

UIC Governance

Anne-Marie Idrac, President of SNCF and UIC Vice-Chairperson meets the Board of Directors at UIC HQ

Mrs. *Anne-Marie Idrac*, President of SNCF and Vice Chairperson of UIC, attended the weekly meeting of the Board of Directors at UIC HQ on Monday 2th July. UIC Chief Executive *Luc Aliadière*, Deputy Chief Executive, in charge of the global dimension, *Vipin Sharma*, and all UIC Directors were present for these exchanges. During this meeting members of UIC senior management team presented to Mrs. *Idrac* some important projects from the working programme approved by UIC Executive Board in Moscow, with focuses on inter-continental corridors and cooperation within the logistic chain, exploitation of low energy consumption of rail transport as a tool for assisting in energy security dimension of the emerging economies of China and India and others, environmental friendliness of rail transport and sustainable development issues.

Mrs. *Anne-Marie Idrac* also expressed her own views on the importance for UIC to cope successfully with new railways challenges, in particular increased competition and growing economic constraints, and to enhance added value for members. One of the key roles of UIC is to offer high level expertise to members in a number of technical and operational issues (expertise from the UIC working bodies or competence centres). The successful development of UIC's global dimension is another essential and ambitious target for our organisation.



Anne-Marie Idrac, President of SNCF and UIC Vice-Chairperson at UIC HQ on 2 July.



Part of the UIC Board of Directors.

High speed

European High Speed Rail Operators launch Railteam

Railteam facilitates cross-border travel by high-speed train in Europe :

A Real alternative to air alliances and to travel by car or 2 July in Brussels.

Deutsche Bahn, SNCF, SNCB, NS Hispeed, ÖBB, SBB and Eurostar UK as well as the high speed subsidiaries Thalys, Lyria and Alleeo launched Railteam on 2 July in Brussels. Railteam's aim is to offer travellers seamless high-speed train travel across international borders in Western Europe and a quality network of high-speed rail services.



By 2010, the Railteam members expect 25 million international travellers to be using their European high-speed rail network. Railteam will play a key role in this by making international services, in particular connecting services, easier for travellers whether on a business or leisure journey.

RailTeam will offer easy access to Europe's high-speed network. 30 million euros will be invested in the interconnection of the different distribution systems to offer easy booking. Early 2009 international



travellers will be allowed to find an attractive combination of prices, make a reservation, pay and receive their ticket from any distributor of European rail in a single transaction.

Already today, if, for any reason, passengers miss their connection because of a late running service, Railteam will ensure they will be able to hop on board the next alliance train, even if it is run by a different operator.

Within the network, the passengers can already experience a premium quality centre to centre service with high levels of comfort, punctuality and reliability offered by high-speed services such as ICE, TGV, Eurostar, Thalys and TGV Lyria.

To help travellers connect more easily, multi-lingual information will be available on both onboard trains and in the stations. In the first stage, Railteam information points will be installed in the five main hubs (Brussels, Cologne, Lille, Frankfurt and Stuttgart) and in the coming months information points will be opened in other major stations such as London, Strasbourg,

Frequent business travellers will also receive value added services and those in the top tier of a Railteam member's frequent traveller programme will have some of their benefits extended to a wider network. In a later phase 'train mile' programmes will be expanded to the entire network

With travel on high-speed trains becoming easier and smoother, Railteam wants travellers to become aware using high speed rail as an efficient alternative to air and road also in respect with the environment. High speed rail journeys release from 4 to 10 times less carbon dioxide than flying to the same destinations.



The official launch of Railteam on 2 July in Brussels.



For more information please visit the Railteam website: www.railteam.com

Research

New edition of the Strategic Rail Research Agenda (SRRA) handed over to Andras Siegler, Director for Transport in the Research Directorate General of the European Commission.

This new edition focuses on the improvement of the freight and passenger customer experience as well as on all aspects for the benefit of its citizen and wider society, placing rail in the core of the transportation system.

On 28 June, Åke Wennberg Chairman of ERRAC (Bombardier Transportation) - representing the major stakeholders of rail research in Europe – handed over an update of ERRAC’s Strategic Rail Research Agenda (SRRA) 2020 to Andras Siegler, Director for Transport in the Research Directorate-General of the European Commission.

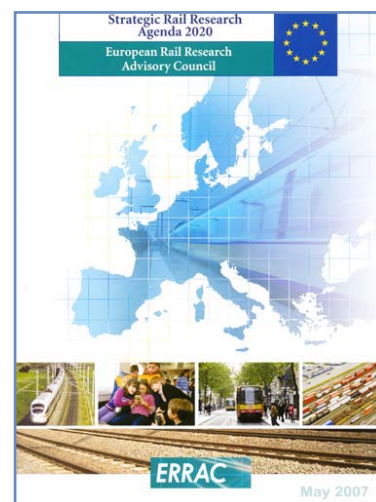
Andras Siegler welcomed the joint effort of all stakeholders to update and clarify their ambitions for rail research in the coming decade. Andras Siegler also stated that “Rail industry plays a key role in delivering European competitiveness that has to be achieved through “knowledge intensive” rail services and a highly competitive rail industry. It is ERRAC’s challenge to ensure this happens”.

The 2007 Strategic Rail Research Agenda predicts an overall growth of transport demand of 70 % for passenger and 43 % for passenger. The rail sector aims at doubling its market share in freight and passenger transport by then.

Åke Wennberg explained where innovative solutions are needed in rail transport in order to achieve this vision 2020. The aim of rail research in Europe is to improve the railways in all aspects for the benefit of its citizens and wider society. Based on technological advances railways have to become greener, smarter and safer, and the competitiveness and capacity has to be increased as well. The SRRA update focuses on improving the user (passenger/costumer) experience by solving mobility problems (resolving bottlenecks), improving performance and increasing cost effectiveness.

In the 2007 Strategic Rail Research Agenda 2020, operators, infrastructure managers, academics and users’ groups, as well as the European Commission and Member States identify seven priority research areas:

- **Intelligent Mobility** – for a European-wide infrastructure to support customer information systems.
- **Energy and Environment** - increasing the level of environmental protection and safeguarding the commercial competitiveness of rail.
- **Personal Security** - improving security for customers and staff.
- **Test, Homologation and Security** - speeding up of product approvals while squeezing out risk through improved safety management.



- **Competitiveness and enabling technologies** - improving product attractiveness for customers and reducing life cycle costs through modern technology.
- **Strategy and Economics** – developing new accounting and planning models for the costs of rail infrastructure.
- **Infrastructure** – developing cost efficient maintenance, and maintenance-free interoperable infrastructure systems.



From left to right: Ake Wennberg, Chairman of ERRAC, Andras Siegler, Director for Transport in the Research Directorate-General of the European Commission.

Following rail research projects have been proposed for the 1st call of the 7th Framework Programme of the European Community for Research & Technical Development the European Commission:

- **FuturEx** - Meeting Customer Expectations for Rail Travel (led and coordinated by UIC)
- **InterReefers** - Power Supply & Communication Support to refrigerated containers on freight trains (led by Faiveley Transport; coordinated by UNIFE)
- **INESS** - Integrated European Signalling System for interlockings; ERTMS-compliant interlocking (led and coordinated by UIC)
- **LITE** - Low Impact Train Evaluation: Identification of system cost parameters and evaluation of potential reductions in energy and infrastructure maintenance costs (led and coordinated by RSSB)
- **Modsafes** – Harmonisation of European approval procedures for urban safety (and security) matters (led and coordinated by TÜV)
- **ProWHEEL** - Wheelsets protection systems to avoid corrosion and damages (led by ERWA; coordinated by UNIFE)
- **SYMPASS** - development and introduction of a system simulation methodology and components model library (led by Siemens; coordinated by UNIFE)
- **CERTITRAIN** - Transfer of homologation work from testing to simulation (led by Alstom; coordinated by UNIFE)
- **Protect-Rail** – Integrated Protection of Rail Transportation (coordinated by Ansaldo Transporti (Italy))



Around 70 participants attended the presentation of the new edition of the Strategic Rail Research Agenda (SRRA) in Brussels on 27 June.

For the 2nd call of the 7th Framework Programme, ERRAC has several projects under consideration focusing on six top priorities in line with the SRRA II.

- **Zero emissions:** Diesel particle filter locomotive – (level 2)
- **Holistic approach to the reduction of the impact of vibrations and noise** induced both to the interior of the train and on residents living near railway lines – (level 2)
- **Urban rail Eco-design**
- **Innovative concepts for freight trains** – (level 2)
- **Cost-optimised maintenance for railway infrastructure**
- **Encourage the development of modular vehicle components** with a higher environmental performance – doors, HVAC and innovative cold braking – (level 2)

According to *Andras Siegler*, “SRRA II represents the vision and strategy that ERRAC has signed up to. What is vitally important now is to make sure that the sector is engaged on a working level ensuring that, what has been aspired for, will happen”. He called for “an effective Implementation Plan to link with the other transport related Technology platforms. This should establish an integrated approach to transport research that considers transport as a system for passengers and logistics in the context of co-modality.”

Background

ERRAC is a body set up in 2001 on the initiative of the European Commission in order to reach consensus on priorities for European railway research and to guide research efforts towards a common strategy. ERRAC, a unique body of this kind, brings together railway undertakings and infrastructure companies, public transport operators, manufacturing industry, and representatives of the EU Member States, European Commission, customer groups, consultants and academic institutions.

The first Strategic Rail Agenda has been published in 2002 and was focussed on the need to realise progress of interoperability throughout Europe in the progress towards the 2020 targets. Since then progress has been steady. *Andras Siegler* underlined that “Integrated projects such as MOD-TRAIN and INNOTRACK are enabling the building blocks to be put in place for the development of the 21st century railway system” second edition will assist the deployment.

ERRAC partners are: the Community of European Railway and Infrastructure Companies (CER), the European Rail Infrastructure Managers (EIM), the International Association of Public Transport (UITP), the International Union of Railways (UIC) and the Union of European Railway Industries (UNIFE).

For more information please contact *Dennis Schut*, UIC Senior Advisor for Research: schut@uic.asso.fr

Environment

UIC Commitment in fighting climate change

On June 26th CER has organized in Brussels, with the support of UIC, EIM, UNIFE and UITP, the Conference “*Fighting climate change: the potential of railways*”, attended by 150 participants at the presence of the EU Transport Commissioner, Mr. *Jacques Barrot* and the German Minister of transport, Mr. *Wolfgang Tiefensee*.

The Conference investigated all the potential actions to reduce the impact of transport sector on climate change, from modal shifting to improve energy efficiency and emissions quality. It was stressed by many speakers that increasing railways market share is the most-promising solution to face the unsustainable growth of transports.



From left to right: *Jannie Haeck* (SNCB), *Michael Clausecker* (UNIFE), *Libor Lochman* (CER), *Luc Aliadière* (UIC), *Michael Robson* (EIM), *Brigitte Ollier* (UITP).



CER Conference "Fighting Climate Change" in presence of Jacques Barrot, Vice-President of the European Commission, Wolfgang Tiefensee, Minister of Transport of Germany, Jannie Haeck, CEO of SNCB Holding and Luc Aliadière, UIC Chief Executive.



From left to right: Willy Bontinck (SNCB), Raimondo Orsini (UIC), Luc Aliadière (UIC).

Train offers a great potential to community, due to its very good environmental performances, in particular with energy efficiency.

Mr. *Luc Aliadiere*, UIC Chief Executive, presented the activities of the UIC Environment, Energy and Sustainability Platform, the body that since 1998 committed to improve environmental contribution of railway companies gathering more than 50 railways members. He showed the effort of UIC on rising sustainable mobility awareness towards United Nations and world political bodies. He signed, on behalf of UIC, the "Railway Aspiration", together with the other railways and public transport organizations. It's the first step of a common journey.

The "Railway Aspiration" is available on request to: orsini@uic.asso.fr

*For more information, please click on
<http://www.cer.be/content/ItemEvent.asp?docid=3541&level0=933&level1=934&past=1>
 Or go to UIC website, on environmental domain.*

Relations with railway organisations

EIM celebrates its 5th Anniversary

EIM well established as the voice of independent rail infrastructure managers.

In his address at the fifth EIM annual Summer Cocktail, Vice President of the European Commission *Jacques Barrot*, referred to *“the longstanding Commission policy to support the further development of the rail sector in the EU, both in terms of infrastructure and the creation of an EU railway market.”* Whilst acknowledging that much has already been achieved, he also confirmed that there is still a long way to go.

This opinion was shared by hosting MEP *Chris Davies*, who encouraged all guests to maintain their support to the further development of an efficient intermodal transport policy.



EIM Chairman, Bert Klerk and EC Vice President Jacques Barrot celebrating the 5th Anniversary of EIM.

At the same time, EC Vice President *Jacques Barrot* assured his uninterrupted commitment *“towards further progress in the near future”*. Many initiatives in preparation bear witness of his pledge:

- The mutual recognition of the rolling stock.
- A plan for a rail freight oriented network.
- New guidelines on State Aid in the rail sector.
- A report on multi annual contracts between infrastructure managers and public authorities.
- Rail noise abatement.

EIM Chairman, *Bert Klerk* (ProRail), said *“that the Commission’s continued interest in the rail industry is an important factor in developing the sector. The infrastructure manager has the responsibility for not just ensuring the current effective operation of the railways, but also for the future investment and development of the rail industry. It is also important to recognise that the railway industry is a very complex business where partnerships are an absolute necessity for ensuring future successful sector development.”*

Jacques Barrot and EIM Chairman *Bert Klerk* both participated in cutting the cake celebrating the fifth anniversary.

Freight / Combined transport

INTERUNIT, the joint platform between combined transport operators and railways undertakings:

General Assembly (Brussels, 26 June)

On June 26, the INTERUNIT held its General Assembly in Brussels. A key topic of discussion concerned the wagon issue and the concrete business consequences of the coming into force of the Uniform Contract of Use. Issues such as registration and maintenance of wagons are still very problematic for daily business. Noise issues and wagon retrofitting were also evoked as being an area in which progress needs to be made fast.



Lastly, in the field of service quality, the working bodies of INTERUNIT were remitted to investigate the practicalities and cost aspects of introducing a quality label. The two year mandate of Dr *Janos Berenyi* as Chairman of INTERUNIT came to an end. He was warmly thanked by the members for his efforts over the past two years.

According to the rotating chairmanship prescribed under the INTERUNIT Statutes, the chairmanship was conferred upon the Railways.

Mr *Eric Peetermans*, Chairman of the UIC Combined Transport Group, was nominated by the Railways and unanimously elected as the new Chairman by the General Assembly for the next 2 years. Thanking the members for their confidence, Mr *Peetermans* stressed that the priorities during his mandate were derived from current discussions among the combined transport community and would be:

- giving freight and combined transport the importance they deserve on the railway infrastructure
- capacity constraints and bottlenecks (tracks, terminals and also wagons)
- the wagon issue in the new legal context and its impact on combined transport
- investigating the feasibility of introducing a quality label for combined transport services.

The Annual UIRR Gala Dinner took place the evening before. Around 130 people took part from all horizons of the transport industry including National and European Authorities. The UIC was represented by *Luc Aliadière* and *Sandra Géhénot*.

Mr *Eugenio Muzio*, Chairman of the UIRR, was proud to underline in his welcoming speech that the UIRR member companies realised a 15% growth in traffic over the past year, a growth level not achieved since the heyday of combined transport in the 80's.

In his view this encouraging growth was due to the widening of the EU, the globalisation of trade and the fruitful work of all partners in the combined transport chain (operators and railways). He added however that growth was hindered by capacity constraints and poor service quality.

Mr *Laszlo Kovacs*, European Commissioner in charge of Taxation and Customs, focused his address on the importance of adopting a modernised Customs Code to enable faster border crossing and on the issue of Safety.

For more information please contact *Sandra Géhénot*, UIC Senior Advisor for Freight: gehenot@uic.asso.fr

International training and Human factors

Leonardo da Vinci Language Competences Project

URLASE project: 2nd Meeting of Partners (London, 21-22 June)

The 2nd Meeting of URLASE (Uniform Railway Language for Safer Europe) project was hosted by Rail Training International (RTI), in London, UK and was organized by *Andrew Russell*. The meeting was attended by all project partners representing 9 organizations.

The aims of the meeting were:

- 1) to summarize the results of needs analysis;
- 2) to discuss the concept and progress of the glossary for train drivers;
- 3) to introduce the proposal for the European Language Portfolio (ELP);
- 4) to discuss administrative issues and specify the partners' tasks for the next period.

The highlight of the 1st session was information presented by guest speakers: *Tim Gray* from Rail Industry Association (UK), and *Paul Wilson* from Eurotunnel. The URLASE partners had the opportunity to learn about RIA activities and rail industry in UK and about the communication aspects in Eurotunnel operations.

During the Needs Analysis (NA) session each of the partners presented their work. The NA work was carried out along 3 lines: doing research and collecting material, interviews with stakeholders, questionnaires completed by railway companies in partner countries. A contribution was made by *Meryem Belhaj*, UIC Senior Advisor International Training, who reviewed the results of the UIC-CER-EIM Language Study. On the whole, the NA stage provided information about the communication situations of train drivers in partner countries, background information and material for the glossary, ELP and the training module. A summarized report will be available in the URLASE website. (www.railwaylanguage.net)

Annett Senkpiel from DB Training and *Brigita Rusko* from Latvian Railway company told about their work on the glossary for train-drivers. The group discussed the concept of the glossary and approaches that could be taken. This discussion strengthened the awareness that scenarios and communication situations should be collected to provide the link between the glossary and the training module.

Rosalinde Taucher, Terminologist from UIC, introduced the UIC Railway Dictionary and the Raillexic glossary.



A presentation of UIC-CER-EIM Language Study results was made by *Meryem Belhaj*, UIC Senior Advisor International Training and Human Factors..



A presentation of the UIC Railway Dictionary was made by *Rosalinde Taucher*, UIC Terminologist.

Signe Ostrovskā from the Public Service Language Center, Latvia, presented the proposal for the European Language Portfolio for Railways to be developed within this project.

The partners agreed that the next meeting will be hosted by DB Training and will take place in Germany. The partners will be expected to review the work on Glossary, ELP and Training module.

For more information about various aspects of the project please view the URLASE website at www.railwaylanguage.net and contact Meryem Belhaj, UIC Senior Advisor International Training and Human Factors: belhaj@uic.asso.fr

Infrastructure

UIC expert group on Telecommunications for Railways: 16th plenary session (Paris, 15 June)



The UIC expert group on Telecommunications for Railways (PETER), formed by 25 members, representing about 20 Railway Companies, the EURATEL Organisation and the GSM-R project, met on 15 June 2007 in Paris – UIC HQ – at their 16th plenary session.

The day before the PETER Steering Group met for the first time. It is a small group made of the most active members whose objective is to steer the process on behalf of the Plenary Group and to make recommendations for future actions.



The UIC Expert Group on Telecommunications for Railways met on 15 June in Paris.

Major points on the agenda were:

- Implementation of EIRENE numbering scheme on GSM-R national networks.
- ERNST Data Base (complete and powerful tool for railway network operators and ERNST Users' guide available from different networks).
- Under the egida of the ERTMS/GSM-R project two Fixed network projects for 2008 have been presented and endorsed by the Infrastructure Forum: E-Train and IP-I.
- UIC Frequency matter workshop scheduled for Paris on 25 June 2007.

The group has been working, since beginning of 2006, at an integrated telecom project – under the ERTMS/GSM-R umbrella programme (the digital radio system for mobile railway telecommunications). The objective is to design and realise a unique railway telecom infrastructure where fixed and mobile telecom networks are fully integrated and “signalling railway applications” can run with the requested QoS.

A new UIC leaflet on maintenance and operation of international telecommunication lines will be issued (750-1).

For more information contact: Paolo De Cicco, Chairman of the PETER group and UIC ERTMS Platform Manager: decicco@uic.asso.fr and Françoise El Alaoui: elalaoui@uic.asso.fr

Security

1st international congress on Integral security in Metropolitan railways (Madrid 6 - 8 June)

This congress, organised by Alamys (Latin-American Association of Underground Networks and Subways) and supported by RENFE and the Madrid metro, brought together almost 300 participants to discuss issues of security, anti-social behaviour and terrorism. UIC was invited to present its point of view on security policy in rail transport, above and beyond the local experiences described by various countries.

Jacques Colliard stressed the importance of a general security policy woven into the production process in advance as part of a quality service and impacting on human resources, procedures and the use of technology.

In addressing a significant international terrorist threat, the specific features of rail transport (widely-dispersed infrastructure, large traffic volumes etc.), mean that it is important to clarify the roles and responsibilities of carriers and the public authorities (UIC and UITP signed a joint declaration on this matter in June 2004). At company-internal level the challenge is to develop policies with the following objectives:

- reduce the number of incidents using monitoring, surveillance and dissuasion measures,
- reduce their impact by taking precautionary or protective measures, taking account of station architecture and layout.

The use of modern detection technologies must be organised in such a way as to boost the effectiveness of the staff using them, themselves indispensable.

Mr *Colliard* recalled the work undertaken by UIC, particularly since the setting-up of the Security Platform in June 2006, and spoke of the research undertaken (or to be undertaken) on the protection of infrastructure and stations, as well as the value of prospective partnerships with the various working groups existing within international institutions, which are well placed to develop legislation or procedures. The Platform's Security Seminar, scheduled to take place in Gdansk on 25 and 26 October 2007, will provide an opportunity to take stock of the main priorities for work and cooperation.



From left to right: Jörg Stocker (Police, Switzerland), Andrew Trotter (BTP), José Marin (Police, Spain), Alain Gibelin (Police, Ile de France), Jean-Claude Rousselle (RATP, Security).



From left to right: Jacques Colliard (UIC), Carlos Roman Crespo (Ex President UIC Security Group), Geoff Dunmore (UITP, London Underground), Sara Workman (Brit Insurance).

For more information please contact Jacques Colliard, Head of UIC Security Taskforce: colliard@uic.asso.fr

Terminology

UIC Terminology Group

Terminology Group Meeting (Paris, 14-15 June)

The UIC Terminology Group consisting of terminologists, translators and technical experts, met for the annual meeting in Paris on 14 – 15 June 2007. Eighteen UIC member companies attended the meeting.

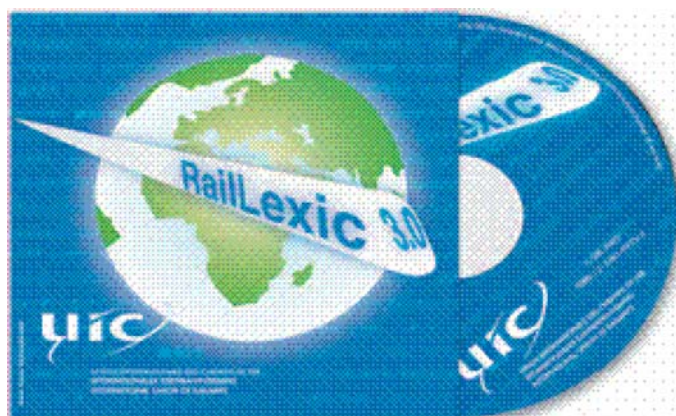
Within the framework of the Terminology Group, UIC is coordinating the translation work in more than 20 languages (including Russian, Japanese and Arabic) and is responsible for publishing the trilingual railway dictionary and the CD-Rom “RailLexic” which currently covers 19 languages.

The Terminology Group meeting serves as a forum to discuss and announce which new fields are to be integrated, exchange experiences, present new terminology database tools and improve the existing database. At this year’s meeting new terms have been delivered and will be translated by the Terminology Group members. Thanks to cooperation with IEC (International Electrotechnical Committee), UIC entered for example new electric traction terms into the RailLexic database. Future terms will be coming from the fields of interlocking and transport statistics.

The cooperation with international organisations involved in the railway field, e.g. CEN, CENELEC and IEC is done with a view to standardising railway terminology as far as possible.

The Terminology Group meeting was followed by a workshop the next day which was dedicated to a hands-on practical work experience with the RailLexic software.

A new revised and enlarged CD-Rom is in preparation with Arabic and Norwegian being ready to be added. Further languages like Farsi (Persian) and Turkish are in preparation.



For more information please
contact Rosalinde Taucher, UIC
Terminologist:
taucher@uic.asso.fr

Next meetings scheduled

July

- 03-04 July 2007: GE4 - Engins Moteurs (Switzerland)*
- 04 July 2007: INNOTRACK Technical Coordination group (Munich)*
- 05 July 2007: Meeting of ECT 10 - Maintenance (Paris)*
- 05 July 2007: SPCG - Safety Platform Core Group (Paris)*
- 05 July 2007: "Railways and Biofuel" Workshop (Paris)*
- 06 July 2007: European Environment Agency Data Comparison (Paris)*
- 06 July 2007: Core Group Environment (Paris)*
- 06 July 2007: GRU - (Groupe des Reseaux Utilisateurs) (Paris)*
- 18 July 2007: TAF Steering Board (Brussels, CER)*
- 18 July 2007: SSMG - System Safety Management Group (Brussels)*
- 23 July 2007: ET Conformity Assessment (Frankfurt)*
- 25-26 July 2007: GSM-R - Industry Group Meeting - IG #27 (not decided yet)*

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

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Lay-out: Daniel Tessèdre
Communications Department, 04th July 2007

Thank you for your comments and suggestions.
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