrective actions, if needed?	
8.3.1.1.	- Collisions of trains, (set of) wagons <i>Assessor: Mentioned in yearly safety report as attachment. Last report from 2023, actual value 0. Evaluation with FMEA approach</i>	1
8.3.1.2.	- Derailments of trains <i>Assessor: Mentioned in yearly safety report as attachment. Last report from 2023, actual value 0.</i>	1
8.3.1.3.	- Derailments during shunting <i>Assessor: Evaluation with FMEA approach</i>	1
8.3.1.4.	- Level-crossing accidents (excluding suicides) <i>Assessor: Mentioned in yearly safety report as attachment. Last report from 2023, actual value 0.</i>	1
8.3.1.5.	- Signal Passed at Danger (SPAD) <i>Assessor: Mentioned in yearly safety report as attachment. Last report from 2023, actual value 0.</i>	1



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8.3.1.6.	- Loss of containment - Dangerous Goods involved.	1
	<i>Assessor: Mentioned in yearly safety report as attachment. Last report from 2023, actual value 0.</i>	
8.4.	Training	
8.4.1.	Are the following subjects covered in the training programme for operational personnel (drivers, shunters, inspectors, maintenance staff and traffic controllers) ?	
8.4.1.a.	- RTC (Rail Tank Car) construction (critical points to recognize defects)?	1
8.4.1.b.	- locomotive preparation / daily checklist?	1
8.4.1.c.	- driving style for energy saving?	1
	<i>Assessor: e. g. with simulator training</i>	
8.4.2.	Have all staff been trained in the content of the driver manuals?	1



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9.	Security in Transport	
9.1.	Security Plan	
9.1.1.	Has the company developed security provisions regarding its distribution of transport information?	1
9.1.2.	Is the handover/transfer of security with the associated responsibilities signed and documented?	1
9.2.	Security during transport	
9.2.1.	Has a security plan been developed and implemented for High Consequence Dangerous Goods (HCDG) in accordance with section 1.10.3 of RID ? <i>Assessor: Security plan. Last review done on 16.1.2025. No changes necessary.</i>	1
9.2.2.	Are arrangements to prevent the manipulation or abuse or unauthorized use of HCDG applied and are measures taken to ensure that these are operational and effective at all times ? <i>Assessor: Arrangements defined in security plan</i>	1
9.2.3.	Has the IT department developed measures to protect the transfer/storage of sensitive transport information related to HCDG? <i>Assessor: No written procedure in place. Defined users for involved IT solutions for transport information handling.</i>	0
9.2.4.	Does the company have measures to monitor the movement of HCDG whilst in transit? <i>Assessor: With GPS monitoring</i>	1
9.2.5.	Where seals/load security devices are used, are seal discrepancies for HCDG investigated thoroughly, the shipment rejected if necessary, security personnel notified and extreme care taken if there is evidence of seal tampering?	1

10.	Operating Procedures and Interfaces	
10.1.	Site Operating Procedures	
10.1.1.	Is there a clear definition of responsibilities between the RU and the site owner about operation and maintenance of offices, buildings, grounds, workshops and the site in general? <i>Assessor: Infrastrukturnutzungsverträge + Bedienungsanweisungen</i>	1
10.1.2.	Are there comprehensive procedures / instructions at the facility for following activities or the use of following equipment?	
10.1.2.a.	- clean up and disposal of chemical spillages? <i>Assessor: Transport activities only.</i>	-
10.1.2.b.	- spill control plan in place? <i>Assessor: Transport activities only.</i>	-
10.1.2.c.	- vehicle/equipment defect reporting ?	1
10.1.2.d.	- vehicle/equipment defect rectification?	1
10.1.2.e.	- handling of lifting equipment, cranes and hydraulic systems? <i>Assessor: No such equipment in place</i>	-
10.1.2.f.	- handling of explosion proof equipment?	1
10.1.2.g.	- handing over of vehicle/equipment to a Terminal	1
10.1.2.h.	- reporting and handling of damages/ defects of rail infrastructure?	1
10.1.2.i.	- Shunting?	1
10.1.3.	Management of change: Have the significant changes been assessed by an Assessment Body according to Com Reg 402/2013. (Art 4 to 6)? <i>Assessor: Signifikanzprüfung of 19.9.24 "Übernahme Lokbetrieb"</i>	1
10.1.4.	Does the company have a system to encourage near-miss reporting?	1
10.2.	Operating activities on public railroads	
10.2.1.	Operating procedures	
10.2.1.1.	Are there comprehensive procedures / instructions for the following activities or the use of following equipment :	
10.2.1.1.a.	- clean up and disposal of chemical spillages? <i>Assessor: Transport activities only</i>	-
10.2.1.1.b.	- spill control plan in place? <i>Assessor: Transport activities only</i>	-
10.2.1.1.c.	- vehicle/equipment defect reporting?	1
10.2.1.1.d.	- vehicle/equipment defect rectification?	1
10.2.1.1.e.	- handling of lifting equipment, cranes and hydraulic systems? <i>Assessor: No such devices in use.</i>	-
10.2.1.1.f.	- handling of explosion proof equipment?	1
10.2.1.1.g.	- handing over of vehicle/equipment to a Terminal <i>Assessor: "Bedienungsanweisungen" of terminals, SBV duisport</i>	1
10.2.1.1.h.	- reporting and handling of damages/ defects of rail infrastructure?	1
10.2.2.	Emergency Response on public railroads	
10.2.2.1.	Does the RU include the Emergency Response Number of the producer/consigner/product owner on the Transport Document? <i>Assessor: No own transport documents issued</i>	-
10.2.2.2.	Are joint emergency drills for railway incidents held with customers? <i>Assessor: No evidence provided</i>	0

10.2.2.3.	Are there projects to further improve the communication with customers and emergency centers?	1
10.3.	Customer Interface	
10.3.1.	Are formal operational agreements made and transferred into operational procedures?	1
	<i>Assessor: Approach defined in VA Akquisition Aufbau Verkehrsleistungen of 23.12.24.</i>	
10.3.2.	Are there formal written agreements between the customer and the RU/Rail Company concerning the responsibility (ownership, maintenance, use) for the railway track which is used for collecting and distributing?	1
	<i>Assessor: Approach defined in VA Akquisition Aufbau Verkehrsleistungen of 23.12.24. Criterias defined in Leistungsvertrag.</i>	
10.3.3.	Are safety rules and standards known to the RU crews when entering the private premises?	1
10.3.4.	Is a quality performance measurement system in place?	1
10.3.5.	Are the requirements specified by the customers satisfactorily met?	1
10.3.6.	Are the performance results communicated to the customers?	1
10.4.	Interface with the Infrastructure Manager (IM)	
10.4.1.	Communications between RU and Infrastructure Manager	
10.4.1.1.	Are unsafe situations reported to the infrastructure manager?	1
10.4.1.2.	Is the information from the IM about incidents in the infrastructure handled in an effective way by the RU?	1
10.4.1.3.	Are the accidents/incidents investigated jointly with the IM using a root cause analysis approach?	1
	<i>Assessor: Action reports acc. CSM 1078</i>	
10.4.1.4.	Are there regular meetings with the IMs?	1
10.4.1.5.	Is an action plan drawn up with the IM after an incident?	1
10.4.2.	RU and Infrastructure Manager Joint Emergency Plans	
10.4.2.1.	Are joint emergency drills for railway incidents held ?	0
	<i>Assessor: No evidence provided</i>	
10.4.2.2.	Does the infrastructure manager and the RU have joint bad weather emergency plans?	1
	<i>Assessor: Provided by DB InfraGo</i>	

11.	Order Process and Operations	
11.1.	Planning and Communication	
11.1.1.	Order Planning and Processing	
11.1.1.1.	Is there a written procedure for transport order processing that takes into account risk assessment of the routing?	1
11.1.1.2.	Is there a business contingency plan to maintain the planning capability in the event of sickness, holidays, unforeseen events, strikes, bad weather, ...? <i>Assessor: No evidence provided</i>	0
11.1.1.3.	Does the planning section communicate all relevant information and instructions to the relevant staff (train drivers, shunting operators, subcontractors, etc.)? including but not limited to:	
11.1.1.3.a.	- hazardous nature of the material?	1
11.1.1.3.b.	- national transport regulations in all involved countries (for international transport) ?	1
11.1.1.3.c.	- consignor/consignee details ?	1
11.1.1.3.d.	- handling of emergencies?	1
11.1.1.4.	Are there procedures in place to ensure that:	
11.1.1.4.a.	- the maximum allowable weight in the various countries is not exceeded? <i>Assessor: VA Steckenkompatibilität-Zugbildung</i>	1
11.1.1.4.b.	- the different loading gauges are taken into account? <i>Assessor: VA Steckenkompatibilität-Zugbildung</i>	1
11.1.2.	Traffic Control	
11.1.2.3.	Are the communication systems connected with the systems used by the involved RU?	1
11.1.2.1.	Are procedures or systems (telematics, RFID..) in place to monitor the current wagon location while in transit in order to signal unusual delay ?	1
11.1.2.2.	Are speed limits communicated and adhered to:	
11.1.2.2.a.	- on the main lines?	1
11.1.2.2.b.	- in shunting yards?	1
11.1.2.4.	With regard to line categories (EN 15528)	
11.1.2.4.a.	- are applicable line categories (in accordance with EN 15528, e.g. C/D-tariff) communicated to customers?	1
11.1.2.4.b.	- is there a formal procedure in place to inform RUs /customers about changes in track categories ?	1
11.2.	Operations	
11.2.1.	Instructions to RU staff (train drivers, shunting operators and wagon inspectors)	
11.2.1.1.	Have train drivers received a manual in a language they can understand?	1
11.2.1.2.	Are the manuals updated regularly?	1
11.2.1.3.	Does the driver manuals contain detailed instructions regarding:	
11.2.1.3.a.	- Requirements included in TSI?	1
11.2.1.3.b.	- use of mobile phone?	1
11.2.1.3.c.	- prohibition of use of drugs and alcohol?	1
11.2.1.3.d.	- actions to be taken in an emergency? <i>Assessor: BRW Kap. 8 Regelung zum Notfall- und Störungsmanagement + "VA Meldung von Unregelmäßigkeiten</i>	1
11.2.1.3.e.	- security?	1
11.2.1.3.f.	- verification that all prescribed documentation is on board the train?	1
11.2.1.3.g.	- reporting of defects and/or unusual circumstances ?	1

11.2.1.3.h.	- operating/driving restrictions during bad weather conditions ?	1
11.2.1.3.i.	- actions to be taken if, during the journey, an infringement which could jeopardize the safety of the transport, is observed (RID goods) ?	1
11.2.1.3.j.	- use of wheel blocks (to avoid uncontrolled vehicle movement) ?	1
11.2.1.3.k.	- shunting restrictions (fragile goods, forbidden hump, etc.) ?	1
11.2.1.4.	Do the wagon inspectors check the following items:	
11.2.1.4.a.	- verification that the vehicles have no visible defects, leakages, cracks and missing equipment ? <i>Assessor: AVV Anlage 9, DB 936-13</i>	1
11.2.1.4.b.	- verification through documents that the vehicles are not overloaded ? <i>Assessor: AVV Anlage 9, DB 936-13</i>	1
11.2.1.4.c.	- verification that danger labels and markings (orange plates) prescribed for the vehicles have been affixed (RID goods)?	1
11.2.1.4.d.	- segregation of rail vehicles?	1
11.2.1.5.	When shunting operations are carried out by the RU, are there procedures to:	
11.2.1.5.a.	- prevent excessive impact on wagons, especially 'bumping' ?	1
11.2.1.5.b.	- prohibit climbing on/off moving wagons? <i>Assessor: Allowed until 5kmh for shunting personell acc. DGUV 214-089, Abs. 6.2.2</i>	0
11.2.1.5.c.	- ensure the correct use of handbrakes?	1
11.2.1.5.d.	- prohibit access to the top of wagons?	1
11.2.1.5.e.	- prohibit access underneath or between wagons when they are not arrested?	1
11.2.1.5.f.	- make sure that there is a permanent contact between the driver and the shunting operator?	1
11.2.1.5.g.	- monitor the current wagon location in the yard? <i>Assessor: via Mars Railbusiness</i>	1
11.2.1.6.	Is there an operational procedure in place concerning the use of private rail track connections?	1
11.2.1.7.	Does this procedure cover the following subjects:	
11.2.1.7.a.	- handling of transport documents?	1
11.2.1.7.b.	- required customs procedure (if applicable)?	1
11.2.1.7.c.	- knowledge about transported products, especially in case of hazardous cargo?	1
11.2.1.7.d.	- transfer of the transport documents to the receiver?	1
11.2.1.7.e.	- information interface between RU and receiver concerning the delivery of rail wagons?	1
11.2.1.7.f.	- Technical information on the private rail track connections?	1
11.2.1.7.g.	- Safety precautions to be taken at the private rail track connections by train drivers, shunters and wagon inspectors?	1
11.2.1.8.	Are shunting activities in accordance with environmental permits?	1
11.2.2.	Records	
11.2.2.1.	Are records of all transport orders (receipts and deliveries) kept, including	
11.2.2.1.a.	- order identification?	1
11.2.2.1.b.	- vehicle/tank/container identification?	1
11.2.2.1.c.	- actual expedition date, time and site?	1
11.2.2.1.d.	- quantity received and delivered?	1
11.2.2.1.e.	- actual delivery date, delivery time and delivery address?	1
11.2.2.1.f.	- marshalling operations, shunting operations, operations of ground staff, etc.?	1

	<i>Assessor: With Mars Railbusiness</i>	
11.2.2.1.g.	- communication with traffic control centre?	1
11.2.2.1.h.	- verification of the operation of the hump braking system, if applicable?	-
	<i>Assessor: No own hump in operation</i>	
11.2.3.	Pre-Start Checks and Handover	
11.2.3.1.	Pre-start checks: After the wagons have been combined into a train, are there procedures to:	
11.2.3.1.a.	- Carry out the technical check of trains according to General Contract of Use for Wagons (GCU)?	1
	<i>Assessor: AVV Anlage 9, DB 936-13</i>	
11.2.3.1.b.	- Ensure that the RID transport of dangerous goods requirements for the RU are fulfilled (if applicable)	1
11.2.3.1.c.	- Ensure that all required transport documents are present	1
11.2.3.1.d.	- Ensure that a correct brake test has been performed	1
11.2.3.1.e.	- Ensure that the train driver has performed a complete check of the locomotive	1
	<i>Assessor: V/A Dienste, digital recorded on tablet</i>	
11.2.3.2.	Handover of a train	
11.2.3.2.a.	Is there a procedure to handover the train to another RU (at the border or somewhere else)?	1
	<i>Assessor: acc. AVV contract. Customer agreement, checked with competence audits.</i>	
11.2.3.2.b1.	- That the train driver has received training and has the knowledge for the foreseen train path	1
11.2.3.2.b2.	- That the documents are handed over between consecutive drivers?	1
11.3.	Administration	
11.3.1.	Controls over RU staff (train drivers and shunting operators)	
11.3.1.1.	Is there a system to check the maximum allowable number of working and driving hours/week?	1
11.3.1.2.	Is there a policy and/or procedure to avoid fatigue and tiredness that could affect the safety of the operations on top of legal requirements?	1
	<i>Assessor: Shift planning, working hour monitoring</i>	
11.3.1.3.	Is there a driving vigilance control system?	1



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12.	Specific types of services and activities	
12.1.	Is there a procedure to handle derailed, overloaded or leaking (drop leakage) wagons?	<div>1</div>
12.2.	Is there a procedure to allow safe access for inspection on top of the wagon?	<div>1</div>
	<i>Assessor: Access to top of waggons is not allowed</i>	
12.3.	is there a procedure to inform, immediately, the wagon keeper each time that a wagon has been taken out of the train?	<div>1</div>
12.4.	Is there a procedure to transport damaged wagons safely to a maintenance workshop?	<div>1</div>

13.	Site Inspection	
13.1.	Office, buildings, grounds, workshops and site in general	
13.1.1.	Is there a sufficient site lighting?	1
13.1.2.	Is housekeeping at a good standard (e.g. clean, tidy, paintwork, no tripping conditions, no slippery surfaces, etc.) ?	1
13.1.3.	Is unauthorized access avoided?	1
13.1.4.	Are caution signs installed (no smoking, eye protection, helmet, etc.)?	1
13.1.5.	Are emergency exits marked on buildings and unblocked?	1
13.1.6.	In case of emergency, is there an assured method for safe evacuation of all personnel and is this visibly placarded?	1
13.1.7.	Are emergency exit routes clear of obstacles and in a safe, well maintained condition?	1
13.1.8.	Is the emergency assembly point clearly identified?	1
13.1.9.	Is a firefighting system installed that complies with local regulations, as a minimum?	-
	<i>Assessor: Office only, no workshops.</i>	
13.1.10.	Is the accessibility of the site, the buildings and the RTCs adequate for fire control?	1
13.1.11.	Does the fire water pump have emergency power?	-
	<i>Assessor: Office only</i>	
13.1.12.	Is the lay-out and the partitioning of the building adequate for fire loss control?	1
13.1.13.	Is the location, accessibility and number of firefighting equipment (hoses with nozzles, fire extinguishers) adequate and properly marked?	1
13.1.14.	Are the first aid posts clearly indicated, easily accessible and appropriately stocked to ensure prompt treatment?	1
13.1.15.	Is the condition of walk- and roadways and parking area of an acceptable and safe standard?	1
13.1.16.	Is a site emergency communication system/evacuation alarm installed?	1
13.1.17.	Are eyewash bottles and safety shower systems available in pre-determined areas within the work area?	-
	<i>Assessor: Office only</i>	
13.1.18.	Is frost protection in place for utility systems (e.g. emergency showers, sprinklers)?	-
	<i>Assessor: Office only</i>	
13.1.19.	Workshops	
13.1.19.1.	Is the tank entry procedure in place at the workshop?	-
	<i>Assessor: Office only, no own work shops</i>	
13.1.19.2.	Does the maintenance shop area have emergency doors and are these freely accessible?	-
	<i>Assessor: Office only, no own work shops</i>	
13.1.19.3.	Is there a separate and appropriate storage area for flammable products (e.g. cleaning solvents in workshops) ?	-
	<i>Assessor: Office only, no own work shops</i>	
13.2.	Shunting yards	
13.2.1.	Train inspection	
13.2.1.a.	Are the keepers mark (VKM) recorded on the wagons?	1
	<i>Assessor: Several wagons checked during walkaround.</i>	
13.2.1.b.	Do the wagons inspected have identified ECMs and the use of the wagons correspond to the scope of the certificate?	1
13.2.1.c.	Are the requirements for inspection, testing, and marking of tank wagons fulfilled?	1
13.2.1.d.	Are the end signals in place?	1

13.2.1.e.	Are the brakes not working properly isolated?	1
13.2.1.f.	Is the composition of the train correct?	1
13.2.1.g.	Are the maintenance dates documented and painted on the wagons?	1
	<i>Assessor: Several RTCs checked during walkaround. No defects found.</i>	
13.2.1.h.	Are there any visible defects as described in the booklet "Cargo Guidelines of visible defects in RTCs"?	1
	<i>Assessor: No visible defects found during check</i>	
13.2.1.i.	Is documentation required by RID on the locomotive?	1
13.2.1.j.	Is equipment for personal protection available?	1
13.2.1.k.	Do drivers (own and subcontracted) have valid driving licenses and secondary documents?	1
13.2.1.l.	Have the train drivers performed a complete check of the locomotive?	1
13.2.2.	Are there walkways along the tracks level and are these unobstructed?	-
	<i>Assessor: No own infrastructure</i>	
13.2.3.	Is the vegetation (e.g. plant and weed growth) in the stations controlled?	-
	<i>Assessor: No own infrastructure</i>	
13.2.4.	For environment protection, is the site designed to prevent potential leaks reaching the groundwater?	-
	<i>Assessor: No own infrastructure</i>	
13.2.5.	Are there wind direction indicators to help evacuation?	-
	<i>Assessor: No own infrastructure</i>	
13.2.6.	Is there sufficient fire- fighting capability if flammable dangerous goods are stored or temporarily parked on site?	-
	<i>Assessor: No own infrastructure, no storage on site</i>	



Full Report: 93283
Company Name: duisport rail GmbH
Location: Duisburg (Germany)
Website: www.duisport.de

Module: Railway
First Assessment: 27/05/2025
Expires on: 27/05/2028
Company Type:

Comment of assessor:

-1 train checked and several operators interviewed at Duisburg harbour area.-

Comment of assessed company:

(No comments by Assessed Company)