

## UIC Governance



**Mr. K. C. Jena,  
appointed Chairman Indian Railway Board,  
will assume the role of UIC Chairman**

Mr. *Kalyan Coomar Jena* has been appointed as Chairman, Indian Railway Board, with effect from 1st August 2007.

According to UIC statutes he will consequently assume the role of UIC Chairman for the remaining term of Mr. *Jai Prakash Batra*, former Chairman of Indian Railway Board, up to 31st December 2008.

His nomination as UIC Chairman will be officially confirmed by UIC Executive Board and ratified by the General Assembly that will meet on 7th December 2007 in Paris.

*Mr. Kalyan Coomar Jena, born in 1949, a graduate from Indian Institute of Technology Kanpur, joined the Indian Railway Traffic service in 1971 and has held various responsibilities in all domains of Indian Railways, i.e. fourth largest railway system in the world. Prior to his appointment as Chairman, Indian Railway Board, Mr. Jena was Member (Staff) of Indian Railway Board.*

# UIC Working Bodies

## **Roland Heinish retires from Deutsche Bahn UIC expresses its gratitude for the leading role he has played in UIC working bodies over many years**



A ceremony took place in Frankfurt on 24 August on the occasion of the retirement of *Roland Heinish*, member of the Deutsche Bahn Board of Management (Vorstand), responsible for the “integrated rail systems” division. Over 37 years in which he occupied several senior positions at DB *Roland Heinish* was responsible for Freight, Research and Technology and Traction as a Board Member, and then for the network as DB Netz Board Chairman before taking responsibility for the cross-sector “integrated rail systems” division in 2006.

In the words of *Hartmut Mehdorn*, Chairman of the DB Board of Management, "the railways in Germany owe much to *Roland Heinish*. He has inspired innovations without which the modern railways would not be conceivable, neither in Germany, nor at international level".

Over many years *Roland Heinish* has played a leading role in numerous key areas of international cooperation under the UIC umbrella.

He was involved in particular in the development of the European high speed network – with *Michel Walrave* - in the late 1980s (master plan which served as the basis for the trans-European high speed network); thereafter he chaired the UIC Research Commission, the Infrastructure Commission (later Infrastructure Forum), the Safety Platform, the ERTMS Platform, etc.

In his address, responding to the words of DB Chairman *Mehdorn*, *Roland Heinish* drew several comparisons between DB as he had known it at the beginning of his career and the organisation he was leaving in 2007 and, citing specific figures, highlighted the considerable progress made by the company both in terms of technical advances and efficiency and in terms of commercial and economic performance. He expressed his confidence in the future of the DB group.

UIC was represented in Frankfurt on 24 August by Chief Executive, *Luc Aliadière*, together with *Michel Walrave*, Honorary Chief Executive. UIC would like to take this opportunity to express its deep gratitude to *Roland Heinish* for all his work and wish him well for the future. The association will pay tribute to *Roland Heinish* more officially at the next UIC General Assembly in December.

*Roland Heinish* is succeeded at DB by *Lutz Bücken* who has been in charge of DB Services (Dienstleistungen) since 2003.

## Infrastructure / Interoperability



### **ERTMS World Conference 2007 is opening today**

At the kind invitation of SBB, BLS and the Federal Office of Transport, the 2007 edition of the UIC ERTMS World Conference is located in Berne, Switzerland where substantial physical progress in implementation will be demonstrated.

The conference has started today by a test trip onboard ICN train on the new line Mattstetten-Rothrist and through the Lötschberg base tunnel for a demonstration of the ETCS level 2.

The Conference and the exhibition will start officially with the opening addresses of the Swiss Minister of Transport, *Moritz Leuenberger*, the UIC Chief Executive *Luc Aliadière*, the General Director of UNIFE *Michael Clausecker*, and the General Director of GSM-R industry group *Ola Bergman*.

More than 750 participants from the industry and the railways and 29 exhibitors should attend this new edition.

**More information on the ERTMS Conference in the next UIC e-News.**

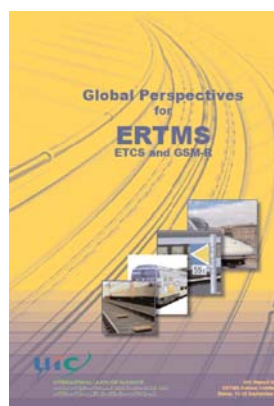
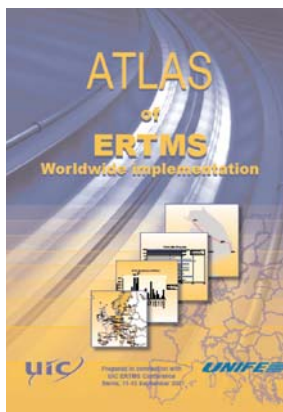
### **Fourth UIC ERTMS Platform Plenary meeting Berne, 10 Sept.**

The fourth ERTMS Platform plenary meeting successfully took place on 10 September 2007 in Berne, in conjunction with the UIC ERTMS World Conference, under the chairmanship of Mr *Heinisch* - DB.



Two reports prepared in conjunction with the conference and the ERTMS Platform Focus were presented. The communication and dissemination plan launched by the platform is well on track. "Global Perspective for ERTMS" is a technical report where ERTMS, in its components ETCS and GSM-R, is analysed in detail, migrations and trends for the medium and long term are presented. "ATLAS of ERTMS Worldwide Implementation" is a survey, made jointly with UNIFE, which presents a picture of the situation, as of August 2007, of the installed ERTMS components. The real value of the document is in the comprehensive data base per line sections and per country, reporting detailed information on infrastructure and rolling stock set at UIC.

Great interest was shown by the about 40 participants from railway members, representative bodies and technical groups. New platform representatives from JBV (Jernbanverket), the Norwegian National Rail Administration, joined the platform to gain experience on ERTMS implementations from the early implementers.



ERTMS Implementation plans were presented by Mr Gralla of DB-Germany and Mr *Chala* of ADIF-Spain.

The following items on the agenda covered more technical matters: “Evolution of SRS 2.3.0 towards SRS 3.0.0”, “GSM-R future evolution to meet ETCS requirements”, “Corridor Technical and Operational Interoperability”. Presentations made at the meeting and contributions received are on the UIC web site and the ERTMS Platform Extra-Net at the following URL addresses: [www.uic.asso.fr](http://www.uic.asso.fr) and <http://extranet.uic.asso.fr>.

At the end of the meeting Mr *Heinisch* passed the Platform responsibility on to Mr *Elia* (RFI CEO), the new appointed Platform Chairman. Mr *Elia* accepted the challenge and thanked the former chairman for having brought the platform to the current high level of co-operation.

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## High Speed

### Eurostar sets Paris-London record

A Eurostar high speed trainset has set a new record on its inaugural journey from Paris to London on 4th September. The train carrying journalists and international guests run from Paris Nord via the new high speed line (300 km/h) in Britain and arrived at Saint-Pancras international Station, its new terminal instead of London Waterloo. It took 2 hours and 3 minutes, a new speed record for a rail journey between the two European capitals.

In commercial operation, the new line is expected to cut journey times from Paris to London by 20 minutes to 2 hours 15 minutes and will open to the public on 14th November.



# Anniversary

## UIC present at the 125 years of the Gothard line.

The 125 years festivities of the Gothard line officially began on September 6, gathering more than 200 personalities of the political world and the economic world of Switzerland and abroad, in the presence of the President of the Swiss Confederation Mrs. *Micheline Calmy-Rey*.

UIC was represented by, *Luc Aliadière*, UIC Chief Executive, who underlined the utility of the existing tunnel and the utility even larger tunnel in construction.

The guests took the special trains coming from Chiasso and Zurich, in presence in particular of *Andreas Meyer*, President of the direction of the CFF, of the Advisers of State for Uri *Isidor Baumann* and Tessin *Marco Borradori* and Representatives of Gottardo.

“The opening of the Gothard line placed Switzerland in the middle of Europe in rapid development and brought closer the people”, noted *Andreas Meyer*, President of the Direction of CFF, at the time of his welcoming speech.

*Thierry Lalive d' Epinay*, Chairman of the Board of CFF, baptized in Göschenen an engine Re 484 of CFF Cargo of the name of “Gottardo”, underlining the international aspect of the axis of Gothard, one of the principal arteries in Europe.

The strong point of the 125 years festivities took place on September 8 and 9 with a popular demonstration organized by Gottardo and attended by 50 000 persons.



# Technology / Research

## Technology and Research Platform (PTR): Study Group for Motive Power Units

At the kind invitation of *Giovanni Balzarini* (CFF/SBB), PTR Study Group 4 for Motive Power Units met in Bern-Frutigen (Switzerland) on 3 and 4 July, under the Chairmanship of *Bernhard Benes* (ÖBB).



SG4 Members in front of Frutigen Fire Station

Mr *Benes* began with a few points of general information:

- Mr *Benes* indicated that this was likely to be his last meeting as SG4 Chairman because of the reorganisation of the PTR Steering Body. The group took the opportunity to thank him for his committed involvement to PTR work since 2003.
- The PTR was being reorganised. The new structures were to be finalised at the PTR Steering Body on 18 September, for presentation to the PTR plenary session on 24 October 2007.

A presentation of the ÖBB's "Railjet" project was given by the project manager, *Rupert Marl*. This new generation train would offer 421 seats with 3 classes of accommodation: economic, business and premium, with compartments for families in the economic class, featuring a special children's area equipped with modern video equipment, and compartments in the middle of the train for disabled passengers (with tactile devices, spaces for guide-dogs, spaces for wheelchairs, larger on-board seats, larger toilets and a lift). Catering arrangements included a bistro coach in the middle of the train, with a trolley service in economic class and hot meals for premium class passengers. Other modern facilities included video and information screens giving station names and details of connecting services, whilst tickets and taxis could be booked at the information and reservation desk which also featured an Internet connection. At the beginning Railjet would operate between Switzerland, Austria and Hungary. Later on Railjet would also operate further to Germany. For further information please contact [rupert.marl@tr.oebb.at](mailto:rupert.marl@tr.oebb.at)



Rescue Train of Lötschberg Tunnel

A report was given on the migration of the *UIC leaflets* under the responsibility of SG4 into European standards (ENs) and on a "Memorandum of Understanding on Electro-Technical Standardisation" between CENELEC and the UIC's Regional Assembly for Europe (RAE-UIC) that was currently under discussion and due to be signed soon.

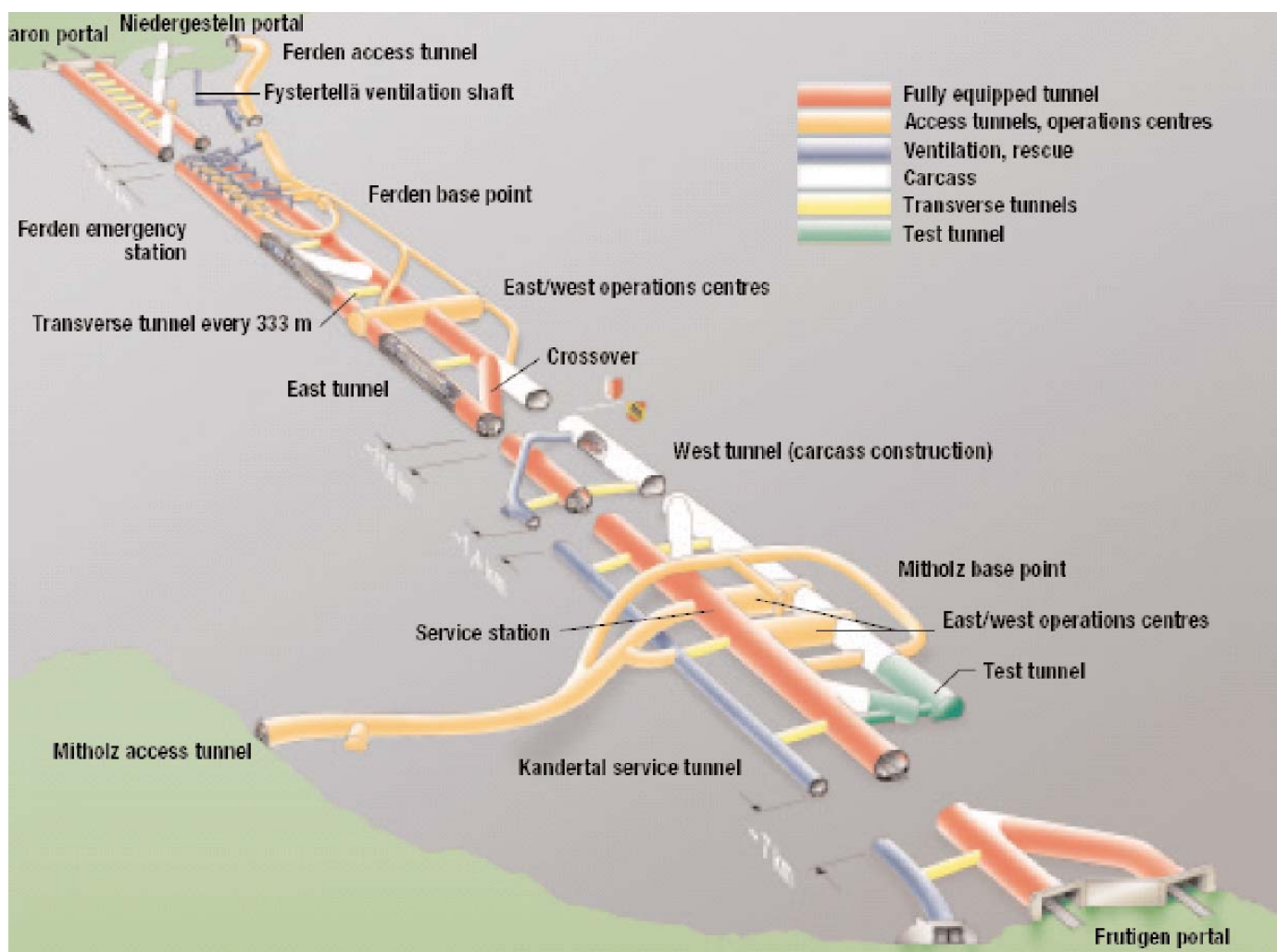
Mr *Benes* emphasised that work on the new *UIC Leaflet ORS 612* had been completed in a very short space of time thanks to the efforts of all concerned and had been adopted by the PTR in May 2007.

*Hans Paukert* reported on the latest developments in respect of Directive 2004/26 amending Directive 97/68. The Commission appeared ready to accept amendments despite the low level of involvement from member states. Mr *Benes* and Mr *Paukert* were trying to ascertain the Commission's position as a matter of urgency, since the final meeting with the EC was scheduled for 12.10.2007 and an interim position would be needed before then.



*Railway Lötschberg Base Tunnel .*

*UIC Leaflet 623* on approval tests and procedures for the diesel engines of motive power units had been amended by SG4 and posted on the UIC extranet site. If there were no comments by 18 July, this leaflet would stand approved.



*Graph of Lötschberg Base Tunnel*

At the invitation of Mr *Balzarini* (SBB) and his colleagues from BLS AlpTransit, group members had a unique opportunity to visit the Lötschberg base tunnel, with a particular focus on its safety features. The tunnel is a twin-bore single-track structure, 34.6 km long and extending from Frutigen (Canton of Bern) to Raron (Canton of Valais). After its official inauguration on 15 June 2007 this new high-speed rail tunnel will, in combination with the Simplon tunnel, offer the first fast north-south transalpine link. It will facilitate and increase the demand for goods transport, whilst providing faster connections for passengers. Full-scale operations begin in December 2007.

For further information click on <http://www.blsalptransit.ch>

The group, and the UIC team in particular, expressed its warmest thanks to BLS Alptransit and to colleagues from SBB for the extremely interesting visit and excellent welcome.

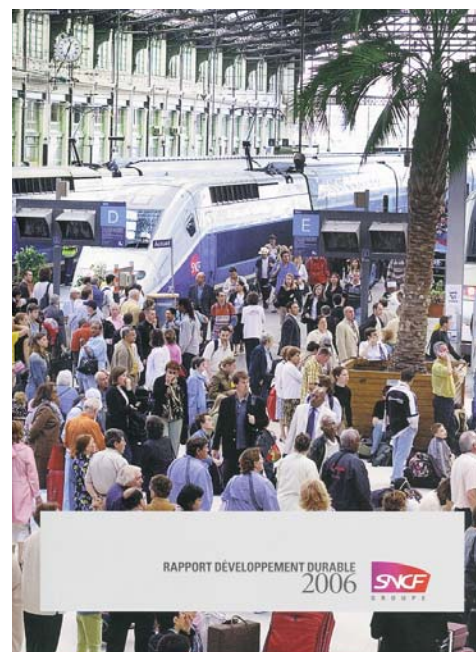
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## Publications

### **SNCF: Sustainable Development Report 2006 published**

SNCF is committed to promoting a competitive and responsible model for the management of transport in an environment of competition. Respect for its core values is at the heart of SNCF's development, enabling it to contribute to responsible land use and promote the mobility of millions of passengers with security guaranteed.

The sustainable development is for SNCF a lever of attractivity and competitiveness, founded on a dynamics in 3 times. In the short run, the setting to the standards contributes to better managing the risks and vulnerabilities of the company; in the medium term, the division of the good matter practices in particular of environmental management, makes it possible to reduce the costs and to improve the performance; in the long run, this policy aims to better differentiating and consolidating the reputation of the company.



*The SNCF Sustainable Development Report 2006 is available in the SNCF website:  
[http://www.developpementdurable.sncf.com/pdf/rapportDD\\_2006\\_fr.pdf](http://www.developpementdurable.sncf.com/pdf/rapportDD_2006_fr.pdf)*

# Next meetings scheduled

## September

- 12 September 2007: UIC workshop about EUCAB (Munich)*
- 12 September 2007: INNOTRACK WP4.4 (Paris)*
- 12-13 September 2007: UIC ERTMS World Conference (Berne)*
- 13-14 September 2007: ORS 612 review (Munich)*
- 13 September 2007: CEEA (Paris)*
- 13 September 2007: SSMG - System Safety Management Group (Bruxelles)*
- 13 September 2007: Study Group NWSRS: New Wagon Status & Rolling Stock (Roma)*
- 14 September 2007: CER General Assembly (Brussels)*
- 17-18 September 2007: 48th meeting of Specialists' Committee B 208 (Paris)*
- 17-19 September 2007: GSM-R Operators Group OG # 29*
- 18-20 September 2007: GT 25 RIV : Loading rules (Paris)*
- 18 September 2007: Panel of Structural Experts (Prague)*
- 18 September 2007: Groupe de pilotage Technique & Recherche (Paris)*
- 19 September 2007: Passenger Revenue Accounting (RCF1) (Paris)*
- 19 September 2007: ETCS Braking Curves Workshop (Paris)*
- 19-21 September 2007: Third UIC World Energy Efficiency Conference (Portoroz)*
- 19-21 September 2007: COLPOFER - 47th Conference (Luzern)*
- 20 September 2007: Financial Directors' Meeting (Paris)*
- 20 September 2007: Freight Steering Committee (Paris)*
- 24-28 September 2007: SIAFI 2007 - Session II (Paris)*
- 25-26 September 2007: GSM-R Implementers Group meeting - ERIG #35 (Germany?)*
- 25 September 2007: Passenger Steering Committee (Paris)*
- 25-26 September 2007: SG TÜ / GE VTE (Crakow, Poland)*
- 26 September 2007: SPCG - Safety Platform Core Group (Paris)*
- 26 September 2007: Infrastructure Steering Committee (Paris)*
- 26-27 September 2007: Study Group 5 RIV (Crakow, Poland)*
- 27 September 2007: 34th Euro-Interlocking Steering Committee*
- 27 September 2007: 2nd Safety Platform - Plenary Group (Saarbrücken)*
- 27-29 September 2007: CER Management Committee (Bucharest)*

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".

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Communications Department, 11<sup>th</sup> September 2007

Thank you for your comments and suggestions.

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