

World Activities

9th UIC User-Producer Interaction Seminar jointly organised with Korail in Seoul

Focus on the evolution of customers needs, future development trends for passenger and freight rolling stock, strategies for rolling stock maintenance.

The purpose of the UIC User-Producer Interaction Seminars initiated under the auspices of the UIC World Executive Council is to create at world scale a direct cooperation link between 'producers' (the rail supply industry, manufacturers and sub-contractors) and the customers or 'users' (the railways). Interaction Conferences provide a unique opportunity to exchange information on medium and long term customers expectations and on current developments (including research programmes) going on in the rail supply industry sector. The launch of new partnerships or projects associating railway operators and manufacturers (at global level) is another result of this conference cycle.

After a series of Interaction Seminars organised in different regions of the world on rolling stock, infrastructure, signalling and train control, electrification, life cycle costs, the 9th Interaction Conference has been jointly organised by UIC and Korail (Korean railways) in Seoul on 17-19 October 2006. Around 200 participants from all 5 continents including a large representation of Asian railways (among the delegates several CEOs of Asian railway companies) attended this conference dedicated to 'Rolling stock technology'.



Speakers of the Opening session (chaired by Mr. *Gil-hyun, Kang*) included the President of Korail, Mr. *Lee, Chul*, the Vice-Minister of Transport and Communication of Korea, Mr. *Luc Aliadière*, UIC Chief Executive, Mr. *Ishio Ishida*, Vice Chairman of East Japan Railway and Vice Chairman of the UIC World Executive Council. They all underlined the necessity to enable the rail transport system - through further rolling stock development and research programmes- to meet new expectations of customers and citizens and make rail transport to the most successful transport mode.



Mr. *Joachim Mayer* of Deutsche Bahn (DB) gave a key note speech on 'Requirements for future rolling stock design and rolling stock management'.

Specific sessions of the conference were dedicated to :

- new trains concepts for the future (chaired by Mr. *Seo, Jeong-hee*, Korail),
- trends in research and new developments for passenger rolling stock (chaired by Mr. *Takashi Endo*, JR East),
- trends for freight rolling stock chaired by *Prof. Dudley Roach*, CRC, Australia),
- technology and strategy in rolling stock maintenance. (chaired by *Inaki Barron de Angoití*, UIC).



UIC speakers included *Francis Delooz*, Senior Adviser Technology and Research Department (the ModTrain project), *Inaki Barron de Angoití*, Senior Advisor for High Speed, and *Paul Véron*, Director of Communications (Closing remarks). It was particularly underlined that UIC, as part of the globalisation process, would strongly support its members from the Asian region in their plans to develop new cooperations links, corridors, interoperability, etc.



The programme also proposed a series of technical visits to Korean railways sites and research facilities.

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Preparation of the WCRR 2008, the World Congress on Railway Research, in Korea

WCRR Organising Committee and Executive Committee meetings held in Seoul

The 8 th World Congress on Railway Research, the WCRR 2008, will be held on 18-22 May 2008 at the COEX Conference and Exhibition Center in Seoul, Korea. The theme will be ' WCRR - Towards a Global railway ' and all the main issues related to innovation and research programmes in the rail transport sector will be addressed during this congress.



WCRR is a worldwide reference for all actors involved in railway research and development of the rail system: railway operators including infrastructure companies, manufacturers, research institutes, standard bodies, universities, etc. Several hundreds participants are expected in 2008 in Korea for this event.



The two groups in charge of the preparation of WCRR 2008 met in Seoul on 16th and 17 October:

-the WCRR Organising Committee (Chairman: *Gil-Hyun, Kang*, Senior Executive Director Planning and Coordination, Korail (Korean railways), Vice-Chairman: *Philippe Renard*, Director Innovation and Research, SNCF, Chairman of UIC Platform Technology and Research, members: UIC, AAR / TTCI (USA), RTRI / JR (Japan), Korail, DB, SNCF, RSSB (UK), FS / Trenitalia), the group in charge of the definition of the strategic lines and steering of the congress,



-the WCRR Executive Committee (members: RSSB, UIC, AAR / TTCI, DB, SNCF, Korail, RTRI / JR) in charge of the definition of the scientific content (call for papers, selection, etc.) and preparation of the congress.



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Railway Undertakings

Agreement on “Guidelines for the development and implementation of quality agreements for specific trainloads in international conventional rail traffic”:

Signature by UIC - FIATA - DSLV - CIT

UIC together with CER and CIT signed on October 19th 2006 an agreement with the International Federation of Freight Forwarders Associations (FIATA). These « *Guidelines for the development and implementation of quality agreements for specific trainloads in international conventional rail freight traffic* » achieves a round of 2 years negotiation with this association representing the clients of the freight railway undertakings. This follows the signature in April 2005 of a “*joint declaration*” also including CLECAT (another association gathering senders and transit companies).



From the left to the right: Thomas Leimgruber, CIT Generalsekretär, Oliver Sellnick, UIC Director Department Railway Undertakings, Heiner Rogge, Chairman FIATA Working Group Rail, Jaap Huizinga, Railion Germany, Günther Engelhart, Rail Cargo Austria.

The agreement includes a series of recommendations for combined traffic, service specifications, quality-insurance (on punctuality, claims, accountings, loading rules, train cancellations and reliability of information) as well as a chapter on penalties. Last but not least, the Guidelines establish the implementation and legal application, on the basis of the international transport rules (CIT documents) and the General Contract of Use of wagons, (GCU) which came into force on July 1st, 2006.

This is a considerable step forward to a better quality of the supply chain at the international level. Often criticised for its poor performance, the freight railway undertakings take this time the successful initiative to guarantee a minimum level of quality in co-operation with the representatives of their international customers.

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Freight

An essential instrument for facilitating international rail freight traffic on a liberalised market:

Presentation of the Contract of Use for Wagons (GCU) prepared by UIC, UIP and ERFA at a Workshop in Brussels



From the left to the right: Jacques Dirand, CER, Freight Adviser, Eric Peetermans, SNCB, Co-President of CUU' Joint Committee, Oliver Sellnick, UIC, Director of Railway Undertakings Department, Denis Huneau, French Transport Ministry, Head of Safety and Interoperability Railways Department, Patrizio Grillo, Rail Transport and Interoperability, General Directorate Energy and Transport of the EC, Enrico Pasquarelli, Director of Inland Transport, General Directorate Energy and Transport of the EC, Monika Heiming, ERFA, Secretary General, Bruno Dambrine, UIP, Vice-President

A Workshop on the Contract of Use for Wagons (GCU) and the Transition Guide from “former RIV / UIC regime to new TSI/GCU regime”, organised by the European Commission in cooperation with UIC (International Union of Railways), UIP (International Union of Private Wagons) and ERFA (European Rail Freight Association) took place in Brussels on 20 October. It grouped together the 3 associations (UIC, UIP, ERFA) which have finalised the GCU with EC, National Safety Authorities (NSA), ERA and railway undertakings and Wagon keepers representatives.



Eric Peetermans, Oliver Sellnick, Denis Huneau.

The GCU provides to railways and wagon keepers a multilateral contractual framework based on the Uniform Rules CUV for the use of the wagons of all wagon keepers in international freight traffic. It contains all relevant mutual rights and obligations of railway undertakings and wagon keepers regarding the use of wagons taking into account and balancing the different interests of the parties of the contract. The GCU in many cases saves the parties of the contract the need of negotiating bilateral agreements and hereby materially contributes to ensuring wagon interoperability in a liberalised European rail market.

UIC was represented by *Oliver Sellnick*, UIC Director of Railway Undertakings and *Eric Peetermans*, SNCB Holding, Co-President of the CUU' Joint Committee. The ERFA was represented by *Monika Heiming*, Secretary General as well as *Markus Vaerst* of AAE and

Expert of the GCU Permanent Expert Group, and the UIP was represented by *Bruno Dambrine*, Vice-President. The Workshop, hosted by the European Commission, was opened by *Enrico Grillo Pasquarelli*, Director of Inland Transport, General Directorate Energy and Transport of the EC, and debates were chaired by *Patrizio Grillo*, Rail Transport and Interoperability, General Directorate Energy and Transport of the EC. *Ny Tiana Tournier* and *Kurt Lentz*, from the European Railway Agency (ERA), participated also to the Workshop.

The General Contract of Use for Wagons negotiated by UIC, UIP and ERFA has been finalised with all its appendices and has entered into force on 1st July 2006 concurrently with the 1999 COTIF (the GCU complements Appendix D of the COTIF).

The GCU has replaced the RIV Agreement and *UIC Leaflets 433 (Standard General Conditions for the Introduction into Service and Operation of P Wagons)* and *922 (Apportionment between railway undertakings of compensation for damage or injury resulting from the use of privately-owned wagons)*.

As of October 1st 2006, 474 companies have adhered to the GCU, representing more than 90% of the freight wagon fleet in Europe.

The range of issues that will emerge from an end to the RIV regime were addressed by the UIC Freight Forum of 19 April 2006. In order to facilitate the mobility of wagons during the transition period the Forum decided to continue the application of the technical requirements of the RIV until the NSA take effective leadership of the process. The DG Tren has presented during the workshop of October 20th a Transition Guide, discussed previously with the involved stakeholders, covering the issues not yet resolved by the NSA.

UIC, UIP and ERFA will accompany the further development of the GCU within the GCU Joint Committee. In parallel, the Commission will continue the consultations with the Interoperability / Safety Committee and with the main stakeholders in the rail sector in order to find the most appropriate solution for pending problems listed as “*open points*” and in particular the absence of clear definition of the keeper and the recognition of his responsibility for the maintenance of his wagons in the interoperability and safety system. Representatives from UIC, UIP, ERFA, NSA and OCTI which attended the Workshop were charged given the responsibility by DG TREN to present a joint project on the basis of UIP Position paper (to which UIC and ERFA give their support,) allowing to supplement article 14 of directive 2001/16 on Interoperability.

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Infrastructure

INNOTRACK Project:

Technical kick-off meeting held in Paris

Following to the political kick-off meeting of the INNOTRACK project (European integrated R&D project supported by EC funding), which was held on 21 September in Berlin at the



Deutsche Bahn Headquarters, a technical kick-off meeting was held in Paris on 5th and 6th of October at the UIC HQ for the working groups, in presence of almost 90 participants from 35 companies.

Björn Paulsson, (BV), Coordinator of the project, made an overview and presented the agenda. Providing solutions and tools to improve track systems efficiency and reduce maintenance costs, INNOTRACK represents a “Unique chance for the railway sector to compete with roads more effectively and dynamically and thereby fulfil the European Transport Policy” and “Implementation – dissemination is not enough - the result has to be implemented to get full revenue” he said.

The 7 SubProjects (SP) were presented and this high level meeting gave the opportunity to start working in each SubProject.

SP0: Project Management (UIC)

UIC will execute the overall Project Co-ordination function and has already made preparations to second a senior executive manager in the Track & Civil Engineering field, from one its Members, BV, to undertake the role of Project Manager.

SP1: Duty Requirements (NR)

Identification of the key vehicle and track characteristics that account for a high proportion of infrastructure renewal and maintenance costs in participating countries

SP2: Track Support Structure (SNCF)

Innovative measurement tools, techniques and methodology for track subgrade monitoring and assessment

SP3: Switches and Crossings (DB)

An innovative predictive model for switch dynamics and deterioration with prediction of the effect of changes of traffic on switches and crossings in forms of e.g. increased wear and increased RCF ;

Innovative switch designs to handle increased axle loads and to decrease maintenance ; Open standards for interlocking interfaces of driving and locking devices (DLD) and monitoring systems ; Guidelines for the selection of rail steel grades, types of crossings and associated installation and for maintenance procedures and technologies for certain duty conditions Recommendations for the application of innovative

DLD and monitoring systems for certain duty conditions ; Sensitive analysis of LCC for S&C in networks .

SP4: Rails (VAS CORUS)

Guidelines for the use of the full range of rail steel grades based on technical performance and LCC considerations ; Rail steel material property tests that more closely reflect their in-service performance ; “Minimum Action” rules to enable a move to predictive maintenance for rail defect management ; A predictive methodology for determining the frequency of grinding using high speed grinding ; A narrow heat affected zone flash-butt weld consequences for track quality degradation. A gas pressure welding methodology optimised for European rail sections and operational conditions as a solid phase welding alternative to in-track alumino-thermic welds

SP5: Logistics for Track Maintenance & Renewal (ALSTOM)

Identification of best technical and commercial logistics practices used on European Railway Networks and collation of experiences accumulated by all Infrastructure Managers's.

SP6: Life Cycle Cost Assessment (DB)

To ensure that cost reductions can be consistently evaluated across Europe, InnoTrack will also devise an innovative generic methodology for LCC calculation, based on best LCC practices at EU level, to be used by all IMs across Europe.

SP7: Dissemination and Training (UIC)

Setting up of a Dissemination Platform as a joint venture of all major stakeholders. UIC will act as facilitator which will be able to channel the information and knowledge from the project through its network of members. A dedicated Training Platform will be also established to promote training and dissemination of INNOTRACK results.

UIC Infrastructure Forum:

Meeting in Paris

The autumn meeting of the Infrastructure Forum took place on Wednesday 18th October at the UIC Headquarters in Paris. In his first opening address as the new Chairman of the Forum, Mr *Andrew McNaughton*, Chief Engineer of Network rail, expressed his intention to work in close relationship with other Forums and Platforms at UIC. He also emphasised the need to build from the tremendous variety of skills available to engage in a successful process and face the challenges of the future.

The Forum was attended by Infrastructure Managers from 31 countries together with Mr *Michael Robson*, recently appointed General Secretary of EIM and Mr *Bart Roets*, newly appointed Economics and Infrastructure advisor at CER.



Meeting of the Infrastructure Forum in Paris on the 18th of October.



The participants received progress reports on all the main projects of the three main sectors (Market & Development, Operations & Safety, and Technology) as well as comprehensive update of the work done by the ERTMS platform, EC ERTMS MoU Steering Committee and UIC programme of work in the ERTMS area.

A live demonstration of the Europtirails Traffic Management System was presented.

The Director of the UIC Infrastructure Department, Mr *Gerard Dalton*, presented the budget for 2007 and a report of Department activities in 2006 and planned for 2007. He also took the occasion to introduce new staff members to the participants.

The next Infrastructure Forum will be held on May 22nd 2007 in Paris.

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The UIC PETER Group

14th Plenary Meeting in Paris

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 16 October 2006 in Paris – UIC HQ – at their 14th plenary meeting.



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.

Close cooperation between “*Signalling and Telecom experts*” is achieved via mutual interaction of the two groups. That will be strengthened in the future by inviting experts to attend and give their contributions to workshops and mixed meetings.

Close cooperation is also established with the EURATEL Group. It is the “European Railway Telecommunications EEIG (European Economic Interest Group)” owned 100% by the Railways.

The EURATEL delegates are nominated by the member Railways and they act in the interests of the Railways. No Railway external entity has influence on decisions.

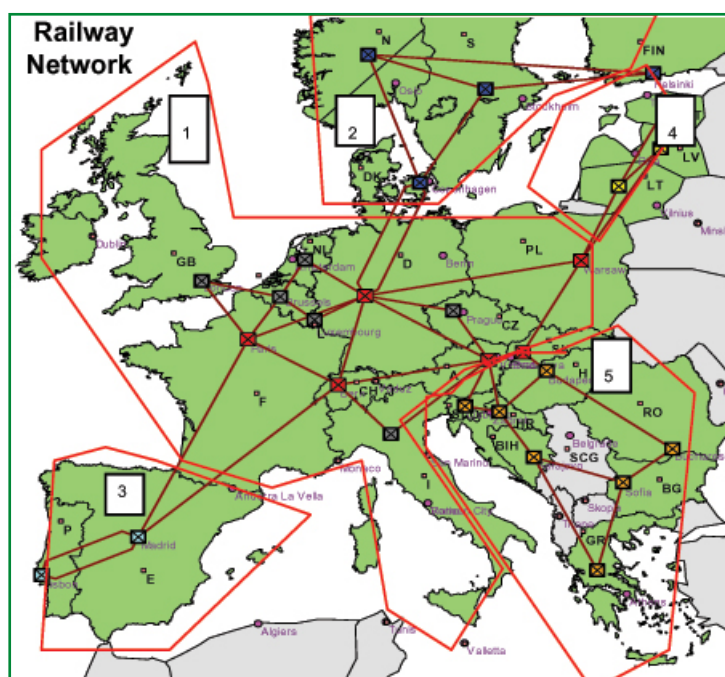
The EURATEL contribution to the UIC integrated telecom project is currently given by its participation in the “GSM-R Technical Interconnection Group”.

It is envisaged that EURATEL shall act as “Administrator” for the management of the international physical transmission network for GSM-R and shall organise all related services (“One Stop Shopping”).

The present status of network design can be seen in the following map in its draft form.

The network is designed to start with 2 Mbps physical links and signalling protocol SS7 dedicated to the international interconnections required by GSM-R and to evolve towards an IP-based technology network, pending on a positive business case.

The UIC Leaflet 917-1: “*Technical provisions for the international interconnected railway data transmission networks*”- Aug. 2003 - was updated and successfully approved by the Infrastructure Forum on 18 Oct. at their plenary meeting. The need for this 4th leaflet edition was due to technology and protocols evolution for managing international data networks. At the solution based on the ITU-T X.75 Recommendation described in the previous edition, another solution based on Internet Protocol (IP), where MPLS technology is applied, is reported in this new edition. The procedure how the basic MPLS structure and configuration shall be achieved is also defined in the Leaflet.



Information on the successful workshop on the “*GPRS for ERTMS*” – held in Paris, 21 Sept. 2006 – was given. The questionnaire on the current GPRS applications running on railway networks and the railway willingness to use GPRS for safety-related applications given to the participants revealed that:

- About 86% of railways are ready to introduce the GPRS solution also for safety-related applications, once proved reliable and cost effective, and
- About 64% of railways already have GPRS non safety-related applications running on their network.

The next steps outlined at the workshop focused on the need for measurement campaigns to be launched in the short term in order to get answers from the field related to QoS and transmission delay. The complete work-program, including specification, has to be agreed amongst all groups under the leadership of the European Rail Agency.

CER and EIM initiated the formal process submitting the related Change Request “Packet Data Transmission for ETCS” to the ERA in August. The objective is the inclusion into ETCS SRS version 3.0.0.

It was stressed again that “efficient use of bandwidth is crucial – “Signalling Applications” are competing with “Commercial Applications” - Strategic decisions have to be taken by the railways.

The “ERNST data base” (European Railways Numbering Scheme for Telecommunications) has become a powerful tool to manage the current international railway telecom network. That is being achieved by:

- realising the Inventory of International Telecommunication Circuits;
- implementing the GSM-R Numbering Plans into the data base;
- implementing the routing tables for network optimisation.

Furthermore, the importance of the EIRENE numbering scheme implementation was stressed as well: each member railway has to prepare its own telecom network in order to make it compliant to the EIRENE numbering scheme as stated in the MoU signed by 18 member railways. In this respect the “*ERNST / EIRENE Memorandum of Understanding on the Integration of Fixed & Mobile railway telecom network numbering schemes*” states that agreeing on a unique numbering scheme, between fixed and mobile networks, avoids confusion and multiple implementations and enables fixed telecom networks and GSM-R networks to be connected and used in the most effective way. This agreement is a major step forward interoperability and integration.

For more information please contact Paolo De Cicco, Chairman of the PETER Group and UIC Senior Advisor ERTMS Platform: decicco@uic.asso.fr and Charlotte Gudenus: Crestin-gudenus@uic.asso.fr.

Applications and benefits of elastic elements in ballasted tracks:

Workshop in Paris

On the 17th of October, the UIC Infrastructure Department organised a workshop on the applications and benefits of elastic elements in ballasted tracks.

This Workshop grouped together researchers, industrials, railways, project managers in the field of under sleeper pads and under ballast mats.

The presentations were unanimously considered to be high level and the debate was constructive.

Mr. *Lozano*, Chairman of the Workshop, expressed his satisfaction with the overall discussion that took place at the end of the Workshop. He considered this discussion as being “*one of the most vivid [he] has ever seen in a meeting*”. The success of this day was mainly due to the quality of the experts represented, as well as, the interest participants had in the subject.

Mr. *Godart*, Chairman of the UIC Track Expert Group, was also very satisfied with the quality of the presentations and he hopes that “*the UIC projects will greatly benefit from the knowledge shared*”.



On the 17th of October, the UIC Infrastructure Department organised a workshop on the applications and benefits of elastic elements in ballasted tracks in Paris.

Participants also expressed their satisfaction with the overall organisation of the workshop

For more information please visit the UIC website: <http://www.uic.asso.fr/infra/>

Safety / Research

TRIPS Project:

Progress meeting in Unterlüss

A progress meeting on the TRIPS (Transport Infrastructures Protection System) Project took place in Unterlüss (Germany) on 29 September. This project, supported by EC funding and launched by a kick-off meeting in Brussels on 9 May, addresses security in mainline, subway or metro railways systems. Enhancing security to improve the protection of railway systems poses many challenges in the mission of protection of the EU citizens against terrorism. UIC participates to this project, as well as SNCF, Ansaldo, Sagem Défense Sécurité et Thales among the 17 participants on the whole.

The project will investigate possibilities offered by technology and improved processes to deliver innovative solutions that improve reactions and increase the effectiveness of security measures for the protection of passengers and infrastructure. The recent events in London and in Madrid show how vulnerable public transport systems are to terrorist attacks.

The TRIPS project embraces the problem, taking a wide approach, and even though the PASR is limited to a period of 18 months it will include tangible verification of technologies, focused on some critical aspects of railway systems.

The project include railway tracks, railway infrastructure surveillance, detection of explosives inside carriage and coach or other non conventional threats, as well as a communication and protection system architecture design. The expected results should permit :

- To understand the capability of present technology to reduce the risk of terrorist threat, through analysis, simulation and proof of concept test in selected scenarios.
- To identify gaps from requirements, defining the future efforts in research and development of technology, organisation and standard, taking advantage of End User contribution and relationships with other projects.
- To define design criteria for future infrastructures in order to get a better early recognition of suspicious conditions.
- To show a demonstration of currently available technologies that may be used to improve the protection of railway systems.



International Training

The DEPRAST Project working on progress

The DEPRAST (*Development of Educational Programme for Railway Systems and Technologies in Turkey*) Project in which UIC is taking part as a partner is a 2-year project financed by the EU Leonardo Da Vinci programme.

The final aim of the project is to develop a training programme on railway systems and technologies, comprising of approximately 1900 hours, focusing on core competences and various branches of railway sector for secondary level vocational and technical schools to train intermediary workforce at technician level.

Following the kick-off meeting of the project held in Ankara, in last January, the second meeting of DEPRAST Project was organised at UIC headquarters in Paris, in July the 3rd till July. The meeting gathered the four partners of the project, Ministry of Education in Turkey (leading partner), FGC (Ferrocarrils de la Generalitat de Catalunya), SIOV (The State Institute of Vocational Education and Training in Slovak Republic), UIC and the silent partner TCDD (Turkish State Railways).

One of the main objectives of the meeting was to review the first results of a survey covering the partners' railways and other EU countries, and thereafter evaluate the needs of the railway sector in the selected area. The final results of the survey should inform about the need for training and recruiting new technicians, but also about the degree of homogenisation of the job profiles and families, training systems, educational work paper in the selected countries. The training programme will respond to the needs of the Turkish railway companies, vocational and technical training institutions according to the European standards level.

The next meeting will take place in Barcelona the 15th, 16th, 17th November.

For more information please contact Nathalie Amirault: amirault@uic.asso.fr and Meryem Belhaj: belhaj@uic.asso.fr from the UIC Training Centre.

Proximity with UIC Members



On October 18th, *André Michel*, UIC Secretary General paid visit to BDZ EAD (Railways of Bulgaria) Headquarters in Sofia. He was received with warm hospitality by Mr. *Oleg Petkov*, General Director of BDZ EAD, Ms. *Kounka Kirkova*, International Relations and Protocol Department Director, and Mr. *Dimitar Boev*, UIC Responsible for BDZ EAD.

In a very cordial atmosphere, the exchanges gave the opportunity to the BDZ to recall that UIC remain for them a reference. Among the discussed points, Mr. *Oleg Petkov* requested the presence of UIC - without which the meeting would not have all value according to him - with a meeting on high level envisaged at the beginning of February 2007 allowing to prepare the presentation which he will make of the BDZ EAD strategy to the Bulgarian Minister for Transport Mr. *Peter Mutaftschiev*.

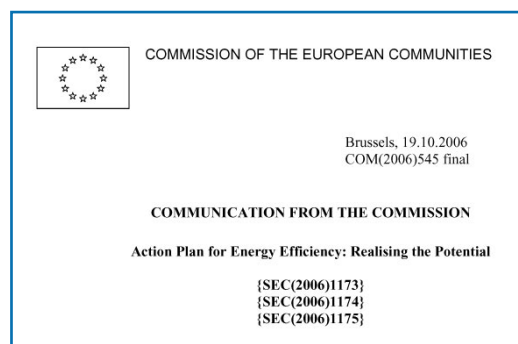
In the Training area, BDZ would wish to be able to be helped by UIC in the understanding and the management of the interoperability issue, through a session of complete information about ERTMS in Paris or Sofia.

Publications

Sustainable Development

Saving 20% by 2020: European Commission unveils its Action Plan on Energy Efficiency

As a major step toward meeting the unprecedented energy challenges facing the EU, the European Commission presented on the 19th of October its Energy Efficiency Action Plan. The Plan contains a package of priority measures covering a wide range of cost-effective energy efficiency initiatives. These include actions to make energy appliances, buildings, transport and energy generation more efficient. Stringent new energy efficiency standards, promotion of energy services, specific financing mechanisms to support more energy efficient products are proposed. The Commission will furthermore set a Covenant of Mayors of the 20-30 most pioneering cities in Europe and will propose an international agreement on energy efficiency. Altogether, over 75 measures are set forth.



English edition

http://ec.europa.eu/energy/action_plan_energy_efficiency/doc/com_2006_0545_en.pdf

French edition

http://ec.europa.eu/energy/action_plan_energy_efficiency/doc/com_2006_0545_fr.pdf

German edition

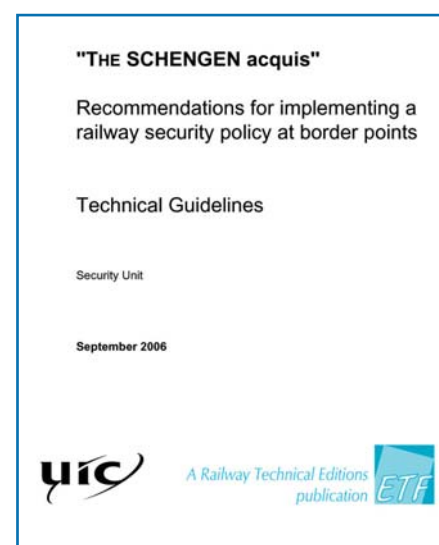
http://ec.europa.eu/energy/action_plan_energy_efficiency/doc/com_2006_0545_de.pdf

Security

UIC Leaflet on “Schengen Acquis: recommendations for the implementation of a policy of safety in the rail-bound Transports at the points borders”

(September 2006), 10 pages, made by the UIC Safety Mission.

This technical leaflet results from the work carried out by railway companies PKP, PKP PLK, SZ and ZSSK within the framework of project UIC SCHENGENRAIL. It specifies the measures suggested within this framework to answer the obligations related to the Schengen Acquis and tends to define a method of common analysis of controls to be carried out at the points borders Europeans.



Forthcoming events

Safety

International SPAD Seminar (Paris, 15 November)

Signals passed at danger (SPAD) are, like all events where train movement authority is exceeded, a significant precursor of train accidents. Installation of system-wide train protection systems is still some way off and even then there are human performance issues when operating in perturbed mode. Thus, to varying degrees, SPADs compromise the safe operation of all railway systems.

Organised by the UIC, this International SPAD Seminar, which will take place on 15 November at UIC HQ and covering a worldwide issue, is designed to share good practice in SPAD management and enable discussion of shared problems when movement authorities are exceeded. The welcome address will be made by Luc Aliadière, UIC Chief Executive and by Aidan Nelson, Seminar Chairman and Director, Policy and Strategic Initiatives Rail Safety and Standards Boards (RSSB).

SPADs are best managed through cooperative programmes in which the human factors component is recognised and professionally addressed by both infrastructure managers and railway undertakings. It is also important to take account of the role that national safety or other regulatory authorities play in the necessary initiatives to address SPAD risk.

All parties contributing to reducing the risk associated with SPADs are invited to this seminar sponsored by the Safety Interfaces group of the UIC's Safety Platform.



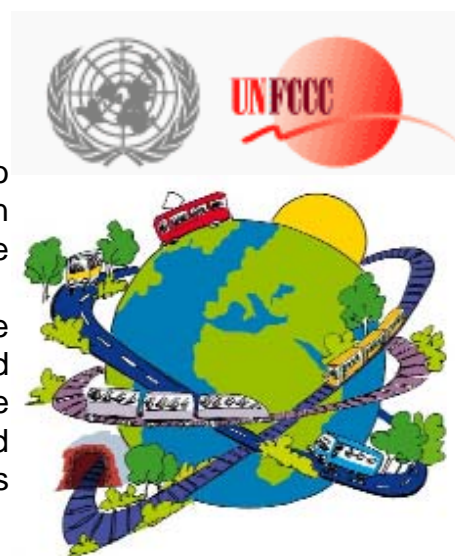
For more information please contact *Christelle Keddouh-Morgand*, UIC Research and Technology Department: keddouh@uic.asso.fr

Sustainable Development

COP 12 (Nairobi, 07-17 November)

Nairobi will host the second meeting of the Parties to the Kyoto Protocol (COP/MOP 2), in conjunction with the twelfth session of the Conference of the Parties to the Climate Change Convention (COP 12), from 6 to 17 November 2006.

The conference will also include, from 6 to 14 November, the twenty-fifth session of the Subsidiary Body for Scientific and Technological Advice (SBSTA 25), the twenty-fifth session of the Subsidiary Body for Implementation (SBI 25), and the second session of the Ad Hoc Working Group on Further Commitments for Annex I Parties under the Kyoto Protocol (AWG 2).



UIC will be represented by *Margrethe Sagevik*, UIC Project Manager for Sustainable Mobility. A joint UIC / UITP and UNIFE application have been included in the official programme to continue the Keep Kyoto on track-campaign towards the participants of the UN climate change meetings. The event is to be organised in co-operation with the Andean Development Corporation.

Actually, the application process had to close one week earlier than announced due to the overwhelming interest from organisations that wanted to present their messages to this most presti-



gious event on the climate change combat of the year. The increasing interest mirrors the growing focus and significance of the climate change issue. Our messages on how to reduce emissions in the transport sector and to achieve a modal shift are more important than ever, as the transport sector is still, unfortunately, one of the biggest challenges of the climate change combat.

For more information please contact Margrethe Sagevik, UIC Project Manager for Sustainable Mobility: sagevik@uic.asso.fr

And please visit the UNFCCC website: http://unfccc.int/meetings/cop_12/items/3754.php

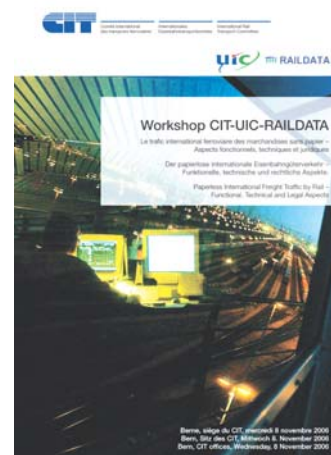
Legal

Workshop CIT - UIC - RAILDATA (Bern, 8 November)

A workshop organised by CIT, UIC and RAILDATA, titled “*Paperless International Freight Traffic by Rail – Functional, Technical and Legal aspects*”, will take place on 8 November in Bern. Taking into account that the CIM Uniform Rules have provided a legal basis to underpin the use of EDI for the contract of carriage since 1 May 1985, it will try to reply to the questions “what problems still have to be resolved”, “what do railway undertakings and their representative organisations still have to do”.

It is designed to appeal to decision makers and specialists in international freight traffic by rail (commercial staff, staff responsible for the administrative processing of consignments, technical and legal staff).

Firstly representatives of the CIT, of the UIC and of RAILDATA will give a summary of the current state of progress and the work which each organisation plans for the future. Following that, participants will be split into groups to examine the outstanding issues affecting the various parties to the contract bearing functional, technical and legal aspects in mind. Each group will propose solutions for the development of EDI. The workshop has been designed to lead to definite conclusions and to provide a firm basis for further coordinated action.



For more information please contact Nathalie Greinus, CIT: nathalie.greinus@cit-rail.org

Transport Policy

17th International ECMT / OECD Symposium on Transport Economics and Policy (Berlin, 25-27 October)



The 17th International ECMT / OECD Symposium on Transport Economics and Policy, which will deal with “*Benefiting from Globalisation; Transport Sector Contribution and Policy Challenges*”, will take place in Berlin from 25 to 27 October.

Organised every three years by the OECD/ECMT Transport Research Centre, the Symposium brings together representatives of governments, national administrations, universities, research institutes, consultancy services, organisations representing transport operators, workers and users as well as international organisations.

The aim is to stimulate further thinking on a theme of both current and future relevance to transport economics and policy. The Symposium will be opened by *Wolfgang Tiefensee*, German Federal Minister of Transport, Building and Urban Affairs, and *Jack Short*, Secretary General, European Conference of Ministers of Transport.

UIC will participate to the Symposium through a booth. It will give the opportunity for UIC to exchange with visitors and railway stakeholders and to disseminate latest information on its current and strategic projects and activities.

For more information please visit the website <http://www.cemt2006.org>

Security

Seminar on “Schengen Acquis” (Lublin, 8-9 November)

In the prolongation of the Schengenrail project carried out within the framework of UIC, under animation of PKP PLK SA, and submitted to the European Commission (Directorate-General Justice Freedom Safety) on June 16, 2006, a work seminar will be held in Poland in Lublin on November 8, 2006 on the topic “*Schengen Acquis: recommendations for the implementation of a policy of safety in the rail-bound transports at the points border*”.

It will bring together representatives of the European railway companies and countries bordering: Russia, Ukraine, Bielorussia etc.

The European Agency for the management of operational coordination at the external borders -FRONTEX- will present its role and its missions to it, as well as measurements to be implemented to answer the new constraints related to the European devices.

The seminar will make it possible to establish the methods of collaboration between the railway companies and FRONTEX which will be then managed within the working group “Illegal immigration and Schengen space” set up within the platform safety created June 2006 and chaired by PKP PLK SA (Mr. *Tadeusz Kaczmarek*).

For more information please contact Jacques Colliard: colliard@uic.asso.fr
or Eddie Ait: ait@uic.asso.fr from the UIC Security Mission.

Next meetings scheduled

October

17-19 October 2006: *UIC User-Producer Interaction Conference on “Rolling Stock Technology” (Seoul)*

18 October 2006: *Infrastructure Forum (Paris)*

18 October 2006: *System Safety Management Group- Plenary Support meeting (Paris)*

18-20 October 2006: *GSM-R: ETSI Rail Telecommunications, Sophia Antipolis, France*

20 October 2006: *Cross border meeting (Paris)*
20 October 2006: *CUU presentation (Brussels)*
24 October 2006*: *Technology and Research Platform Steering Committee (Paris)*
24-25 October 2006: *GSM-R: Industry Group Meeting (Italy)*
24-25 October 2006: *UIC Passenger Steering Committee and Forum (Paris)*
25 October 2006: *Workshop on Technology / Research and EU Projects (Paris)*
26 October 2006: *CIT General Assembly (Bern)*
26-27 October 2006: *International Training Group (Paris)*

November

7-11 November 2006: COP 12 – UN Climate Change Conference (Nairobi)
7-8 November 2006: Human Factors Group (Bruxelles)
8 November 2006: Safety Performance Group (Paris)
8 November 2006: Legal Group (Paris)
8 November 2006: Occupational Health and Safety Group (Paris)
9 November 2006: Euro-Interlocking phase II Task force (Paris)
9-10 November 2006: Workshop on Rail Noise in Urban Area (Pise)
9 November 2006: UIC Representatives Group (Paris)
10 November 2006: Euro-Interlocking Phase II – Workshop 2 (Paris)
14 November 2006: Expert group (Paris)
15 November 2006: International SPAD Seminar (Paris)
21 November 2006: System Safety Management Group (Brussels)
23-24 November 2006: Human Factors Group (Brussels)
29 November 2006: IT Study Group (Mainz)
29-30 November 2006: UIC –IR International Seminar on Terrorism (New Delhi)
30 November 2006: Euro-interlocking Steering Committee (Paris)

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

UIC e-news responsible: Marie Plaud
Communications Department, 24th October 2006

Thank you for your comments and suggestions.

For any additional e-mail address in your Railway please contact plaud@uic.asso.fr