

## Rail System

### 1st UIC Rail System Forum Steering Board (Paris, 3 March 2010)

The first Steering Board of the UIC Rail System Forum, established following the UIC General Assembly on December 8 last, was held on 3 March at UIC in the presence of numerous participants. The Steering Board was opened by *Jean-Pierre Loubinoux*, UIC Director General, who paid tribute to the open and positive cooperation from Mr. *Andrew McNaughton*, *Joachim Mayer* and *Gerard Dalton*. He extended another welcome to *Emilio Maestrini* from the Italian Railways (FS Group) as Director of the new Railway System Department at UIC HQ, Paris.



This new UIC international integration body, bringing together member representatives, links the various interfaces between infrastructure and rolling stock, and replaces the previous “UIC Infrastructure Forum” as well as the “Technical and Research” and “ERTMS” Platforms. The new UIC forum has a pivotal role to play in ensuring that – on an international scale – there is consistency across the whole railway system. It therefore encompasses a host of sectors including Track, Vehicle Dynamics, Operations, Command Control and Signalling, Energy Management, Rolling Stock, Infrastructure Assessment and Research.



*Jean-Pierre Loubinoux* underlined the importance of the Rail System Forum in an atomising rail sector and the need for an understanding of the railways as a system in all areas, from safety to maintenance, security to performance, dynamics to logistics, traction to assets, etc. He reminded participants that UIC is a technical platform working in the interests of all its members and also at the request of CER and EIM through the Coordination Technical Group (CTG) for European political priorities. *Jean-Pierre Loubinoux* took precisely this opportunity to also welcome the participation of *Libor Lochman* (CER) and *Michael Robson* (EIM).

**More information on this 1st Rail System Forum Steering Board in the next UIC e-News.**

## Putting in place the “Track & Structure Sector” of the Rail System Forum

More than 50 Experts from 28 different Infrastructure Manager Companies participated in three days on track and structure meetings from 2nd to 4th February at UIC.

Starting with the Track Experts Group (TEG) meeting the annual marathon continued on the second day with a joint session TEG & PoSE (Panel of Structural Experts) to conclude with the PoSE meeting on the third day, as usual they will meet again separately in September.

Mr *Emilio Maestrini* head of the UIC Rail System Department highlighted the importance of the two groups as the back bone of the Track and Structure Sector, one of the five recently created within the new Rail System Forum. Both TEG and PoSE lead respectively by Mr *Paul Godart* (Infrabel) and Mr *Martin Muncke* (ÖBB) constitute an exchange global platform between experts from IM(s), they are associated with international projects and contribute to assessing and disseminating results in their field of expertise as well as participating in interactive workshops. In the last years each group has produced more than one state-of-the-Art Report per year.



Joint session meeting of Track Experts Group and Panel of Structural Experts. From left to right M. Reber, M. Muncke, M. Maestrini, M. Godart and M. Demeersseman



Track Experts Group meeting in Paris on 2nd February 2010

In particular the TEG manages, develops and promotes technical solutions (products) as well as processes (maintenance operations) to increase the track performance reducing operational costs and minimising the LCC of the assets. The PoSE, more oriented towards structures, is to preserve technical solutions and improve knowledge for the economic design and maintenance of railway bridges and tunnels. Both groups are involved in maintaining high safety standards and make a sizable contribution to transport sustainability and environmental improvement.

Current applications for the Track and Structure Sector are related to: improvement of the wheel/rail interaction, inspection, monitoring and remote evaluation (bridges, tunnels, track conditions, switch monitoring, RCF, cracks propagation and other rail defects detection technologies ...), best practices and standardisation (S&C, hollow sleepers, new steel grades,  $\alpha$  factor), design and construction (bridges, guardrails on bridges, ballast-less track, noise barriers & vibration), assessment of smoke inside railway tunnels, carrying capacity of existing metal structure.

The three days of meetings permitted the delivery of results from the 2008 action plan; Experts approved the scheduling of the action for the current year and proposed new projects for 2011.

Track Experts received the final reports from “*Track Condition Monitoring*” and “*Under Ballast Mats*” projects. A seminar on the results of these two projects is planned in June 2010. They have scheduled to deliver within 2010: five training courses on possible results implementation from the European project INNOTRACK, a report on “*Best practices and processes for the organisation and management of rail lubrication*” and a study on RCF and Squats: “*Periodic grinding according to train frequencies and loads*”.

As the total expenses for S&Cs maintenance and renewal works paid out by UIC European railway members (including Norway and Switzerland) may be estimated between 2 and 2.5 Billion € per year, TEG intends to develop in 2011 a UIC project to deliver a high level reference document of guiding principles for Planning and Field engineers to be utilized as a basis for effective S&C maintenance including details for monitoring the conditions of S&C and to establish common ground for lowering maintenance costs. Within the project the UIC leaflet 716 R: “*Maximum permissible wear profiles for switches*” will also be revised taking into account: tonnages, speeds, axle weights, commonly occurring rail sections and configurations to examine the condition when passing over points and crossing to contribute in the ongoing CEN work to define wear limits in order to guarantee safety against derailment. In addition the TEG intends to answer the questions if IM(s) really need hard rails up to radii of 5000 m and if they already have enough experience with steel grades 400 and 370. For this scope and to find out a New graph “Radius – Tonnage” for rail steel grade selection generally accepted by IM(s), the TEG has proposed in 2011 to revise the UIC leaflet 721 R including new steel grades, new deterioration phenomena as RCF and new maintenance strategies. Structural Experts have concentrated their reflection in how to preserve technical solutions and improve knowledge (fatigue and dynamics) for the economic design and maintenance of railway bridges and tunnels, in how to manage the asset (existing structures) and how to actively influence the oncoming EU-codes.

In 2010 and 2011 the structural experts intends to homogenise the design of pipes and culverts taking into account high rail traffic actions and fatigue loads. Pipes are often exposed to very high axle loads and even to overloading of up to 40%. They are presently designed and maintained in different ways in European countries. Their diameter goes up to 2.0 m and when they are placed under the track can often neither be inspected no easily maintained. In 2011 is also planned to revise the UIC Code 778-2. : “*Recommendations for determining the carrying capacity of existing metal structures*” and produce a new leaflet covering also concrete structure. In fact the leaflet is more than 20 years and needs to be updated taking into account new knowledge as for example with the results from the European project “Sustainable Bridges”. The next TEG meeting is scheduled in Frankfurt on 5th and 6th October 2010, the next PoSE meeting is scheduled in Bratislava from 28th to 30th September 2010 and the next joint session of the two groups is scheduled in Paris on 2nd February 2011.

At the meetings conclusion the chairmen *Paul Godard* and *Martin Muncke* thanked *Franco Schiavi* for his active support for the TEG and PoSE over the last 7 years in his position of UIC Chargé of Mission for Civil Engineering matters and wished him all the best in his new position with RFI in Italy.

## Rail Freight

[www.railfreightportal.com](http://www.railfreightportal.com):

**Member of the month, SBB Cargo**

*Interview with Nicolas Perrin, CEO,  
SBB Cargo AG*



### **SBB Cargo continues under its own power**

In his free time CEO *Nicolas Perrin* is a man who loves the water. It is that experience the 51 year old engineer is drawing on when he quips 'you can see a good sailor when the weather's bad'. Shrewd as he is, he parries immediately with this thought: "that certainly doesn't mean I think that there are any more heavy storms coming our way, still less that I'm a good sailor. Obviously a good helmsman has a decent vessel in the first place and even more importantly the right crew. It is precisely by working together well that we keep our ship on the right course. That's why I can never speak highly enough of all those people who have SBB Cargo's best interests at heart - from governments and partners to our more than 4,200 employees."



*Nicolas Perrin, CEO, SBB Cargo*

### **Consequences of the economic crisis**

*Nicolas Perrin*: "SBB Cargo hoped to be able to publish positive results in 2007 already. Although the number of tons of freight transported kept on increasing we could not get out of our loss position. We would have got ourselves out of the red in 2008 if rail freight transport had not completely imploded in the space of just a few weeks in November. It's true we did succeed in forcing down the deficit through a series of restructuring measures, so that in 2008 we booked a loss of 'only' CHF 29.9 million (20.4 million euros). The effect of the various turnaround measures undertaken then by SBB Cargo had the effect of saving around CHF 53 billion (36 million euros) in the end. Our output in 2008 came to a good 12.53 billion net ton-kilometres, and a total of nearly 57 million net tons of freight were transported. A major part was handled on the transalpine routes through Switzerland."

*Nicolas Perrin*: "With a number of nimble interventions, we were able to compensate partly for declining revenues due to the economic crisis. In the first half of 2009 alone we were able to reduce the financial consequences of the economic crisis with a range of very effective countermeasures. Compared to the international competition we intervened very early on, and as early as August 2008 we took a lot of capacity out of the market. With a 16 percent decrease in business in the first half of 2009 we were amongst those with the lowest losses in Europe – on average European rail freight carriers recorded losses of around 25 per cent. It is obvious then that with this sort of economic conditions we put our investment programmes on ice. We did, however, continue to systematically renewing our fleet of shunting engines."

### ***The first to have our own branches abroad***

*Nicolas Perrin:* “Our parent company, the Swiss Federal Railways - Schweizerische Bundesbahnen (SBB) in German - was founded in 1902, by merging and nationalising a large number of smaller and medium-sized railway companies. Under some special legislation the company was transformed in 1999 into a public limited company made up of three independent divisions: passenger transport, freight and infrastructure. This was also due to the fact that the market for railfreight transport was fully liberalised in Switzerland very early on.”

*Nicolas Perrin:* “This meant SBB Cargo lost transit cargo on the route through Switzerland, on which it had previously had a monopoly. Nonetheless we were the first railway company to set up its own branches abroad at the start of the 21st century – I’m talking about SBB Cargo Deutschland and SBB Cargo Italia. Following on from this I can add, too, that in addition to these subsidiaries, SBB Cargo is also the owner of the entire share capital of ChemOil Logistics AG (which is specialised in logistics for chemical products and petroleum) and has minority participations in RAlpin AG (30%), Hupac SA (23.85%) and Termini SA (20%) as well.”



### ***xRail: more quality for the customers***

*Nicolas Perrin:* “As the market leader in Switzerland, our focus in the home market is on a wide range of customer-specific and standard freight services for domestic and import-export traffic. It may perhaps sound arrogant, but the reality is that the Swiss economy could barely exist without freight transportation by rail. As an international logistics service provider – with a national base network of 323 delivery points and 200 customer-specific solutions for locations outside the base network – we want, of course, to continue to put a clear emphasis on more traffic and business via the national network.”



*Nicolas Perrin:* “Our international focus is based on the strategy of running traction services for container transport and block trains on the routes between the North Sea ports and Northern Italy. SBB Cargo’s single-source cross border production on the North-South axis has will certainly be developed further.”

*Nicolas Perrin:* “Don’t forget either that about 40% of wagons transported by SBB Cargo are linked to destinations outside of Switzerland. So I am also expecting the Xrail alliance, which was founded in February, to provide a serious boost in terms of improving the quality of distribution transport. Seven of us UIC members have invested a lot of resources in it. Here too it will soon become obvious that cross-border cooperation is necessary to guarantee customers better commercial service provision and more quality. In fact we are convinced that we need excellent connections to the European rail network in order to be able to satisfy customers’ needs.”

### **New SBB Cargo**

*Nicolas Perrin:* “That is why, in spring 2009, we decided to pursue the idea that we should hold talks with both Deutsche Bahn and the French SNCF about purchasing a 49 percent interest in SBB Cargo. However, we had expressly stated that we would only choose this solution if it would guarantee greater success in the long term than continuing to run the freight division autonomously.”



*Nicolas Perrin:* “Partly because of the crisis the talks actually became deadlocked, so we reverted to our other plan, in other words carrying on alone. The aim, of course, is to increase our strength in the domestic market and cross-border single wagon transport as well as in combined transport. This means, first of all, that we will put our international block train services – between the North Sea/Ruhr and Switzerland/Northern Italy – into a separate company. With a new slim structure and by implementing a cost leadership policy, we will be able to turn over high volumes with low margins. We are looking now to see whether we can set up such structure in partnership with Hupac.”

### **Climate neutral goods transport with CO2 compensation**

*Nicolas Perrin:* “In the meantime it has become obvious that we should not expect a major recovery in 2010. SBB Cargo’s position is favourable, it is true, but the competition is extremely tough - not only on the railways but also on the road with its current overcapacity and thus falling prices for road transportation.”

*Nicolas Perrin:* “In that respect it is also important for us to work out joint development plans with our biggest clients. For example, we distribute fresh products, amongst others, to the supermarket chains Migros and Coop at night. Thanks to SBB Cargo’s base network we can easily deliver all over the country without delays. A little while ago we also set up a joint operation with our client, Jura Cement. We take full silo containers from the cement factory in Wildegg by rail to St. Gallen Winkeln at night. Then they are transferred onto trucks in the morning. The reason this client switched to rail transport had partly to do with extra transport capacity, but even more with the volume of road traffic in Zurich, which is getting heavier and heavier. And, not without importance, there is the environmental aspect too.”

*Nicolas Perrin:* "In fact, since September 2009 SBB Cargo has been working with the non-profit foundation myclimate to offer customers completely climate neutral transport. All unavoidable CO2 emissions from rail transport can now be compensated for by certified carbon compensation projects all over the world. In contrast to other similar transactions, SBB Cargo includes all climate relevant emissions in its calculation of the environmental impact of the whole transport life cycle. In short, green logistics are a reality, despite the economic crisis. So, companies that want to switch to this form of environmentally friendly combined transport for their industrial and maritime traffic from Germany and the North Sea ports can in any case count on SBB Cargo and its partners having sufficient capacity."

## Successful UIC / FIATA Contact Group meeting – agreement to organize a 3rd Market Place Seminar



On March 3 UIC and FIATA conducted their yearly Contact Group meeting. It was decided that a 3rd Market Place Seminar with focus on the Spanish and French railway market will be organized in autumn 2010 in Barcelona.

The UIC-FIATA Contact Group aims to exchange best practices and ideas between the railway undertakings and the freight forwarders. In Paris, on March 3, the yearly meeting was held with over 20 representatives from 10 countries.

*Christian Biteau*, Deputy Director of Fret SNCF's International department and Co-chairman of the permanent contact group together with Dr. *Ivan Petrov*, CEO Transexpress, led through the meeting. Railway undertakings and the freight forwarders reviewed the state of European markets. It appears that the market has not only stabilized but that also some segments including chemicals and automotive, have started to recapture some of their heavy losses in 2009. Moreover, it was highlighted that freight forwarders can assist railways to integrate seamlessly into customers' logistic chains thereby becoming more competitive with road. Now, it is time to position rail solutions with customers for the economic recovery. Freight forwarders could play an important role in this.



*Christian Biteau, Deputy Director of Fret SNCF's International department and Co-chairman of the permanent contact group*

The Xrail product was introduced to the freight forwarders (for Xrail information please see [www.Xrail.eu](http://www.Xrail.eu)) by *Oliver Sellnick*, UIC Director Freight, and FIATA stressed that this initiative was very much needed in today's rail freight situation. *Henning Schwarz*, UIC Coordinator Sustainable Development, continued the information exchange by demonstrate the EcoTransit tool ([www.EcoTransit.org](http://www.EcoTransit.org)). Freight forwarders were informed about the tool's features and the possibilities to compute and compare the energy consumption between different transport modes.

Finally, it was agreed that UIC and FIATA will continue to organize its successful Market Place Seminar event. During the meeting it was decided that 2010 year's seminar will be organized in Barcelona, on November 2-3, and it will focus on the Spanish and the French railway market. UIC and FIATA will now commence the development of the seminar program and the plans are to be ready with the necessary preparations before the summer break.

*If you have any questions about the meeting please don't hesitate to contact Gustav Manding, UIC Senior Freight Advisor: [manding@uic.org](mailto:manding@uic.org)*

## A special request from Saudi Railways

### SRO looking for experts or consultants specialised in Railway Operational Safety in desert areas



Saudi Railways Organization (SRO) has defined plans to reduce travel time for passenger trains running between Riyadh and Dammam. The plan is to run pre-ordered push-pull train sets at line speeds of 180, possibly 200 km/h.

In order to consider all safety-related aspects, SRO is looking for assistance from relevant experts to carry out safety-related investigations and studies linked to train operational safety including maintenance of rolling stock and the railway in areas characterised by shifting sands.

SRO seeks to recruit experts or consultants to carry out these investigations. The experts should have genuine experience in countries where railways are operated in desert areas and similar climatic conditions to Saudi Arabia.

*Applications to be sent to: Eng. Abdullah S. Balhaddad, General Manager Maintenance, UIC representative at Saudi Railways Organization – E-mail: [balhaddad@sro.org.sa](mailto:balhaddad@sro.org.sa)*

## Regional Cooperation / Middle-East

### 3rd Railway Border Gate between Syria and Turkey inaugurated - traffic forecasts

In 'UIC e-News' nr 167 dated 12 January 2010, we reported on the inauguration of a 3rd Railway Border Gate between Syria and Turkey – the Cobanbey Border Gate – in the presence of the Transport Ministers from both countries as well as the CEOs of Syrian Railways (CFS) and Turkish National Railways (TCDD).



The correct traffic forecasts following the opening of this 3rd Railway Border Gate between Syria and Turkey are as follows:

“The inauguration of the Cobanbey Railway Border Gate will enable 4 million tonnes of freight and 50 000 passengers to be transported initially and in a maximum capacity 200 000 passengers and approximately 10 million tonnes of freight annually” (source: CFS).



## Relations with other organisations

### Presentation by Jean-Pierre Loubinoux at the Norwegian Embassy (Paris, 27 January)

On 27 January, UIC Director General *Jean-Pierre Loubinoux* was given the opportunity to deliver a presentation at the Norwegian Embassy in Paris to a delegation from the Norwegian Parliament's Transport Committee as part of a European study. The meeting served as an occasion for him to present UIC and the various projects in which it is involved, notably in the development of high speed rail.

Norway is in fact planning to launch a high speed service between Oslo and Bergen in the near future. The delegation was thus particularly interested in all of the information UIC could provide on European projects as well as developments in other parts of the world.

The issues addressed focused not only on the technical performance but also on the economic performance of existing high speed projects, with particular stress placed on the socio-economic performance of a high speed line, especially its positive impact on the environment, territorial planning and the economic impetus in the regions served.

Similarly, the idea of stations as intermodal platforms between different modes of transport was extremely well received by the Norwegian parliamentarians and further contact on this topic will be scheduled for later in the year.



*Jean-Pierre Loubinoux, UIC Director General, at the Norwegian Embassy in Paris*



*Jean-Pierre Loubinoux, UIC Director General, delivering a presentation at the Norwegian Embassy in Paris to a delegation from the Norwegian Parliament's Transport Committee*

## News from UIC Members

### USA: Amtrak launches Wi-Fi Service



On 1st March Amtrak launched its Wi-Fi Internet service, known as AmtrakConnectSM aboard all 20 high-speed Acela Express trains, in six major stations along the Northeast Corridor, and in all four ClubAcela lounges. Initially offered as a complimentary service, AmtrakConnect is available to every passenger on board Acela Express both in Business and First class seating. (Source: Amtrak)

### Russia: Russian Railways announce details of massive investment for infrastructure : Billions of rubles to be allocated



Following on from last week's announcements on the rail and intermodal projects that are to receive TIGER funding from the U.S. government the Russian rail operator, RZD, has given its figures for intended investment over the next year in the national rail infrastructure.

At a meeting held in Sochi on Saturday, and chaired by Prime Minister *Vladimir Putin*, RZD President *Vladimir Yakunin* laid out details for the company's plans for their 2010 - 2011 investment budget of 555 billion rubles (18.5 billion dollars / 12.14 billion pounds).

The money will largely be spent on upgrading and maintenance, with major repairs and reconstruction work to be carried out on more than 20,000 kilometers of track, with 3,200 kms to be totally reconstructed. In addition some 72 billion rubles (2.4 billion dollars) will be used to buy new rolling stock.

To give an idea of the scale of the proposed investment the American TIGER programme, which was spread across rail, road and port investments, as well as passenger transport projects, was for the much lower total of \$1.5 billion.

RZD has already announced ambitious plans, its '2030 programme', that it hopes will make rail freight transit via Russia a highly viable alternative to ocean freight on the Asia – European trade routes. The company states that by 2012 a freight container will be able to transit the entire width of the country in seven days which, as further improvements to the rail network come online, are expected to massively increase the amount of freight haulage that RZD undertakes. (Source: RZD : [www.eng.rzd.ru](http://www.eng.rzd.ru))

## China: Big spending on high-speed rail pays off

The recently built Wuhan-to-Guangzhou high-speed railway, which costs 17.1 billion U.S. dollars and allows trains to race at an average speed of 350 km/h, has made train trips between the cities a breeze. The trip previously took at least 11 hours, now it takes only three.

High-speed trains had moved 1.11 million passengers since the start of the travel season on January 30.

Another high-speed railway from the central city of Zhengzhou to Xi'an in the northwestern Shaanxi Province was also seeing similar attendance rates.

Statistics showed that, in the two months since line's opening on Dec. 26, 2009, 2.32 million people traveled on its high-speed trains. The high-speed trains greatly relieved traffic pressure during the travel season, the world's largest human migration and an annual test for China's transport system.

The government's enormous spending on high-speed rail has been questioned from time to time.

"New things tend to be questioned when they first appear," said *Zhuang Jian*, senior economist with the Asian Development Bank, comparing the current criticisms to the negative public reaction to the government's initiatives in building expressways in late 1990s.

"In retrospect, the expressways built at that time have played a very important role in assisting economic growth and integrating the national market," *Zhuang* said.

*Zhuang* also cited China's large population and vast area as factors making high-speed rail necessary.

The high-speed lines from Guangzhou to Wuhan and from Zhengzhou to Xi'an are just two of 42 high-speed lines recently opened or set to open by 2012 in China.

A network of high-speed railways would dramatically "shrink" the country, support a more integrated nationwide market and promote cooperation between the eastern coastal areas and the relatively backward inland regions, *Zhuang* said.

(Source: Xinhua Agency)

## India: India's Rail Minister announced plans for high-speed trains for Asia's largest rail network



'I am committed to the common man,' Indian Railways Minister *Mamata Banerjee* told Parliament as she unveiled the railway's budget for the fiscal year to March 2011. 'Our objective is inclusive growth for all, and our goal is to unite the country with connectivity,' Mrs *Banerjee* said.



Indian Railways Minister Mamata Banerjee

Passenger and freight fares were left unchanged for a network that is still the main form of long-distance travel in the country of 1.2 billion people, despite fierce competition from new private airlines. Mrs *Banerjee* unveiled plans for a series of dedicated passenger corridors for high-speed trains — to be known as the ‘Golden Rail Corridor’ — similar to an existing network devoted to freight. The service will be set up under a special National High Speed Rail Authority and serve as a catalyst for economic growth and spur development of satellite towns, she said without going into more detail.

India’s neighbour and China has already embarked on an ambitious plan to build 13,000 kilometres (8,000 miles) of high-speed track by 2012 as it seeks to sustain its rapid economic growth. Indian Railways boasts a network of 109,000 kilometers (67,730 miles) that transports some 18.5 million people daily on 14,000 passenger and freight trains.

Mrs Banerjee also promised better safety conditions on the rail network, where accidents are common. Trains will be equipped with new anti-collision devices and there will be better traffic signalling.

But the minister appealed to industry to join hands with the left-leaning government to develop ‘business models’ to boost earnings and fund expansion, and said there was a need to make policies ‘investment friendly’.

## **DB: The boring of two tunnels in Germany’s biggest infrastructure project Munich-Nuremberg-Erfurt-Halle/Leipzig-Berlin completed**



The latest explosion to bore a tunnel in the Burgenlandkreis district (Saxony-Anhalt), covering approximately 6.5 km, took place in the presence of Dr. *Peter Ramsauer*, German Minister for Transport, Dr. *Rüdiger Grube*, Chairman of DB AG, and Dr. *Karl-Heinz Daehre*, Saxon Minister for Regional Development and Transport. The boring of the Finne Tunnel, covering approximately 7 km (the longest on the new Erfurt-Leipzig/Halle line), has also been completed.

The 123 km-long Erfurt-Leipzig/Halle high-speed rail line is part of the German Unity Transport Project No.8: the rail link from Nuremberg-Erfurt-Leipzig/Halle-Berlin. About 10 billion euros will be invested in the extension and construction of about 500 km of railway line. The line will be in operation from 2015, with a travel time of 38 minutes. The new line will also bring benefits to freight transport, enabling 5 million tonnes of goods to be transported every year.

## Switzerland / Sustainable Mobility: “www.Mobitool.ch” optimises the environmental impact of company travel



The mobitool.ch website alerts companies to the amount of traffic their business generates and provides concrete examples of solutions to achieve sustainable mobility. The Internet platform developed by SBB, Swisscom, BKW FMB SA and öbu was launched earlier this week.



Transport emissions pose a threat to Switzerland’s climate change targets:

Please visit:  
<http://www.Mobitool.ch>

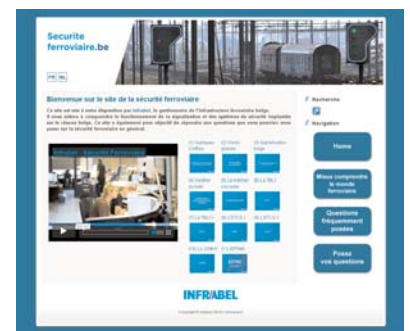
Between 55 and 60 per cent of fuel consumption generating polluting emissions is either directly or indirectly linked to decisions made by companies. Approximately one fifth of transport emissions are caused by rail freight.

In spite of this, several companies take no account of, for example, employees’ journeys between their home and the work place or customers’ trips to company premises when they calculate their corporate carbon footprint. This is where the Internet platform “mobitool.ch” steps in, explaining to companies the enormous potential for improving their carbon footprints in terms of their use of transport. “Mobitool.ch” helps users to assess from an environmental standpoint the mobility and transport procedures within the company and the subsequent emissions produced in Switzerland.

## Belgium / Safety: Belgian infrastructure manager Infrabel launches website on railway safety



Belgian infrastructure manager Infrabel has just launched a new website on railway safety with the aim of helping us understand the signalling and safety systems in effect on the Belgian rail network. The site contains the headings “Facts and figures”, “Global overview”, “Belgian railway signalling”, “Traffic management”, “The Memor/Crocodile system”, “TBL1”, “TBL1+”, “ETCS”, “ETCS Level 2”, “GSM-R” and “ERTMS”.



Please visit:  
<http://www.securiteferroviaire.be>

## Forthcoming events

### Rail Freight:

**UIC, a partner in the 1st European Rail Freight Day organised as part of SITL Europe 2010 (International Week of Transport and Logistics), is pleased to invite you to the event**



On the occasion of this 1st European Rail Freight Day, SITL Europe will bring together the main European market players, shippers, public and private operators, and public bodies. Interoperability, the consequences of sharing freight infrastructure with passenger rail and the introduction of common technical standards are some of the manifold topics that will be at the heart of the day's debates.

The four conference sessions to be held on Wednesday 24 March 2010 at Paris Nord Villepinte are as follows:

09:30 – 11:30 What are the organisational dynamics for the rail freight sector?

11:45 – 12:45 Europe/Asia: how can rail be incorporated into long-distance logistics schemes?

14:00 – 15:30 The local rail operator in Europe 15:45 – 17:15 Rail transport: the preferred tool for port development

You can consult the programme of events at [www.sitl.eu](http://www.sitl.eu)

For the last 27 years, SITL Europe has offered the entire national and international community involved in the transport of goods and logistics services a unique channel to the complete range of products and innovative services in the supply, distribution and supply chain of the future.

### Security:

**6th UIC world Security Congress (Istanbul 21- 23 April 2010)**



A meeting of the organisation committee (UIC, TCDD) took place in Istanbul Thursday 25 February 2010 for finalising the organisation of the Congress. Referring to the answers already received, a draft of programme has been decided.

The first day will include the official opening session with highest level presentations from Turkish authorities, TCDD and UIC, and institutional partners. After that, a specific session on sharing of experiences and best practices on a worldwide dimension will be organized in order to define common perspectives and highlight the main needs of the railways, UIC members. The main lines of security policies (human factors, technologies, strategies and regulation) will also be addressed and in the final session specific topics like protection of tracks, specificities of freight security, security challenges and high speed development) will also be tackled before a final session dedicated to conclusions, next steps, news about the UIC security platform, and final declaration of the Congress.

All the documents will be sent and put on line next week.  
It's still possible to suggest presentations on behalf of UIC members or partners.

*For any further information, go on the UIC website, activity security and please get in touch by: [security2010@uic.org](mailto:security2010@uic.org)*

## **Sustainable Development:**

**The “11th UIC Sustainability Conference” -  
hosted by Renfe Operadora, Spain –  
will take place in Madrid from 16–18 June 2010 with  
the motto “Railways: Mobility for a sustainable future”**



During 3 days the conference delegates will be able to understand where the rail sector stands today, share best practices and help influence where rail should go in future sustainable transport systems, introducing new and sustainable ways of life and business. This includes showing progress of rail on the classical environmental domain, such as energy efficiency and climate change, noise, emissions and polluted soil management, as well as the overall sustainability performance of rail as the backbone for sustainable mobility and transport systems in our society as provider of attractive mobility and transport solutions to our customers with sustaining the mobility and transport business by responsible leadership

### Conference highlights

- Lessons after Copenhagen: the rail challenge!
- The Spanish Railway Case
- European Transport Policies
- Sustainability of High Speed Rail
- Sustainability best practice and case studies from all over the world
- Rail Environment & Sustainability Strategy 2030 and beyond
- UIC Sustainability Awards 2010

Do not miss the call for papers and UIC Sustainability Awards until 15th of April! We kindly invite you to submit a paper, which will be evaluated by an international jury to be presented on the conference and/or even be awarded. Submit a paper by 15th of April 2010 and win the 2nd UIC Sustainability Awards!

Please note that this conference is free of charge! Take a look into the future with top global sustainable mobility pioneers!

*For more information and registration, check out the web site: [www.uic-environment.org](http://www.uic-environment.org)*

## Next meetings scheduled

- **10-11 March 2010: Nhm/dium general assembly (Paris)**
- **10 March 2010: 7th railenergy workshop “ee infrastructure” in paris (UIC HQ)**
- **10 March 2010: 3rd meeting of working group human factors (Moscou)**
- **15-16 March 2010: OSCE - 2nd Preparatory Conference on Integrated Approach to Supply Chain Security (Minsk)**
- **16-17 March 2010: Updating UIC leaflet 421, Technical meeting (Cologne)**
- **17 March 2010: Safety Data Base Correspondents Group (UIC HQ)**
- **18-19 March 2010: Safety Platform Steering Group (UIC HQ)**
- **18 March 2010: Freight Steering Committee**
- **24 March 2010: Joint meeting CG/TG + Technical Group (UIC HQ)**
- **25 March 2010: Combined Assistants EMC & Support Group Regional Assembly Europe (UIC HQ)**
- **25 March 2010: Steering Committee Passenger Forum (preparation) (UIC HQ)**
- **26 March 2010: COLPOFER - 52nd Conference (Berlin)**
- **29 March 2010: RSF Sector Meeting Rolling Stock - Kick-off (UIC HQ)**
- **31 March 2010: ERRAC WP 01 Workshop (Brussels, to be confirmed)**

A Complete schedule of UIC meetings (as well as statutory meetings, events, conferences) is available through the UIC website: <http://www.uic.org/meetings/> or from the Home page: “Schedule of meetings”.

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