

# Press release

Rotterdam (Netherlands), 26 November 2019

## **Locomotive Workshop Rotterdam opened festively: new facility strengthens port positioning**

**Locomotive Workshop Rotterdam (LWR) has been festively opened on Tuesday 26 November 2019 at Maasvlakte 2 (Rotterdam, Netherlands). After less than a year of construction, the port of Rotterdam now has an ultramodern workshop for the maintenance of electric locomotives. This is part of a European network of maintenance workshops. As Europe's largest seaport, Rotterdam is the logistic gateway to the European railway network. The arrival of LWR makes it more attractive for operators of freight train services to transport more goods by rail to and from the port of Rotterdam.**

LWR is a joint venture between locomotive manufacturer Siemens Mobility B.V. and train leasing company Mitsui Rail Capital Europe (MRCE). The workshop for preventive and corrective maintenance, inspections and updates - usually within a day's time frame - has eight parking tracks and six working tracks. It is connected to the railway network via a switch on the main track. Locomotives reach and leave the site on two parallel tracks. With a sliding bridge, incoming locomotives are placed on the right track. Before they enter the workshop, locomotives are first cleaned in a washing area where diesel locomotives are also welcome. On the silage wheel bench, the train wheels of high-speed locomotives can be precisely profiled to the nearest tenth of a millimeter.

### **Knowledge and know-how**

Unique for a European locomotive workshop and a technical tour de force are the test tracks with overhead contact lines by Siemens on which all network voltages of railway lines in Europe can be applied. In this way, LWR is zooming in on the increasing demand for maintenance of technically complex cross-border locomotives. Olaf Kuijper, director of LWR: "We took a good look at people's knowledge and know-how when putting together the team. We not only have selected specialists from the rail sector, but also people with a commissioning background and two former Apache helicopter mechanics. They operate with military precision and a high level of safety awareness, which is just as relevant on railways. Consider, too, the use of personalized tools. We have adopted this approach for our entire team, which has an open culture; address each other's behavior and mistakes. As a young company in a relatively conservative sector, we do things just that little bit differently. There is a genuine sense of ownership." The locomotive workshop is suitable for all types of electric locomotives.

### **Saving time and money**

The port of Rotterdam is the starting and ending point of over 250 international rail transports per week. LWR's location eliminates the need for lengthy locomotive movements, saving both time and money. Kuijper continues: "What I would like to mention is the tremendous cooperation that ProRail and the Port of Rotterdam Authority have shown, such as making the site at Maasvlakte 2 available and connecting it to the existing railway network. Partly due to their cooperation this new top location has been realized so quickly." The design and construction of the workshop have already considered future extensions of the railway network around the site. This makes future expansion of capacity and facilities easily possible. To minimize the CO<sub>2</sub> footprint, solar panels have been installed on the roof of the workshop providing 50% of the energy requirement.

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## Notes for editors

### LWR Press release

#### Contact person for journalists

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The attached photo material is free of rights. A photo of the opening ceremony can be requested via the above-mentioned contact person.

About LWR: [www.lwr.nl](http://www.lwr.nl)

In March 2018 Siemens and MRCE agreed to set up a joint venture named LWR for the maintenance of locomotives. The workshop will not only reliably serve the MRCE fleet, but also the locomotive fleets of other owners with innovative maintenance technologies and guaranteed maximum availability.

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*MRCE* operates the largest fleet of electric locomotives for cross-border transport in Europe. The fleet consists of more than 300 locomotives; the company is responsible for the leasing, maintenance and management of locomotives. MRCE is a European subsidiary of the Japanese company Mitsui & Co. Ltd. The company has offices in Amsterdam, Milan and Munich: MRCE BV in Amsterdam is responsible for leasing, purchasing, financing and selling locomotives, while MRCE GmbH in Milan and Munich organizes and monitors the maintenance of the equipment and the technical configuration. More information can be found on the internet at [www.mrce.eu](http://www.mrce.eu)