

World Research

Call for papers for WCRR 2011 is open !



The 9th World Congress on Railway Research WCRR 2011 – following the successful 2008 edition in Seoul- is to be held in Lille, France, on 22-26 May 2011.

This leading international event dedicated to innovation and research in all fields of railway activities at worldwide scale is jointly organised by the Host Railway SNCF which chairs both Organizing (WCRR ORG) and Executive (WCRR EXE) Committees, AAR-TTCl (USA), DB (Germany), RSSB (UK), RTRI-JR (Japan), FS-Trenitalia (Italy) and UIC.

The Call for papers is now open at the following address: www.wcrr2011.org

The abstract submission deadline is 14 May 2010.



 **9th World Congress on Railway Research**
May 22 - 26, 2011

Meeting the challenges for future mobility

The call for papers is open!

Connect you on
www.wcrr2011.org

The abstract submission deadline is May 14, 2010

Congress Secretariat
secretariat@wcrr2011.org



Rail Freight

Rail Freight Portal: Member of the month : Slovenian Railways (SZ)



Interview with Robert Vuga, Director of Freight Transport, SŽ

How the Slovenian railways will change the future Standfirst

This year Slovenske železnice (SŽ) is embarking on a fascinating and exciting new journey, a journey that will last 14 years and see many improvements put on track - a radical transformation with a strong government commitment. "If we want to modernise our national railways we'll first have to invest in modernisation", says Robert Vuga, Director of the freight division. Since October 2009 he has had 100% support for this from the recently appointed General Manager of SŽ, Goran Brankovič. Right away, in his maiden speech, Brankovič announced that he wanted to turn around the negative business trends, without wanting to compromise employees' social situation.



Robert Vuga

"Unfortunately we are still facing the consequences of a monopoly situation and the resulting context in which everything is felt to be a matter of course", continues Robert Vuga. "Since the liberalisation of the markets, competition is a new and menacing fact for us. But let's be clear about this, I would not describe our present position as tragic since we have drawn up a strategy and are putting it in place right now. First of all I am planning to rectify the situation we inherited from the past. Secondly, I plan to restructure and, finally, I'm thinking of a strategic partnership. But take note, we aren't looking for someone to take over the company in its present state, that's only for when we are doing better, so that we can offer real added value."



Emulating DB's success

Robert Vuga: "The mainstays we're aiming for now are, on the one hand, financial consolidation, streamlining the operations and renewing the infrastructure and, on the other, better penetration of foreign markets and increasing our marketing efforts. I admit, we still have a long way to go, but it's certainly not wrong to try and emulate Deutsche Bahn's success. Twenty years ago DB was one of the German government's biggest budgetary problems, nowadays it's one of the most successful companies. I am sure that, with the involvement of the Slovenian government and the European Union, we can turn this into a success story."

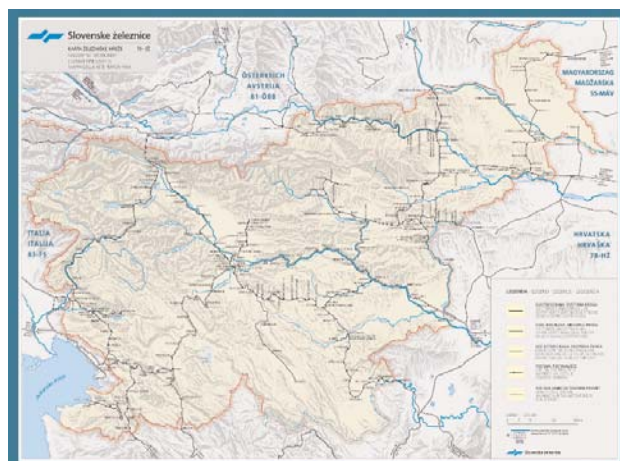


Robert Vuga: “What has not helped us, or any other European railway company, is the enormous impact of the economic slump. In the first nine months of 2009 Slovenske železnice recorded a loss of 30.9 million euros – by far the largest part of that in our freight division. In the end the number of tons transported dropped from 19.0 million in 2008 to 14.6 million tons in 2009. Expressed in tonne-kilometres production fell to around 3 billion tkm. Conventional freight transport, in particular, received some heavy blows, mainly due to the recession in the steel and automobile industries, as well as the sharp downturn in Slovenia’s most important economic markets. Intermodal traffic underwent a drop of ‘only’ 15 per cent.”



Continued investment in the future

Robert Vuga: “Of course freight transport is an international business in our society – some 90 per cent of the total number of tons transported is linked to bilateral trade with Slovenia or transit traffic. The immediate measures we took were in fact not so different from other European operators: cost-cutting, adjusting production capacity, slowing down planned investments, the introduction of a part-time employment programme for over 10 per cent of our staff, and an agreement with the trade unions to reduce salaries by 5 to 10 per cent.”



Robert Vuga: “Parallel to these measures sales and marketing activities for new service offerings were boosted. In any case we were careful not to shoot ourselves in the foot. After all, cutting production capacity too much, without a clear objective, might soon have caused problems once the industry picks up again. Despite the unfavorable circumstances we continue to invest in new lines and foreign markets with a view to the future.”

Modernising the pan-European transport corridors

Robert Vuga: “The history of Slovenske železnice goes back to the mid-nineteenth century, though the present company, originating from the former Jugoslovenske železnice, dates from 1991. Although Slovenia was part of communist Yugoslavia before 1991 it has actually been oriented towards Western Europe since way back. We have always been aware of our important strategic location at the southern edge of the Alps, bordered by Austria to the north, by Italy and the Adriatic Sea to the west, by Croatia to the south and east, and by Hungary to the northeast. Accession to the EU in 2004 - and to the eurozone in 2007 - has only increased our importance as a logistics hub for Central Europe. As a supplier of integral and intermodal transport for Slovenia and abroad we have also expanded container terminals in Ljubljana, Maribor and Celje, so that we can provide optimal service for the goods flows on the pan-European V and X transport corridors. The 5th corridor is the east-west link from Portugal via Ljubljana-Moste to Budapest, Kiev and Moscow. The north-south link from Munich and Salzburg via Ljubljana-Moste to Zagreb, Belgrade, Istanbul and the Middle East forms the 10th corridor. The two routes cross in Ljubljana.”

Robert Vuga: “Without doubt the biggest problem is our inefficient infrastructure. I will just mention that a significant part of our cargo transport still runs on a single track. So the largest share of the 8.89 billion euros investment will be devoted to transport infrastructure on the 5th corridor and laying a double track from the port of Koper to Ljubljana. The port is part of the 5th corridor and serves as an important entry point for Austria, Italy, Hungary, Slovakia, the Czech Republic, Croatia, Bosnia and Serbia. Many Asian countries use Koper for forwarding their products inland, too. Unfortunately the single track between Koper and Divaca causes serious delays in the arrival and departure of goods in Koper – a completely new double track is planned for 2015.”

‘Connecting Europe’: from Ljubljana to Istanbul in 46 hours

Robert Vuga: “The increasing importance of Koper as a port of entry to Central Europe is an extra reason to ensure good connections with the hinterland. Because don’t forget that about 60 per cent of the goods that are brought into or out of the port are transported by rail, as compared to only 20 per cent in Rotterdam. Let me sum it up like this, if we want to prove ourselves as a logistics platform for Central and Southern Europe we must think not only of our geographic position but just as much of our operational position.”



Robert Vuga: “Now, it is also true that we don’t get any business from our geographical position. That has to come first and foremost from the services and products that we offer the various operators, which is exactly why we are concentrating right now on developing a network of direct freight trains to Germany, the Czech Republic and even into Turkey with the Europe Bosphorus Express. Indeed the freight train to Istanbul is a nice example of a regular intermodal service that we have set up with our partner, Adria Kombi. This is the sort of service with which we are building a reputation for reliability and good quality for international rail freight transport. We have also reduced the transit time from Ljubljana to Halkaki (the rail terminal in Istanbul) from 64 to 46 hours.”

Robert Vuga: “International growth is only possible for SŽ via partnerships and through the expansion of our operational range and the opening up of new markets where we can offer independent traction and logistic services. Nationally it will come down to continuing to develop SŽ as a good quality supplier of integrated logistic services for the Slovenian economy. That is already very obvious to our clients, not only through the implementation of ISO standards (ISO 9001 and ISO 14001), but also via new initiatives such as, for example, a completely integrated service for the collection and distribution of containers.”

Robert Vuga: “It is not unimportant either that our international presence has become increasingly apparent, with regional centres in Vienna, Budapest, Belgrade, Sarajevo and Udine. In April 2010 a new SŽ office will open in the Czech Republic and right after that we will set up shop in Bulgaria too. In short, then, we are already sufficiently well organised internationally to ensure fast and correct management of our customers’ commercial and operational requests. So I am also convinced that SŽ is heading at full speed towards international recognition!”

UIC Steering Committee of the Freight Forum (Paris, 18 March)

Sylvie Charles, the new CEO of Fret SNCF, welcomed the members of the Freight Forum Steering Committee on the morning of 18 March in Paris. Prior to the meeting she had reviewed the situation of the European rail freight with Ferdinand Schmidt, Chairman of the Freight Forum / High Level Freight Meeting and Board Member of Rail Cargo Austria (RCA), and with Oliver Sellnick, UIC Freight Director. She explained that SNCF was in the process of adapting the production scheme of wagonloads to the specifications of the French market. New innovative products would be launched in intermodal traffic.

The Steering Committee reviewed the progress of major ongoing projects and activities of the Freight Forum: IFC, Xrail, e-Rail Freight, the **www.RailFreightPortal.com**, Business Excellence, the UIC-FIATA Contact Group, border procedures, wagon numbering, safety certification, amendments to the GCU, wagon maintenance. New project proposals were then discussed: IMPORT (how industrialize combined traffic), the Global Rail Freight Conference in Saint Petersburg 6-7 July, work on intercontinental corridors and green logistics. A draft budget for 2011 was endorsed and the meeting ended with an exchange on how to develop the Freight Forum in the future.



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

UIC participated to SITL – European Freight Day (Paris, 24 March 2010)



During the 2010 SITL exhibition in Paris (“The International Week of Transport and Logistics”) a one-day conference on 24 March was organized focussing on European rail freight. Oliver Sellnick, UIC Freight Director, discussed the key developments in the sector with a special focus on Xrail and success factors for wagonload in the opening session. Jacques Dirand, CER Freight Advisor, informed participants about a new CER study showing that liberalization has only stimulated rail freight where it has been complemented by substantial investments in infrastructure. Jean-Michel Genestier, Deputy General Director of SNCF Geodis, outlined the strategy for developing intermodal traffic in France. Henry Posner III, USA, Chairman of the Railroad Development Corporation, explained how to boost wagonload traffic in France. Patrick Rousseaux, European Commission DG MOVE reported on the progress of the Corridor Regulation stressing the need to harmonize the operational rules.

EuroFreight 2010 (Berlin, 23-24 February 2010)



Oliver Sellnick, UIC Freight Director, chaired the second day of this conference focusing on freight operators in Europe. Panelists included among others Geert Pauwels, Freight Group Coordinator SNCB Logistics, Lord Tony Berkely, President ERFA, Alan Gibson, Managing Director of ERS, Raimund Stür, CEO of TX Logistik, Krzysztof Sedzikowski, President of the Board of CTL Logistics, Dr. Christoph Wolff, Member of the Board DB Schenker, Heiner Rogge, General Secretary CLECAT, Harald Rotter, Managing Director HHLA Intermodal, Matej Augustin, Director General ZSSK Cargo, Oskar Kalmus, Member of the Management Board EVR Cargo, and Jan Komarek, Director General SZDC. Oliver Sellnick concluded the day by summarizing the discussions :

Operators

- * can follow different strategies, but consolidation of market players appear to continue to progress
- * should position themselves for the recovery now by improving processes, developing competitive products and making costs structures more flexible
- * should focus on the business of your customers instead of talking too much about price
- * need more stable access charges for infrastructure
- * can consider leasing as a means to increase flexibility and to manage cashflow

Security

6th UIC World Congress on Railway Security organised by UIC and TCDD to be held in Istanbul (21 – 23 April 2010)

In the presence of the Turkish authorities, this 6th Security Congress, following the March 2009 congress in Marrakech, will be officially opened by Mr Jean Pierre Loubinoux, UIC Director General and Mr Süleyman Karaman, Chairman of the Board and Director General of Turkish National Railways TCDD, and also Chairman of the UIC Regional Assembly Middle East (RAME).

Several chairmen or directors general of RAME railways, who will be present in Istanbul for the UIC Regional Assembly Middle-East (RAME), will also attend this official session.

The congress will be an opportunity for people in charge of railway security to exchange experiences and information on a global basis and to address the main security topics in partnership with international bodies (UNECE, OSCE, European Commission, Arab League).



The work carried out within the UIC Security platform will be presented and, as security has become a key component of the railway business, the interface of security and safety, or the specificity of security of high speed trains, will also be tackled.

A technological exhibition will also be organised at the same venue.

Prior to the congress, various RAME meetings (Assistants on 19th April, CEOs on 20th April) should also examine the opportunity to start and develop a specific regional activity on security (working group, training, connections with other regions...).

For any further information, please contact the congress organisers: security2010@uic.org

Forthcoming events

ERTMS: UIC ERTMS Training Programme 2010 (23 to 25 June at UIC Headquarters in Paris)

This training session is targeted at managers in decision-making posts in transport sector in general and the railways in particular. It is also targeted at future ERTMS experts in countries planning to implement ERTMS in the near future.

Extra European countries implementing ERTMS components may also be interested in learning more about latest developments of this technology.

The objective of this training course is to give a complete overview of the ERTMS in all its features:

- background and legal framework and European Railway Agency control process
- how it works and what are its components (ETCS European Train Control System, GSM-R Global System for Mobile Communications-Railways, Interlockings)
- experience gained by commercial application (ETCS, GSM-R) ERTMS system evolution and specific solutions (ERTMS Regional, Limited Supervision, In-fill...)
- new generation of interlockings and methodologies for capturing and simulating their functional requirements
- added value of ERTMS for a sustainable transport system (capacity, safety, economics...)

It is also an ideal opportunity to form an international network with counterparts.



Target groups

- managers in decision-making posts in the transport sector in general and in the railways in particular
- staff of ministries and local authorities
- academic institutions, consultants and associations or organisations

For any further information, please contact the congress organisers: ertms@uic.org

High Speed: Annual Training Session for High Speed systems (Paris, 28 June-2 July)

The annual Training Session for High Speed systems will take place from 28 June to 2 July 2010.

This training session aims to examine all the elements that make up high speed systems (as well as all the different types of systems included in this category), and to gauge their impact impartially and objectively from a technical, economic, political and social standpoint.

The session is opened to people involved in high speed rail/projects. And to managers in decision-making positions, ministries, local authorities, universities, advisory bodies, agencies or associations, etc.

You can apply now through
<http://www.uic.org/gv/training/7thSession>



News from UIC Members

Ireland: New Limerick-Galway Rail service launched by Minister



Almost 34 years after the last scheduled passenger train operated between Limerick and Galway line, a special launch train carrying invited guests has once again traversed the tracks between the two cities to officially open the new Limerick – Galway service.

The €106.5 million new route has been officially launched by Minister for Transport Noel Dempsey TD following the completion of the renewal of the Ennis-Atherry line. Scheduled services commenced on 30th March.

Joining Minister Dempsey and CIÉ and Iarnród Éireann Chairman Dr John Lynch at the launch celebrations were the Mayors of the cities and counties along the route, elected representatives, community and business groups, members of the project team and other invited guests

CIÉ and Iarnród Éireann Chairman, Dr John Lynch, previewing the service, said “already it is clear there is tremendous public support for and interest in this new service. We have boosted capacities on trains throughout launch week such is the level of enquiries from people right along the route, and we are very confident that demand will easily outstrip the projections made for this service.”

Minister for Transport Noel Dempsey said: “This is a truly historic day for the West of Ireland because for the first time in over 30 years passenger trains will again run between Limerick and Galway. It is the longest section of track to be re-opened in the entire country and it is also the first Inter-City line to be re-opened”

West of Ireland rail services

The opening of the first phase of the Western Rail Corridor is the latest boost for West of Ireland rail services, which have seen significant development under Transport 21.

All Westport-Dublin, Galway-Dublin and Limerick-Dublin services are operated by the new fleet of Intercity railcars, offering high levels of quality and comfort. In addition, frequency has been improved, including new early morning services from Westport and Galway to Dublin.

Freight services have also been developed, with Ballina a key hub in Iarnród Éireann’s rail freight operations. This includes Ballina-Waterford container trains, Ballina-Waterford pulpwood business for Coillte, and a new service last year from Ballina to Dublin Port for containers. This latter service, operated with IWT, has been operating twice weekly up until now. From next month, this will expand to three full container trains weekly, and Iarnród Éireann will continue to seek to develop commercially viable freight business on our network.

International Cooperation: DB and PKP Intercity strengthen cooperation



Deutsche Bahn (DB) and Polish Railways (PKP) Intercity have decided to further develop the long distance offer in passenger traffic between Germany and Poland.

The agreement was made by the Presidents of the Board of both companies, Dr. Nikolaus Breuel (DB Fervekehr) and Krzysztof Celinski (PKP Intercity) during their meeting in Berlin on 19 March. From December 2010 the new multi-current/multi-system locomotive “Huzarz” from PKP Intercity will enter service on the Berlin-Warszawa Express service.

The suppression of the change of locomotive at the border will reduce the journey between the German and Polish capital by 10 minutes. Furthermore on December 2 additional links will be proposed to passengers between the two cities, or a total of 8 rail passenger links between Berlin and Warsaw. (source: DB).

Next meetings scheduled

- * 8 April 2010: Ssmg - safety system management group (UIC HQ)
- * 8 April 2010: Finance committee (Paris, UIC HQ, 9.00-13.00)
- * 8 April 2010: Traindy software special group (tds) (Krakow (PL))
- * 13 April 2010: 3rd meeting of working group new technologies (Roma)
- * 14-15 April 2010: Contact strip -wire interaction of materials (Frankfurt (D))
- * 15 April 2010: 1rst meeting of the working group strategy and regulation (Brussels)
- * 15 April 2010: Web conference (Paris, UIC HQ)
- * 20 April 2010: border crossing – schengen area and other areas group meeting (Istanbul)
- * 21-23 April 2010: 6th uic world congress on rail security (Istanbul - Sheraton Ataköy Hotel)
- * 22 April 2010: Task force risk acceptance criteria (UIC HQ)

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Thank you for your comments and suggestions.

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