

## Global dimension

### Regional Activities / Africa

#### **Two years on from the first conference of Transport Ministers: Information Session on Regional Activities (SIAFI) for Africa in Brazzaville**

*Presentation of the Vision 2025 strategic document and exchanges between African railways as part of the UIC programme of regional activities ahead of the second conference of Transport Ministers in Algiers*

The second conference of African Transport Ministers is to be held in Algiers this coming April under the aegis of the African Union. The first such conference took place two years ago in Brazzaville.

UIC was present at Brazzaville and will be present again in Algiers to represent the rail sector alongside the African Union of Railways. The SIAFI session provided invaluable material for the specific messages to be conveyed during this conference. It was symbolic that this SIAFI should be held at the same venue as the first conference of African Transport Ministers and contribute to preparations for the second, involving all participants in framing key analyses and proposals for promoting the development of railways in Africa.

Staged by UIC (International Training Competence Centre, *Meryem Belhaj*) in cooperation with the UAR, the Information Session on Regional Activities (SIAFI) for Africa held from 19 to 22 February in Brazzaville drew around a hundred participants, with representatives from railway companies, international institutions, regional economic communities and funding bodies.



*The SIAFI for Africa was held at the Parliament Palace of Brazzaville.*



*From left to right: Joséphine Drabo (SOPAFER-B), André Michel (UIC General Secretary and Coordinator for UIC Africa) and His Excellency Mr Emile Ouosso, Minister for Transport and Civil Aviation of the Republic of Congo.*

The Session was officially opened by Mr *Naffati Ahmed Elghul*, Secretary General of the Union of African Railways (UAR), Mr *David Kajange*, Head of the Transport and Tourism Division of the African Union, Mr *André Michel*, General Secretary of UIC and Coordinator for UIC Africa, and the Representative of His Excellency Mr *Emile Ouosso*, Minister for Transport and Civil Aviation of the Republic of Congo, Chairman of the African Conference of Transport Ministers.



From left to right: André Michel, UIC Secretary General and Coordinator for UIC Africa, Jacques Outoundou, Representative of His Excellency Mr Emile Ouosso, Minister of Transport and Civil Aviation of the Republic of Congo, and Naffati Ahmed Elghul, Secretary General of the Union of African Railways (UAR).

Mr *Michel* presented the apologies of Mr *Siyabonga Gama*, President of UIC Africa and Chairman of UAC, who is particularly attentive to the success of this SIAFI, the first organized in collaboration between UIC Africa and UAC.

He also presented the apologies of Mr *Vipin Sharma*, UIC Deputy Chief Executive, responsible for the global dimension.

Mr *David Kajange* (African Union) for his part presented the apologies of Dr. *Bernard Zoba*, Commissioner of Infrastructure and Energy for the African Union, who is insisting on the progress of the railway sector for the development of Africa.



David Kajange, African Union, Head of the Transport and Tourism Division.

The SIAFI event was structured around 5 sessions and provided a constructive framework for participants to develop specific cooperation initiatives in a range of fields:

- the main lines of progress for the rail system in Africa and the contribution of UIC based on the "**Vision 2025**" document;
- the **different modes of railway management** and the privatisation process;
- current situation and prospects for **railway infrastructure**;
- **financing** as an essential means of facilitating the expansion of railways and the approach to **security issues**;
- **health issues** and the impact of disease on rail transport.

The first session, which focused on the **main lines of progress for the rail system in Africa** over the next fifteen years, was chaired by *André Michel*. This was an opportunity for *Jan-Louis Spoelstra* of the UIC Africa Regional Office in Johannesburg to present the **Vision 2025** reference document prepared by UIC. The association plans to identify similar visions and conduct specific actions in all of the "UIC regions" of the world.

Drawing on macro-data from the United Nations, the African Development Bank, the World Bank and the International Monetary Fund, the Vision document incorporates key variables for the future of the continent, including the cost of energy, demographic growth and environmental conditions.

This prospective document, produced between January and November 2007, offers a backbone for the strategies and subsequent work conducted in the framework of UIC Africa.

It will be the basis for a development plan incorporating the other partners in the transport chain and reflecting the need for cooperation between modes.

The development of efficient intermodal chains is essential, particularly in the fight against the growing costs of logistics, harnessing the scope for complementarity between transport modes (rail, road and shipping).

**Vision 2025** must now be worked on at regional level with regional cooperation organisations before being validated by the political authorities, since a strong political will is crucial to the development of railways and their interconnection across the African continent.

The railway experts representing a range of African railway companies and organisations at the round table that concluded the first session (Mr *Ouedraogo* of SOPAFER-B / Burkina Faso; Mr *Bel Bachir* of ONCF / Morocco; Mr *Debeka* of OFAC and CFCO / Congo; Mr *Diagne* UIC consultant for Africa) all confirmed that demand for transport was set to grow in Africa and that a substantial share of the market would belong to the railways once their quality of service and operating conditions had improved.

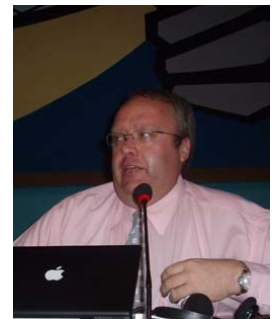


From left to right : Joachim Debeka, OFAC Secretary General, and Adama Diagne, UIC Consultant for Africa.

A synopsis of these contributions, incorporating the range of specific cases presented at the SIAFI session (*on issues like infrastructure development, human resources and security*), will be added to the **Vision 2025** document.

UIC, as the organisation for international rail-sector cooperation and partner of the African Union, will present the **Vision 2025** document at the first plenary conference of African Union Transport Ministers, to be held from 20 to 24 April next in Algiers.

The second session, which focused **on different railway management modes**, was chaired by *Jan-Louis Spoelstra*, and gave an overview of the mechanisms of restructuring and privatisation.



Jan-Louis Spoelstra, UIC Africa Regional Office in Johannesburg.

The papers given at this session (with contributions from Mr *Elias* of Mozambique railways, CFM; Mr *Kadjo N'Guetta* of SIPF / Ivory Coast; Mrs *Drabo* of SOPAFER-B / Burkina Faso) reviewed the impact of privatisation on State-owned companies in the field of rail transport.

*Joséphine Drabo*, Director General of SOPAFER-B, described the franchising (or affermage, a type of concession contract) of railway operations between Abidjan and Ouagadougou (Ivory Coast / Burkina Faso) which began in 1995, marking the start of private financing of railways in Africa.

The contribution from the World Bank looked at aspects of concessioning as applied to African railways, drawing attention to the fact that their long-term survival depended on the injection of public investment.

The question was raised as to how far railway privatisation should go in Africa, in view of the fact that the companies remained largely dependent on political decisions.

Generally speaking, this political will to restructure the transport sector in Africa is encouraged by international financing bodies such as NEPAD (New Partnership for Africa's Development), UNTACDA (the United Nations Transport and Communications agency) or cooperation for bilateral development.

One of the points in the **Brazzaville Declaration** drawn up at the First Conference of African Transport Ministers from 13 to 14 April 2006 (which also featured an Action Plan for the years 2006-2008) sought to **encourage governments to implement or continue structural reforms, particularly in connection with public / private partnerships**.



The presentations given during the African SIAFI demonstrated that while organisational considerations clearly influenced transport efficiency, the different strategies adopted by railway companies across Africa could each deliver satisfactory results in a given context. Morocco, for example, had a structure that was State-owned while South Africa had opted for a blend of financial and organisational tools based on corporatisation (similar to State-owned subsidiaries).

The third session was devoted to a review of the **current situation and future prospects for railway infrastructure**. It was led by *Ignacio Barron de Angoiti*, UIC Director for High Speed and Coordinator of the Latin America region.

The need to have satisfactory infrastructure in a decent condition was confirmed as essential to the proper functioning of any transport system, and rail transport systems in particular.

*Ignacio Barron* outlined potential ways of improving rail service performance in Africa. All the component parts of the rail system, adjusted to the key characteristics and needs of each country in each region, were essential to an efficient and competitive transport system.



*Ignacio Barron de Angoiti, UIC.*



*Fidel Yengo, CFCO.*

*Fidel Yengo*, Director for Infrastructure on CFCO (the Congo-Ocean Railway), set out the principles and strategies to be applied for the **rehabilitation of existing railway lines**. Examples of line rehabilitation projects in Mozambique, Djibouti and Congo led to the initial conclusion that the need to rehabilitate existing lines can be avoided through timely maintenance.

At the same time, the construction of **missing links** was of crucial importance. These missing links were a veritable obstacle to domestic rail transport within the African continent and led to physical discontinuity. They might result from geographical conditions, national conflicts or were due in some cases to economic circumstances.

*Michel Bosio*, General Manager of Africarail, presented plans for a rail link through four countries (Burkina Faso, Niger, Benin and Togo) based on an innovative scheme involving the Ministers of each country in the project Steering Committee.



*Michel Bosio, Africarail.*

*Bernard Dzawanda*, from the Southern African Railways Association (SARA), presented the network in the southern part of Africa, with special focus on missing links, interoperability and the issue of different track gauges (despite the fact that most of the 21,000 km of lines making up this network are built to the 1065 mm gauge).



*Bernard Dzawanda, SARA.*

Finally, the **construction of new lines** was also seen as a means of improving the integration of the African continent in logistical and economic terms.

*Abdelazziz Bel Bachir* of ONCF (Moroccan Railways) presented Morocco's plans for a high speed rail system (the first programme of its kind in Africa), as the rail mode's response to the need to boost transport capacity following the saturation of certain links. Moroccan railways indicated their willingness to share their own knowledge and experience on the subject with the other railways in the region.

Congolese plans for a new railway line linking Pointe Noire and Brazzaville with Cameroon and Central Africa, involving 1,500 km of new lines across the country, were presented by *Alphonse Pepa*, from the Ministry for Transport and Civil Aviation of the Republic of Congo (MTAC). A partnership agreement between Congo, Korea and Malaysia had been signed to take this project forward.

Session four looked at **financing in support of railway expansion in Africa**, and was introduced by *Maurice Niaty-Mouamba*. The need to provide donor organisations and financing bodies with the right arguments to implement the commitments made in Saly-Portudal at an exchange organised by the President of Senegal was especially emphasised. The findings of this conference, which had served to identify priority corridors, were also presented.

With **security** now high on the agenda and increasingly considered as a key factor by market players generally and for financial investment decisions in particular, *Jacques Colliard*, Manager of the UIC Security Competence Centre, presented the potential benefits to be had from the establishment of railway security policies in Africa, drawing on the experience of ONCF.

The creation of the Security Competence Centre was a reflection of the importance of security as a precondition for railway operations and offered a means of sharing experience and specific initiatives in response to the needs of members, and those of African countries in particular. Following this African SIAFI session, there were calls from the railways of the Republic of Congo and the Democratic Republic of Congo and Morocco to stage a workshop to address the specifically African dimension of security. A tailored programme of work is to be sent to the other railways for an overall presentation at the conference of Transport Ministers in Algiers.

The final session focused on **health issues** (infectious diseases, respiratory illnesses, etc.) as a further factor for consideration in a more structured and coordinated development process for African railways.

*Dr Lekaka* of the Congo Ocean Railway stressed the importance of a widespread preventive programme to combat HIV / AIDS among African railway companies, drawing on CFCO's own programme. He also underlined the devastation caused by malaria, which was the biggest cause of staff hospitalisations, and the ageing profile of railway staff (on the Congo Ocean Railway, for example, more than 90% of staff was over the age of 45).

*Meryem Belhaj* presented the programme of joint action that UIC was currently preparing with the ITF (International Transport Workers' Federation, represented by *Mac Urata*, Secretary General).

She presented as well the conclusions of the seminar, picking out the following aspects in particular:

- the lines of development that would accompany the **Vision 2025** document and the associated programme of work;



Abdelazziz Bel Bachir, ONCF.



Maurice Niaty-Mouamba.



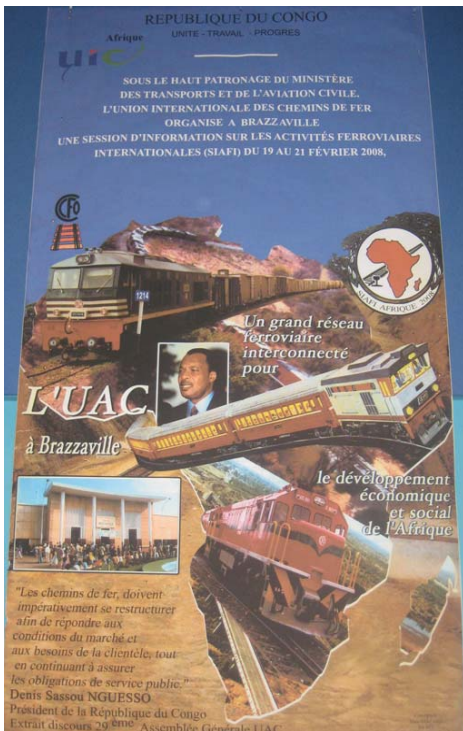
Jacques Colliard, UIC.



Dr Lekaka, CFCO.



Mac Urata, ITF.



- the methodology to be followed for restructuring a railway and the choices to be made in the light of the experience presented;
- the procedures to follow to give substance to the financing prospects for railway corridors;
- the implementation of specific actions in the medical field.



Meryem Belhaj, UIC.

Outside the official sessions, the Congolese Minister for Transport and Civil Aviation *Emile Ouosso* met with the UIC team to express his satisfaction at the organisation and running of these meetings and emphasised the importance of the conference of Transport Ministers to be held in Algiers from 20 to 24 April next.

For further information please contact Meryem Belhaj : [belhaj@uic.asso.fr](mailto:belhaj@uic.asso.fr)

## Meeting between UIC and African Human Resources Directors on development of human resources in Africa (Brazzaville, 21 February)

Following to the SIAFI, this meeting was attended by around twenty Human Resources Directors of African Railways and organisations (CFCO, MTAC, ONATRA, UA, Transnet Rail, CFM ...). The meeting was led by *André Michel*, UIC Secretary General and Coordinator for activities of UIC Africa. The main objective was to share experience on the development of human resources competency in connection with railway restructuring and privatisation.

The presentation made by *Meryem Belhaj*, Manager of the UIC International Training Competence centre was followed by active and concrete discussions, where the participants raised and emphasised the following elements:



- find a solution to “loss of skilled staff” and cooperate between railways and corridors;
- encourage railways to train their staff with regional coverage;
- cooperate with UAR to list the existing schools in Africa.

*Meryem Belhaj* presented current works led by the UIC International Training Competence centre concerning the study on training centres in Africa, women in railways, occupational health, and planned works dealing with new technologies and recruitment and/or how to encourage young people to enter to rail sector.

These presentations were followed by fruitful exchanges on the need to have a whole inventory (a questionnaire was prepared by the International Training Centre of competence) which will allow a better identification of the training needs of the members and the existing opportunities in Africa.

In this context, a meeting will be organised between the Directors of training centres (ESACC / Brazzaville, Nigeria, Esselen Park / Johannesburg, Egypt) in order to develop synergies and complementarities between these schools.

A series of workshops will be organised in a near future:

- medical workshop at the initiative of CFCO in Pointe Noire;
- workshop on social dialogue jointly organised with ITF (International Transport Workers' Federation);
- workshop on alternance training organised by SETRAG;
- workshop on security issue;
- workshop on women in railways organised by ITF and UAR.



*The UIC team visited the railway school ESACC in Brazzaville.*



*For more information please contact Meryem Belhaj : [belhaj@uic.asso.fr](mailto:belhaj@uic.asso.fr)*

## Regional Activities / Middle East

### UIC prepares with TCDD the 2nd International Railway Symposium (IRS) and 1st UIC Global conference on Signalling and Train Control (Istanbul, 15-17 October 2008)

The first joint meeting between Turkish Railways (TCDD) and UIC for the organisation of the 2nd International Railway Symposium (IRS) to be held in Istanbul on 15-17 October 2008, took place in Ankara on 14th February, in presence of the entire Turkish organising team. The Organising Committee is chaired by Mr. *Isa Apaydin*, Deputy Director General of Turkish Railways, and includes representatives of the Turkish Ministry for Transport and other companies.

This international railway event organised as part of the activities of UIC Regional Assembly for Middle East (RAME) chaired by the CEO of TCDD Mr. *Süleyman Karaman*, will include:

- the **2nd TCDD / UIC International Railway Symposium (15-17 October)** on the theme "*Innovative Railways - Journey into the Future*" (with a number of high ranking speakers from Turkey- including the Prime Minister and the Minister of Transport-, Europe and Middle East). The symposium will address all main issues of transport and railways development in this region bridging Europe to Middle East and Asia,
- the **1st UIC Global conference on Train Control and Signalling** (with speakers and experts from all continents),
- an **international Trade fair and Exhibition** open to all railway suppliers, institutions, rail service providers, etc.

UIC was represented by *Gerard Dalton*, Infrastructure Director, *Paul Véron*, Director of Communications and Coordinator for the Middle East region, and *Françoise El Alaoui*, Project Manager for the Signalling conference.



The venue for the 2nd TCDD / UIC International Railway Symposium and Trade Exhibition in Istanbul on the Bosphorus.



For more information please contact *Françoise El Alaoui*: [elalaoui@uic.asso.fr](mailto:elalaoui@uic.asso.fr)  
and visit the dedicated website which will be completed in a near future: [www.irsturkey.org](http://www.irsturkey.org)

# ERTMS

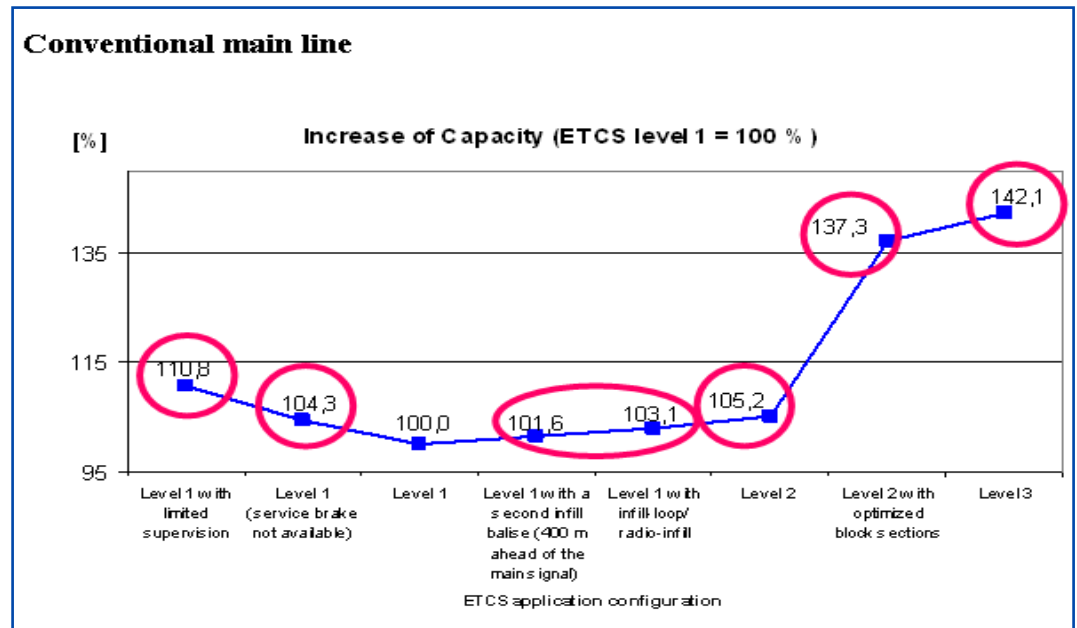
## Workshop on “Influence of ETCS on the performance behaviour of railway facilities” (Paris, 19 February)

On the 19th of February at UIC in Paris, 27 participants from CD, CFL, INFRABEL, DB Netz and Deutsche Bahn AG, ÖBB and RailCargo Austria, ProRail and NS, RFF and SNCF, Banverket, Ernst Basler und Partner and others were present to this workshop aimed at disseminating the study made by Pr *Wendler* of the Technical University of Aachen, on request of the UIC.



*Prof Wendler* gave a detailed presentation of the methodology and assumptions as well as on the results of the study. The basic assumption of the study is that

ETCS Level 2 with optimised block sections but above all, ETCS Level 3 allow significant gains in the capacity of the line (for conventional line for instance respectively 137,3 and 142,1 against 100 for ETCS Level 1 – refer to figure below). This increase in capacity is closely linked to national and local conditions and to high investments such as



optimisation of block sections. The same applies to dedicated high speed lines and regional lines.

In the second part, Dr. *Weigand* from DB presented the study “Capacity analysis of DB AG for different ETCS levels” and Dr. *Chaumet* from EBP presented the study „Influence of ETCS on the line capacity of railway facilities: Basic considerations on the influence of the braking behaviour of trains”. In the following discussion, it became clear, that both studies are basically in line with the Aachen/ UIC study.

In the final discussion full endorsement was given for the Aachen report and two follow-up activities were suggested:

- UIC should feed and communicate the general method for capacity calculation in context with ETCS. To this aim, an appendix to the UIC leaflet 406 “Capacity” should be drafted, dealing with the different ETCS related issues.
- The Capacity study should be extended on nodes. In a similar way as for the different types of lines, the influence of ETCS in its different ways of application should be shown for a typical node.

It was also agreed that not only the capacity but also the economical issues should be considered. The funding for these high investments also from Railway Undertakings should be studied from a general point of view (access charges for instance).

*For more information please contact Françoise El Alaoui, ERTMS Platform: [elalaoui@uic.asso.fr](mailto:elalaoui@uic.asso.fr)*

## Environment

### Energy Billing Project:

#### **Deadline for feedback on first draft UIC leaflet 07th of March!**

On January 16th the Energy Billing project presented its intermediary results in an Expert Workshop at UIC in Paris. Around 60 energy managers and engineers from Railway Undertakings, Infrastructure Managers and the Supply Industry discussed the findings of the project.



Presentations from the European Railway Agency (ERA) and CENELEC explained the legal and standardisation framework of energy metering in Europe. A cost benefit analysis and calculation tool of introducing energy metering systems was presented by the project consortium as well as two case studies from Railway Undertakings.

The main outcome of the Energy Billing project shall be published as a UIC leaflet. The first draft version of the leaflet “*Exchange of data in connection with cross-border railway energy settlement*” was presented UIC on the workshop.

You will find the draft UIC leaflet together with the full documentation of the workshop including the cost calculation tool on the UIC website under “schedule of meetings (<http://www.uic.asso.fr/baseinfo/reunion/reunion.php?id=61206>)

The deadline for feedback to the draft UIC leaflet has been extended to March 07th.

*Please send any comments and questions to Henning Schwarz: [schwarz@uic.asso.fr](mailto:schwarz@uic.asso.fr)*

# News from UIC members

## Appointment



### Guillaume Pépy officially succeeds Anne-Marie Idrac as SNCF President



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*Guillaume Pépy*, 49 years old, ENA, previously Executive Director General of the French Railway company, has been officially appointed President of SNCF by the French Government (Ministers Council) on 27th February. He succeeds *Anne-Marie Idrac*, former Secretary of State for Transport, President of Paris Public Transport company RATP, former Member of French Parliament, who took over the responsibility of SNCF President -after *Louis Gallois*- in July 2006. *Anne-Marie Idrac* was also UIC Vice Chairperson.

*Guillaume Pépy* who joined SNCF for the first time in 1988 and held various responsibilities in the railway company (Director of the President's Cabinet, Strategy Director, ) was the Director of Cabinet of French Ministers *Michel Durafour* and *Martine Aubry* (Labour Minister) before re-joining SNCF where he was appointed Executive Director General in 2003. He was simultaneously Eurostar Chairman. *Guillaume Pépy* has been personally strongly involved in the extension of the European high speed offer (creation of the RailTeam concept), the development of innovative and successful concepts on the passenger market as IDTGV (to respond other modes' competition), the SNCF web site [www.voyages-sncf.com](http://www.voyages-sncf.com), etc.

More information on SNCF website: [www.sncf.com](http://www.sncf.com)

## Company Results

### Indian Railways:

#### Minister Shri Lalu Prasad presents highlights of Railway budget 2008-2009 and Vision 2025 for Indian Railways



*Shri Lalu Prasad, Minister of Railways (India).*

On 26th February the Minister of Railways of India, *Shri Lalu Prasad*, made important announcements concerning the **Railway budget 2008-2009**, the **Annual plan 2008-2009** for Indian Railways, and the "**Vision 2025**" aiming at setting the roadmap for the development of railways in India for coming 17 years.



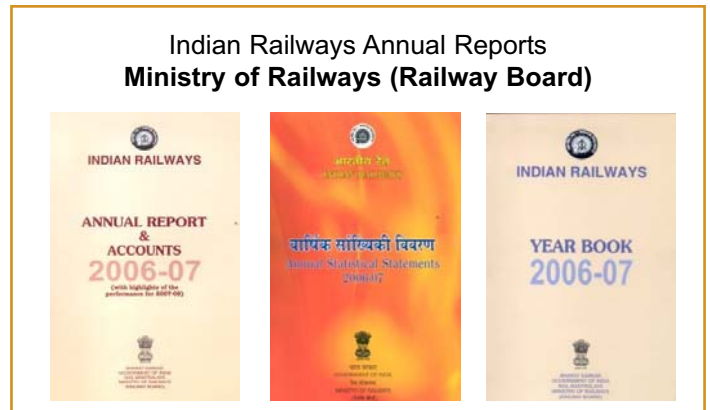
Indian Railways (IR) recorded very positive results, among them:

- double digit growth in traffic earnings maintained in first 9 months,
- growth in passenger earnings of 14 %,
- incremental loading of 43 million tonnes in first 9 months,
- revised target for loading of 790 million tonnes (growth in freight earnings of 14 %),
- gross traffic revenues 16 % higher than the previous year and 2 % higher than budget estimates,
- return on capital, an all time high of 21 %.

Initiatives for 2008-2009 include in Passenger business improvements in ticketing, passenger amenities (comfort, on board-information, etc.), new designs for rolling stock, passenger infrastructures, etc. For Freight, let us mention a Blue print for High Density Network, achievements for coal routes, port traffic, steel transport, container business, etc.

Other important development plans of Indian Railways are related to "**Vision 2025**" and "**Information Technology Vision 2012**", Public Private Partnership, Railway Security and Safety, Social Welfare, Recruitment Staff Welfare, new Passenger services, etc.

More information on the Indian Railways website:  
[www.indianrailways.gov.in](http://www.indianrailways.gov.in)



## High Speed Rail

### France

#### TGV Pro: SNCF launches the new “Business TGV”

This new service, available to business customers, includes in particular more flexibility. In order to work round last-minute changes in the schedule, TGV Business offers professionals more flexible and speedier tickets exchanges and refunds.

This service offers also a new range of bespoke services designed to simplify travel arrangements from start to finish as well as the benefits offered by first class travel on TGV.

More information on the TGV dedicated website: [www.tgv.com/](http://www.tgv.com/) (Part “Business Travel”)



### Spain

#### High Speed trains arrive in Barcelona: 101 km of the new high speed line opened to commercial service

From 20 February, 17 high speed trains in each direction connect Madrid to Barcelona daily. Thanks to the new high speed line, the new Renfe-Operadora high speed Siemens model 103 non-stop trains cover the 621 km that separate Madrid and Barcelona in only 2 hours and 38 minutes. The new high speed line has double UIC gauge track and has ERTMS signalling system with Gsm-R, as well as Asfa. Along the 101 km of the new section, it has been necessary to build 37 viaducs and 30 tunnels.

More information on ADIF website: [www.adif.es](http://www.adif.es)



## Freight

### Veolia Cargo signed an agreement for the acquisition of Rail4Chem



Veolia Cargo signed an agreement for the acquisition of Rail4Chem, a company that specializes in international rail freight transportation. This contract will enable the new entity to be fully operational on the most important European freight corridors and it will also bring new industrial opportunities, particularly in the chemical, food & beverage sectors, and will strengthen the presence of Veolia Cargo in the intermodal sector.

More information on Veolia Transport website: [www.veolia-transport.com/en/](http://www.veolia-transport.com/en/)

## Publications

### UIC Vademecum 2008: Help us to improve and update it before 29 February!

The UIC Vademecum is intended to compile an accurate, up-to-date and worldwide listing of UIC members contacts enabling to develop communication and to improve international cooperation among them. It will be available in print by the end of March 2008.

As it has to contain the most recent information, we kindly invite you to check the accuracy of data concerning your company on the UIC website before we publish the 2008 pocket-size version.

Click on the link to check:

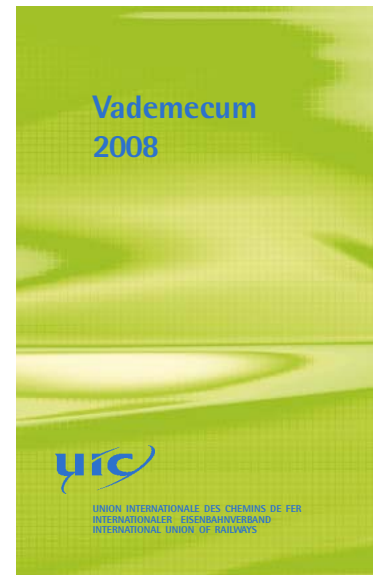
<http://www.uic.asso.fr/baseinfo/vademecum/vademecum.php>

We would very pleased if you could send us a relevant list of between 10 and 20 contacts reflecting the top management and executives in charge of the different business areas of your company in order to facilitate international cooperation with counterparts.

Example: one contact for infrastructure, one contact for rolling stock, one for passengers, one for marketing etc ...

We rely on you to provide us with your updated list before 29 February at: [plaud@uic.asso.fr](mailto:plaud@uic.asso.fr)

We rely on you to provide us with your **updated list before 29 February** at: [plaud@uic.asso.fr](mailto:plaud@uic.asso.fr)



# Next meetings scheduled

## March 2008

- \* 04 March 2008 : Traindy: Shuntage (B169.15) (Wien)
- \* 04 March 2008 : 82nd Team Messages (Paris)
- \* 05 March 2008 : Innotrack WP4.4
- \* 05 March 2008 : Traindy: Group mixed routes
- \* 05-06 March 2008 : 19th GMP meeting (Paris)
- \* 07 March 2008 : Worskhop ERTMS Regional (Paris)
- \* 11-12 March 2008 : ERA WP 10.4 Meeting 16
- \* 11-12 March 2008 : ERIG n° 37
- \* 11 March 2008 : Passenger Revenue Accounting (RCF1) (Paris)
- \* 11 March 2008 : TAF Steering Board N 6 (Paris)
- \* 11 March 2008 : TAF TSI Deployment Kick-off meeting (Paris)
- \* 12-13 March 2008 : General Assembly NHM/DIUM (Paris)
- \* 12 March 2008 : Freight Steering Committee (Paris)
- \* 13 March 2008 : Safety Database Correspondance Group meeting (Paris)
- \* 13 March 2008 : Study Group Quality / Management Systems (Paris)
- \* 12-13 March 2008 : DSSG Study Group (Paris)
- \* 13-14 March 2008 : UIC 612 (Wien)
- \* 17-19 March 2008 : 6th World Congress on High Speed Rail «UIC HIGHSPEED 2008» (Amsterdam)
- \* 20 March 2008 : SPCG - Safety Platform Core Group (Paris)
- \* 25-27 March 2008 : Traindy meeting (Minden)
- \* 26-28 March 2008 : Global View 2nd Workshop (Lucknow, India)
- \* 26 March 2008 : ERTMS Platform (Paris)
- \* 27 March 2008 : SSMG - System Safety Management Group (Bruxelles)

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 Editor: Marie Plaud  
Lay-out: Daniel Tessèdre  
Communications Department, 28<sup>th</sup> February 2008

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