

Sustainable Development

Environmentalists and Business Leaders Take the 'Climate Express' Train to Copenhagen

More than 400 climate change negotiators, business leaders and environmental activists will travel together on board the Climate Express train to Copenhagen in a call for world leaders to agree a fair, ambitious and binding deal to address climate change when they meet at the UN climate summit in Denmark.

Personalities boarding the Climate Express train to Copenhagen on 5 December will include:

- Mr. *Achim Steiner*, UN Under-Secretary-General and UNEP Executive Director
- Mr *Paul Magnette*, Belgian Federal Minister of Climate & Energy
- Mr *Etienne Schouppe*, Belgian State Secretary for Mobility
- Mr *Matthias Ruete*, Director General, Energy and Transport at the European Commission
- Mr. *Yoshio Ishida*, UIC Chairman and Vice Chairman of East Japan Railways
- Mr. *Guillaume Pepy*, CEO of SNCF
- Mr *Jannie Haek*, CEO SNCB-Holding
- Mr *Marc Descheemaeker*, CEO SNCB
- Mr *Francisco José Cardoso Dos Reis*, President of the Board of Directors of the Portuguese Railways (CP)
- Mr. *Jean-Pierre Loubinoux*, UIC Director General
- Mr *Jean-Pascal Van Ypersele*, IPCC Vice-President
- Mr. *Wang Shi*, the Chairman of the Chinese Society of Ecology and Entrepreneurs and Chairman of Vanke corporation
- Ms. *Franny Armstrong*, the producer and director of the film *The Age of Stupid*
- Mr. *Luo Hong*, the wildlife photographer and UNEP Climate Hero



•Mr *Apa Sherpa*, mountaineer and WWF Climate Witness and others to be confirmed.

The Climate Express train, will travel from Brussels to Copenhagen on 5 December and will be the final leg of the 'Train to Copenhagen' project, organized by UIC with the support of the UN's Seal the Deal! campaign and WWF, the global conservation organisation. The 'on-track' conference aims to raise awareness of the transport sector's influence on climate change, and provides a key opportunity for the passengers on board to debate the key climate talks ahead, during workshops and round table discussions on the different aspects of sustainable mobility, and how this could be addressed in a post-2012 agreement.

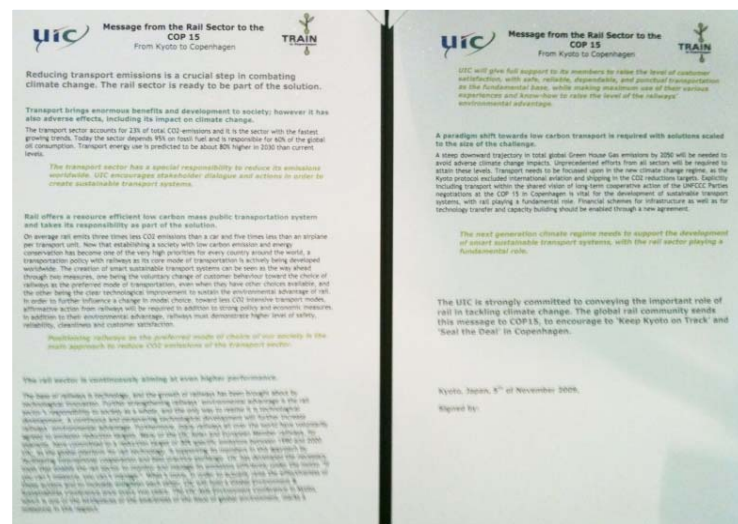
The next generation climate regime, to be agreed upon in Copenhagen, must support the development of smart sustainable transport systems. Rail, as one of the most sustainable forms of transport, offers a space-saving, safe and low-carbon mass public transportation system. By drawing power entirely from renewable sources of energy, the journey on the Climate Express will be totally CO₂-free. If the same group of people flew to Copenhagen instead of taking the train, they would produce 115kg CO₂ per person. *Connie Hedegaard*, the COP 15 host and Danish Climate Minister and *Søren Eriksen*, CEO of the Danish Railways (DSB), will welcome the Climate Express at arrival in Copenhagen.

Also as part of the 'Train to Copenhagen' project, the UIC Climate Change and Rail Seminar kicked off on 5 November in the Japanese city of Kyoto – the birthplace of the current Climate Change Protocol. The seminar, co-organized with the Asian railways, highlighted how transport can be part of the solution in the fight against global warming.

To underline what railways have to offer, a Global Rail Position Paper will also be carried by rail via Vladivostok, Moscow, Berlin and Brussels before reaching Copenhagen. Based on data gathered from international railways, the paper advocates a shift to rail from road and air, to support the transition to low-carbon mobility. During the journey through Russia, environmental experts and climate change campaigners will report on the signs of global warming underway via www.traintocopenhagen.org and on Twitter at <http://twitter.com/Trn2Cpnhgn>.



From left to right : *Joachim Kettner* (DB AG), Chairman of the UIC EES Platform, *Yoshio Ishida* (JR East), UIC Chairman and *Jean-Pierre Loubinoux* at the UIC Climate Change and Rail Seminar held in Tokyo on 05 November



The Global Rail Position Paper will be carried by rail via Vladivostok, Moscow, Berlin, and Brussels before reaching Copenhagen.



Mr *Loubinoux* underlines that “*UIC believes that reducing transport emissions is a vital step in combating global warming. We in the rail sector are ready to be part of the solution. Keep Kyoto on track and Seal the Deal!*”.

A number of UIC members are undertaking local Train to Copenhagen campaigns to facilitate transportation to the COP15 for national delegations and other participants, including special fares. Check your local railway company for more information or www.traintocopenhagen.org

For more information please contact Mickael Stevns: stevns@uic.org

Infrastructure

UIC Infrastructure Forum Plenary Session and Steering Committee (Paris, 20 – 21 October 2009)

The Plenary Session, chaired by Prof. *Andrew McNaughton*, was held in the presence of over 50 participants including representatives from JR East, KORAIL, CER, EIM and UIC Headquarters.

Mr *Gerard Dalton*, Infrastructure Director, informed members on behalf of *Jean-Pierre Loubinoux*, Director General of Services, on UIC matters and the outcome of the UIC General Assembly meeting in June. The new Structure of the UIC HQ, approved in July, consisting of 4 Technical Departments, namely Passenger, Freight, Rail System-Infrastructure and Fundamental Values, has been shown briefly to the Forum members. Mr *Dalton* explained shortly the new way of voting according to the new UIC status with the Opt in system for the Budget in 2010 in relation to Infrastructure Forum issues.



Mr *Dalton* also took the opportunity to compliment his staff on the work carried out during the 8 years that they have been under his direction and indicated that his contract as Infrastructure Director at the UIC would be finished in December 2009.

Prof. *Andrew McNaughton* presented a proposal for a new working structure, the “Rail System Forum”, integrating the Infrastructure Forum, Platform Technology & Research (PTR) and the ERTMS Platform. The goal of this new structure was a greater efficiency within UIC and in relationships with CER, EIM, ERA, CEN, CENELEC and other bodies. Prof. *McNaughton* outlined the need to rather focus on technical excellence than political matters and to integrate the work of Rail Experts in the System. A formal

proposal to establish the Rail System Forum will be put forward to the General Assembly on 8 December 2009 for approval.

The evening before Steering Committee of the Infrastructure Forum led a long discussion on the necessity to integrate Asset Management, Maintenance, Operations and Market & Development in the new structure and consequently the question arose where these topics shall be dealt with. Mr *Ossi Niemimuukko* from RHK, *Jens Mel-som* from JBV, and *Mirosław Kanclerz* from PKP commented that more time was needed for internal discussions for members to be able to comment this important issue. It was concluded that the relation



between Infrastructure and other UIC Fora still needed some clarification and that Asset Management, Market & Development and Commercial developments should be clearly integrated in the Rail System Forum. The Infrastructure Forum Steering Committee would meet again to reflect on the comments received and Members were asked to support the evolution wholeheartedly.

Simon Fletcher, UIC Regional Coordinator for Europe, updated members on the development of tripartite discussions carried out between UIC, CER and EIM and the establishment of the new CTG (Coordination Technical Group). The goal of the new structure was to be able to be more pro-reactive to the programme from ERA with the CTG as a common interface to react accordingly. The UIC as a technical body will support the work of the CTG in technical as well as Operational and Safety aspects. Mr *Fletcher* assured members that no change in the way of governance is foreseen for either of the three organisations, UIC, CER and EIM. The second part of the Infrastructure Forum Plenary Session was dedicated to project reports of the main Projects in 2009 and a forward outlook to work to be dealt with in 2010.

Mrs *Dagmar Haase*, Chairperson of the Market & Development Sector, opened this section with some introductory words on behalf of the Market & Development Group and introduced Dr *Wolfram Merzyn* who gave a progress report on the European Performance Regime (EPR) project on behalf of its Project Manager, Mr *Claus Kandels*. The European Regional Assembly (RAE) meeting on 7th December 09 in Paris will be asked to approve the EPR *Handbook* which will bring the project to a conclusive stage apart from the piloting of the scheme which will take place in 2010. An update on the deliverables of the Asset Management (AM WG) Working group was given by Mr *Gerard Dalton* on behalf of Mr *Anthonie Bauer*, PRORAIL and Chairman of the AM WG. Members were invited to join and be an active part of the



Working Group. It has also been decided to extend and update the LICB Database within the AM working programme. Mr *Antonio Lozano*, Chairman of the UIC Technology Sector, gave an overview on the work carried out by his Sector which formed, according to him, the basic support of the UIC Infrastructure Forum. Mr *Björn Paulsson* showed a very detailed presentation outlining the most important deliverables of INNOTRACK adding that this European commission driven project was a very good example of a fruitful cooperation between IMs, Industry, University and Research & Development. He also pointed out that, taking some other recent EU Projects into account, an investment of 2 Million Euros from Infrastructure Managers would give access to the results of projects with an approximate value of 60 Billion Euros. Mr *Paulsson* invited members to participate at the Innotrack General Assembly and Workshop on 19th January 2010 in Paris. He concluded that he would take further visits to IMs in 2010 in order to discuss future implementation and give an overview of the results. Five or six dissemination courses would follow in 2010.

Mr *Hansjörg Hess*, Vice-Chairman of the ERTMS Platform, gave a brief overview on the deliverables of the ERTMS Programme – ERTMS Platform Services, ERTMS Regional/ETCS, GSM-R and INESS/DOORS data with a total of 1,9M€ budget provided for 2009. He showed the list of deliverables that have been produced in 2009 and mentioned that over 50% of the ERTMS installed has been outside of Europe according to information from industry. Mr *Paolo De Cicco*, Senior Advisor UIC, presented a summary of the results of the ERTMS Benchmarking study. Mr *De Cicco* invited members to study the document distributed at the meeting (also available on the UIC Extranet) and offer advice on out how to improve it further.

Mr *Emmanuel Buseyne*, Project Manager, outlined that one of the main goals of INESS was to significantly reduce the Life Cycle costs of future interlockings and associated outdoor equipment. He listed the 30 members who currently formed the INESS consortium and underlined the importance and further participation of the Umbrella railways (a small number of Active Members outside the Consortium delivering input directly through UIC) and then gave an update on the status of the deliverables progress. More information on deliverables and content of the current work is given on the web site www.iness.eu and the UIC Extranet. Mr *Dan Mandoc*, Senior Advisor UIC, followed with a presentation on European Railway IP Infrastructure and Telecommunication also highlighting progress made in the GSM-R area. A Technical study has been released by UIC on LTE, and to be reviewed by Railways and Industry. Mr *Mandoc's* recommendation was to clearly not delay any network roll-outs or to wait for any future long-term mobile radio technology, because neither the standardization nor the needed trials have been finished so far. Instead it was strongly recommended to decide for 3GPP (3rd Generation Partnership Project) participation as soon as possible in order to bring in the Railway requirements into the standardization process of future mobile radio technology. However, first of all GSM-R operators need to clarify their position regarding new technologies and new applications

An overview on work carried out by the Energy & Traction Experts Groups were given on behalf of their chairman Mr *Alvaro Fumi*, by Mr *Schiavi* (UIC Senior Advisor). He clearly outlined the impressive amount of work carried out by this group of Experts. Mr *Michael Robson*, Secretary General of EIM, showed a jointed CER / EIM presentation, with support from Mr *Libor Lochman*, Deputy Director General of CER, to Forum members on current EU issues relevant to Infrastructure Managers.

At the end of the Plenary Session the chairman Prof. *McNaughton* took the opportunity to thank Mr *Dalton* for his staunch and inspiring work during the past 8 years for the Infrastructure Forum and its Steering Committee.

For more information please contact Gérard Dalton: dalton@uic.org

Infrastructure / certification

Rail Transport Workshop on Certification (Paris, 29 October 2009)

Certification is the process through which a “certification body” demonstrates whether specific requirements relating to a product, process, service, system have been fulfilled or not. The “certification body” is a third-party entity, independent from the organisation or the product it assesses, which performs a conformity assessment activity. If a component is covered by the EC declaration of conformity and if a subsystem is covered by the EC declaration of verification, then Member States will consider it as being interoperable and meeting the essential requirements.



About 120 people, from Railway Administrations, Industry, Ministerial and Governmental Offices participated in the rail transport workshop on Certification, held at UIC / Headquarters in Paris on 29 Oct. 09. So many people attending the workshop have confirmed that there is a need of information on such a new and complex subject. Four Notified Bodies: Certifer (France), Cetren (Spain), Italcertifier (Italy) and Kema Rail Transport Certification (The Netherlands) took the floor with the main objective of explaining what certification, in the railway environment, is and what the major issues are when dealing with assessment activities.



As a matter of fact, all conformity assessment activities for the EC verification of a subsystem shall begin at the design stage and shall cover the whole manufacturing period, up to the type approval stage before the subsystem is placed into service. Related costs have to be budgeted since the beginning as investment costs and not as belated add-on or extra costs. They will make the system widely accepted, with quality guarantee and interoperable. All in all, certification is for the free movement of people/goods within the European Union – that was stated by Ms M. Carvajal of Cetren, during her preliminary speech.



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A Notified Body (NoBo) is a conformity assessment body notified by a Member State to the European Commission and other Member States authorized to carry out third-party conformity assessment tasks under Community harmonised legislation. The European Commission has set up a coordination group of Notified Bodies: “NB-RAIL”, which is a Forum for sharing experiences and exchanging views on the conformity assessment procedures in order to understand better and apply more consistently the Interoperability Directives. Their major activities relate to the drafting and issuing technical recommendations on matters relating to Railway Conformity Assessment and ensuring consistency with European standardisation work: (web site: <http://forum.europa.eu.int/Public/irc/nbg/nbrail>).



Mr C. Carganico, CEO and President of Italcertifer, had the idea of gathering a group of NoBos to deal with certification subjects and asked UIC to support and complete this initiative. We all thank him very much for this idea. He presented Italcertifer and its strong points in his introductory speech. The President of Certifer and the Executive Director Messrs J. Couvert and M. Chantoiseau participated in the workshop and the latter presented the company overview. Cetren was represented by Ms M. Carvajal External Affairs Director and former NB-Rail Chairwoman. Kema Rail Transport Certification was presented by Mr L. Zigterman, Senior Assessor, conveying the apologies of Mr F. Walenberg, the Executive Director, being unable to participate. During the afternoon session, each NoBo presented its experience and lessons learned on the field focusing on a wide variety of case studies: from certification of locomotives for ERTMS freight corridor A, Infrastructure, Energy, Control Command EC verifications, to TGV POS rolling stock certification. Questions & answers sessions have given the audience the opportunity of solving doubts and interacting with the speakers. UIC is involved in the certification of Galileo for Rail, activity to be developed in three steps: first, certification of the Galileo signal-in-space; second, certification of the reference Galileo receiver and third certification of a safety-related application. At the end of the day, Mr De Cicco of UIC, acting as moderator, together with the speakers tried to sum up the workshop outcomes in order to sketch a possible way forward. Unanimous consensus was reached on the fact that this workshop is the first of a series of future thematic workshops to dig into specific topics to be identified. We are just at the beginning. The need of collecting a complete set of reliable data came out during the presentation of "Certification Cost issues" delivered by Mr L. Zigterman of Kema. Last but not least, international training is needed on this field. UIC thanked the speakers for their commitment and professionalism, the audience for its active participation and stated its readiness to respond to Members needs on this subject.



For more information contact please Paolo de Cicco at UIC decicco@uic.org and the NoBos representatives: Carlo Carganico – Italcertifer c.carganico@italcertifer.com; Marta Carvajal – Cetren mcarvajal@cetren.es; Frank Walenberg and Lieuwe Zigterman – Kema Rail Transport Certification frank.walenberg@kema-rail.nl, lieuwe.zigterman@kema.com and Marc Chantoiseau – Certifer marc.chantoiseau@certifer.eu

GSM-R

Report on the GSM-R Working Groups latest meetings

The GSM-R Functional Group meeting #37 took place in 28 of October, in UIC HQ.

The GSM-R Functional Group (FG) is an experts group, with members from DB, JBV, OBB, NRIC, SNCF, ERA, UIC, tasked to maintain/update the EIRENE FRS (Functional Requirements Specifications).

The EIRENE FRS, part of the CCS TSI, is dealing with functional requirements for GSM-R, deriving from operational needs. National implementations issues are also discussed, the expert groups comparing the issues raised with their own administration experiences and checking the possible impact on specifications.



One of the main tasks for the FRS is to be kept technological independent, in such a way that when in future technologies will change, the impact on this specification document to be minimum.

The meeting dealt with various issues, like Overview of tones and announcements, Maintenance and Update of Cab Radio, Group Call Issues - operational scenarios and user requirements for High Priority calls and Group Calls between drivers in the same area, Emergency Call Areas - Functional requirements for overlapping Emergency Call Areas, enhanced Railway Emergency Call.

One of the most important issues for GSM-R in the close future – interferences induced by Public Mobile Operators using UMTS (3G) technology in the 900 MHz bandwidth, on GSM-R frequencies was discussed. Two main actions started: first as a long term solution, an ETSI Special Task Force was required by UIC in order to deal with the UMTS out of band emission, the Cab Radio blocking conditions and very important with generating guidelines for cooperation between the Public and Railway Mobile Operators, when in Railway proximity.

As a short term solution, discussion were opened on the impact of filtering the GSM-R Cab Radios and mostly the EDORs (ETCS Data Only Cab Radio) When such a filter would be introduced, in some cases the performances are improved, but the impact on the system – mobile and network side, as well as impact on the operations – case of National Roaming, also different other scenarios has to be studied.. Working groups have to be involved very soon, in order to find in time a suitable harmonized solution.

Next meeting – FG #38 is programmed for 20 of January 2010.

For more information please contact Dan Mandoc: mandoc@uic.org

Freight

UIC Freight Forum (Paris, 04 November 2009)

Ferdinand Schmidt (CEO of Rail cargo Austria), Chairman of the Freight Forum, opened the session and welcomed all the participants especially the new delegates from CD CARGO (Mr J. Ram), CICF (Mr A. Grobri), SNCB (Ms M.G. *Henuset*).



New projects 2010

The main issue on the agenda of the Freight Forum session was the presentation of the new projects 2010 and the review portfolio of all projects and on going activities. In view of the financial crisis, the budget presented showed a 43% reduction vs the 2008 budget and 25% reduction vs the 2009 one ! 4 new projects have been proposed for financing by the Freight Forum. As underlined by Mr *Schmidt* all projects are dealing with quality and productivity improvements. These are INPUT (Industrialised production used in combined Transport), MAP (management and productivity of wagons), DDP (Data Delivery Points) and SITA (standardized Interface for telematic application).

Budget process 2010

The new UIC budget process was explained and presented . In consideration of the final opt in deadline of November 15, Oliver Sellnick asked the audience to forward the declaration of interest for these new projects to the UIC Freight Department by November 10.

Focus on following additional points

Information about CER position on the proposal of regulation concerning a European rail network was given by Jacques Dirand. He answered questions about the position expressed in the collective amendments and underlined the differences between the future management committee and the advisory board of the corridors. *Eric Peetermans*, Chairman of the SG Wagon Users, gave a presentation on the consequences of the Viareggio accident and the EU safety conference held in Brussels last September. He gave an overview of the package of 10 measures proposed by the sector.

The European Performance Regime project manager, Mr *Kandels* gave an update and timeline on the calculation model and the preparation of the first trial implementation.

A live presentation of the RAILFREIGHT Portal was given by *Gustav Manding* <http://www.railfreightportal.com/>. He reminded that this website was the spin off activity of the 2009 project Changing the Perception of Rail. All participants agreed on the good quality of the portal in terms of design and of content.

The next forum will take place on 26 May 2010.

For more information please contact Oliver Sellnick: sellnick@uic.org

Seminar “Usage of Freight Wagons in International Transport” organized by UIC and JSC “RZD”, held on October 27-28, 2009 in Sochi, Russian Federation

In accordance with the decision of the UIC Asian Regional Assembly a Seminar “Usage of Freight Wagons in International Transport” was held on October 27-28, 2009 in Sochi, Russian Federation.

The Seminar was attended by representatives of international organizations – UIC, Organization for Cooperation between Railways (OSJD), International Rail Transport Committee (CIT), European Railway Agency (ERA), CEO’s and experts of railway companies, infrastructure managers, railway operators, railway industry and research centers from Finland, India, Islamic Republic of Iran, Republic of Kazakhstan, Russian Federation, Slovak Republic, Spain, South Korea, and Ukraine.

The programme of the two-day meeting was structured into three sections: legal base, technical specifications for 1435 and 1520 mm systems, and interoperability technologies. The event provided a unique opportunity for exchange of experience between different stakeholders in the field of wagon usage in international transport, tackling both the actual state of the art and the prospects for creation of wagons of a new generation to be used in cross-border operation in Asian region.

Final declaration, adopted unanimously by the participants at the end of the Seminar, emphasised the need to continue joint work in this direction in order to strengthen cooperation of railway companies and international organizations, exchange experience on all aspects of railway transport including creation of new rolling stock, harmonize legal base regulating the usage of freight wagons in international transport, work out common economic approaches on usage of wagon fleet and on coding of rolling stock, seek creation of unified requirements to infrastructure and optimization of border crossing procedures in railway transport.



Technology & Research

MODBRAKE Final Conference & Demonstration (Turin, 28 October 2009)

MODBRAKE is a European project in FP6th program ending 31st of October 2009.

Standardisation can contribute to efficiency for the Railways and recently heavy changes appeared in the regulatory framework. As Operators we expect a reduction of costs sustained by RU due to scale economy effect arising from standardisation and allowing an easier possibility to interface sub – systems and devices.

The results of the different Work Packages were presented during the conference and the web-site www.modbrake.com can give you many precise information.

An important input of MODBRAKE is the description of the main technical parameters of a standard named AGTU (Air Generation and Treatment Unit for High Speed Trains). This description will become a TecRec and the basis of future norm. In addition two devices are also studied for standardisation:

- drivers brake handle/controller;
- emergency brake push button.

After the presentation of the results in the different Work Packages, a discussion was launched by Jean-Marie Bodson (Alstom), Dario Barberis (Faiveley Transport), Manfred Walter (Knorr-Bremse), Alessandro Palazzolo (UIC/Trenitalia S.p.A.), Bernard Von Wullerstorff and Hélène Köpf (UNIFE). The fruitful exchange of views concerned the benefits, the potentials and the challenges for standardisation.

During the visit in the laboratory of POLITO, participants have had the opportunity to discover some applications of MODBRAKE as:



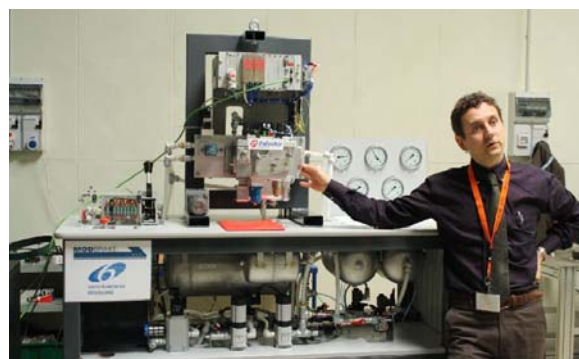
Alessandro Palazzolo (UIC-Trenitalia) presenting the targets for Operators



A standardized system for bogie brake components



A brake handle



A test bench

Participants to the Conference have also pointed the fact that the contribution between partners (Operators and Industry group) has created a collaborative group laying the foundations for a future cooperation e.g. in TecRecs. This collaboration will follow in common UIC-UNIFE Working Groups reaching the necessary consensus in the standardization process.

For more information please contact Francis Delooz: delooz@uic.org

Safety

Towards more visibility and recognition for ELCF and the road/rail interface



On 28th-29th October the 10th and biggest meeting of the European Level Crossing Forum (ELCF) took place at the offices of the Rail Safety and Standards Board (RSSB) of UK in London. Since 2005, this forum has brought together rail and highway safety experts from Europe and beyond as well as a number of European instances including DG TREN of the European Commission, the European Railway Agency or the European Transport Safety Council, in order to exchange information, provide experience on the management, performance and key safety issues concerning the "at-grade road/rail interface". ELCF over the last two years has become recognised by a number of established organisations and bodies including CER, EIM, the European Commission, the European Transport Safety Council and UIC. This meeting marked the end of mandate of current chair Jürgen Menge. In acknowledging the successful term of his mandate, *Simon Fletcher*, Regional Coordinator Europe at UIC, thanked *Jürgen Menge* for his contribution as ELCF first road sector chairman and announced that following the process set out in ELCF terms of reference, *Alan Davies* from RSSB would become the new chair with effect from January 2010.



From left to right: Jürgen Menge current ELCF Chair, Alan Davies Secretary of ELCF, Simon Fletcher Europe Coordinator at UIC

ELCF works with 3 main criteria: Education of users, engagement of key stakeholders and enforcement of traffic rules. Regarding the key aspect of education, a presentation was made by *Tamo Vahemets* (Estonian Railways) on the adaptation of Operation Lifesaver, the well known U.S. road-rail safety awareness organisation and its use in Estonia. Additionally, *Ilyas Daoud*, Projects Coordinator for UIC, presented key findings of ELCAD: the first European Level Crossing Awareness Day project that took place in more than 27 countries on 25th June 2009 and its next steps. ELCAD was designed to raise awareness of the critical

risks at the road/rail interface by focussing on education and behaviour of users at and around level crossings. Countries participating launched a series of various communication actions.

The project has been a great success engaging key players and stakeholders, supported by a number of non European countries and International bodies including the United Nations, and highlighted by a press conference held at the European Commission gathering high-level speakers. A CD gathering all related material and particularly more than 450 articles published on the event has been distributed during the meeting. UIC also announced the organisation of an International day of awareness due to take place in more than 35 countries across 5 continents next year building on ELCAD success and developing subprojects including a common video-clip on safety at level crossing targeting imprudent pedestrians and road users.



The meeting also gave an opportunity to Infrabel (Belgium), RFF (France) and RSSB to sign the European Road Safety Charter (www.erscharter.eu) engaging them to strong actions on raising public awareness on the danger of risky behaviour at level crossings and its consequences for rail operations. For them and following the joint UIC/CER/EIM/ELCF signature on 25th March 2009 (see e-news 136). This engagement means taking part in the international awareness day (ILCAD) as well as attending and contributing to ELCF developments. It is expected that many other organisations will sign the charter with a similar commitment including shortly NRIC (Bulgaria) and Israeli Railways.



The meeting included various presentations on technical issues amongst them the follow-up for the SELCAT project on level crossing safety and data collection, analysis on safety cost benefit of closure/upgrading, maintenance and enforcement. A number of projects have been identified and will be formally launched in the forthcoming weeks, notably one on signage and the application of European and international agreements on road signs and signals. Additionally, an important part of the meeting was dedicated to enforcement and the role of police forces in different countries to prevent risky behaviours of users. The British Transport Police gave an overview of its role and working methods to tackle the issue and officially supported the work done by ELCF to strengthen its projects and partnerships.



Regarding the main outcomes of the meeting, Mr Jean-Paul Repussard from the road safety unit of DG TREN announced several initiatives to strengthen ELCF work and put forward the multimodality of the level crossing issue:

- A dossier on level crossing safety to be included in the European Road Safety Observatory website (www.erso.eu) managed by DG TREN.
- An online questionnaire on the European Road Safety Action Programme for 2011-2020 that the European Commission is currently drafting. DG TREN asked for a joint input



from ELCF members. A draft is being prepared and will be circulated to ELCF members for comments.

- A possible funding for a common video-clip on safety to be used by the participating countries for the International Level Crossing Awareness Day.
- A joint workshop to be organised by the DG TREN and ELCF focusing on education, signage and human factors in April 2010. ELCF steering committee will design together with the European Commission and the Railway Agency the targets, objectives and content of a workshop that is due to be the first in a series of such events.

The next steering committee meeting of ELCF will be held on 26th January 2010 in Brussels, followed by the joint DG TREN-ELCF workshop in April 2010 which will incorporate the plenary meeting.



In the front row from left to right : Jean-Paul Repussard DG TREN, Angelo Pira European Railway Agency (ERA), Michael Woods RSSB

For more information please contact Ilyas Daoud: daoud@uic.org

International Training

Fifth meeting of the European Network of Rail Training Centres (ENRTC) RENFE Training centre (Madrid, 22-23 October 2009)

The fifth meeting of the European Network of Rail Training Centres (ENRTC) took place in Madrid on 22nd and 23rd of October 2009, at RENFE facilities.

The key objective of the network, which brings together major European training providers, from both commercial and non commercial training centres, is to contribute to the liberalisation of the European rail training market, by enabling active professional dialogue between rail training professionals to support interoperability.



The meeting was attended by 23 participants from 11 countries (Austria, France, Germany, Great Britain, Hungary, Norway, Portugal, Spain, Sweden, the Netherlands, Finland and private providers) representing some 14 training providers.

It provided the opportunity for the audience to get acquainted with RENFE training policy and activities. *Carlos Yanes*, the newly appointed Training Director opened the meeting with a presentation about training at the RENFE, underlying the use of e learning as a corporate strategic tool. His presentation was followed by more in depth presentations on the use of multimedia environment and elearning, as well as the use of the driving simulator. The different presentations enabled many exchanges between the RENFE training Directors and the Network.

Part of the meeting was also devoted to the Network's activity and work programme as well as to the presentations of related training or HR projects pertinent to the network's activity. The latest were related to two projects: Trainer (Training programme to increase energy efficiency by Railways) and Futurail (Job opportunities for the railway community of tomorrow) Hub Cox from SenterNovem (agency of the Dutch Ministry of Economic Affairs, promoting sustainable development and innovation, both within the Netherlands and abroad) co-ordinator of the European Trainer project informed the network of the Trainer project and its deliverables, namely a virtual trainer(a software interactive tool for training the drivers in energy efficiency) and a universal manual containing general guidelines for training in energy efficiency.

Manuel Pereira, professor at the IST of Lisboa (Instituto Superiore Tecnico) and vice president of ERRAC (European Rail Research Advisory Council) joined the meeting to present the current Futurail project. IST is the co-ordinator of the project together with partners from European universities and the UIC Expertise Development Unit. The Futurail project aims to contribute to the enhancement of the railway sector by fostering a better match between the skills provided by the different research based education and training institutions across Europe and the railway industry needs, in order to make railways a more competitive and innovative sector.

A round table discussion on the current issues facing the Training centres, in the context of the economic recession showed that however different the situation may be in each country, most training centres are currently undergoing organizational changes, downsizing staff being a recurrent theme.

While some training providers are giving more focus on marketing & account managers, some are taking up the stance of changing the training approaches and redesigning the courses (investment in new technologies), so as to better respond to the cut in the investment in training and the still high expectations regarding the quality of training.

The next meeting of the network is scheduled on 20 and 21 May, 2010 in Vienna, Austria.

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News from UIC members

Russia. Meeting of the International Council on Railway Transport in Uzbekistan

The 51st Meeting of the International Council on Railway Transport met in Tashkent, Uzbekistan on 27-28 October. The delegation from Russian Railways was headed by the company's president, *Vladimir Yakunin*.

At the meeting of the Council on Railway Transport of the CIS, members of the International Council also took part – the heads of railway administrations from the CIS countries, Bulgaria, Latvia, Lithuania, Estonia and Finland. This year representatives of the executive committees of the CIS and EvrAzEs also took part, and additionally, for the first time, *Jean-Pierre Loubinoux*, UIC Director General. An opening speech was given by the deputy prime-minister of Uzbekistan, *Batir Khodzhayev*.

The parties discussed a whole range of issues related to rail links in 2010-2011. In particular, the number of international passenger train connections was agreed upon, as well as the timetable, rules for use and tariff policies for international trains.

"The state structures of the '1520 countries' and all the railway administrations show an understanding that cooperation in the rail sector is one of the key factors promoting the economic integration of our countries", said *Vladimir Yakunin* at the closing of the meeting.

Additionally, the total figures of passenger and cargo traffic on the railways in the CIS and Baltic States for the first nine months of 2009 were given.

Vladimir Yakunin noted that the reduction in economic activity on world markets also had its effects on economic processes in the CIS and the Baltic States, which led to a reduction in the amount of cargo transfers. For the first nine months of this year, the railway system as a whole carried 1,35 billion tonnes of cargo, an 18 percent decrease on last year.

A positive trend since the beginning of 2009, however, is the month-on-month growth visible in the majority of railways. In January, the volume was 71 percent of the previous year's total; in June this had risen to 82 percent; and by September the figure was 90 percent.



Vladimir Yakunin paid particular attention to the development of information technology solutions in the 1520 area as an important factor in controlling railway systems and as a stimulant to make the region competitive for international links.

"Over the past years, railway administrations have created the necessary technical, methodical, legal and organisational foundations to ensure there is adequate informational support to the transport systems", said *Yakunin*.

Russian Railways has already signed contracts with Latvia, Lithuania, Estonia, Belarus, Ukraine and Kazakhstan on the creation of a system that meets international standards to exchange electronic information about international cargo transfers. A similar agreement has been prepared with Uzbekistan.

The implementation of this project is effectively complete for cargo transfers between Russia and Finland. There is constant electronic exchange of data about Russo-Finnish waybills, as well as data on the location of cargos and the carriages returning to Russia empty.

Switzerland. Change to the Management Board of the Swiss Railways (SBB): Jürg Schmid appointed Head of Passenger Division



The Board of Directors of SBB has appointed *Jürg Schmid* as the new Head of the Passenger Division and as a member of the Management Board. The 47-year-old economist is currently Executive Director of Switzerland Tourism and is expected to join SBB in the second quarter of 2010. Until then, *Vincent Ducrot* will continue as interim Head of the Passenger Division.

Jürg Schmid has been the Executive Director of Switzerland Tourism for the past ten years and has been instrumental in developing Switzerland's presence as a holiday, travel and congress destination both nationally and internationally. In this function, he has cooperated closely with SBB for years. Prior to this, from 1994 to 1999 he worked at Oracle Software Corporation Ltd.

Jürg Schmid knows the Swiss and European leisure travel markets inside out and is very knowledgeable about the needs of Swiss consumers. He has many years of managerial experience and a broad-based background in sales and marketing and in running complex technology projects.

He is expected to take over as Head of the SBB Passenger Division with its 13,000 employees in the second quarter of 2010. *Vincent Ducrot* will continue to head the Passenger Division ad interim, as he has done since February of this year, until *Jürg Schmid* takes up his new position.

In the first half of 2009, the SBB Passenger Division again improved its performance. In the first six months of the year, it carried a total of 164 million passengers and posted revenues of over CHF 3.7 billion.

Spain. The European Investment Bank (EIB) will contribute 5,000 million Euros to Spanish high speed rail network

Public Works Minister, *José Blanco*, the President of the European Investment Bank (EIB), *Philippe Maystadt*, and the Chairman of Adif, *Antonio González Marín*, have signed in Madrid a Framework Agreement under which the EIB plans to provide for 5,000 million Euros in financing for projects to construct Spain's high-speed rail network.



At the signing ceremony where State Secretary for Planning and Infrastructures, *Victor Morlan* was also present, the Minister declared that the agreement would give "a major boost to the expansion of the high-speed network in Spain". *José Blanco* remarked that "once again, the European Union is playing a leading role in favour of the progress of our country". He thanked the EIB for its "commitment to Spain, and especially to its high-speed rail network" and expressed his confidence that this cooperation would "continue to bear fruit in the future".



Mr *Blanco* also upheld the importance of expanding the high-speed network in Spain, saying that "high-speed rail plays a vital role in promoting progress in any country by contributing to sustainable development and land vertebration" he stated.

The Agreement establishes that the projects to be financed by the EIB will be carried out during the period 2010 to 2015 and will include the following infrastructures: the Madrid-Badajoz (line towards Lisbon), Madrid-Alicante-Murcia and Valladolid-Burgos-Vitoria high-speed lines, enlargement of Madrid's Atocha station, a new tunnel for high-speed use connecting Madrid's Atocha and Chamartín stations, construction of the third and fourth tracks on the high-speed section between Torrejón de Velasco and Madrid, and the high-speed Valladolid-Galicia line. These are priority projects for both the Spanish Government and the European Union.

This Agreement is the third of these characteristics, following those signed in 2002 and 2006, both of which were for 10,000 million Euros and have been successfully carried out.

In recent years, Spain has been the EIB's largest borrower in terms of volume of operations: 8,573 million Euros in 2008 and 37,725 million Euros in the period 2004-2008.

Through this agreement, the Ministry of Public Works can apply for different loans, during the validity period of the line (2010-2015), in order to finance specific high speed lines construction projects, included in the development plan for high speed railways, currently being set up in Spain.

The Infrastructure and Transport Strategic Plan (PEIT) foresees that Spain will have a 10,000 kilometers network of high speed railways by 2020, although next year, after the opening into service of the high speed line towards Valencia, Spain will be the first country in kilometers of high speed railways in service worldwide. According to the State General Budget (PGE) for 2010, Spain will invest 5,400 million Euros on high speed lines during next year, out of which 4,800 million will be carried out by the Infrastructure Manager (Adif).

Next meetings scheduled

November 2009

- 5-6 November 2009: *Rail technologies on environment seminar / kyoto to copenhagen (Kyoto, Japan)*
- 9-13 November 2009: *Asia rail 2009, 16th international congress (Bangkok, Thailand)*
- 10-12 November 2009: *2nd antc seminar (Hanoi, Vietnam)*
- 10 November 2009: *Cer support group meeting 2009 november 10th (--)*
- 10 November 2009: *5th uic railway freight noise reduction workshop (UIC HQ Paris)*
- 13 November 2009: *Rcg meeting 16 - uic offices (53 avenue des Arts - Brussels (6th floor))*
- 16-18 November 2009: *18th international symposium on the future for inter-urban passenger (Madrid)*
- 17-18 November 2009: *Ohsg - occupational health and safety group meeting (UIC HQ, Paris)*
- 17 November 2009: *8th asian regional assembly (KORAIL Headquarters DAEJEON, KOREA)*
- 17 November 2009: *Ara internal regulations*

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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Communications Department, 6th November 2009

Thank you for your comments and suggestions.

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