

## UIC Governance

### UIC European Management Committee and Regional Assembly for Europe met in Paris on 7th June

The UIC European Management Committee, the leading body of the UIC Regional Assembly for Europe (RAE) which was set up in January 2007 as part of the new UIC governance, met on 7th June at UIC Headquarters in Paris under chairmanship of Mr. *Hartmut Mehdorn*, President of the Board of Deutsche Bahn (DB) assisted by the three EMC Vice-Chairpersons, Mrs. *Anne-Marie Idrac*, President of SNCF (and also UIC Vice-Chairperson), Mr. *Bert Klerk*, President of ProRail and EIM Chairman, and *Wim Oosterwijk* representing Mr. *Aad Veenman*, President and CEO of NS, CER Chairman, together with UIC Chief Executive *Luc Aliadière*, and Deputy Chief Executive *Vipin Sharma*.

Other members of UIC European Management Committee are CEOs of CP (Portugal), FS (Italy), Network Rail (UK), PKP (Poland), RHK (Finland), Veolia Transport, ZSR (Slovakia). Participants also included the Executive Director of CER and Secretary General of EIM.

The EMC meeting was directly followed by the plenary meeting of the Regional Assembly of Europe which brings together all European



From left to right: Dr. Joachim Fried (DB), Hartmut Mehdorn (DB), Luc Aliadière (UIC), Anne-Marie Idrac (SNCF).



The UIC European Management Committee held in Paris on 7 June.

members of UIC. The RAE is one of the 6 assemblies created within UIC to address specific railway issues of each geographical region (Asia, Africa, North and South America, Middle-East and Europe).

The first item on the agenda was the report by UIC Vice Chairperson Mrs. *Anne-Marie Idrac*, President of SNCF, on the Delhi meetings of the UIC Executive Board which met for the first time in its new global configuration (with 21 members).

Mrs. *Idrac* who represented the European region, informed the UIC Executive Board about the strategic European programme which is linked to a large extent to the work of the European Commission.

She also informed the EMC and RAE on the new global activities decided in Delhi, with a working programme with 4 levels:

- . development of global activities, for example intercontinental corridors,
- . coordination of research activities,
- . specific regional activities: meter gauge, broad gauge, etc.,
- . development of 6 UIC Competence centres in the field of high speed, security, new rail technologies, e-business, knowledge management and training.

Other global priorities will be focused on safety, sustainable development and a communication campaign for the promotion of rail transport at world level.

A first draft of 2007 European budget was presented, following the proposal of the different Forums, Platforms and various groups. It was positively welcomed and UIC HQ was requested to keep the total budget of European Projects and Activities within the same envelop than for 2008. Forums and Platforms will adjust their proposals during their meetings of second part of 2007 in order to cope with this request. The 2008 definitive budget will be presented to the December meetings.

Other main items on the agenda of the UIC European Management Committee and Regional Assembly for Europe, included:

-proposals for a number of appointments in UIC working bodies to be submitted to UIC Executive Board in Moscow;

-the report on the 1st phase of the 'X-Rail' project' (the objective of this project involving 6 freight railways, B-Cargo, Green Cargo, Railion, RCA Austria, SBB Cargo and SNCF Fret, is to develop a European product for the single wagon load system). It was agreed to go ahead with phase 2 and to create a special group for 'X Rail';

-the presentation of the programme of work for the roll-out of the TAF-TSI (Technical specification for interoperability for Freight Telematics). The TAF TSI has been made compulsory by regulation in 2006 and is now entering into the implementation phase (implementation end of 2008 / beginning of 2009). The TAF TSI Steering Committee as the new governance structure chaired by Mr. Jan Sundling, met for the first time on 7th June and UIC EMC mandated Mr. Sundling to carry on with the work and to report on the October EMC meeting;

-progress in experimentation of the 'European Performance Regime' (EPR). EPR has reached the testing phase on 3 corridors. Full commercial service in Europe is planned for 2009. This project led to an increased cooperation between infrastructure managers (IMs) and railway undertakings (RUs), in particular to discuss commercial, technical and legal aspects;

-the elaboration of an Argumentaire (brochure) on the risks and consequences of a possible admission of 'Mega-trucks' on European roads for freight railways. A draft brochure has been prepared with European associations of the rail sector and circulated to participants on 7th June.

The content will be finalised very shortly with partner associations and a communication strategy prepared by CER to make an optimal use of this argumentaire towards relevant targets at European and national level (with translated versions). This document is to be available at the Environment Conference to take place in Brussels on 26th June;

-information on the 1st call for the 7th Framework Programme for Research and Development of the European Union, where UIC is heavily involved either as partner or coordinator in the first call.

Furthermore, there was a report on the recent UIC / CER / EIM meeting on a common understanding of the role of 'UIC Europe' (that was adopted), on the issue of the participation of Russian Railways RZD in 'UIC Europe', and the preparation of a memorandum of understanding (MoU) to be signed between UIC Chief Executive *Luc Aliadière* and the European standardisation body CENELEC.

For more information please contact Paul Véron, UIC Director of Communications: [veron@uic.asso.fr](mailto:veron@uic.asso.fr)

## European High speed

**The Eastern TGV high speed line enters into revenue service: an important milestone on the path towards a fully European high speed rail system.**

**New services link France, Germany, Luxembourg and Switzerland**

5 200 km of new high speed lines are currently in operation in Europe. A network comprising 20 000 km of high speed and conventional lines is used by high speed trains.

Saturday 9 June saw the launch of international commercial operations by TGVs and ICEs on the Eastern TGV high speed line. The launch was attended by Mrs *Anne-Marie Idrac*, Chairperson of SNCF and Vice-Chairperson of UIC, together with Mr *François Fillon*, the French Prime Minister, Mr *Alain Juppé*, the Minister of State for Sustainable Development and Transport, Mrs *Fabienne Keller*, the Mayor of Strasbourg, as well as the 22 partners in the financing of the Eastern TGV high speed line, and many international guests.



The official launch of international commercial operation by TGVs and ICEs on the Eastern European high speed line. From left to right: Mr Alain Juppé, Mr François Fillon and Mrs Anne-Marie Idrac.

*Hartmut Mehdorn*, CEO of Deutsche Bahn (DB) and Chairman of UIC Europe, arrived at the inauguration from Frankfurt onboard an ICE 3 high speed trainset together with several other railway

company CEOs, who had met the day before for a joint UIC/CER High-Level Passenger meeting.

Mr Lucien Lux, Luxembourg's Minister of Transport, Mr *Jeannot Warringo*, Chairman of the Board of Directors of CFL, and Mr *Alex Kremer*, CFL Chief Executive, arrived from Luxembourg.

In Basel, *Andreas Meyer*, the CEO of Swiss Federal Railways (SBB), celebrated the opening of the TGV service to Paris and simultaneously the 100th anniversary of Basel station.

As *Anne-Marie Idrac* stated, *"the new Eastern TGV service will bring together 37 million Europeans from eastern France and the neighbouring countries Germany, Switzerland and Luxembourg, and will play a key role in connecting the major Trans-European Corridors."*

With operation speeds of 320 kph – a first in revenue service – a fleet of 52 TGV trainsets will serve domestic and international destinations. Paris is now connected with 20 city centre stations in north-east France and 12 cross-border destinations including Frankfurt, Stuttgart, Luxembourg and Zurich. When travelling to any of these destinations, passengers now save considerable travel time which they can use for business or leisure purposes. The 19 international high speed trains are the first cross-border trains fitted with ERTMS Level 2, the interoperable train control and radio communications system. It should be noted that this international railway standard is being used for all the European networks and a growing number of other important systems, such as those in China and India.

On the Paris – Frankfurt line, customers travel onboard the German ICE 3 trainsets which are also operated on the new infrastructure at 320km/h.

Projected ridership on the Eastern TGV high speed line is 11.5 million passengers per year, equaling a growth in traffic of 65 % compared with conventional rail services on the same routes. Half of the traffic growth is expected to come from a modal shift away from the airlines. With very low greenhouse gas emissions, an excellent energy efficiency ratio, reduced air pollution, a high level of safety and less land use, the high speed train is the most environmentally-friendly means of transport, and makes a significant contribution to sustainable development.

High speed has proven not only a technical accomplishment, but also combines performance with numerous customer-oriented innovations. The three companies involved are cooperating to



*The official ceremony, with the TGV East trainset, in presence of many international guests.*



*The international press covered the event.*

support European high-speed customers. All SNCF, DB and SBB staff have received specific foreign language training. The staff have also been trained in operational safety, how to perform the job of ticket inspector, pricing on each part of the network and the specific technical features of TGV and ICE rolling stock.

The construction of the Eastern TGV high speed line confirms the success of 'high speed' as a symbol of the modern rail transport system's dynamism and competitiveness. This mode of transport has received overwhelming public approval, with traffic volumes reaching 84 billion passenger-kilometres in Europe in 2006. Wherever they operate, high speed trains have become serious competitors with airlines.

The European high speed network is constantly expanding. With the inauguration of the new Eastern TGV line, the European high-speed rail network has now reached around 5 200 km, rising to 6000 km by 2010. Worldwide (Europe, Japan, Korea etc.), some 7 300 km of high-speed line are in operation, and several new projects are soon expected to be launched, particularly in Russia, China, India, Iran, North Africa and Latin America.

High speed rail represents an extremely effective response to the demand for mobility and sustainable development objectives. The network plays a part in the social and economic development of Europe, in strengthening solidarity and cohesion between regions, and also contributes to inhabitants' quality of life.

The UIC, which brings together all the players in the rail sector (integrated railways, infrastructure managers, rail operators) intends to lend its full support to facilitating the development of a borderless network served by interoperable high-performance high speed trains, meeting the expectations of both customers and the population in general.

Other important forthcoming events in the field of international high speed rail:

- In November 2007: the opening of the second section of the UK's first dedicated high speed rail line and the launching of Eurostar services from the new St. Pancras Station in London.

- December 2007 the completion of the Madrid – Barcelona and the Cordoba-Malaga high speed lines

- In early 2008, the opening of the new high speed line in the Netherlands connecting Amsterdam with Brussels and Paris.

- On 17-19 March 2008 in Amsterdam, *UIC HIGHSPEED 2008*, the 6th world conference & exhibition on high speed rail

Conference & Exhibition, organised jointly by UIC, Dutch Railways (NS) and the Dutch Railway Infrastructure Manager (ProRail). in close cooperation with other associations from the railway sector, including CER, EIM and UNIFE.

( please visit [www.uic-highspeed2008.com](http://www.uic-highspeed2008.com))



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# Interoperability

## The UIC European Management Committee lays groundwork for the TAF-TSI rollout

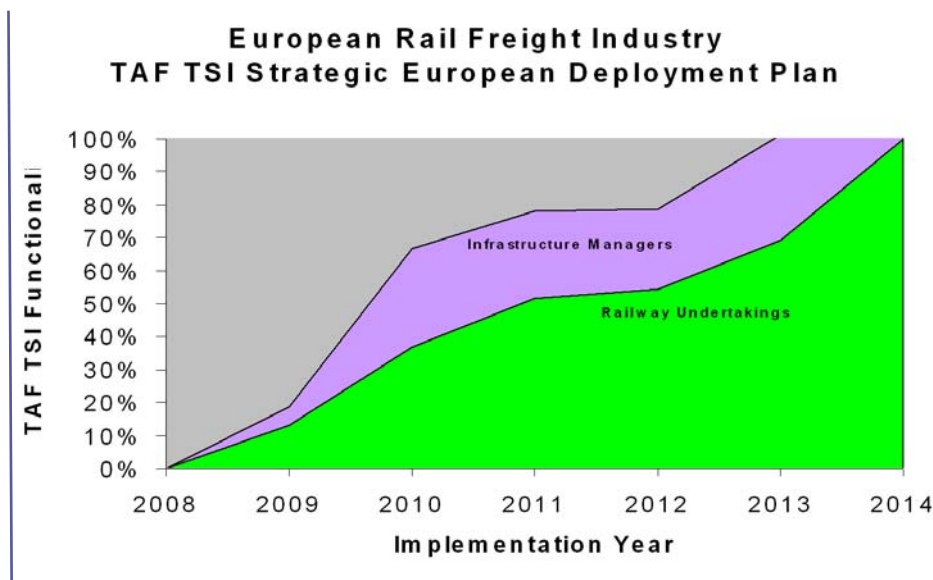
On June 7, 2007 the UIC European Management Committee approved preliminary recommendations to move ahead, under the auspices of the UIC, to implement the Telematic Applications for Freight – Technical Specification for Interoperability (TAF-TSI). The TSI, made compulsory by an EU regulation in 2006, defines the standards which railway operators and infrastructure managers will have to apply in the coming years in their exchanges of data concerning rail freight services. The ultimate objective is to increase operational efficiencies and to improve service reliability across the European Rail Freight Network.

To carry out the work, *Jan Sundling* (former CEO of Green Cargo) was named as Chairman of the newly formed Steering Board which met for the first time prior to the EMC meeting. The Steering Board defined the governance structure, the composition of the Board (which is open to new members) and the organisation of the deployment team led by *John Lutz*, Senior Advisor e-Business UIC. The Steering Committee includes members of other representative organisations such as CER, EIM, ERFA, UIP and UIRR.

A strong governance is needed if the railway community is to comply with the ambitious timeline for the implementation of the TAF-TSI functions. This timeline was a result of the Strategic European Deployment Plan (SEDP) that was agreed by the industry stakeholders in January 2007.

With this plan, the European railways are not just fulfilling a legal requirement. More importantly, they are demonstrating their collective commitment to provide better service and information to their customers. As seen in the diagram below, they are moving together in a coordinated way to implement the TAF-TSI, in line with the very spirit of the regulation when it was written in 2005.

The first milestone is to develop the Common Components, used by all stakeholders, by December 2008. This includes a Common Interface ensuring secure communications between the stakeholders and the development of Industry Reference Files. The EMC was presented a plan for tendering these elements. A detailed analysis will be done and presented to the EMC in October for approval and will contain financing scenarios with associated risk analysis.



*“The TAF-TSI represents one of the most ambitious projects undertaken in the railway sector,”* said *Jan Sundling*, Chairman of the Steering Board, and *“should be looked at as a strategic investment in our businesses. It will play a key role in the revitalisation of European rail traffic.”*

For more information please contact John Lutz, UIC Senior Advisor e-Business: [lutz@uic.asso.fr](mailto:lutz@uic.asso.fr)

## World / Infrastructure

### Signalling and control-command systems:

#### The UIC welcomed delegations from all over the world to share experience in this field

The UIC Executive Board mandated Mr *Ishida* from East Japan Railways in March 2007 to organize a special workshop presenting all the concurrent developments in the field of signalling and train control-command systems, involving key players of these technologies to appreciate their differences and similarities, especially in the field of radio telecommunications, signalling and train control systems and global navigation satellite systems.

command and signalling technology. Paris 5th and 6th June 2



From left to right: Mr Gerard Dalton, UIC Director Infrastructure, Mr Yoshio Ishida (EJRC), Member of the UIC Executive Board and Mr Sharma, UIC Deputy Director and Responsible for the development of global dimension.

On June 5th and 6th, Mr *Ishida*, Member of the Executive Board, Mr *Sharma*, Deputy Director and Mr *Dalton*, Director of Infrastructure welcomed representatives from ministry of China Railways, Indian Railways, East Japan Railways, Korail (South Korea), Spoornet (South Africa) and Transportation Technology Center, Inc. (USA) to meet with ERTMS experts from Europe to present their respective control-command and signalling systems and exchange their views on potential synergies among railways

The presentations were aimed at showing the various strategies and technical solutions adopted for signalling and control-command systems.

This panorama of worldwide solutions enabled participants to compare their common problems and at the same time the differences between the various technology and national contexts. All railways have in common to be obliged to adopt modern signaling systems due to national legislation or business reasons. All have in common the challenge of implementing cost-effective systems and most of them need to increase their operational performance (China, India, Europe...).

The second day was spent in 3 different parallel workshops dedicated to Radio telecommunications, Satellite navigations systems and control-command and Signaling systems.

At the end of the day, the possibility of technical interests and convergence in the frame of UIC, were discussed. Today, every country has its own system, and their own strategies depending on their own priorities, but, in many cases, the railway needs are similar and the characteristic of requirements are different.

Tracks for a possible cooperation have been defined:

- To deepen the experience and knowledge and fully compare technologies worldwide.
- To express a stronger common interest in developments relating to telecommunications and new technologies in signalling and train operations.

- UIC should play an important role in developing an environment for its members to get technological information to support them to have the best strategy according to their priorities.
- Adopt a long-term vision for control-command and signalling systems.

A new dynamic has been launched and will produce interesting follow up for the greater benefit of our members worldwide. More news will come soon on this topic.

For more information please contact Vipin Sharma, UIC Deputy Chief Executive and responsible for the development of global dimension: [sharma@uic.asso.fr](mailto:sharma@uic.asso.fr) or Gerard Dalton, UIC Director for Infrastructure: [dalton@uic.asso.fr](mailto:dalton@uic.asso.fr)

## ERTMS



### From Independent Rail Networks to Interoperability...

The industry exhibition will be one of the highlights of the next UIC ERTMS World Conference to be held in Berne. Bringing together suppliers of trackside signalling equipment, onboard equipment, and telecommunications as well as manufacturers of software applications and other devices, the trade fair will enable participants to discover all the latest technological evolutions in the field of ERTMS and railway signalling in one single venue.

The catalogue of exhibitors is regularly updated online at:

<http://www.ertmsconference.com/exhibition.html>

For more information about stand rental and / or to register at the conference, please contact:  
[www.ertms-conference.com](http://www.ertms-conference.com) – [ertms2007@uic.asso.fr](mailto:ertms2007@uic.asso.fr)

# Security

## **UIC participated to a Multidisciplinary Group of Experts on Inland Transport Security of United Nations Economic Commission for Europe (Geneva, 24-25 May)**

The UNECE has set up a Multidisciplinary Group of Experts on Inland Transport Security which held its first meeting in Geneva on 24 - 25 May 2007.

UIC was invited to attend the meeting alongside other professional and political organisations with *Jacques Colliard* nominated to represent UIC.

This working group will focus primarily on terrorist risks and threats facing inland transport and will produce an inventory of work in progress in order to guarantee optimum coordination between existing international working groups, ensuring that there are no shortfalls and no duplication of work.



*The UNECE building in Geneva.*

On behalf of the European Commission, *Wolfgang Elsner* outlined texts planned or in the pipeline. The various participants underscored the need to step up cooperation in the face of a growing transnational terrorist threat.

For the OSCE, *Dimitar Jalnev* highlighted the fact that inland transport systems constituted a key target for terrorist movements. He would share the experience of his organisation with the group. Security was to be handled as an over-arching concern along the lines of environmental or human rights issues.

*Jacques Colliard* presented work in progress within the UIC Security Platform created in June 2006 and its place in the global approach at the heart of the new UIC.

The working group will be staging three meetings and preparing a summary report for early 2008 which will set out the main international guidelines for reinforcing international transport security and encouraging States to apply similar policies for inland transport, particularly urban transport.

*For more information please contact Jacques Colliard, Head of UIC Security Mission: [colliard@uic.asso.fr](mailto:colliard@uic.asso.fr)*

# Environment

## **UITC participated to the UITP World Congress on Mobility and Public Transport (Helsinki, 20-24 May)**

The 57th World Mobility and City Transport Congress brought some 2000 participants to Helsinki from 20 to 24 May. UITC was represented at the opening session by *Luc Roger*, Director of Planning and Sustainable Development.

The congress was organised around an extensive exhibition where almost 300 companies, mostly from Europe and Asia, presented their products and services, with some 50 thematic workshops staged over the course of the event. These workshops were predominantly future-oriented and provided the opportunity to address the key themes in public transport innovation and development: alternative fuels, pricing, travel information, smart cards and e-ticketing, as well as more economic issues such as cost-efficient analysis and marketing.

Official addresses, in particular those of UITP Chairman, *Roberto Cavaliere*, and Secretary General, *Hans Rat*, drew attention to the demographic challenges and the planning required on account of accelerated urbanisation which would characterise the coming decades. In addition, the unprecedented challenge represented by climate change and the need for the transport sector to define solutions to face up to this challenge were integral to all interventions.

*For more information please contact Luc Roger, UITC Director of Planning and Sustainable Development:  
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## Forthcoming Events

### Research

#### **Presentation of the Strategic Rail Research Agenda 2020 (Brussels, 27 June)**



ERRAC comprises of 45 representatives from each of the major European rail research stakeholders: manufacturers, operators, infrastructure managers, the European Commission, EU Member States, academics and users' groups. ERRAC covers all forms of rail transport: from conventional, high speed and freight applications to urban and regional services.

The Strategic Rail Research Agenda (SRRA) 2020 prepared by the European Railway Research Advisory highlights the critical enabling technologies which will need to be developed in five fundamental areas: (1) railway interoperability, (2) intelligent mobility, (3) safety and security, (4) environment, (5) innovative materials and production methods.

A presentation of SRRA 2020 will be made by the ERRAC Chairman Åke Wennberg (Bombardier Transportation) on 27 June in Brussels, in presence of the Director for Transport DG Research Directorate-General, European Commission *Andreas Ziegler* as guest speaker. Representatives of ERRAC Partners (CER, EIM, UIC, UITP and UNIFE) will also attend the presentation.

*For more information please contact Giorgio Travaini (ERRAC Secretariat) by 20 June:  
[Giorgio.travaini@unife.org](mailto:Giorgio.travaini@unife.org)*

## Next meetings scheduled

### June

- 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".

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Communications Department, 15<sup>th</sup> June 2007

Thank you for your comments and suggestions.

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