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e-News

Rail Safety

11th Global Level Crossing (GLX) Symposium (Tokyo, 26-29 October 2010)

The 11th GLX Symposium, organised by the Steering Committee of the GLX Symposium and hosted by JR East in cooperation with UIC, was held from 26 to 29 October 2010 in Tokyo, Japan. The GLX Symposium is a biennial event held in various locations around the world where railways, governments, and researchers discuss how to improve safety at level crossings. This was the first time the symposium was being held in Japan and it attracted 100 participants and 46 organisations from 16 countries.

In the opening speech on the morning of the first day, Mr Yoshio Ishida, UIC Chairman and Vice-Chairman of JR East, stated, "it is very important to discuss level crossings, not only for the future of railways, but also for the overall traffic network, including automobiles and pedestrians. Level crossings are the source of many problems and it is extremely difficult to take measures when accidents occur, as the railways are usually blamed even in cases where car



Mr Yoshio Ishida, UIC Chairman, Vice Chairman JR East, taking the floor



users are at fault. Nevertheless, railways should be able to do something to minimise the risk. Let us have lively discussions and make it a meaningful symposium.” Mr Ogata, Vice-President of JR East, then added, “safety is a very important issue for the railways; however, differences of opinion exist between the automobile and railway sector concerning safety measures for level crossings. JR East considers safety the top management priority and has been upgrading a considerable number of its level crossings to 1st class level crossings, improving visibility, turning them into two-level crossings, and streamlining them in coordination with road administrators. I understand contexts vary around the world, but I believe the common direction towards solving problems can be found by achieving deeper mutual understanding.”

In a video message sent to the symposium, UIC Director General Mr Jean-Pierre Loubinoux stated, “level crossing accidents are very often due to negligence on the part of road users; road administrators and railways should cooperate to promote accident prevention. I hope that sharing a substantial amount of information will further promote safety.” In addition, on behalf of UIC, the Head of the UIC Safety Unit Mr Peter Gerhardt presented figures giving a picture of current developments in level crossing accidents in 20 European countries.

In his keynote speech, Mr Len Porter, Chief Executive of RSSB, emphasised the importance of managing assets, including human resources, in order to strike the right balance between cost and risk. Mr Akira Yonezawa, Deputy Director General for the Transport Ministry in Japan, then presented the status of Japanese railways, including the legal system, safety measures, action taken to raise awareness, etc. He also pointed out some specific situations existing on Japanese railways, such as level crossings which are rarely open to road traffic due to the great number of trains that run on them. Mr Naoto Miyashita, Executive Director of JR East, presented the main topic of the symposium – “Toward further improvement of level crossing safety - Coordinated Approach and Individual Efforts” – and its 5 sub-topics. Subsequently, 33 speakers gave presentations on the various sub-topics, leading on to discussions among participants.



Mr Masati Ogata, Vice-President of JR East



Mr. Len Porter, Chief Executive of Rail Safety and Standards Board (RSSB), UK



The audience at the Global Level Crossing Symposium

- Sub-topic 1: Accurate risk assessment methods to identify potentially

dangerous level crossings; Chairman: Mr Alan Davies (UK) Presentations were given on a variety of methods for analysing and assessing risks at level crossings, and how to assess whether or not a level crossing on which service has been suspended for a long time should be forced back into service if operations have resumed on the railway line itself. The ensuing discussions focused on measures to reduce the factors and risks at the root of level crossing accidents.

- Sub-topic 2: Technical aspects of level crossing facilities; Chairman: Mr Terry Spicer (Australia) Presentations were given on LEDs on the road, transmitting notifications of approaching trains to car drivers by using ITS (Intelligent Transport System) technology, shortening the closure time of level crossings through radio train detectors, improving the visibility of level crossings by means of high-visibility paint, and preventing level crossing accidents by using blue LEDs. Their potential uses and effects in practice were then discussed.
- Sub-topic 3: Action and psychology of level crossing users; Chairman: Mr Stephen Laffey (USA) Presentations were given on psychological approaches for preventing level crossing accidents using the results of analyses of the action and psychology of level crossing users. Discussions followed on how to improve measures to raise awareness and the obligation in Japan for car drivers to stop before driving onto the level crossing.
- Sub-topic 4: Partnership to prevent level crossing accidents: Chairman: Mr Katsumi Ise (Japan) Presentations were given on ERA's measures against level crossing accidents and awareness campaigns involving the police and the legal sector to prevent level crossing accidents. Consequently, it was proposed that representatives of road administrators and persons in charge of regulations and legislation be invited to the next symposium.
- Sub-topic 5: Regulations and technical development in level crossing safety; Chairman: Mr Libor Lochman (CER) Presentations focused on the need for easily understandable regulations and legislation, clear signs for users at level crossings and renewal of old level crossing facilities. In addition, it was proposed that the next symposium include one independent sub-topic on measures to prevent level crossing accidents caused by the elderly, an issue becoming increasingly prominent due to the ageing world population.

In the closing session on the third day, it was officially announced that RSSB, UK, would host the next symposium in 2012.

For more information please contact Peter Gerhardt: gerhardt@uic.org and
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Sustainable Development

Promoting the rail sector at the upcoming United Nations Climate Change Conference (COP 16)

Soon after the Train to Copenhagen communications campaign, jointly organised by UNEP, WWF and UIC, UIC launched the follow-up strategy for this successful project. One element of the strategy was to participate at the United Nations Climate Change Conference in 2010, COP 16, which will take place in Cancun, Mexico, from the 30th of November to the 10th of December.



Even though the final outcome of the COP 15 did not at all live up to its high expectations of delivering the successor of the Kyoto Protocol, UIC and its partners succeeded in attracting attention to rail as a part of the solution for the climate change combat the weeks and days before the conference in Copenhagen. The Train to Copenhagen-project demonstrated that it is important to be actively present at the United Nations Climate Change Conference to deliver the message on the low carbon performance of rail.

The emissions reductions targets lined out by the Kyoto Protocol will expire in 2012, and the pressure is high on the climate negotiations led by the United Nations. The next generation global climate agreement is now expected at COP 17 which will take place at the end of 2011. At COP 16 the focus will be to rebuild trust into the COP process - the trust between parties of the conference, the observers, the media and society in general. This situation also means that the COP process is open for input, which makes it even more important to be present in order to influencing the future climate regime and its supporting policies and mechanisms in favour of low carbon transport solutions such as rail.

UIC will be present at COP 16 to deliver the messages of the rail sector, as well as strengthen its ties to United Nations and other institutions and organisations. The UIC contribution for COP 16 will carry on building on what has been achieved for the rail sector at COP 15 and the years before.

The UIC presence at COP 16 will be in close cooperation with UNEP and a joint exhibition stand at the official COP 16 venue. Further on, UIC will organise an official COP 16 side event together with UNEP and the Japan based research institute, Institution for Transport Policies (ITPS).

UIC has also been invited to speak at the World Business Climate Summit, the climate change conference focusing on the business aspects that will take place in Cancun during COP 16.

The UIC contribution will include promotion of the UIC Declaration Sustainable mobility & Transport, the UIC project Adopting Rail InfraStructure to Climate Changes (ARISCC), EcoTransIT and EcoPassenger. An updated version of the Global Rail Position Paper on Climate Change will provide an overview of the emissions reductions potential and commitment from the railways.

The UIC contribution to COP 16 will also contribute to as preparations to the UIC contribution to the United Nations Commission for Sustainable Development (CSD 19) that will take place in May in 2011.

For more information please contact Margrethe Sagevik, UIC Senoir Adviser Sustainable Development: sagevik@uic.org and Delphine Margot, UIC Communications Advisor: margot@uic.org

Sustainable Development

Workshop on UIC project Adaptation of Railway Infrastructure to Climate Change (ARISCC) with contribution from “Railways and Winter“ (Paris, 19-20 October 2010)

On the 19th and 20th October UIC organised a workshop at the UIC HQ to share the findings of the UIC project ARISCC project so far, to discuss next steps and to “touch base” with the UIC activity “Winter and Railways” to ensure maximum synergies between the two works streams.

The objective of the ARISCC project is to prepare rail infrastructure for when ‘today’s extreme weather becomes



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tomorrow's normal weather'. The background for the ARISCC project is that railways have an extremely long life time and are constructed to withstand natural hazards, such as i.e. the 100 year flood. However, as the number and the intensity of incidents caused by extreme weather events will arise in the future, the pressure on the capacity of the rail system will rise together with the costs for the sector. If the right measures are taken at the right time, the risk will be bearable.

Participants from UIC members, EIM and CER, as well as the rail industry, were gathered during two days for a workshop programme structured around the following three R's: for Readiness, Robustness and Recovery of extreme weather events.

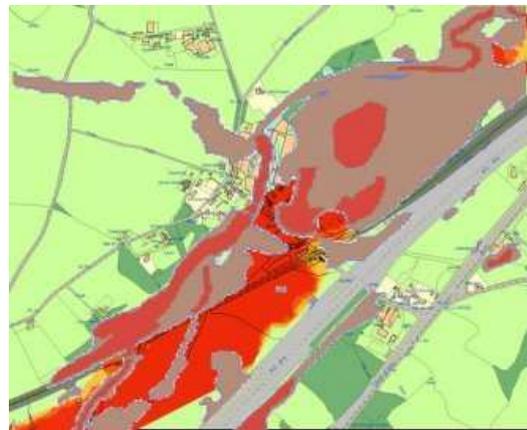
Among the issues discussed were what can we learn from events today, and what can we learn from events in the past? Further on, as examples on good practice on how to be well prepared for extreme weather events in order to minimise their effects on rail infrastructure, Paul Arnold from Network Rail presented a strategy for severe weather management & communications based on the following key words: Forecasting, Informing, Advising, Delivering and Reviewing. Christian Rachoy from ÖBB-Infrastruktur AG presented the comprehensive system for management of natural hazard and weather information system already in use in Austria.

Vulnerability mapping is another key issue for the ARISCC project, and John Dora, Network Rail, gave a presentation on how to set priorities for the assessment of vulnerabilities in his report from the UK-project Tomorrow's Railway and Climate Change Adaptation project (TRaCCA), one of the case studies of ARISCC. He underlined that many tools have been developed to manage current risks to rail infrastructure and the challenge is now to use these tools, data and science to build new knowledge. He encouraged the participants of the meeting to "Think System Resilience, Think Engineering Solutions, Think Priorities and to Think Early Benefits in improved Reliability!" Roland Nolte, IZT, presented the German case study which is among others specializing on regional climate projections and potential vulnerabilities.

Further on, Roland Nolte gave also an overview of what can practically be done to improve the resilience of current railway infrastructures, including alarm systems, improved maintenance, upgrading, modified standards and relocation of assets.



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Vulnerability mapping: Water Risk on Earthworks (Network Rail)

Enno Wiebe, UIC, gave an update of the findings and on the final steps of the UIC activity "Railways and Winter", illustrated by many examples on what went wrong for European Railways in the winter 2009/2010.

Adaptation is receiving growing attention, also from the political level. Anne-Laure Le Merre, CER, gave an overview of the activities on climate change adaptation at European level which will lead up to a European adaptation strategy. The participants of the workshop also discussed the possibility of cooperating with key stakeholders such as the United Nations and the World Bank. This is now being further explored. The workshop was led by Margrethe Sagevik, UIC.

The results of the ARISCC workshop with contribution from "Railways and Winter" can be summarised in the following points:

1. Focus on Weather Warning, Event Recording & Databases, Natural Hazard & Vulnerability Mapping
2. High synergies between ARISCC + Railways & Winter Readiness, Knowledge, Capacity, Contractors, Quality Standards
3. Integrate Results of Winter & Railways + Recommendations
4. Website needed for knowledge exchange & documentation
5. Intensify Link between Infra Managers & Industry!
6. Explore cooperation with external stakeholders
7. The 3 Rs: Readiness, Resilience, Recovery confirmed

Members are still invited to join this ground breaking project.

The ARISCC project will provide: A guidance document on adaptation for existing and new rail infrastructure A webpage gathering knowledge base and exchange platform for good practise Solutions for natural hazard management and early warning, incl. impact and risk assessments, vulnerability mapping.

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Sustainable Development

UIC present at the North American 2010 Railroad Environmental Conference (RREC)

The 2010 Railroad Environmental Conference took place on the 26th and 27th October in Illionis where UIC was present to speak about noise

Over 400 railway experts were gathered at the University of Illinois at Urbana-Champaign, Illinois, in the United States of America last week for the 2010 Railroad Environmental Conference. The conference is the largest annual gathering of the North American railroad environmental community, and includes representation from the railroad industry and of the railroads companies, including freight, short line, passenger, commuter, rail transit, as well as consulting engineers, environmental control equipment suppliers, regulators, academics and others involved in all aspects of railroad environmental topics, from both the US and Canada.

The main topics of the conference were pollution prevention; energy, emissions and air quality; noise and vibration; environmental management systems; compliance; risk and liability management; remediation; and training. UIC was represented by Lisette Mortensen, UIC Senior Adviser Environment, who was invited to give a presentation on Noise challenges facing Europe in the occasion that the Railway Association of Canada (RAC) has recently joined the UIC Expert Network on Noise. In the presentation she outlined the challenges the European railway operating companies and infrastructure managers have to deal with. The RREC conference is co-sponsored by The Association of American Railroads (AAR), the American Railway Engineering & Maintenance of Way Association (AREMA), the American Short Line and Regional Railroad Association (ASLRA), the American Railway Development both on the national and the international level. Association (ARDA), and the Railway Association of Canada (RAC). Lisette Mortensen was also invited to join the AAR Environmental Affairs Committee that held its autumn meeting in conjunction with the conference. In this meeting she got an even deeper insight to the ongoing environmental topics for the North American rail sector and took the opportunity of this more informal opportunity for exchange to inform the members of the Committee about UIC sustainability activities, and further on invited and encouraged the members to develop a closer cooperation with UIC on these issues. Especially issues like soil remediation and green procurement could be in the core of further cooperation between railways in North America and UIC.

For more information about the RREC 2010: <http://ict.illinois.edu/railroad/rrec/overview.asp>

For more information please contact Lisette Mortensen: mortensen@uic.org



University of Illinois at Urbana-Champaign

Sustainable Development

9th UIC Environment, Energy & Sustainability Platform

The 9th UIC Environment, Energy & Sustainability (EES) Platform was held at the UIC HQ in Paris on the 21st of October

Main topics at the agenda were the presentation of the UIC Declaration Sustainable Mobility & Transport, the European Environment Strategy 'Moving towards Sustainable Mobility: Rail Sector Strategy 2030 and beyond', the renewal of the Chairmanship of Joachim Kettner, and the reporting of the Expert Networks on Soil Pollution, Emissions, Noise, Sustainable Mobility, and Energy & CO₂-emissions, which included the "Energy and CO₂ data handling policy". In addition, there were two external presentations from the 'SusStation' project and the International Transport Forum.

After having been supported by the UIC General Assembly in June this year and a following feedback process, the UIC Declaration on Sustainable Mobility & Transport is now ready to be signed. The first UIC member to sign the UIC Declaration on Sustainable Mobility & Transport was the CEO of SBB, Mr. Andreas Meyer, who signed it on the very same day of the EES Platform in Bern, Switzerland. The UIC Declaration on Sustainable Mobility & Transport is supported by UNEP and Global Compact.

The long-term strategy 'Moving towards Sustainable Mobility: Rail Sector Strategy 2030 and beyond' outlining how the rail sector can reduce its environmental



impact was approved during the meeting. The strategy, which has been under discussion for over a year, will now be considered, as a joint UIC/CER paper, at the UIC Regional Assembly Europe in Paris on 1 December. The document has been developed to provide a medium and long-term plan for the rail sector that fits in with wider environmental and political policy goals.



The strategy suggests how the rail sector should be performing in environmental terms in the medium (2030) and long (2050) terms in four areas: CO2 reduction, energy efficiency, reduction of exhaust emissions (nitrogen oxides and particulate matter), and noise. It builds on the existing commitment made by CER members in 2008 to reduce CO2 emissions from rail traction by 30%.

The extension of the chairmanship of Mr. Joachim Kettner, Head of Environmental Affairs of DB, for two more years until end of 2012 was approved and warmly welcomed by the members of the EES Platform.

Further on, the members of the EES Platform approved the “Energy & CO2 data handling policy”. The data use policy defines a structured policy for the dissemination and external use of the energy and CO2 data for UIC members, non UIC Members (Institutions and NGOs and general public). Over the last two years UIC has built up an energy and CO2 data base, which is used to monitor the CER CO2 reduction commitment, and which feeds the UIC Eco-comparison tools EcoPassenger and EcoTransIT.

For more information regarding the projects of the Expert Networks of the EES Platform please visit UIC website (www.uic.org) under ‘Schedule of Meetings’.

At the end of the meeting two presentations from external speakers were held. The Interreg IVB funded project, ‘SusStation - Achieving Sustainable Stations’, was presented by John French from Transport Regeneration Ltd.. The objective of the project is to support the development of rail stations with high environmental performance, as well as facilitating a key role as a nodal point in their local societies. And finally, Philippe Crist from the International Transport Forum (ITF) gave an interesting presentation on the theme of ITF’s next year’s High-level meeting on transport “The transport challenge in a changing society”.

For further information please contact Henning Schwarz, Head of Unit Sustainable Development: schwarz@uic.org

Sustainable Development

9th UIC Sustainable Mobility Expert Network

At its 9th meeting of the UIC Sustainable Mobility Expert Network which took place at the UIC HQ on the 20th of October, the members discussed the UIC Declaration and Reporting Indicators Guideline Sustainable Mobility & Transport, its next steps and further process, including how to proceed with the development of the UIC Sustainability Strategy.

While the Declaration is now ready for the signatures, the Reporting Indicators Guideline is about to be finalised. The next step for the Guideline, after the 1st External Stakeholder workshop in Potsdam in October, is to continue the dialogue with the Global Reporting Initiative (GRI) in order to explore how the UIC Reporting Indicators Guideline Sustainable Mobility & Transport can become an official GRI document. A web site for the public access to the Declaration and the Guideline is under construction and a support team for the follow-up of the members' use will be established.

The sustainable mobility workshop for the 11th UIC Sustainability Conference in Madrid and the 1st External Stakeholder workshop in Potsdam provided essential input for the further steps of the development of the UIC Sustainability Strategy. While the workshop in Madrid explored the expectations from UIC members, the workshop in Potsdam gave an insight to the expectations from key external stakeholders such as different organisations of the United Nations, the GRI, and leading experts on transport and sustainable development from other international organizations, research institutes and universities. A series of workshop will be organised to follow-up on the Declaration, Guideline and the Strategy.

The 9th meeting of UIC Sustainable Mobility Expert Network also shared information about the latest updates of the further activities of its work programme, including the UIC-project Adapting Rail InfraStructure to Climate Changes (ARISCC), the next steps for EcoTransIT (www.ecotransit.org) after the launch of the global version in May this year, EcoPassenger (www.ecopassemerger.org), as well as UIC participation at COP 16. Please see separate articles on the latest updates of ARISCC and UIC's contribution to COP 16 in this edition of UIC eNews.



For more information please contact Margrethe Sagevik: sagevik@uic.org

Rail System Forum

First UIC Rail System Forum Plenary Session held in Paris on 26 October 2010

On 26 October 2010 the RSF Chairman, Mr Zbigniew Szafranski, welcomed over 40 members from Europe, China and Russia to this first RSF Plenary Session. He stated that the RSF was now the biggest technical service provider within UIC.



On behalf of Mr Jean-Pierre Loubinoux, Mr Emilio Maestrini reported on the highlights of 2010 at UIC, including the most important projects and activities such as the dissemination of the results of INNOTRACK, the project proposals EMC and TAF TSI (in cooperation with CER) and the EUROPE TRAIN project examining LL brake block systems for noise reduction.

The RSF Terms of Reference were presented then approved by all members of the RSF Plenary Session. The document forms the basis for all RSF internal processes as well as clearly describing interfaces with other bodies and platforms. It will enable a smooth and structured workflow. Following the decision taken by the RSF Plenary Session the RSF Terms of Reference will now be submitted to the UIC General Assembly for formal approval.

Mr Zbigniew Szafranski presented the final and approved membership of the RSF Steering Board with its four sector chairmen:

- Andy Doherty, NetworkRail, for the Track & Structures Sector
- Michele Mario Elia, RFI, for the CCS & Operations Sector
- Pierre-Etienne Gautier, SNCF, for the Train-Track Interaction Sector
- Joachim Mayer, DB AG, for the Rolling Stock Sector Emilio Maestrini has been appointed interim Chairman of the RSF Energy Sector.

Mr Enno Wiebe, from the Rolling Stock Sector, presented the updated version of the RSF Strategy Programme. The document is a road map for work in the Rail System Forum and provides initial ideas on how to address the challenges that the railway sector will face in the upcoming decades. The RSF Plenary Session underlined the fact that that the Strategy Programme was a working document and needed to be completed step-by-step with ideas from each sector. A “final” version will be available in late 2011. The RSF Strategy Programme will then become a suitable working tool to assess projects and to support decision-making during the opt-in process.

The four sector chairmen and the supporting UIC senior advisors gave an overall update on work carried out in the sectors in 2010 and presented the outlook and aims

for 2011.

Roland Nolte, IZT Berlin, reported on the current status of the ARISCC (Adapt Rail Infrastructure to Climate Change) project, undertaken jointly by the RSF and the UIC Environment and Sustainability Platform. The ARISCC project and the UIC RSF Winter and Railways activities will provide recommendations to help IMs and railway undertakings be better prepared to face the upcoming challenges of climate change and severe weather conditions.

Finally, and fully in line with the newly-adopted Terms of Reference, several UIC leaflets received the unanimous approval of the RSF Plenary Session.

The RSF sectors and UIC Rail System Department are now fully prepared to focus on technical matters and related projects.



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Infrastructure / Asset Management

Workshop on Asset Management (Paris, 27 October 2010)

It's all about good management!

The UIC working group on Asset Management, chaired by Antonie Bauer from ProRail, organised a workshop at UIC on 27 October. 60 participants from Europe and beyond met to learn about the state of the art in Asset Management (AM) and share railway sector best practices.

David Mc Keown, Chief Executive of the Institute of Asset Management (IAM), provided valuable tips to railway asset managers:

- think ahead
- AM is not about IT tools but about strategic decisions supported at board level
- AM is essentially about “good management” and maintaining a “line of sight”



The IAM (a not for profit organisation aiming to be “the voice of AM”) is supporting individuals and corporations in their approach to AM.

The UIC is aiming to be recognised by IAM as the railway sector representative in the field of Asset Management. It is planned that a Memorandum of Understanding be signed between IAM and UIC in the near future.

After a general presentation by Andrew Kirwan from Network Rail on the “AM Framework” - a railway reference document developed by the UIC working group based on the IAM PAS 55 - several “best practice” presentations were given by railway members, such as:

- integration of the PAS 55 and the railway-specific version “UIC AM Framework” at ProRail
- the SBB AM approach with differentiation of lines in 3 levels
- the RFI advanced database and IT AM approach

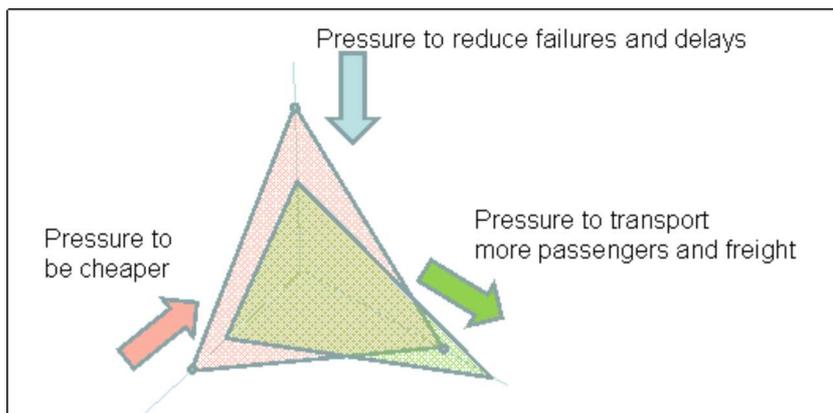
Interesting questions were raised during presentations and debates showing that AM is strategic matter. The “Triangle of Asset Management” as presented by Dominique Gardin, Infrabel, and Mikael Gesquière, RFF, from the “line comparison study” carried out by UIC, shows the differences in mapping between a classical static solution (pink triangle) and a dynamic optimised AM model (green triangle).

In spite of difficulties mainly due to data harmonisation, which are to be expected in benchmarking, the international comparison specifically allows those good practices to be shared which are most profitable to railways asset managers. The methodology was recently updated and the LICB working group's intention is to enlarge the scope to Eastern Europe, the Middle East and Asia as requested by a Korean participant. In the future, it is also foreseen that qualitative criteria be included.

The Office of Railway Regulation in the UK has been using the LICB study since 2006 to conduct economic forecasts using the econometric methodology – a necessity according to Giancarlo Scarsi due to the fact that the ORR is 100% domestic and needs to compare itself with others – Over the years, they have noticed a narrowing in the gap between the most and the least efficient railways.

In conclusion, the Chairman reminded participants that other sectors had a far more professional approach to AM than railways. At the same time, IAM underlined remarkable efforts made by railways, and the ORR mentioned that it was more advanced than the energy sector. Nonetheless, railways showed a great deal of improvement potential. The development of functional requirements for AM related IT tools, for instance, appeared as an absolute necessity.

On the same note, in 2011 UIC will offer all its members a training session on AM in co-operation with IAM as well as a seminar specifically for the Asian Region in Seoul, Korea by the End of 2011.



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Security

UIC participated to NATO meeting (Skopje, FYROM, 26-28 October 2010)

The last meeting of the Transport Group for Inland Surface Transport (TGIST, ex PBIST Planning Board for Inland Surface Transport), took place in Skopje from 26 to 28 October 2010.

On behalf of UIC, the head of the security division Jacques Colliard presented UIC's organisation and policy on security matters. He stressed the future of rail transport in Central Europe and Asia and the possibilities offered by the various international rail freight corridors.



The interest of a future partnership between NATO and UIC has also been confirmed and should be carried out in the following weeks.

The UIC presentation is available on the UIC website, under security activities.

For more information please contact Jacques Colliard: colliard@uic.org

International Training / Expertise Development

Meeting of the UIC Expertise Development Platform (Cardiff, UK, 21-22 October 2010)

Announcement of the UIC World Congress on Rail Training “From strategy to performance”, Madrid 6 – 8 April 2011

The meeting of the Expertise Development Platform, which draws its expertise from the regional rail training centre networks, took place in Wales on 21 and 22 October 2010 at Arriva Trains Wales and Network Rail training facilities. It brought together

participants from 15 training providers in 11 countries.

The key objective of the platform, which brings together major training providers from both commercial and non-commercial training centres, is to enable active professional dialogue to take place between rail training professionals to support interoperability and cross regional exchanges and synergies at worldwide level.

The ultimate goal is to enhance workforce development through the sharing of best practice in rail training across the industry.

On the 21st there was a series of presentations and visits at the ATW Training Centre, focusing on operations and driver training, including a visit to the new ATW Simulator Centre at Cardiff Station. The second day was hosted by Network Rail at their new infrastructure training centre at Bristol Parkway. It is an impressive facility with an under cover track layout and signalling equipment and a specialised welding area. The group was given a presentation by the centre's manager about Network Rail's approach to training, its delivery and technical content based around the systems approach to training. There was a good opportunity to interact with the trainers and share information and best practice.

The meeting also served as an opportunity for lively exchanges on the World Congress on Rail Training "From strategy to performance", which will take place in Madrid, Universidad Politécnica De Madrid, Escuela Técnica Superior De Ingenieros Industriales, José Gutiérrez Abascal, 2 - 28006 Madrid, from 6 to 8 April, 2011.

The key objectives of the World Congress are to:

- Promote excellence in railway training through best practice models
- Highlight research findings in this area which bring innovation and have practical application to the industry
- Identify new challenges for training and training technologies
- Provide a unique opportunity to share knowledge and experience among training professionals and managers

The main themes of the Congress plenary sessions and workshops are:

- Future developments in training
- Simulator technologies
- Training as investment
- Skills fade and competence retention
- Generational learning
- E-learning
- Knowledge management
- Trainer development and
- Skill development for cross border services

For further information related to the Congress (submission of papers, sponsoring and delegate fee, etc.), please consult: www.railtraining.org

The next meeting of the Expertise Development Platform, which meets twice a year in different training facilities, will be held on 16 and 17 June 2011 in Budapest, at MAV Baross Gabor training centre. The meeting is open to all UIC members.



Part of the group visiting the Arriva Trains Wales new Simulator Centre at Cardiff Station

For more information please contact Nathalie Amirault: amirault@uic.org

UIC Staff

Welcome meeting and booklet for UIC new staff

As part of its new communications policy and for the first time, UIC organised a welcome meeting for the staff having recently joined the UIC team. This meeting took place on 27 October 2010 at the UIC headquarters in Paris where the newcomers recently arrived from



Asia, America, Europe and Russia were officially received.

The welcome package comprised the UIC general brochure, a CD with the UIC activities report and a Guidebook on the UIC communications tools and products. In addition to this kit, the first edited UIC Welcome Booklet was offered to the newcomers. This booklet gives useful advice on the basic questions that newcomers have to deal with on their arrival, from the essential points in their professional life at UIC to more personal aspects to help them prepare for their stay in France.

The welcome was delivered by Mrs Lim, Finance Director, on behalf of the UIC Director-General, M Loubinoux, who had to travel urgently to meet members in Seoul. She presented the International Union of Railways created in 1922, emphasising the crucial values of the organisation: Unity, Solidarity and Universality. Mrs. Lim also highlighted UIC's global cooperation and unique strategy to the benefit of all its members. Later on, she explained UIC's internal organisation on the basis of its organisational chart.

The UIC Technical Directors Messrs Barron, Maestrini, Sellnick and Wiesniewski presented their respective department structures and key activities. The UIC Coordinator for Europe briefly presented UIC's relationships with the other European railway representative entities and its challenges at European level. These presentations were prepared with the aim of enabling the new staff to get an overview of UIC's technical expertise and an insight into its business positioning.

The support departments also took the opportunity to present their internal services. Thus, the new staff were given information on the departments of Institutional Relations, Communications,



The welcome meeting and booklet for UIC new staff took place on 27 October at UIC HQ.



Mr. Anton Akulov



Mr. Gregory Kozyr



Mr. Gianfranco Cau



Human Resources and Finance. They were able to get a first glimpse of the UIC Intranet network tools and were provided with essential information regarding the use of these tools, procedures and forms.



Mr. Vincenzo Carpinelli

Given the good feedback received following this meeting, UIC intends to regularly organise welcome meetings for newcomers on an annual basis, in order to facilitate the professional and private adaptation of its new staff members.

Latest arrivals at UIC

Anton Akulov arrived on September 21st and will work for one year for the Freight Department especially in the field of Intercontinental and Transcontinental Rail Traffic. He will mainly contribute to the following projects : the description of the complete rail based transport value chain from Europe to Asia ; ICOMOD. He will also support the Coordinator for Russia at UIC.

Gregory Kozyr arrived on October 15th and will work for one year for the Rail System Department. Since 2009, he has been working as Chief engineer for the Directorate Operations and Maintenance of Track Machines of Russian Railways (RZD).

Gianfranco Cau joined us from Trenitalia (Italian railways, subsidiary of FS, operating in the sector of passenger transport) and he will be replacing Francis Delooz working on projects such as Pantotrain, Dynotrain, Aerotrain, CAB Drive and will be in charge of several of the UIC SETs (SET 02, SET 11 and SET 15).

Vicenzo Carpinelli, seconded from RFI (Italian railways, subsidiary of FS, infrastructure management), will replace Paolo De Cicco and work on the ERTMS Benchmarking project and also on the European Performance Regime (EPR).

News from UIC Members

China: inauguration of the latest high speed rail line

On 26 October China opened a new high speed rail line linking the economic capital of Shanghai with the major conurbation of Hangzhou in the east.

This new 202 km rail link will enable trains to be operated at speeds of up to 350 km/hr, cutting travel time between the two cities from 90 to just 45 minutes. China is pursuing an ambitious development programme to extend its current 86 000 km rail network to 120 000 km by 2020, 50 000 km of which will be



high speed rail.

News from UIC Members

Syria: CFH delegation from Syria visits UIC HQ

A delegation from Hejaz Railway of Syria CFH visited the UIC Headquarters on 28 October in Paris. The delegation was led by Eng. Mahmoud O. Sakbani, General Manager of CFH and composed of Eng. Abdul Baset Al-Dabi, Director of Railway Affairs at the Syrian Ministry of Transport and Mr Younes Ahmad Al-Nasser, Director of Public and International Affairs at CFH. The purpose was to discuss with UIC (Paul Véron, Coordinator for the Middle-East) the ways in which UIC could support CFH railway projects, particularly in view of the development of regional railway services.



Mr. Younes Ahmad Al-Nasser, Director, CFH, Paul Véron, UIC Coordinator for the Middle-East, Eng. Mahmoud O. Sakbani, General Manager of Hijaz Railway of Syria, CFH, and Eng. Abdul Baset Al-Dabi, Director of Railway Affairs, Ministry of Transport of Syria

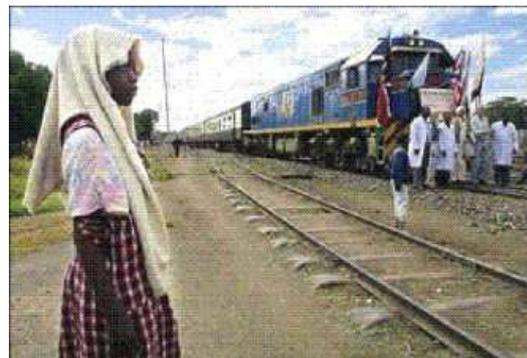
News from UIC Members

Kenya: New rail transport system for Kenya's capital

The first rapid rail service for Kenya's capital, Nairobi is expected to be completed by mid next year

Transport permanent secretary Mr Cyrus Njiru said last week that treasury had released 800 million shillings for the project which is expected to ease transport in the Eastlands parts of the city and the surrounding areas.

Tenders have already been awarded for the rail service which will stretch from the Jomo Kenyatta International Airport to the city centre. This is part of the greater Nairobi transportation master-plan to be implemented in phases. Last year Kenya



signed a joint venture agreement with a London based infrastructure development company InfraCo for an 8 billion shillings upgrade and expansion of Nairobi's decrepit rail commuter service system.

The JKIA-City centre route will be the first line to be commissioned to serve the region. According to data from Kenya Railways, the trains serving the city currently ferry about 19,000 people daily.

Once the project is completed the system is expected to ferry more than 90,000 passengers, bringing more than 7.3 million shillings daily. The company will also put up a multi storeyed parking facility in Mombasa to ease parking problems. And in order to de-congest Nairobi city the government has planned to implement the Nairobi Metropolitan Mass Rapid Transit Programme to improve accessibility within the metropolitan region through a new bus system with designated bus lanes.

The bus rapid transit system will start with three transport corridors namely, Athi River town to Kikuyu town, Thika to the central business district and Jomo Kenyatta International Airport to the CBD.

News from UIC Members



Finland: VR Group records satisfactory net profit

VR Group's net turnover and operating profit continued their growth in the third quarter. VR Group's operating profit amounted to M€ 34.1 (30.0) in the third quarter and M€ 24.9 (15.1) in the first nine months of the year. VR Group's net result for the third quarter was M€ 23.4 (24.0) and from the beginning of the year M€ 17.6 (12.7). Major factors in the growth in operating profit were the increase in net turnover and the lighter costs resulting from the programme of change.

CEO Mr Aro is particularly concerned about developments in financing in the Government budget for track construction and maintenance, for budget allocations get smaller year by year. "This is not just about the success of VR Group but it concerns the competitiveness of all rail services and the safety of the track network in the long term," stresses Mr Aro.

Moderate growth in passenger services

The combined total number of passenger journeys for rail and road services increased 6.2 % in the third quarter from the previous year. The increase in bus services in the Greater Helsinki area was a particular factor in the rise in the number of journeys. VR has won new service routes for bus services in the Greater Helsinki area that were put out to competitive tendering, and these have increased passenger volumes.

Growth at Logistics levelled off

Freight carryings by the Group's Logistics division were 14.1 % higher in the third

quarter than in the previous year. During the quarter there were signs that the growth in freight volumes was levelling off, and towards the end of the quarter total carryings were no longer higher than in the previous year. Freight volumes are expected to remain for the final part of the year at the same level as in 2009. Factors in the positive developments in Logistics' net result were the growth in carryings and the lighter cost structure achieved through the programme of change.

Forthcoming events

Reminder - 6th annual UIC workshop on Railway Freight Noise Reduction “Bringing things together” (Paris, 23 November 2010)

UIC promotes silent railways. In a series of annual workshops UIC reports on progress, in particular in terms of the freight rolling stock with composite brake blocks. The speakers will address issues such as the EU policy and planned incentives such as noise related track access charges and how the railways are reacting on these initiatives. A major point will also be the current state of the art of K- and LL-block homologation and how the railways are dealing with the technical problems that have been encountered like e.g. the equivalent conicity issue and how these problems is foreseen to be solved within different UIC projects as e.g. the EuropeTrain project.



Further issues will be a presentation on the TSI Noise revision and presentations on other noise and vibration issues in order to keep the scope large and bringing things more together. Within this scope UIC is happy to announce that we this year will have a presentation by Cynthia Lulham, Councilor for the City of Westmount, Quebec, who has extensive experience and knowledge of the Proximity Initiative in Canada partnering the Railway Association of Canada (RAC) and the Federation of Canadian Municipalities (FCM) under a Memorandum of Understanding (MoU). Cynthia Lulham has over the last eight years acted as the first FCM Co-chair and as the current Program Manager, which has giving her a unique perspective of the on-going noise issues in Canada facing both railways and municipalities issues. The project programme foresees ample time for discussion and the coffee and lunch breaks will allow many opportunities for networking with colleagues from the railway sector as well as government and industry.

The agenda of the workshop and online registration can be found on UIC homepage: <http://www.uic.org/spip.php?article2500>.

The deadline for registration is Friday 12th November 2010 The language of the workshop will be held in English and is free of charge.

For more information please contact Lisette Mortensen: mortensen@uic.org

Next meetings scheduled

- 3 November 2010: European Group of Assistants (UIC HQ - 10.00 - 13.00)
- 3 November 2010: Preparatory Group General Assembly (UIC HQ - 14:00-17:00)
- 3-5 November 2010: RSF RS SET 15 (Kreuzlingen (CH))
- 3 November 2010: 4th ARA Webconference on Nov 3rd 2010 (by webconference:<http://emea.acrobat.com/webasia> at UIC HQ)
- 4 November 2010: CREAM Final Conference (Brussels)
- 4 November 2010: RSF RS SET 03 - DRAW BAR -
- 4 November 2010: Research Coordination Group (RCG) Plenary Meeting (UIC 16 Rue Jean Rey 75015 Paris 10h00-16h30)
- 7-13 November 2010: UIC Course: Railway Policy & 3rd Asian Network or Rail Training Centers (ANTC) Seminar (IRaTCA) (Uiwang & Seoul - Korea)
- 9 November 2010: Automatic gauge change over systems (AGCS) (Paris, UIC HQ)
- 12-13 November 2010: Intermodal Delegate Conference - Making the intermodal connection: the role of terminals (Fort Lauderdale, FL. USA)
- 16 November 2010: OHSG (UIC HQ PARIS)
- 16 November 2010: HUMAN FACTORS WORKING GROUP (INFRABEL BRUSSELS)
- 17 November 2010: High Speed Plenary Session
- 23 November 2010: 6th UIC Annual Railway Freight Noise Reduction (Paris)
- 24 November 2010: INESS Steering Board (UIC, Paris)
- 24 November 2010: InfraGuidER Final Conference (Brussels)
- 25 November 2010: INESS General Assembly (UIC Headquarters, Paris)
- 25 November 2010: Railenergy Final Conference (Brussels)
- 25 November 2010: Statistics Plenary Meeting (PARIS)
- 26 November 2010: 2nd meeting of the working group STRATEGY AND REGULATION (Brussels)

UIC Communications Department, Paris, 2 November 2010

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