

## Passengers

### Passenger CEOs meeting in Rome (19 June)

Over 40 leaders of European passenger rail met in Rome on 19 June at the annual CER-UIC High Level Passenger Meeting (HLPMP) hosted by FS. The meeting was opened by *Mauro Moretti*, CEO of Italian Railways FS, Chairman of CER and Vice-Chairman of UIC, *Yoshio Ishida*, Vice-Chairman of JR East and Chairman of UIC, *Johannes Ludewig*, Executive Director of CER, and *Jean-Pierre Loubinoux*, Director General of UIC.



FS Group

The morning session focused on the effects of the financial crisis on passenger rail. *Mireille Faugère*, CEO of SNCF Passenger Services, *Ulrich Homburg*, CEO of DB Passenger Services, *Krzysztof Celinski*, CEO of PKP Intercity, explained the situation of their respective companies and discussed their counter activities in the presence of *Antonio Tajani*, Vice President of the European Commission in charge of Transport.

Participants to the High level meeting signed a declaration in which they request political decision makers to use the opportunity to build a sustainable backbone of passenger transport in Europe around passenger railways (the full Declaration is available below). Therefore the current preferential support of other less environmentally friendly transport modes should be changed in favour of rail. The least governments should assure would be proper financing of public services according to the PSO regulation coming into force at the end of 2009.



Participants to the High Level Passenger Meeting in Rome

*Vincenzo Soprano*, CEO of Trenitalia, gave a round-up of the latest developments of the Italian rail market. *Ulrich Homburg* made the case for an accelerated opening not only for international traffic – as foreseen in

the 3rd Railway Package for 2010 – but also for national traffic. (For more information on the political aspects of the HLPM see also the CER Monitor Issue 22).

*Athar Khan*, Managing Director Association of European Airlines (AEA), presented and explained AEA's comprehensive market reporting based on data provided by airline. ([http://www.aea.be/research/traffic/...](http://www.aea.be/research/traffic/)). Reporting includes traffic volumes, operating results as well as service quality (e.g. punctuality, baggage performance). The reports are being used for political lobbying, benchmarking and decision support. Participants of the HLPM agreed to jointly collect data required for fulfilling European regulations in the future.

*Libor Lochman*, Deputy Executive Director of CER, gave an update on the drafting of the Telematic Applications for Passenger (TAP) TSI which will be published still in 2009. Until then the sector-wide implementation plan will be structured in the second half of 2010. This Strategic European Deployment Plan (SEDP) will then be written in 2010.

*Oliver Sellnick*, Director Passenger and Freight of UIC, informed participants about the progress of the "Train to Copenhagen" project targeting decision makers at the COP15 United Nations climate conference 7-18 December in Copenhagen with the message "*the climate is right for rail*". While transportation is responsible for ¼ of all CO2 emissions worldwide, rail provides the opportunity to reduce emissions. When worldwide officials debate and decide the emission commitments until 2016 they should understand and demand modal shift to rail ([www.traintocopenhagen.org](http://www.traintocopenhagen.org)). Participants expressed their support for and interest in participating in this initiative.

For further information on the HLPM please contact Oliver Sellnick: [Sellnick@uic.org](mailto:Sellnick@uic.org)  
and Mickael Stevns: [Stevns@uic.org](mailto:Stevns@uic.org)



The Voice  
of European  
Railways



## Passenger railways Charter: call for proper compensation of public services

*In a joint declaration, passenger railways are demanding adequate compensation for public services they are providing on socially desirable but unprofitable lines. The problem of underfinancing of 'public service obligations' has worsened with the economic crisis, threatening the financial health of many operators, 43 chief executives and other rail representatives warn. The declaration was signed in the presence of Commission vice-president Antonio Tajani in Rome on 19 June.*

*The economic crisis severely affects the financial situation of European passenger railways: the growth which operators in western EU member states experienced in past years stopped, and turned into stagnation in the first four months of 2009. Passenger-kilometres of eastern European railways even declined by nearly 10% compared to the previous year, as figures from recent CER surveys show.*

*These alarming facts provided the background for debates of the top management of rail companies in the 'High Level Passenger Meeting', co-organised by the Community of European Railway and Infrastructure Companies (CER) and the International Union of Railways (UIC), and hosted by the Italian railways Ferrovie*



dello Stato (FS). Commission vice-president and transport commissioner Antonio Tajani attended the meeting and participated with former MEP Georg Jarzembowski in a panel discussion on the outlook for the industry in the coming European legislative period.

While some European railways are progressing along ambitious growth plans despite the crisis, others – mostly in the new member states – are struggling for survival due to inadequate financing of public services that make up most of their activities. Constant underfinancing and the economic crisis have significantly aggravated not only the financial situation of railways in these countries but as well that of several of their western counterparts, the chief executives note in their joint declaration.

“Passenger railways have been severely hit by the recession but have received only limited support,” said Mauro Moretti, chief executive of FS, who is also chairman of CER and vice-chairman of UIC. “With the declaration, we want to draw attention to the fact that proper financing of public service obligations is essential to ensure the financial health of passenger railways – in the crisis and beyond.”

The chief executives also call upon the European Union and member states not to put the railways at further disadvantage compared to other modes of transport: railways should be assisted through similar financial and regulatory measures as were taken in support of less sustainable modes of transport. This would include foremost the provision of operational cost support or preferential public credit lines for rolling stock replacement.

## Safety / Level crossings

**A great success of the European Level Crossing Awareness Day on 25 June in more than 28 countries all with the same slogan:**

**Stop accidents! Europe for Safer Level Crossings!”**

**Several UIC members of the other regions supported this awareness day by organising the same type of events in their countries**

Each year too many people die in accidents at level crossings. In Europe, at least 600 people fall victim of accidents at level crossings every year. 95 % of these accidents (according to UIC calculations) are caused by road users. Therefore, the rail and road sectors organised together a pan-European Level Crossing Awareness Day on 25 June, to make people understand that these accidents could be avoided if they obey the traffic rules and address misbehaviour at and around level crossings.

The European Level Crossing Awareness Day focused on educational measures and the promotion of safe



From left to right: Enrico Grillo Pasquarelli, Director for Inland Transport at DG Tren of the European Commission Herman de Croo, Chairman of ETSC (European Transport Safety Council) and former Belgian Transport Minister, Inés Ayala Sender, Member of the European Parliament, member of the Transport and Tourism Committee

behaviour at and around level crossings. It has been built on existing national events which were held jointly at various locations in every participating Member State on 25 June and constructed around the common message “*Stop accidents! Europe for Safer Level Crossings!*” Many communications actions took place all over Europe: flyers handed out at level crossings, schools, driving schools, scouting clubs etc., posters displayed in railway stations and other central places, special messages broadcast on radio and television, press conferences organised with national and local press.

The project involves road sector, government agencies, railway undertakings, infrastructure managers and police forces from all EU countries and some third countries as well as the European and International rail associations (CER, EIM and UIC), the European Level Crossing Forum (ELCF), the European Transport Safety Council (ETSC), the European Railway Agency (ERA) as well as the European Commission and media. Additionally, several countries outside Europe, such as Argentina, Australia, Canada, Israel, Japan as well as the well known U.S. road-rail safety awareness organisation Operation Lifesaver fully supported the initiative and will use the European Awareness Level Crossing Awareness Day as an incentive to communicate on this issue in their own countries.

The European Level Crossing Awareness Day is a joint commitment following the signature of the European Road Safety Charter engaging both road and rail sectors to strong actions on raising public awareness on the danger of risky behaviour at level crossings. This was agreed last March and welcomed by Vice-President and Transport Commissioner, Antonio Tajani, who stated: “Road safety is a priority issue for the European Commission. It is my personal conviction that such initiatives should be encouraged. I am sure that activities like the European level crossing awareness day will help to improve the safety at level crossings.”

Level crossing accidents account for 2% of road deaths but a third of all rail fatalities. On 20 March road and rail organisations acknowledged their shared responsibility to deal with this issue by signing the European Road Safety Charter. The charter is an initiative of the European Union, with the objective of developing concrete actions, assessing results and further heightening awareness about the need to reduce traffic accidents and fatalities through the exchange of best practices in traffic safety in Europe, while adding a European dimension to individual or collective initiatives.

The European Commission hosted a press conference introduced by Fabio Pirota, spokesperson of Antonio Tajani, Vice-President and Transport Commissioner, broadcast live on Europe by Satellite. Speakers included :

*Enrico Grillo Pasquarelli*, Director for Inland Transport at DG Tren of the European Commission stated that accidents at level crossings represent 2% of road deaths but 30% of all rail fatalities. This shows how safe railways are compared to other modes but it also shows how serious the issue of level crossing accidents is for the rail community. Apart from the human dimension (that is always there), level crossing accidents involve heavy costs in economic terms: train traffic is interrupted for a long period, the damage to the rail network can be important and environmental consequences can be devastating. Therefore our attention must focus on the specific features of accidents at level crossings and the concept of shared responsibilities. This is illustrated by the signature of the European Road Safety Charter by the rail community and its commitment to launch this European Level Crossing Awareness Day.

*Herman de Croo*, Chairman of ETSC (European Transport Safety Council) and former Belgian Transport Minister underlined that ETSC is an active member of the European Level Crossing Forum and supports the rail community towards a proactive action on level crossings. He highlighted that “this multimodal issue must have a multimodal approach which means partnership, shared responsibilities and engagement in a permanent way. He also insisted on education as with education you can reach

all citizens and make them stakeholders in enforcement of the regulation and the strict prosecutions in case of violations of rules. He pointed out that it is also extremely important to combat indifference. 95% of level crossing accidents are caused by the road users. They are responsible and it is something they have in their hands. Just so many accidents become 'natural', with so many accidents we feel that it couldn't be true but we accept .....We have to react!"

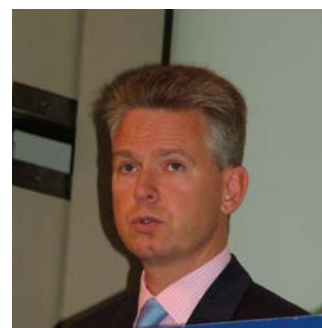
*Inés Ayala Sender*, Member of the European Parliament, member of the Transport and Tourism Committee added "Developing public awareness is key to promote safe behaviour at level crossings. Indeed, road users and especially young drivers behaviour is a very sensitive issue. I am thankful to the organisers of ELCAD for raising awareness of the public and institutional bodies on these risky behaviours. Improving infrastructure and maintenance is important, but developing awareness is imperative to effectively tackle this issue. I am already engaged on road safety issues as citizen but also as MEP, and I can say that together with the Commission we will be committed not to forget this aspect in our objective of reducing the number of road deaths and accidents in Europe."

*Jürgen Menge*, Chairman of ELCF (European Level Crossing Forum) stated that "to reduce the excessive number of level crossings accidents caused by road users and pedestrians, the road and rail sectors are working together to raise awareness of the risks of misbehaving at and around level crossings. This is the purpose of the ELCAD project in conjunction with 28 countries and a wide number of important stakeholders. There is a clear need to focus on educational measures and the promotion of safe behaviour".



*Jürgen Menge, Chairman of ELCF (European Level Crossing Forum)*

*Luc Lallemand*, CEO of Infrabel (Belgian railway infrastructure manager) recalled "It is important that such initiative as the European Level Crossing Awareness day is organised. Focussing on safety is in anybody's interest. Safety is the first argument to take the train. Railway Safety is an absolute priority for everybody in the railway sector all over Europe. It is a matter of interest for the travellers, the employees and in general for citizens. "It takes only about 3 seconds between hearing a train and the moment a train is passing you. This demonstrates that you really DO have to comply with the traffic rules at level crossings at all cost. It is not much but it is a basic rule so let us not forget this "3 second rule" and let us be fully aware of it!"



*Luc Lallemand, CEO of Infrabel (Belgian railway infrastructure manager).*

*Anders Lundström*, European Railway Agency, Head of the Safety unit emphasized that the risk for a road user to be killed is 10 times higher if he/she violates a rule at a level crossing than if he/she violates a rule at a normal road crossing with a red light. It's a risk the road user is not aware of. As accidents at level crossings represent 2% of road fatalities it can be understood that it is not always seen as priority from a road safety perspective concentrating its actions mainly speed- and drunk-driving control measures. Therefore it is important that the railways take this initiative".



*Anders Lundström, European Railway Agency, Head of the Safety Unit.*

*Jean-Pierre Loubinoux*, UIC Director General, gave a world approach of the level crossing issue. He underlined that accidents at level crossings are a world concern. Several countries from the other regions supported the European Level Crossing Day: Argentina, Australia, Canada, Israel, Japan, Mexico, South Africa and particularly the United States that organised the same type of events in 10 major cities. *Jean-Pierre Loubinoux* also mentioned that the United Nations have come into the picture and he is happy to discuss with them the opportunity to coordinate organise a World Level Crossing Awareness Day along the lines of ELCAD framework, presumably June 2010. One of the key issues is consistency in the awareness actions, education and UIC is delighted that the action goes on and will support its mem-



bers and organise communications actions on this very sensitive issue where the death toll has to go down.

You can find detailed information on good practices and educational material designed to highlight the issue of risky behaviour at and around level crossings by consulting the dedicated website for level crossing issues at [www.levelcrossing.net](http://www.levelcrossing.net)

A feedback meeting of the “European Level Crossing Awareness Day” task force on will take place on 8 July from 10h00 to 16h00 at INFRABEL offices in Brussels The idea is to take stock on all the 28 national awareness measures, assess our collective and individual results and to start thinking about the International Level Crossing Awareness Day.



From left to right: Fabio Pirota, spokesperson of Antonio Tajani, Vice-President and Transport Commissioner, Jean-Pierre Loubinoux, UIC Director General.

For more information please contact Ilyas Daoud, Project Coordinator: [Daoud@uic.org](mailto:Daoud@uic.org)

## On 25 June, “European Level Crossing Awareness Day” events were held in 28 European countries and several other regions around the world. A view from Portugal

On 25 June, the Portuguese railway companies (Refer, CP) and public and transport authorities held a conference at the Belem Cultural Centre in Lisbon to mark “European Level Crossing Awareness Day” (ELCAD) and present Portugal’s ambitious campaign to improve safety at level crossings and raise awareness amongst citizens of the risks associated with unsafe behaviour at the interface between road and rail. This conference was held in presence of the President of CP Mr *Francisco Jose Cardoso dos Reis* and representatives of Refer and CP as well as representatives of Portuguese authorities and other stakeholders concerned by safety in transportation.

The speakers at this “European Awareness Day” were *Luis Filipe Pardal*, President of the Board of Refer, the Portuguese railway infrastructure manager; *Paul Véron*, UIC Di-



rector of Communications who presented the challenges and objectives of the European Awareness Day on Safety at Level Crossings, a strategy and campaign prepared in close cooperation with the European Commission, the European Railway Agency (ERA), the European Level crossing Forum (ELCF) and the European railway associations CER and EIM; Dr. *Susana Abrantes* from Refer's Image and Communications Department, who presented the Portuguese communications and awareness campaign; and *Antonio Viana*, Refer Director responsible for level crossings and related issues.



During the event, the President of Refer signed the “European Road Safety Charter”.

In her closing speech, Mrs. *Ana Paula Vitorino*, the Portuguese Secretary of State for Transport, underlined the Portuguese government's willingness to address this issue with concrete and effective measures in order to significantly reduce the number of fatalities at level crossings in her country.



*From left to right : Luis Filipe Pardal, President of Refer, Railway infrastructure manager of Portugal, signing the European Road Safety Charter, Paul Véron, Director of Communications, UIC, Mrs. Ana Paula Vitorino, Secretary of State for Transport, Portugal, and Alfredo Vicente Pereira, Vice President of Refer*



# Sustainable Development

## UIC presence at the “Green Week” Conference (Brussels, 23-26 June)

Last week, from 23 to 26th June, the 9th edition of the Green Week, the biggest annual conference on European environment policy, took place under the motto “*Climate Change: act and adapt*” and gathering among others scientists, NGOs, policy makers, climate experts and business leaders.

Around 3000 people attended the conference and visited the exhibition, with 60 stands. UIC, together with CER, participated in the event with a stand presenting the works achieved by the railway community regarding environment, such as Train to Copenhagen or the online tools **EcoTransit** and **EcoPassenger** with live demonstrations to the visitors.

The large variety of topics tackled this week reflected well the multifaceted character of the issue of climate change. It is indeed not just about climate, but also economy or social matters.

The key messages of this edition were delivered during the opening session, in presence among others of Mr Ladislav Miko, the Czech Minister for Environment, and Mr Stavros Dimas, EU Commissioner for Environment, who underlined the urge for “an ambitious international agreement at the Copenhagen conference in December followed by determined and effective international action. It is the future of our planet that is at stake and time is running out.”



At the center: Stavros Dimas, EU Commissioner for Environment



UIC, together with CER, participated in the “Green Week” with a joint stand UIC / CER.

For more information please contact Delphine Margot, UIC Communications Department: [margot@uic.org](mailto:margot@uic.org) and please visit EcoTransit and EcoPassenger tools: [www.ecotransit.org](http://www.ecotransit.org) and [www.ecopassenger.org](http://www.ecopassenger.org)



## Be an eco passenger: take the Train to Copenhagen (COP 15 - 160 days !)

The idea of running a special train between Brussels and Copenhagen was launched during the kick-off meeting in February (cf enews 131); now the project is becoming real.

- **When?** The “Climate Express”, what the train is called, will depart on 5th December, 10.00, Brussels. The train will stop in Köln and Hamburg before arriving in Copenhagen, at 22.00, where an event will be held welcoming the passengers and will be complimented by a cultural event.

- **Who will be onboard?** 380 passengers are invited on the train, among them decision makers, NGO’s representatives, railway stakeholders and journalists.

- **What’s up on the train?** The journey will give the participants the opportunity to contribute to on-board seminars, round table discussions, presentations etc. The rail industry, NGO’s and intergovernmental organisations will be able indeed to present topics related to the climate change agenda. Interviews and a press conference will also be possible.

The next meeting will take place on 17th July, at UIC HQ in Paris, with the aim of sharing the latest developments of the national campaigns of the members and from UNEP; as well as developing further the Climate Express project.



*please visit [www.traintocopenhagen.org](http://www.traintocopenhagen.org)*

*To know more about the TTC, please visit [www.traintocopenhagen.org](http://www.traintocopenhagen.org)  
and don't hesitate to contact the UIC project team for any question: [traintocopenhagen@uic.org](mailto:traintocopenhagen@uic.org)*

# Security

## UIC Security Platform Steering Committee (Paris, 23 June)

The UIC Security Platform Steering Committee met on 23 June at UIC, following the previous day's platform working group meeting on Human Factors and Security chaired by Mr *Mironov* of the Russian Railways RZD.

UIC's Director General *Jean-Pierre Loubinoux* opened the session chaired by the Platform's chairman *T Kacsmarek*. The Platform's organisation is designed to make this meeting the place for reporting back on progress made on work started in the course of the year and preparing the ground for this work to continue and develop.

Following the success of the Marrakesh Symposium on the 16 and 17 March 2009, a CD Rom bringing together presentations made at the event is to be circulated. A decision was also taken to launch preparations for the 2010 Symposium.

A review of work carried out by the groups showed that the majority of work had either been completed or was underway, both in the field of railway specific issues and those matters involving partner institutions – in particular national authorities or other international organisations active on the subject.

The emphasis was placed on developing the synergy which exists between groups and on the importance of their joint in-depth work with the passenger, freight and infrastructure groups, given that company security policies must be part of an all encompassing strategy. Meetings to present the work of the security platform will be organised to this end.

The importance of continuing joint work with the UITP was also confirmed during the meeting, both in terms of training and use of different kinds of security equipment.

Among the priority issues to be focused on by the UIC security competence centre in 2009- 2010 are:

the impact of the passenger market being opened to competition in Europe in 2010, on security  
the establishment of a general set of common principles governing how high speed railway security systems should be organised.



From left to right: *Tadeusz Kacsmarek* (PKP PLK SA), Chairman of the UIC Security Platform, *Jean-Pierre Loubinoux*, UIC Director General and *Jacques Colliard*, UIC Senior Advisor for Security.



From left to right : *Oksana Kobrova* (RZD), *Yury Mironov* (RZD, Head of Security Division) and *Lindsey Barr* (UITP)

For more information please contact *Jacques Colliard*: [colliard@uic.org](mailto:colliard@uic.org)

# Combined Transport

**Position paper issued by UIC Combined Transport Group and UIRR  
(Brussels, 11 June)**

## INTERUNIT

International Combined Road-Rail Transport Coordination Committee

Internationales Koordinationskomitee des Kombinierten Verkehrs Schiene-Straße

---

### **Position paper**

**UIRR – CT.G/UIC**

---

The railway undertakings which are members of the UIC Combined Transport Group (CT.G) and the Combined Transport (CT) operators which are members of the UIRR scrl, meeting in the General Committee of their joint Association INTERUNIT in Brussels on 11<sup>th</sup> June 2009, devoted a large part of their work to looking at the worldwide financial crisis and, more particularly, at its repercussions for transport and CT.

The companies affiliated to INTERUNIT raise their very real concerns about the sharp decline in CT; this decline has been picking up speed over the last quarter of 2008 and the first quarter of 2009 and is being felt more keenly in unaccompanied (UIRR estimate: - 20 % in the first quarter of 2009) than in rolling road (UIRR estimate: - 13 %) systems.

They state their fear that the recession, which is mostly affecting sectors which generate a large amount of rail freight traffic, may stretch through until the first six months of 2010 or even further and that, without appropriate measures, it may by then have caused irreparable damage to the network of CT services.

The severest effect of the general fall in demand for transport is actually on CT which is suffering its impact in three stages:

- reduction in the number of ITUs carried per train
- operators forced - on economic grounds - to cancel services which have thus become uneconomic
- subsequent loss of traffic in the "gateway" system (interchange between trains)

---

Chairman/Präsident Eric Peetermans – SNCB

Secretary/Sekretär: Rudy Colle c/o UIRR scrl – 31 rue Montoyer bte 11 – 1000 Bruxelles

Tel.: +32 (0) 2 548 78 90 Fax: +32 (0) 2 512 63 93 E-mail: headoffice.brussels@uirr.com



# IU

---

Without delay the affiliated companies took all the measures in their power in order to attempt to maintain an operational programme cut down as little as possible, but they believe that outside assistance will be required in order to avoid highly damaging consequences as a result of the recession and which, by preventing the key players in CT from reacting vigorously to a future economic upturn, would otherwise be felt long after the crisis will have been brought under control.

The affiliated companies would like to see two types of measures implemented in parallel:

- with effect in the medium term: the improvement of rail infrastructures allowing both an increase in capacities (volume effect) and the removal of the prejudicial bottlenecks (quality effect). The necessary decisions need to be taken without delay and their actual implementation closely monitored.
- with immediate effect: a lightening of the burden of cost involved in operating (full) CT trains by means of a sharp short-term (12/18 months) reduction in the charges levied for access to the infrastructure and energy costs, in such a way as to minimise the need to cancel any of these trains (it should be remembered that, in Norway, CT trains are eligible for free access to the rail infrastructure). The key players in CT also need to be able to retain – at no additional cost - the availability of the train paths which were assigned to them and which the reduction in traffic brought about by the economic recession is currently preventing them from using.

So they are calling on both the Community and national Authorities and on the infrastructure managers as well to help the key players in CT, which is also in their own interests.

Indeed, it is important to prepare the ground for the recovery and to put these key players into a position where they will be able to rise to it, because CT is a driving force for the transport policy aiming to bring about the development of a system which, as has been established, is economically and ecologically the most sustainable and the implementation and potential of which have been proven in great detail.

# ERTMS / GSM-R

## ERTMS / GSM-R ERIG # 42

The ERIG #42 (ERIG - European Railways Radio Implementers Group) took place on 17 and 18 of June 2009, at UIC HQ, Paris.

Representatives from Austria, Bulgaria, Czech Republic, Denmark, Germany, Finland, France, Great Britain, Norway, The Netherlands, Poland, Portugal, Slovenia, Spain, Sweden, Switzerland, CER, EIM and ERA attended the meeting.

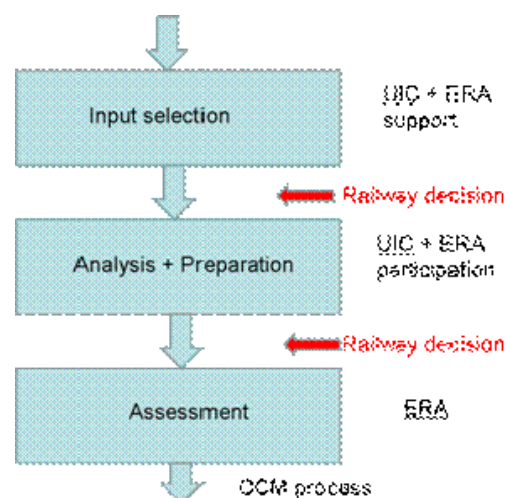
The meeting started with the usual implementation status report session, performed by each member participant, the UIC working groups (GSM-R Functional Group – FG, GSM-R Operators Group – OG, GSM-R Network Management Group – NMG) reports, as well as the report on the UIC GSM-R activities.

EIM, CER and ERA representatives introduced their GSM-R activities and their opinions. The GSM-R Industry Group speaker participated to the first day of the meeting. SAGEM Communications presented their related products and their plans for the future.

Regarding the GSM-R Additional Frequencies, the ERIG members were informed that approaches are close to be happily finalized by obtaining additional frequencies in the so called PMR/PAMR Band (Trunk Band - 870-876/915-921 MHz). The Public Consultation phase was ended early May 2009, with several positive liaison statements. If the undertaken actions are going well, the modified ECC decisions rules could become official at the beginning of 2010.

Another important topic related to the Frequency Management was GSM-R Interferences. Attendants of the ERIG meeting took note of the fact that the expansion of the Mobile Public Operators using UMTS 900 becomes reality. In most of the operating networks several interferences points have been identified and they are constantly increasing. Measures are to be taken by UIC to prevent the blocking of the GSM-R transmission due to the Mobile Public Operators, especially due to UMTS900 and future LTE900 signals.

The ERIG members have been informed that the GPRS for ETCS Feasibility Study, under the ERA supervision, with the participation of EEIG, UNISIG and UIC is considered closed. The tests performed until now in Belgium and Italy are to be considered for the study final report, which will be issued by UIC, organizer of the test campaigns. The Packet Switch transmission mode and the IP environment are considered vital to



be adopted by the ETCS transmissions. The tests showed that the GPRS, even if one of the weakest radio transmissions protocols, is fast and reliable. Yet, behavior in busy environment, tests on application level and engineering rules are to be more in depth studied, in a second phase. A test campaign is programmed to take place in a very short period in Italy, and discussions to extend the tests in The Netherlands started.

On the GSM-R Change Request Process, the ERIG members were informed, in a set of presentations held by ERA and UIC, that the new process, commonly managed, started to work. As explained before, the main improvements have been achieved with the new process: the involvement of all the interested parties ERA, The Sector Companies – CER & EIM, the members- ERIG and UIC, which gives then the chance for the railways to intervene and express their position, and which leads to a complete transparency of the process. Once the Change Request (CR) will be finalized, it will be transferred from the UIC Change Request Database towards the ERA Database, and the two will be convergent. This will continue the transparent cooperation relationship between the two organizations.

One of the main focuses for 2009/2010 is to revise the EIRENE specifications with the objective of identifying the interoperability relevant parts, as well as separate them from the national driven options. On regards to the interoperability part, the purpose is to ease and clarify the certification process. As for the options part, it is needed to go on developing the works on the GSM-R system, needed for the national application as well as for the out of Europe part. Outside Europe, GSM-R is currently operational in China, being implemented in Australia, India, and Saudi Arabia and taken into account as a preferred solution in a number of countries worldwide.

Last but not least, ERIG #42 marked an important event, being the last ERIG with Mr. *Klaus Konrad* as the ERIG Chairman. Mr. *Konrad* has been Chairman since 1999. 60000 Km of railways equipped with GSM-R, increasing Border Crossing using this technology and plans for 200.000 Km to be equipped all over the world are showing the GSM-R was the right choice 10 years ago. Mr. *Gerard Dalton*, Infrastructure Department Director in UIC, as well as Mr. *Dan Mandoc*, the upcoming ERIG Group Chairman, expressed the UIC gratitude for 10 years of work excellence. A CD containing all documents produced by ERIG from the 1st meeting until ERIG #40 (more then 1000 documents!) was edited.



Next ERIG Meeting will take place in Norway, 30 of September to 1st of October 2009

For further information, please contact Dan Mandoc: [mandoc@uic.org](mailto:mandoc@uic.org)



## Obituary

### UIC wishes to pay tribute to former EU Vice President and Commissioner Karel van Miert



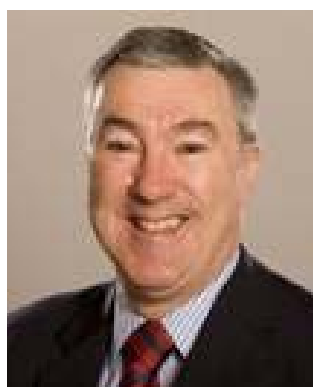
It was with great sadness that UIC learnt of the death of *Karel Van Miert*, the former European Commission Vice-President and European Transport Commissioner, on 22 June.

UIC wishes to pay tribute to Commissioner *van Miert's* work to develop a balanced transport market in Europe, in particular in strengthening the role of rail transport. Commissioner van Miert exerted particular efforts to revitalise rail transport during the 1990s, via Directive 91/440, and to develop a high-performance, interoperable European network. Without the personal vision and commitment of Commissioner *van Miert*, none of the projects run at that time in which UIC participated, or the later projects on European corridors, would enjoy their current prospects or progress.

UIC wishes to share its deep sympathy and most sincere condolences with both Mr *van Miert's* family and the members of the European Commission.

## Relations with partner associations

### UITP: Tony Depledge new President of UITP EU-Committee



The EU-Committee of the International Association of Public Transport (UITP) has elected *Tony Depledge* as its new President. Mr *Depledge* succeeds Guido del Mese, general Manager of ASSTRA, who chaired the Committee for four years.



Mr *Depledge* has been Director of Transport Policy in Arriva plc since 2001 and has a career in the transport industry which spans nearly 40 years.

The UITP EU Committee was established in 1965. The objective of the EU Committee and its secretariat, EuroTeam, is to represent the common interests of public transport undertakings to the EU institutions. It monitors legislation and provides members with information regarding EU policy developments, prepares EU Committee positions papers, and assists and advises members concerning all aspects of European policies related to the public transport sector.

## UIRR : Rudy Colle elected Chairman of the Board and Managing Director



The Ordinary General Meeting (OGO) of the International Union of Combined Road-Rail Transport Companies (UIRR) was held in Brussels on 10th June.

At this meeting, the new UIRR Board was elected for the period 2009-2012. A new position combining the offices of Chairman of the Board and Managing Director was created and *Rudy Colle*, who had until then been Managing Director, was chosen to fill this position.

The following persons were also elected: Vice Chairman of the Board, *Robert Breuhahn* (Kombiverkehr); members: *Peter Howald* (Hupac), *Jean-Luc Mélard* (TRW), *Wilhelm Patzner* (ICA) and *Silvio Rocca* (Cemat).

For further information: [www.uirr.com](http://www.uirr.com)

## News from UIC members

### Austria / Romania.

### Rail Cargo Austria (ÖBB-RCA), the first foreign operator to enter the Romanian railway market

Rail Cargo Austria (RCA), part of the Austrian railway company ÖBB, launched on 24 June 2009 in Romania the Cross-Border Freight Railway service. This event coincided with the Austrian national freight operator entering the Romanian market, thus becoming the first foreign freight operator present in Romania.

The ceremony for the official launch was held at Gara de Nord in Bucharest and it included the presentation of the type of locomotive that will operate on the route which will include the Romania northern section of Corridor IV.



ÖBB

## Russian Railways (RZD): launch of Passenger Service to Montenegro

Russian Railways (RZD) has started on 16 June to operate a direct coach between Moscow and Bar in Montenegro. Total journey time will be approximately 60 hours.

The timetable has been drawn up to minimize waiting times at re-hitching stations. The longest stop – of around 4 hours – will be in Budapest on the Bar – Moscow route. During that time passengers will have the opportunity to take a trip around the city.

The Moscow – Bar service will use a RIC-size coach with three-bunk compartments. Russian Railways operates passenger services to 20 countries in Europe and Asia.



## Croatian Railways (HZ): New theatre route of “Orient Express”

On 10 of June, 2009, a special theatre train “Orient Express” arrived at platform 1 of the Zagreb Main Station. It was soon moved to platform 6 where it remained till the 18 of June. That platform was the place where temporary stands for 200 people were erected and every night, instead of passengers, actors and theatre fans gathered there. During eight days there was one performance of a play of the Serbian National Theatre and of the Turkish State Theatre and four performances of the play of the Zagreb Youth Theatre.



These unusual events at the Zagreb Main Station, which caught the attention of the media, took place in the scope of a theatre project called “Orient Express”, initiated and organised by the European Theatre Convention, an association which gathers theatres from 40 European countries. Six theatre houses participate in the project (from Turkey, Rumania, Serbia, Croatia, Slovenia and Germany). The “Theatre Train” began its journey in Ankara the 18 of May 2009 toward the Western Europe. The goal of this project is to explore the relations between East and West, the attitude toward the other and the different and our behaviour in these transitional times. The Train will stop at six stations from Ankara to Stuttgart. Stations represent symbols of transience and changes. The plays commissioned from national playwrights were performed on a train wagon with the possibility to open up a theatre stage on the side. A national play, a Turkish play and a



play that was performed in the previous station are performed at each station where the Theatre Train stops.

For the “Orient Express” project, the Zagreb Youth Theatre applied and gave its first performance of a drama “Seven Days in Zagreb”, by *Tena Štivičić*, a playwright from Zagreb who lives in London. All four days this one-hour play was performed on a wagon – stage with background of train shunting, arrival and departure announcements, shouting of shunters and engine drivers, and comments of postal workers who handled parcels behind the audience at the Post Office’s platform near the station. The actors quickly got used to these natural sounds, as well as the railwaymen got used to the unusual train and, according to the station manager, there weren’t any problems with its passengers. The employees of Zagreb Main Station, Unit for Special Trains of HŽ Passenger Transport and Corporate Communications gave their contribution to the organisational preparations for the arrival and stay of this special train at Zagreb Main Station. The journey of “Orient Express” ends in Stuttgart, where from the 9th to 19th of July 2009, six different performances that were played in Ankara, Temishvar, Novi Sad, Zagreb and Ljubljana stations will be presented at the International Theatre Festival.



HZ



HZ

After this project, the words “Orient Express” will not only remind us of *Agatha Christie*’s “Murder on the Orient Express”, but also of a theatre train that has established and strengthened the connections between the theatres of Eastern and Western Europe, and intensified their cultural dialogue. "Such co-operation of theatres demystifies the other and the different, demystifies the East and deconstructs the image of the so-called new Europe. The other is not observed from distance any more, but rather the margin is moved to the centre, and the ethics of exotic is replaced by the one of familiar and as a matter of fact close. So, discovering of different theatres has become the way for abatement of the limits of art, a new route of “Orient Express”, a draft for a new image of European theatres” (quote from the brochure).

For more information please contact Vlatka Skoric: [Vlatka.Skoric@hznet.hr](mailto:Vlatka.Skoric@hznet.hr)

## Forthcoming events

### Full steam for the best energy saving solutions! Get on board the Energy Efficiency Days 2009!

UIC, SNCF and the Railenergy and TRAINER partners have the great pleasure to announce the complete agenda of the Energy Efficiency Days 2009 in Tours (France) from 23– 26 September 2009 covering broadly the field of energy saving potentials in the railway sector!

The Energy Efficiency Days 2009 will be the major Railway Energy Saving event in 2009 covering the following hot topics among others:

- Latest developments in energy efficiency technologies for rolling stock and infrastructure
- Traction energy metering and billing systems and technologies
- Eco-Driving and traffic flow management
- Climate solutions and global energy perspectives

We have been giving full steam gathering the best energy saving solutions, now it is up to you getting on board the conference at: <http://www.energy-efficiency-days.org>

We are looking forward to receiving your registration and welcoming you in Tours in September!

Visit the Energy Efficiency Days 2009 at  
[www.energy-efficiency-days.org](http://www.energy-efficiency-days.org)



# Next meetings scheduled

## *July 2009*

*9 July 2009: Railenergy workshop - sp 6 topologies (Naples/ Napoli)*

*9 July 2009: Ptr steering body (UIC HQ, Paris)*

*10 July 2009: Fiche if-7/96 maintenance of high speed lines (Paris)*

*28 July 2009: Traindy software consortium (Cologne / Köln)*

*5 August 2009: Updating uic leaflet 421 (Cologne / Köln)*

*8 September 2009: Noise network meeting (Paris)*

UIC e-news Editor: Marie Plaud, [plaud@uic.org](mailto:plaud@uic.org)

Lay-out: Daniel Tessèdre - Marija Petkovski  
Communications Department, 01st July 2009

Thank you for your comments and suggestions.

For any additional e-mail address in your Railway please contact [plaud@uic.org](mailto:plaud@uic.org)