ERA hosted UIC ERTMS Platform meeting (Lille, France, 5 February 2009)

At the kind invitation of the European Railway Agency (ERA), Mr Pio Guido – Head of the ERTMS Unit – welcomed the UIC ERTMS Platform steering members to Lille, France.

Under the chairmanship of Mr Michele Elia – RFI / FS CEO – and with the presence of about 20 IMs, RUs, ERA and representative bodies CER, EIM and ERTMS Users Group, the 11th Platform Steering meeting took place in Lille on 5 February. The Executive Director of ERA, Mr Marcel Verslype, attended part of the meeting.

The Platform main objective is strongly focused on the development of managerial and technical strategies to foster a viable migration for ERTMS, compliant with the whole railway sector interests. The interchange of information between Members currently running ERTMS lines in commercial operation together with sharing feedback from the ERA working groups and UIC projects has become a vital activity to foster ERTMS implementations.

The day-to-day Italian experience on ERTMS / ETCS lev.2 applications were brought to members’ attention. The SRS 2.3.0d is the single technical baseline which unifies all previous versions in use on Milan-Bologna, put in commercial operation in Dec. 2008, and it will be used on Bologna-Florence next year.
After about 5 million train km of commercial operation in Italy on ETCS Lev.2, a few problems have been detected and put on the table of steering members for discussion and comparison with similar experiences of implementing railways. Actions have been planned in order to collect further feedbacks from the field, structure them and find possible common solutions. The ultimate aim is to propose fine tuning of future specs’ versions. Experiences on cross border traffic are of major interest for Platform members. Currently, Cisalpino 2 ETR 610 trains (from SBB) make test runs in Italy on Turin-Novara section (ETCS lev.2) to complete fine tuning of rolling stock parameters in order to be allowed to run on the two countries.

The Benchmark Study on ERTMS implementation costs has entered the global data collection phase in 2009. New case studies recently developed were with ADIF / RENFE – Madrid, 2-3 Feb. 2009 and SBB – Infrastructure - Mattstetten-Rothrist line (ETCS lev.2) – Paris, 11 Feb. 2009.

In order to give members more time to provide the Benchmark group with data on ERTMS implementations, the end of the data collection phase has been put off until mid-April 2009.

A first draft document on the six ERTMS freight corridors, as defined by the European Commission MoU Steering and Corridor Groups chaired by Mr Karel Vinck, was presented at the meeting. The main objective of the document is to give a contribution to EC presenting synthetic and aggregated information on the migration status and market impacts based on the ERTMS and ERIM data bases managed by UIC.

The document was supported by the Platform and the UIC group will get in contact with EC DG Transport and Energy in order to offer this contribution and start a possible future co-operation.

Planning and reporting processes are well established at Platform level. The Platform Annual Report 2008 and the Action Plan 2009 were made available to members at the meeting.

The former document reports the full description of activities developed and results achieved in 2008. The CD Rom 2009 enclosed with the report contains a complete collection of official documents and deliverables produced during 2008. The CD Rom 2009 together with the CD Rom 2008 document the whole Platform activity from the very beginning to the end of 2008.

For the first time, at the next Platform Plenary #7, Members will vote the new ERTMS programme 2010-2012. The positive vote implies the Members firm commitment to fund the project for the entire lifespan and to contribute to its development.

The Platform Focus#3 has been issued as well. It reports news on the major projects: ERTMS Implementation Benchmark, GSM-R, ETCS, ERTMS Regional and INESS.
Platform Members will meet in Málaga on 30 March 2009, at their Plenary #7 session, one day before the opening of the UIC ERTMS World Conference.

http://www.ertms-conference.com/

For more information contact please Paolo de Cicco – UIC ERTMS Platform manager decicco@uic.asso.fr and Françoise El Alaoui – Conference Project manager elalaoui@uic.asso.fr.

Environment / Sustainable Development

Kick-off meeting to set in train the “Train to Copenhagen” (Paris, 5-6 February 2009)

UIC HQ hosted on 5th-6th February the kick-off meeting of the “Train to Copenhagen” project. Oliver Sellnick, UIC Director of the Railway Undertakings Department welcomed the participants and gave an overview of the current situation: the transport sector is responsible for more than 25% of the global CO2-emissions causing global warming and rail has an important role to play in regards to address this challenge.

The project, which still has to be accepted by the UIC European Regional Assembly (RAE), is therefore to lead an international campaign related to the COP15 (UN Climate Change Conference). The aim consists in capitalising on the rails environmental advantage by initiating and coordinating a global promotional campaign for the railways. COP 15 represents a unique opportunity to communicate the environmental friendliness of the railways and the railways could benefit by seizing the opportunity by undertaking national campaigns.

The project mobilizes the strong commitment of UIC, from the Environment and Passenger departments as well as from the Communications one. A large number of UIC European Members participated in the meeting and expressed support of the project, among them ATOC (Great Britain), Banedanmark (Denmark), Banverket (BV, Sweden), DB (Germany), DSB (Denmark), NS (Netherlands), ÖBB (Austria), RENFE (Spain), SNCB (Belgium), SNCF (France)…The international organizations UNEP (United Nations Environment Programme), UN Global Compact and WWF were also invited and were interested in working together on the UIC project.

The meeting aimed to develop a project framework and to identify the messages, the targets and what kind of central support would be helpful for the campaign at a European level and the campaigns on a national scale.
Key messages discussed at the meeting will focus on the eco-friendliness of rail; time comfort; rails continuous improvement efforts; integrated transportation mode; investments in infrastructure to fully utilise the rail’s potential; and transportation is a problem sector. It should target the decision makers, the NGOs, the media and, on a national level, the general public.

The participants also considered which elements should be developed commonly and develop a project plan for these elements. In order to support the national campaigns a central toolkit could be developed. This toolkit will consist of a central website, international events, calculation methods for measuring the environmental impact of policy and infrastructure changes, a graphic identity, brochures, reports etc. Various communications activities were defined. One highlight would be to invite decision makers, journalists and NGO’s representatives on board on a special train running from Brussels to Copenhagen, and to encourage the journalists to promote the event. Along this, events in stations together with a number of communications activities at national level are also envisaged.

The feasibility of all these activities, and the budget, should now be checked and a project proposal should be finalized for submission to the UIC European Regional Assembly on 30th March 2009.

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Safety / UIC Europe

UIC to utilise Cast outcomes

On 4th February, Simon Fletcher, Coordinator Europe and Ilyas Daoud, Interfaces Coordinator in the UIC Brussels office met Ankatrien Boulanger and Werner De Dobbeleer from the Belgian Road Safety Institute both project managers for the CAST project dedicated to campaigns and awareness-raising strategies in traffic safety. CAST was a three year project co-financed by DG TREN of the European Commission following its wish to provide powerful and innovative guidelines to design, implement and evaluate traffic safety campaigns as well as improve future campaigns. The project was carried out by a consortium of 19 partners from 15 countries representing road safety institutes, transport research institutes, Ministries of transport and coordinated by the Belgian Road Safety Institute (IBSR-BIVV).

It has been agreed to circulate to all CAST partners from road administrations, EU officials, researchers and road safety associations, a copy of the campaign brief on the UIC-led project to raise the awareness at a European level of the issues that surround the road/rail interface at level crossings. A dedicated campaign (supported by the EC) is being developed that will culminate in a series of events at national level on 25th June.

Additionally, CAST will disseminate its results and recommendations to the organisations involved in the awareness day at level crossings during the next meeting of the task force coordinating this collective project, to be held in the UIC Brussels offices on 25th March. The Cast team is to outline the importance of assessing each national campaign and reporting to get more visibility on the effective outcomes of such campaigns, and have a clear picture with the view of improving future and more global actions at level crossings. Indeed, many UIC partners from USA, Canada and Australia have shown their interest in joining this action at a later stage.

This partnership with the CAST will provide them with a worked example of their project results involving something on a big scale and which will also add value to the road/rail awareness-raising project.

For more information contact the UIC Brussels team: brussels@uic.asso.fr

UIC Europe

"UIC Brussels" welcomes JR East

There have been some recent changes to our neighbours in the Brussels office. Due to a need to find new accommodation to welcome their enlarged team, the SNCF-Europe team has departed, although only just around the corner in Rue Belliart.

East Japan Railways have decided to establish an office in our building and so we are delighted to welcome Mr Naoya Koide as the interim JRE representative. The permanent representative will join us in April and will significantly strengthen collaboration and links.
with all the European partners. The UIC Brussels team particularly welcomes this development of JR-East presence in Brussels, especially bearing in mind the forthcoming installation of Mr Mr. Yoshio Ishida as Chairman of UIC. This will help to better develop partnerships and work more appropriately and effectively on the issues that involve the UIC Brussels team particularly in the areas of standardisation, legislation, research and safety.

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Technology and Research

Structural Expert Team meeting n°3 (22 January 2009)

The meeting of UIC Sector Expert Team (SET) 03, “Freight related items”, was held on 22 January under the chairmanship of Mr Stefano Guidi (TRENITALIA). Regarding the meetings of the PTR bodies in September and November 2008, Mr Guidi mentioned that the “Coupling rod, Phase II” and “Leaflet 421” projects had been approved. Work for the new projects could now begin, however their budgets would have to be readjusted. Leaflet 518 was approved and would be published by mid-2009.

Beside further discussions were carried out concerning the status of current and new projects:

- Regarding the status of the “Development of a programme for calculating longitudinal dynamics in freight trains” (TRAINDY), Dr Lars Müller reported that the verification of the entire system was completed. The certification document was signed by the Programme Manager and the Director of the T&R Department.

The final report, B177.4/RP2 “Simulationsprogramm zur Längsdynamik der Züge – Entwicklungsbericht zum Simulationsprogramm TrainDy” [Simulation programme for the longitudinal dynamics of trains – Status report on the TrainDy simulation programme] is currently being prepared, and the written approval procedure has begun and is due to be completed by late February 2009.

The creation of a consortium for the targeted improvement of the programme and its acceptance by international railways was approved. The framework conditions for the creation of a consortium are currently being defined.

Follow-up activities involving the programme would be its initial use for the

Diagram: Organisation of the consortium
development of UIC Leaflet 421, with the aim of broadening the scope of the current train consist regulations in UIC Leaflet 421 to include train loads of over 1,200 t. Moreover, the programme has recently been used successfully in determining the cause of an accident.

Representatives of the Freight Forum have shown great interest in the further development of Leaflet 421, especially regarding the increase in tonnage. The Freight Forum’s corresponding proposals for modifications would be given particular notice in the development of Leaflet 421.

- A feasibility study for the revision of regulations concerning test conditions for freight traffic was discussed and the time frame postponed from 2009/2010 to 2010/2011 for budgetary reasons. The individual work packages were discussed and specified.

- Regarding the “Y/Q = 0.8 limit value” project, the final report, B12/RP76 “Y/Q limit value: study into the suitability of a Y/Q limit value of 0.8 for empty wagons” had been submitted for approval. Having assessed the investigation results, the experts came to the conclusion that the limit value Q/Y = 8.8 would be retained. However, due to a lack of information on other bogies and vehicle types for new articulated wagons, the Y/Q data would be processed according to the conditions in C138 (C138/RP9 Report) from the 1980s. Otherwise the limit value would have to be increased.

Work was concluded late 2007, with proposed amendments to UIC Leaflet 423 and the addition to Chapter 10.1.1.1.2 of UIC Leaflet 518. The “Y/Q limit value = 0.8” project was finished and a summary of the results will be published in the B12/RP76 Report in March 2009.

Moreover, UIC leaflets were discussed as follows:

- A new UIC Leaflet 592, which concerns the load units ranking among semi-trailers in combined transport, was accepted and will be submitted to the PTR for approval.

- Regarding the status of UIC Leaflet 571-4 “Standard wagons - Wagons for combined transport – Characteristics”: the removal of the requirement for carrying wagons to have SS braking systems in combined transport was reported.

- Regarding UIC Leaflet 533, “Vehicles, protection by earthing of metal parts” a proposed amendment was accepted without objections.

- The proposed amendment to UIC Leaflet 572, “Wagons composed of permanently coupled units (multiple wagons) and articulated wagons” was presented.

The next meeting of SET 03 will take place on 16 June 2009 at UIC in Paris.

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First international conference relating to passenger transport intermodality (Brussels, 4-5 February 2009)

INTERMODES 2009, the first international conference relating to passenger transport intermodality, was held on 4-5 February, 2009 in Brussels. Opened by Mr Etienne Shouppe (Belgian Secretary of State for Mobility) and Mr Pascal Smet (Minister of Transport and Public Works, Brussels-Capital region), this first edition tackled the means to perfect shared and public transport and encourage people to use them.

During two days, 50 experts from various sectors (transport, telecommunication, energy, finance, public works, engineering and research) presented their work and achievement in the intermodality field. Different themes were discussed:

- Standardization of infrastructures and equipments,
- Financing solutions,
- Accessibility of hubs (stations, airports, parking areas) and modes of transport (for families, seniors, disabled people),
- Separate routing of baggage,
- Electronic ticketing,
- Real time information,
- European signage,
- Human support to the traveller.

Mikaël Lannoy, UIC Stations Project Manager, attended the round table “How to make the most of the transport supply” focusing on the interchanges. The railway transportation is the heart of all interchanges: on the one hand with the stations, on the other hand in the travel chain.

Moreover the railway undertakings are involved in the integration of new means of transport (car sharing, self-service for car and bike…) but also in the passenger information, the electronic ticketing (with mobile phone or small card) and their interoperability.

It emerged that railway stations have to play a leading role considering that many modes (car, bus, coach, tram, train, bike, taxi, plane…) connect at the stations.

Consequently Stations Managers, local authorities, transport operators… need to organize together practical and pleasant interchanges to encourage the 493 millions Europeans travelling by public transportation and notably the train.

For more information please contact Mikaël Lannoy: lannoy@uic.asso.fr
Proximity with UIC Members

Visit from Australia

Last week, Neil Backer, Group General Manager Regional Freight at QR (Queensland Rail) Ltd, Australia, visited UIC headquarters. He had been part of a QR delegation making presentations about the company to insurance brokers around the world.

Neil Backer met at UIC with his colleague Brian Bock who is on secondment from QR Limited to UIC and is responsible for UIC Meter gauge activities. He also met with Paolo de Cicco, Senior Advisor at UIC Infrastructure Department, to discuss ETCS (train control) matters, with Margrethe Sagevik, Senior Advisor, on Environment and Sustainability issues, and Franco Schiavi, Senior Advisor, Infrastructure Department, to discuss about infrastructure standards. Ignacio Barron de Angoiti, UIC Director for High Speed, made a presentation on high speed rail operations. Neil expressed his appreciation for the time and effort taken by all UIC specialists to present their work at UIC HQ.
News from UIC members

Russia / Iran:
Ceremony to mark the start of work to electrify the Tabriz - Azarshahr railway line

The event, held on 9 February in the Iranian town Tabriz, was attended by Vladimir Yakunin, President of Russian Railways (RZD), as well as by the Heads of Iranian Railways, Iran’s Ministry of Transport and other officials. The RZD President attended also bilateral meetings with Iranian officials. The 46km railway branch line located on the outskirts of Tabriz due for electrification has an alternating current with a voltage of 25 kV and an industrial frequency of 50 Hz. The line serves the local community and the university in the town of Azarshahr and links the passenger terminals in Tabriz with the university. It also joins the line between Djulfa and Tabriz, which was electrified in 1979. The contract to electrify the Tebriz - Azarshahr (TARE) line was signed on 29 March 2008 by Vladimir Yakunin, the President of Russian Railways and Mr. Hassan Ziyari, the President of Iranian Railways (RAI) as a direct result of agreements reached in Moscow on 13 December 2007 during the seventh meeting of the Permanent Russian-Iranian Commission on Trade and Economic Cooperation.

India:
Dedicated Freight Corridor construction launched

Chairman of the United Progressive Alliance ruling coalition Sonia Gandhi formally launched the construction of the eastern Dedicated Freight Corridor in a ceremony at Rohtas in Bihar on February 10.

The eastern DFC will run for 1 279 km from Ludhiana to Sonnagar via Kanpur and Allahabad, with the 426 km between Ludhiana and Khurja being single track and the rest of the route double track.

The first stage to be completed will be the 127 km between Mughalsarai and Sonnagar. A joint venture of C&C Constructions and BSCPL Infrastructure has been awarded a Rs7.8bn contract to build the 105 km from New Ganjkhwaja near Mughalsarai to New Karwandia near Sonnagar within 36 months, funded by equity from Indian Railways.

Two DFC lines are being developed by Dedicated Freight Corridor Corp of India Ltd, a special purpose vehicle created in October 2006. The alignments will be designed for speeds of 100 km/h and 30 tonne axleloads.

The second DFC will be the 1 483 km western corridor from Jawaharlal Nehru Port in Mumbai to Dadri and Delhi’s main container terminal at Tughlakabad. This will be double track except for the 32 km into Tughlakabad.
Switzerland / France: “TGV Lyria” - increased sales and new services on board

In 2008, the traffic of TGV Lyria increased by 10%. More than 3.8 million passengers travelled aboard TGV Lyria in 2008, including 2.2 million of international passengers. These results are due in part to the new TGV Lyria link Zurich - Basel – Paris which is a real success since its launch in June 2007.

In addition, new catering services, like the possibility to have a free meal for 1st class’ passengers, will be offered on the link Geneva-Paris from March 1st. Improvements in travel time are also planned for late 2009, linking Lausanne to Paris in 3h30 (instead of 3:48 today) and Berne to Paris in 4:25 (4:48 today). In 2010, the travel time between Geneva and Paris will be 3:05 (instead of 3:22 today).

Belgium: Infrabel launches new website (www.railtime.be) real-time information for travelers

RAILTIME is the new website dedicated to passengers launched by Infrabel. The passenger may search through the number of his train, to get the route or the train’s position in real time. By late 2009, this website will include additional information on the explanation of the causes of delay, with the possibility to access such information via the smart-phone. This new website is at the heart of policy of Infrabel to increase the quality of information to passengers.

Belgium: EcoPassenger, the UIC tool to calculate CO2 emissions and try to reduce the “CO2 bill” by using public transport networks

The SNCB Group and Belgian public transport companies invite passengers to visit the tool Ecopassenger (www.ecopassenger.org) to calculate their CO2 emissions and raise awareness of the possibility of reducing the environmental bill by using public transport. The figures given by the tool used to compare the emissions of CO2 per km for each means of transport and that the overall approach the challenge of CO2 in the road transport sector (18% of global emissions in Belgium) requires a “modal shift”, ie a change in travel habits, to train.
Spain:
the Railway Freight Transport Spanish Plan has been passed
5 billion Euros have been allocated for this end.

The plan to promote freight transport by rail, enacted by the last Council of Ministers held in 2008, entails an investment of almost 5 billion Euros. It includes taking actions to separate freight traffic from other traffic, adapting corridors that will no longer be used for passenger traffic for the purpose of freight traffic, as well as enhancing connections with ports of general state interest state and procurement of new rolling stock. During the last Council of Ministers held in 2008, Development Minister Magdalena Alva-rez presented the Plan to develop railway freight transport and improve competitiveness of the sector. The main objective of the Plan is to establish a primary network of freight transport, with distribution lines, as a result of the following actions:

- To adapt conventional lines to freight traffic in corridors that may be dedicated to freight traffic when high speed lines open.
- High speed lines with passenger and freight mixed traffic, in those itineraries where it is possible to combine both. The Strategic Infrastructure and Transport Plan (PEIT) include the construction of 7,000 km of mixed traffic high speed lines, in the 10,000 km network.
- To build new bypass connections along the conventional network.
- The enhancement of the capacity of the existing network.
- To improve connections between the railway network and the main state ports of general interest.

During the 2008-2012 term of office, Renfe has planned to develop new strategic lines of activity that in particular consist in increasing the services offered in freight transport, offering integrated logistic solutions to customers (“door to door” services) and in planning to increase productivity in all areas of activity: from human resources and asset management to energy consumption.

Next meetings scheduled

February 2009

• 24 February 2009: SSMG – Safety System Management Group Meeting (Frankfurt)
• 24 February 2009: 85th Team Messages (Paris)
• 25 February 2009: 22nd GMP Meeting (Paris)
• 26 February 2009: SET 10 (Paris)
• 26 February 2009: SPG - Safety Performance Group (Frankfurt)
• 26 February 2009: TAF Steering Board N10

A Complete schedule of UIC meetings (as well as statutory meetings, events, conferences) is available through the UIC website: [http://www.uic.asso.fr/baseinfo/reunion/](http://www.uic.asso.fr/baseinfo/reunion/) or from the Home page : “Schedule of meetings”.

UIC e-news Editor: Marie Plaud
Lay-out: Daniel Tessèdre
Communications Department, 13th February 2009

Thank you for your comments and suggestions.
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