

European High Speed

Franco-German high-speed service launched by SNCF and DB

A new high speed link Basle-Paris with TGV Lyria presented to journalists in preview



Cooperation between Railway Undertakings to help constructing the European high-speed rail

An ICE from Frankfurt and a TGV from Stuttgart arrived at the Gare de l'Est station in Paris at the same time on Friday 25 May with numerous representatives of politics and business on board.

During the official ceremony of this event, *Anne-Marie Idrac*, President of SNCF and UIC Vice-Chairperson, and *Hartmut Mehdorn*, DB's Chairman and CEO and Chairman of the UIC European Regional Assembly, launched the new services from Frankfurt / Main and Stuttgart to Paris, by signing contracts for a joint venture company of SNCF and the Deutsche Bahn. UIC was represented by *Luc Roger*, UIC Director for Planning and Sustainable Development.

The company, with registered offices in Saarbrücken (in the Saar region) and which will operate under German law, will be responsible for marketing the new high speed services.

Scheduled ICE and TGV services between Germany and France will begin on 10 June. The northern line from Frankfurt / Main via Mannheim, Kaiserslautern and Saarbrücken to Paris will be served by the ICE 3, while the TGV will be deployed on the line running from Munich via Stuttgart and Karlsruhe and Strasbourg. The new service will reduce the journey time on both lines by over two hours.

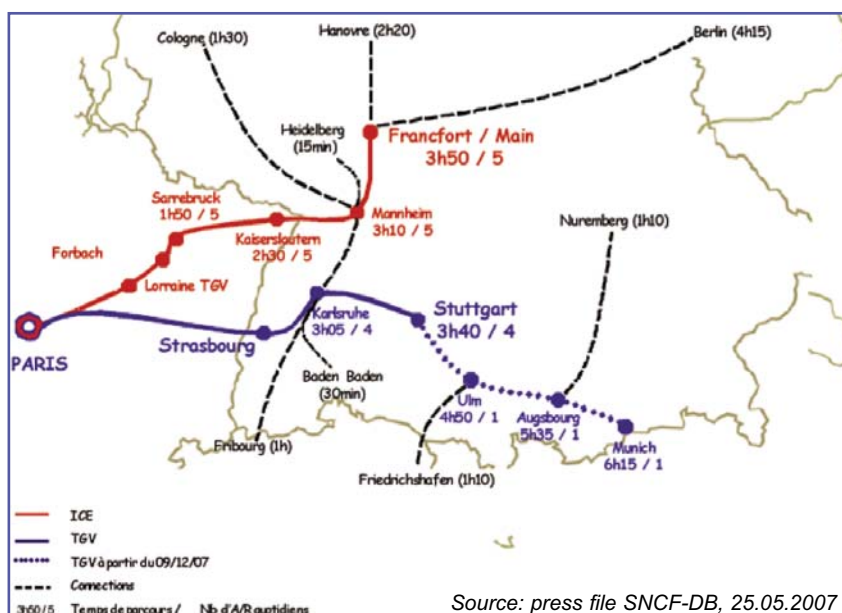


The Inter City Express (ICE) from Frankfurt arrived at the Gare de l'Est station on 25 May.



Photos: C. Depoux

Stuttgart will now be only 3 hours 39 minutes away from Paris by rail and on December Munich will be at about 6 hours. The ICE from Frankfurt will initially take 4 hours and 11 minutes for the journey, but will cut this time to 3 hours 49 minutes as of December. Between Baudrecourt in Lorraine and Paris, both lines will travel along the new "TGV Est Européen" line, which, at speeds of up to 320 km/h, will be Central Europe's fastest rail link.



New offer for a high speed service linking Paris to Basle presented in preview to the journalists

Swiss media discovered on 24 May, in preview, the new offer of TGV Lyria during a press trip from Basel to Paris. *Liesbeth de Jong*, in charge of press relations at UIC, had the opportunity to be also on board. Seventy journalists coming from all Switzerland had the opportunity to discover between Basle and Paris Gare de l'Est the new high-speed train and the section of the new East European high speed line.



With the TGV Lyria, passengers will spend only three hours and half to reach Paris from Basle and four hours and half from Zurich. Thanks to this new relation at the beginning of Zurich and Basle, half-million additional passengers are awaited.

From June 10, the new TGV will circulate daily twice at the beginning of Zurich and four times at the beginning of Basle via Mulhouse and Strasbourg for Paris Gare de l'Est and return. At the beginning of Basle, three hours and half will be enough to reach the heart of Paris and four hours and half at the beginning of Zurich.

This new offer (Zurich-Basle-Paris) constitutes the fourth TGV axis of Lyria SAS in Switzerland and is added to the relations Bern-Neuchâtel-Paris, Lausanne-Vallorbe-Paris and Geneva-Paris. This success of CFF and SNCF is the result of a co-operation carried out by creation into 1993 of a joint subsidiary called Lyria SAS.



New offer of TGV Lyria presented in preview to 70 journalists coming from all Switzerland.

Photo: L. De Jong

Infrastructure

UIC Corridor Seminar (Paris, 22 May)

In connection to the latest UIC Infrastructure Forum held on 22 of May, a special Corridor Seminar was organised the day before. The underlying idea of this Corridor Seminar was to present some current studies and works based on a corridor- or another geographical approach.

In the first session of this Seminar four UIC studies were presented, all with a different geographical approach: Whereas ERIM network is composed of interconnected line sections allowing the extraction of any desired corridor(s), DIOMIS study analyses the Combined Transport axes between the main European CT areas. Furthermore, X-Rail investigates the Single Wagon Loads between the main economic centers for SW traffic, and finally TEMA concentrates on the nodes in the Central European Area within the ERIM network.

In the second session was presented CER-McKinsey corridor studies for political purposes and RNE corridors being in actual business utilisation. Also a very synthetic overview (maps and key issues) was presented on the EU studies (Bravo, Trend, Reorient, New Opera, Cream), ERTMS MoU and on EU TEN-T network.

It was exposed that valuable information can be obtained from these works and that the UIC Infrastructure Market & Development Sector wishes to initiate a “market intelligence” / “think thank” approach which would integrate the main results and recommendations, starting with the infrastructure issues.

The presentations continued with a statement that many corridor configurations exist today which may lead to a confusion between. It was also pointed out that this heterogeneity of corridors can prevent to build on existing work and to obtain further in-depth advancement in analysis.

UIC concluded the Seminar by asking whether it would be in rail industry’s interest to initiate discussions with all stakeholders on the possibility to define a core European railway network. This network could be used for further studies, interoperability and other roll-out strategies, for market development and eventually to define the core European network for legal obligations, such as infrastructure TSIs.

*For more information please contact Erika Nissi, UIC Senior Advisor Infrastructure - Market & Development:
nissi@uic.asso.fr*

Passengers

A Passenger Forum focused on customers (Warsaw, 24-25 may)

The first annual session of the Passenger Forum took place in Warsaw, at the invitation of PKP, on May 24th and 25th 2007, bringing together 50 participants from across Europe and beyond.

Information workshops

As in the last few meetings since 2006, the afternoon session of the first day was given over to workshops, allowing rail company managers to learn more about services such as:

- the current application for an EU study within the framework of the 7th framework programme of the European Commission, on “*Meeting Customers’ Expectations for Rail Travel*”. An overview was given on the FP7 programme as such, with a special view on this latter “collaborative project” (meaning large scale integrating and small or medium-scale focussed research project, 50 % EC funding) of interest to the Passenger railways, focussing on a futuristic foresight (2020 and beyond) of how railways in future could meet customers’ expectations to get value for money. So this projects aims at getting rail non-users on the trains, focussing on the whole chain of transport, taking into account demographic and physical factors and new technical opportunities such as personal GPS / Galileo applications.

Main goal for 2020 is doubling share of both freight and passenger market and tripling the market freight and passenger volume compared with 2000.

The workshop gave an insight in the UIC led project called “Futurex” as an answer to the EC 1st call, deadline for submission being the 5 of June.

- the IPAAB, which is the UIC auditing body for international accounting, in a presentation made by *Roman Klupper*, Head of the IPAAB, on general request of the Passenger Forum to better understand the goal of this team, consisting of ensuring income safety for all UIC RUs as well as process optimization of quality procedures (distribution and Back-Office) through inspection on location;
- and a presentation made by *Phil Hinde*, ATOC, one of the RU speakers of the UIC Energy Billing project, on energy management and the need for metering and billing, starting from the



From left to right: Luc Aliadière, Wolfgang Zoller, Cécile Queille, Oliver Sellnick



Participants to the latest UIC Passenger Forum held at UIC HQ on 25 May.

observation “if you can’t measure it, you can’t manage it”, observing that more and more railways are using the Green Image as a marketing advantage, showing endeavours of RUs achieving noticeable savings through energy efficient driving. A more detailed update on on-train metering was then given in the Forum plenary.

MERITS PRIFIS Special Group meeting

The MERITS PRIFIS Special Group took advantage of the context of the Passenger Forum to meet and discuss the future of the project. After the assessment of the project in late 2006, an update was given on its current status. The system functionalities have been reduced and it has been decided to maintain the databases where the participants can draw timetable and fare data for the whole European market and use within their own systems.



From left to right: Oliver Sellnick, Mickael Stevns, Candido Lopez-Saenz, Fabrice Setta, Sebastian Naundorf.

In the meeting the new MoU was finalised which will allow the project to focus on the essentials of the database solution mainly improving data quality and increasing the upload frequency to a monthly data delivery. The quality will be addressed through the introduction of a Polluter Pays Regime in 2008, which will undergo a yearly review. Also all participants committed to use all reasonable endeavours to deliver 3rd party timetable data.

Plenary session of the Passenger Forum

The main event was the plenary meeting of the Passenger Forum, keeping members up to date with the latest industry news.

Zbigniew Szafranski, PKP corporate Representative on international affairs, welcomed the participants, giving an overview of the recent reorganisation of PKP with the foundation of PKP Intercity for high-level passenger services and PKP Regio for interregional, regional and suburban services, those companies being already economically sound.

Cécile Queille, the Chairwoman of the Passenger Forum, lead the meeting together with *Luc Aliadière*, UIC Director General, *Oliver Sellnick*, Director of the UIC Railway Undertakings Department, and *Wolfgang Zoller*, Vice-Chairman of the Passenger Forum and Chairman of the Passenger Forum Study Group “Pricing / Commercial Issues”. The Chairwoman showed an impressive short film of the recent TGV world speed record.

UIC Chief Executive *Luc Aliadière* reported on the globalisation of UIC with 6 Regional Assemblies and setting up of competence centres within UIC Headquarters.

Much weight was given in the discussion to the consequences of European legislation, particularly regarding the upcoming Passenger Rights Regulation of the EU and its legal connection with the COTIF CIV of CIT. The participants were informed of the latest developments of the response to the EC 1st Call as to the project called “*Meeting Customers’ Expectations for Rail Travel*” and the according draft proposal “*Futurex*” of a UIC led consortium including railway operators, academia and the EPF (European Passengers’ Federation) see corresponding workshop above.

A presentation was given on the TAP (Telematic Applications for Passengers) TSI project as a result of the special workshop run in the PF Steering Committee, giving an interpretation of how the railway community should best fulfil the EU requirements, and stressing the need for each RU to install an internal multidisciplinary group to react urgently on the drafting results of the ERA WG and CER Support Group meetings, and to nominate a central interlocutor to feed regularly the CER SG.

Last but not least, the Passenger Forum was informed on UIC projects and activities run by other UIC bodies with the support of Passenger RU representatives since those address the Passenger RUs' concerns, namely:

- Energy Billing (see above report on the project-related workshop),
- EPR, the European Performance Regime setting up a bonus / malus system on the relationships between RUs and IMs on delay management in international traffic as an incentive to increase service quality,
- the Security Platform, covering issues such as fight against terrorism, measures to enhance security in trains and stations and to lower ticket forgery, and
- the new UIC Stations Managers' Special Group that has been set up to exchange on best practice with a view to developing joint strategies towards better business efficiency.

The meeting ended in an atmosphere of excellent co-operation between member networks. The next session will take place on November 4th and 5th 2007 at the UIC, Paris.

For more information please contact Didier Leautey, UIC Senior Advisor for Passengers: leautey@uic.asso.fr

Sustainable Development

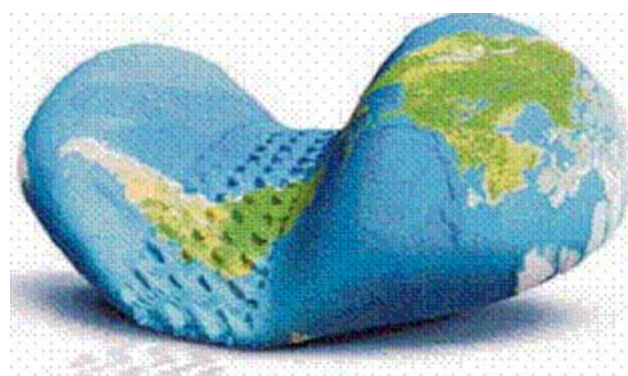
Second meeting of the UIC Sustainable Mobility Expert Network



On the 25th of April, the UIC Sustainable Mobility Expert network held its second meeting in Deutsche Bahn AG's Headquarters in Berlin.

During the meeting it was reported on all activities in the work programme of the Sustainable Mobility expert group. The process of developing the web tool to compare the environmental performance of different transport modes for international passenger transport has been rapidly intensified. The tool is now one of the priority projects of the UIC European Management Committee for 2007, and is expected to be finalised by the end of July.

A main topic of the meeting was the UIC Sustainability Indicators – where the leader of UIC's task force for developing a set of UIC Sustainability Indicators, *Jessica Ahrens* (DB AG) presented state of the art for this work – and proposals for next steps. The expert network has decided to explore the possibility of linking the indicators to messages on railway's advantages and contribution to sustainable mobility and co-modality.



The work with finalising the UIC Environmental Indicators Leaflet is progressing well, and the final version of the Leaflet is expected to be ready for publishing by the end of the year. The new UIC “Climate changes consequences for rail infrastructure”-project was included into the activities of the expert group.

About the Sustainable Mobility Expert Network

The Sustainable Mobility Expert Network held its first meeting in November 2006, and includes around 15 members. The aim of the activities in the Sustainable Mobility Expert network are to support and further develop promotion and communication of the environmental and sustainability advantages of the railways – internally and externally, and the issues treated in the Sustainable Mobility Expert network are (per 1. May 2007): environmental and sustainability indicators, international web tools to compare environmental performance between different transport modes (expansion of “EcoTransIT” for European freight services and the development of a similar tool for passenger services), external costs, eco-procurement, climate changes (messages and consequences for rail infrastructure) and UN-activities.

The Sustainable Mobility Expert network is one of four expert networks belonging to the UIC Environment Platform. The other Expert Networks are “Energy and Climate Change”, “Noise” and “Emissions”.

For more information, please contact Margrethe Sagevik, UIC Project Manager Sustainable Mobility: sagevik@uic.asso.fr

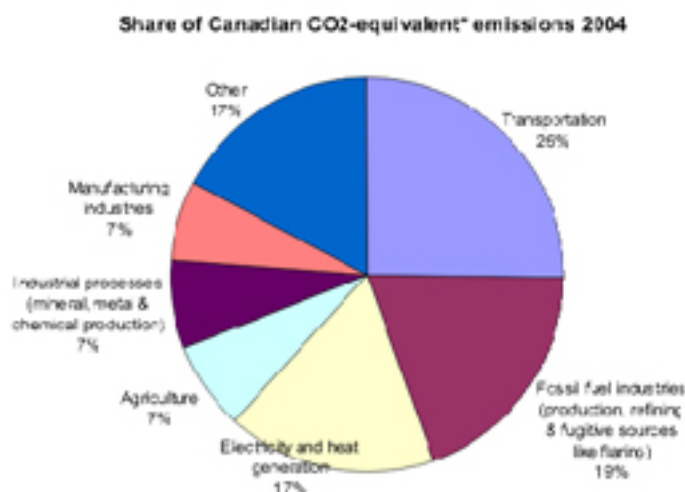
Canadian Railways sign MoU with Canada's Federal Ministers of Environment on emissions reductions

On the 15th of May the four large Canadian railway companies (Canadian National, Canadian Pacific, Via Rail and Go Transit) signed a Memorandum of Understanding (MoU) agreement, with the Canada's Federal Ministers of Environment and Transportation on how the rail sector will contribute to achieve Canada's emissions reductions goal of a 150 megatonne GHG (Greenhouse Gaz) reduction by 2020.

The emissions reductions will be very extensive and are to be achieved through a major multi-year capital investment, fleet renewal and operating commitment by the railways, with extensive monitoring and reporting. In short, the railways have collectively agreed to:

- adopt greenhouse gas targets that will reduce GHG emissions;
- prepare an action plan for GHG emissions reduction;
- purchase only new, EPA-certified locomotives; and
- upgrade existing in-service locomotives when they are overhauled, beginning in 2010, to the EPA standards in effect at that time.

This agreement is similar to the approach taken in the Canadian auto sector in which voluntary action is to be



followed by a regulation. This approach delivers immediate actions to address air pollutant and GHG emissions from railways while regulations are being prepared. Next steps include the Government of Canada working with the rail industry to reach MOU goals and consulting with them to put regulations in place in 2011.

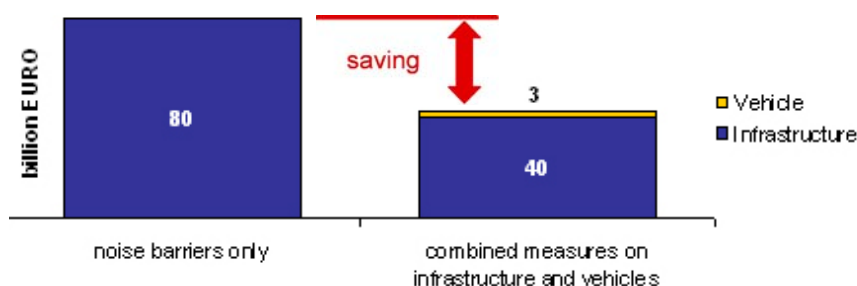
For more information please contact Raimondo Orsini: orsini@uic.asso.fr or Margrethe Sagevik: sagevik@uic.asso.fr

Environment

Rail noise abatement measures addressing the existing fleet:

UIC participated to a Workshop organised by the European Commission (Brussels, 23 May)

The European Commission has organised in Brussels, the 23rd of May, a workshop dealing with rail noise abatement addressing the existing fleet. This workshop has gathered, together with European commission members, representatives of Member States, railways, and different stakeholders.



After an illustration of the environmental noise directive obligations by EU, and a presentation of the EU railway noise working group, some technical speech were given in the morning by *J. Kettner*, *P. Huebner* (UIC) and *J. Oertli* (SBB) about the current status: big amounts of money are spent in Europe to install noise barriers, and a part of that could be saved by transferring to rolling stock retrofitting, following the example of the Swiss noise abatement program, which combined actions at source, and on infrastructure, after a detailed study of the noise exposure.

This retrofitting can be done by changing the cast iron braking shoes with composite brake blocks. Some of them are available, as two K brake shoes are homologated. LL brake shoes are not yet fully available, as the research status should be concluded in October.

The commission proposals for an official EU Communication and a questionnaire addressed to stakeholders were presented. The target proposed for complete retrofitting is 2017, and different possible options were evoked, i.e. start voluntary commitment by the rail sector, give financial incentives for retrofitting, allow infrastructure access charges. More details are given in the consultation document of the commission's services (available at http://ec.europa.eu/dgs/energy_transport/home/consultation/transport_en.htm or contacting UIC).

The EU public consultation will end in July 2007; in parallel, an external study on retrofitting impact assessment will be made until August 2007. The Communication draft will be available in October, and the final version is planned for end of 2007.

The afternoon dealt with stakeholders and member states positions. They are quite different and vary on the different solutions to be implemented. For example, Germany and Holland looked in

favour of direct retrofitting, while Czech Republic is asking if this is really a good solution at an economical level.

A proposal of application of tax access charges appeared quite complicated, but the idea, also used in Switzerland as a bonus for quieter trains and not malus for noisy trains, was mainly appreciated, in particular by NGOs.

Raimondo Orsini (UIC) reminded that investing in retrofitting is not subsidizing railways but it is the solution for saving public money, as presented in the new UIC / CER report “*Noise Reduction in European Railway Infrastructure*” which is under press.

The Commission conclusions were:

- urgent action is needed,
- the railway community need for financial support is clear,
- integrated approach has to be preferred (all stakeholders must be involved, different kind of measures...); more than choosing a single policy option, combined solution have to be implemented,
- technical solutions are already available on the market, but LL brake shoes need more work; sharing experiences is necessary.
- some capacity constraints have to be solved (enough production of composite brake blocks by the industry...),
- the commission keeps in mind the possibility to re-divert money from other sources,
- Member State positions are not unanimous,
- The EU Communication will address all these aspects.

Concerning the answers to the EU questionnaire, UIC members can send via Network Noise their input, in order to deliver a common sector position.

The questionnaire is available at:

http://ec.europa.eu/dgs/energy_transport/home/consultation/transport_en.htm

Please send your answers to Cora Cremezi Charlet, UIC Environmental Expert: cremezi@uic.asso.fr
or Jakob Oertli: jakob.oertli@sbb.ch

Information / Technology

**UIC launches websites on
Hyrrail, Global View, ERTMS World Conference 2007**

A Cd-Rom on SEDP is now available

In a context of the development of a global dimension, UIC has recently set up some Centres of Competencies (technology and railway research, knowledge management, training, high speed, etc.) to support the work carried out through international railway projects.

The UIC Knowledge Management Centre of Competencies, officially created in April 2007, offers its expertise and competencies in use of the new technologies to enhance information dissemination and can bring its experience onboard to improve the results of railway projects.

Three new dedicated websites on HyRAIL, Global View and on the UIC ERTMS World Conference 2007 just have been created, and a Cd-Rom on SEDP is now available.

For any information on the UIC Knowledge Management Centre of Competencies, please contact Hugo Michel: hugo.michel@uic.asso.fr or Marina Grzanka: grzanka@uic.asso.fr

Technology and Research

HyRAIL, Hydrogen Railway Applications International Lighthouse

HyRAIL aims to make an assessment of the state of the art of technologies available and R&D activities and projects on hydrogen and fuel cell, drawing possible scenarios of transport system and energy supply related to railways. Gaps and technological innovations will be identified and proposal put forward to solve fragmentation and to remove bottlenecks. HyRAIL may provide a “vision” and draw a position paper for its implementation in European Railways for the medium long term.

Particular attention will be paid to identify user’s needs and industrial suppliers, especially for SME, as well as cost and benefits, energetic and environmental issues will be taken into account. Areas of business and sustainable use of energy and resources will be investigated.

The results of discussions will strengthen and update the vision, the deployment strategy (DS) and the strategic research agenda (SRA) of EU Hydrogen and Fuel Cells Platform (HFP), as basis for further projects to be set up as response to next call series of FP7.

The final goal is to strengthen European Rail actor’s collaboration, rendering it more effective as well as corresponding to their major interests, showing in conclusion possible applicability areas of hydrogen in railway sector.



The screenshot shows the HyRAIL website header with the UIC logo and the text "HyRail Hydrogen Railway Applications International Lighthouse". Below the header is a blue banner with a white box containing the project description: "HyRAIL aims to make an assessment of the state of the art of technologies available and R&D activities and projects on hydrogen and fuel cell, drawing possible scenarios of transport system and energy supply related to railways." To the right of the banner is a small image of a train. Below the banner is a "MENU" section with links: Project Summary, Workpackages, Workshop in Bergamo, Consortium, Organisation Chart, Private Area, Contacts, and Hyrail. To the right of the menu is a "Workpackages" section with a sub-section "00: Workpackage Management" and a list of objectives: "the financial reporting to the EC; the organization of the information exchange by means of periodic meetings; the overall coordination of the project and WPs activities; the project management by verifying the smooth progress of the activities, the reaching of milestones and the timely completion of deliverables;". At the bottom of the screenshot is a blue button with the text "http://www.hyrail.eu".

Please visit the Hyrail Website: <http://www.hyrail.eu> or contact Enno Wiebe, UIC Manager for Research Programmes and Projects: wiebe@uic.asso.fr

Global view, strengthening rail research Cooperation between Europe and emerging international markets for an integrated international research area

European Commission project Global View in full title "Strengthening Rail Research Cooperation between Europe and Emerging International Markets for an Integrated International Research Area" has been launched at UIC HQ in Paris on 04 December 2006.

It is the first and thus pioneer project of this type in rail sector fully funded by International Cooperation Programme of European Commission. The major objectives of project are to disseminate the results of selected projects carried out within the Fifth and Sixth European RTD Framework Programmes and to learn from similar projects of the international partners in order to identify needs and priorities for joint international rail research projects, with a particular focus on the participation within the Seventh European RTD Framework Programme. It would thus provide opportunities for participation of UIC non European members at EC projects and strengthen the UIC and EC worldwide cooperation in research.

Please visit the Global View Website: <http://globalview.uic.asso.fr>

Infrastructure

UIC ERTMS World Conference 2007

In recent years we have seen ERTMS grow from small -scale pilot projects to fully commercial applications. Today, there is an emphasis on ensuring that ERTMS fulfils its potential to enhance interoperability on international rail corridors. This explains the theme chosen for the 2007 conference: From Independent Rail Networks to Interoperability. At the kind invitation of SBB, BLS and the Federal Office of Transport, we are taking the opportunity to locate our conference in Berne, Switzerland where substantial physical progress in implementation will be demonstrated.

Please visit the UIC ERTMS World Conference 2007 Website:
<http://www.ertms-conference.com/>

and Official UIC ERTMS Platform website:
<http://ertms.uic.asso.fr>

Railway Undertakings

SEDP, *Strategic European Deployment Plan*

Project EU-2005-93008-S is the consolidated Strategic European Deployment Plan for the implementation of the Telematics Applications for Freight TSI across the EU and was developed in cooperation with EFTA & CEEC members. Over 80% of the industry (measured by tonnes-km & track-km) have approved individual plans, which are contained in Deliverable 3. These individual plans have been synchronised and form a comprehensive Strategic European Deployment Plan for the TAF TSI.

The European rail freight industry has individually and collectively approved plans which will achieve the full implementation of TAF TSI functionality over the SEDP plan period – i.e. up to the end of 2013. The majority of the combined responses by TAF TSI function show a progressive implementation timeline, while other higher-risk functions show a more gradual timeline in order to reduce the overall risk for a successful implementation. The end result shows a harmonised SEDP over 5 years.

SEDP Strategic European Deployment Plan

- » Overview
- » Background
- » Deployment Plan
- » Framework Plan
- » Deliverable 1
- » Deliverable 2
- » Appendix a
- » Appendix b
- » Appendix b Annex I
- » Appendix c
- » Appendix d
- » Appendix e
- » Appendix f - pdf
- » Appendix f - xsd
- » Deliverable 3
- » Deliverable 5

Project co-financed by the European Union from the trans-European transport networks budget

Contacts

John Lutz (UIC)
Project Manager
16 rue Jean Rey
75015 Paris, France
0033 1 44 49 20 27
lutz@uic.asso.fr

Jacques Dirand (CER)
Freight Policy Advisor
53, Avenue des Arts
1000 Brussels, Belgium
Tel : 0032 2 213 08 78
jacques.dirand@cer.be

CER UIC EIM



The SEDP Cd Rom is available on request to John Lutz.

For any information, please contact John Lutz, UIC Project Manager for SEDP: lutz@uic.asso.fr

International Railway Conference & Exhibition 18-20 June 2007 VVC Centre Moscow

RAIL-TECH®RUSSIA2007

Parallel with UIC General Assembly

Please visit: www.railtechrussia.com

Main topics of the conference:

- Russia the Strategic Link between West/ Central Europe & Asia: Political, Economic and Technological Aspects
- 1520 x 1435 mm
- European – Asian Transport Corridors
- Rolling Stock Industry
- Harmonisation of Legal Transport Conditions
- European (ETCS/ERTMS) and Russian Safety Control Systems
- High Speed Rail
- Track Infrastructure Maintenance

Key-note speakers:

- Vladimir Yakunin, President of JSC Russian Railways
- Alexandr Misharin, Deputy Minister of Transport
- Jay Prakash Batra, CEO Indian Railways, Chairman of UIC
- Philippe Mellier, CEO Alstom Transportation
- Aad Veenman, CEO Netherlands Railways, Chairman CER
- Tadeusz Szozda, Chairman OSJD
- Hartmut Mehdorn, CEO Deutsche Bahn, Chairman UIC (Section Europe)
- Michael Clausecker, General Director UNIFE
- Wolfgang Toelsner, CEO Bombardier

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News from UIC former staff

The weekly magazine « L'Equipe / Rugby » will publish in June an article on the history of the Rugby World Cup. Their investigations brought them to UIC where in 1985 the 1st World Rugby Cup has officially been announced.



Mark Richardoz, at that time responsible for the renting of UIC conference rooms and now retired, remembered well the event and accepted to give an interview to the sports magazine. Even this is not an international rail issue there is a link with the professional sector : SNCF is the official partner and carrier for the World Rugby Cup this year.

We would like to thank Marc Richardoz for his enthusiastic cooperation.



Next meetings scheduled

June

- 05 June 2007: Control, Command & Signalling Technology Workshop (Paris)*
- 05 June 2007: GE3 - Interaction Véhicule-Infrastructure (Paris)*
- 06 June 2007: OHSG - Occupational Health and Safety Group (Berlin)*
- 06 June 2007: Safety Performance Group (Paris)*
- 07 June 2007: 2nd UIC European Regional Assembly (Paris)*
- 07 June 2007: UIC European Management Committee (Paris)*
- 07-08 June 2007: Documentary Group (Bern, Switzerland)*
- 08 June 2007: ETCS Braking Curves (Paris)*
- 12 June 2007: European automatic track gauge changeover system –Kick-off meeting (Paris)*
- 12 June 2007: EURNEX Council (Paris)*
- 12 June 2007: 8th meeting - WP10-2 & 10-3 CER Speakers meeting (Bruxelles)*
- 12-13 June 2007: 80th Team Messages (Paris)*
- 13 June 2007: Cross Border Seminar (Paris)*
- 13-14 June 2007: 17th GMP meeting (Paris)*
- 13 June 2007: ERTMS Platform – 4th Steering Committee (Paris)*
- 14 June 2007: Legal Group (Brussels)*
- 14 June 2007: Terminology Group Meeting (Paris)*
- 14 June 2007: EU Safety Directive (Paris)*
- 14 June 2007: WCRR Executive Committee (Paris)*
- 15 June 2007: Axle load checkpoint (Paris)*

15 June 2007: Technical Coordination Group (Telephone meeting)
15 June 2007: WCRR Exe + Org Committees (Paris)
15 June 2007: Security Platform Steering Committee (Paris)
15 June 2007: Telecom Panel of Experts (Paris)
18-19 June 2007: Rail Tech (Moscow)
18 June 2007: UIC Ex Board – General Assembly (Moscow)
20-22 June 2007: Global View Workshop (Moscow)
20 June 2007: Human Factors Group (Paris)
20-21 June 2007: GE5 - Freinage & Organes de roulement (Paris)
21 June 2007: SSMG - System Safety Management Group (Brussels)
25 June 2007: GSM-R Frequency Workshop (Paris)
25-30 June 2007: Seminar on High Speed systems (Paris)
26 June 2007: Energy Billing Advisory Board (Paris)
26 June 2007: ETCS Braking Curves Steering Group (Paris)
27 June 2007: HYRAIL Conference (Bergamo, Italy)
27-28 June 2007: GSM-R Implementers Group meeting - ERIG #34 (Ljubijana)
27 June 2007: GE2 - Technique Fret (Paris)
28 June 2007 : Réunion Des Directeurs du Personnel (Paris)
28-29 June 2007: GE1 TECHNIQUE PASSAGERS (Poland)
29 June 2007: Réunion Des Directeurs Informatiques (Paris)

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/> or from the Home page : "Schedule of meetings".

UIC e-news responsible: Marie Plaud
Lay-out: Daniel Tessèdre
Communications Department, 1st June 2007

Thank you for your comments and suggestions.
For any additional e-mail address in your Railway please contact plaud@uic.asso.fr