



# UIC ACTIVITIES REPORT 2012



INTERNATIONAL UNION  
OF RAILWAYS



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FOREWORD BY VLADIMIR YAKUNIN,  
UIC CHAIRMAN ..... 09

FOREWORD BY JEAN-PIERRE LOUBINOX,  
UIC DIRECTOR-GENERAL ..... 11

UIC 90<sup>TH</sup> ANNIVERSARY ..... 14

2009-2012 FIGURES ..... 16

UIC, THE WORLDWIDE HIGH PROFILE ORGANISATION ... 18

UIC FACTS AND FIGURES ..... 20

**UIC ACTIVITIES**

PASSENGERS ..... 24

8<sup>TH</sup> UIC WORLD CONGRESS ON HIGH SPEED RAIL ..... 28

FREIGHT ..... 32

GLOBAL RAIL FREIGHT CONFERENCE ..... 35

RAIL SYSTEM ..... 38

SUSTAINABLE DEVELOPMENT ..... 42

RESEARCH ..... 46

SAFETY ..... 50

SECURITY ..... 54

EXPERTISE DEVELOPMENT ..... 58

**UIC REGIONS**

AFRICA ..... 64

ASIA-OCEANIA ..... 68

LATIN-AMERICA ..... 69

EUROPE ..... 70

MIDDLE-EAST ..... 74

**UIC SUPPORT SERVICES**

FINANCE ..... 78

INSTITUTIONAL RELATIONS ..... 79

COMMUNICATIONS ..... 80

## FOREWORD BY UIC CHAIRMAN



**VLADIMIR YAKUNIN**

### **Dear Colleagues!**

It is a great honor and, at the same time, a great responsibility for me to represent the global railway community on the post of UIC Chairman. Together with Vice-Chairman Mr. Mauro Moretti and General Director Mr. Jean-Pierre Loubinoux I will make my best efforts to keep up the development of UIC based on the core values of the Organization.

The main objective of our cooperation is strengthening of the global status of UIC as a professional railway organization that can effectively protect the interests of its members and promote large-scale regional and global projects.

One of the global directions of UIC is standardization. The main task of the UIC Standardization platform which was established in December 2012 is to create international railway standards in collaboration with competent international organizations, including ISO, IEC and others. I hope that railway companies from both 1520 mm and 1435 mm gauge areas will actively use this platform to find joint

approaches to the major technological challenges related to ensuring interoperability.

Another important area is the development of international transport corridors, with the dedicated UIC Global Team of Experts on international transport corridors (GTE) working on this subject. In contrast to intergovernmental organizations, the activities of UIC in this area should focus on direct cooperation with all participants of the supply chain, evaluating the freight base and attracting freight to the routes with the biggest potential.

Strategically important is also the cooperation in the security area, where the representatives of all regions can develop global guidelines for the security of the passenger and freight traffic against acts of unlawful interference.

A key direction of our collaboration supported by many members is the education, knowledge transfer to young specialists. Some things are already being done within UIC in this direction – the practice of staff secondment to the headquarters and training programs for senior managers. Still I believe that more attention

...

“AN IMPORTANT DIRECTION OF  
THE GLOBAL ACTIVITY IS THE DEVELOPMENT  
OF COOPERATION IN THE FIELD  
OF SUSTAINABLE DEVELOPMENT...”

...

should be given to the questions of education, working them through comprehensively and consistently on the basis of the Education platform.

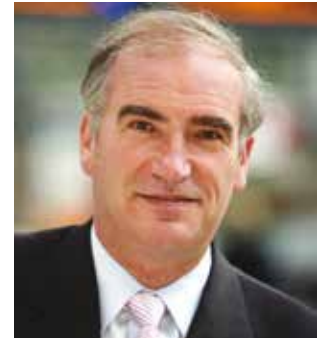
An important direction of the global activity is the development of cooperation in the field of sustainable development, where the analysis and publication of statistics on resource conservation and energy efficiency in different regions and the creation of a common strategic program for sustainable development including economic, social and environmental factors are performed.

The implementation of these global directions of activities is associated with the work carried out at the regional and interregional levels. In 2012 significant work was done within UIC regional assemblies – several strategic documents were created, and cooperation mechanisms with other international organizations were developed. UIC regional assemblies have a huge development potential and a range

of promising cooperation areas, including standardization, development of a common approach to the systems of norms and regulations on railways, issues of border crossing facilitation, intermodal transports and integration into international logistics systems, international tourism, etc. These could later turn into new UIC projects, the global status of which will be predetermined by the importance of these tasks for the railway companies, whatever region they may represent.

Dear colleagues! It is we – every member of UIC – who have to make decisions that will enable us to realize the full potential of UIC so that the railway community can prosper and the competitiveness of the railways in the international market of transport services can increase. I invite you to cooperate actively and to engage in a constructive dialogue on all actual matters related to the activity of our Organization.

## FOREWORD BY UIC DIRECTOR-GENERAL



JEAN-PIERRE LOUBINOUX

**2012 was for UIC, the world association of railways, marked by several milestones.**

Firstly, the association celebrated its 90th anniversary. This offered the rare opportunity to glance back at the origins and history of the organisation. It is also the chance to look back over what UIC has done and its ongoing development – both in terms of geographical cover and scope of activity – in order to weigh its achievements and see where the association stands today.

The 90<sup>th</sup> anniversary was first and foremost the chance to reposition UIC activities within a changing process over the long term; it was also the opportunity to sharpen the focus of the association's identity, its aims and fields of expertise, foster synergies with other players in the sector and overcome new challenges in order to continue offering leadership amid the changing landscape of international railways. This retrospective shows how UIC has succeeded in adapting its mission, scope of activities and geographic cover to become the only international railway organisation which

is global by nature and multidisciplinary by virtue of the topics of cooperation covered in its work.

One only has to recall the existence of the UT (Technical Unity) for Standardisation or the European Timetable Conference to be reminded that UIC is not the oldest international entity promoting cooperation between railways. UIC however is the oldest general railway organisation capable of leading projects at the request of members and requiring international cooperation on a vast range of topics ranging from technical, operational and commercial issues to financial, legal or organisational matters. It is important to remember as well that UIC was the product of a common desire shared by different states, voiced during the international conferences of Portoro-sa in 1921 and Geneva in 1922, to concentrate into a single generalist organisation various functions and responsibilities which up until then had been dispersed across a host of different international agreements, commissions or specialised railway conferences.



...


The first and permanent mission of UIC, as defined by its founding states was to harmonise and unify international rules and procedures for the construction and operation of railways on an international level, in the broad sense of the term. This would include technical, operational and safety issues as well as harmonisation of equipment and rolling stock, international product offerings and international financial settlement arrangements. All this unification and “codification” work was possible thanks to the contributions and support of members, and after many years of work involving the efforts of thousands of experts this led to the “UIC Code” which encompassed several hundred standardisation documents – UIC leaflets. The 700 or so UIC leaflets cover all railway disciplines. Although they are not binding standards (except in cases where they have been converted into such by standardisation organisations), they nonetheless constitute an indisputable source of reference throughout the world and are a source of railway expertise which is constantly being enriched with “knowhow” and best practices collected from UIC members. This fundamental mission aimed at greater harmonisation is, in fine, geared to foster world interoperability for all types of equip-

ment and is and shall remain at the heart of UIC’s technical endeavours. One of the key issues for the next chairmanship will be to bolster and reinforce UIC’s role in defining world railway standards.

UIC today has 200 members from all five continents and has become a fully fledged global organisation, a unique world platform where railway leaders from around the world can meet, cooperate and exchange, in the spirit of UIC’s three guiding values, namely “Unity, Solidarity and Universality”. UIC is a think tank for strategic issues and directions which will influence railway transport of the future.

One of the association’s priorities is promoting transport by rail around the world. UIC is also a regular forum for cooperation on more technical matters of interest to all the railway community, such as standardisation, safety and security, signalling, international freight corridors and sustainable development. UIC’s work on the international stage is also grounded in a series of agreements and MoUs with leading international organisations such as the UN and its regional and specialised agency conferences, the World Bank, and regional political, financial or economic organisations.

One of the trials UIC still has to face in 2013 and beyond will most certainly be the



definition of its goals aimed at furthering the advantages of international railway transport taking into account economic and societal constraints.

One of the new cooperation initiatives launched under the previous chairmanship with Yoshio Ishida from 2009 is the growing role of the “6 UIC Regions” whereby each zone is able to set its own regional priorities and plans of action coupled with a regional budget in order to finance projects which are of regional interest to members, in parallel with worldwide activities.

UIC regional actions are each chaired by an influential member. The pace of progress has varied from region to region, however the first noteworthy results should be ready for reporting over the coming year.

UIC will also continue its work in the field of professional and technical cooperation, through its platforms, special groups, study groups and in association with industry and if necessary other players, in the quest for solutions which will permit railway transport in Europe and elsewhere in the world to be more efficient, competitive and attractive to customers and more financially viable for operators while meeting sustainable development targets.

The high-level round table organised by UIC

and held on 11 December at the Automobile Club of France in Paris was the opportunity for a distinguished panel of speakers from outside the railway world, mainly political leaders or eminent figures from international institutions from around the world, to describe their vision of the challenges which lie ahead for railway transport. The main purpose once again was to ensure the strategies of those in the railways – and those of UIC, as a representative entity – and expectations for society in terms of mobility and resource management, are compatible, in particular from an economical and financial viewpoint.

UIC’s 90<sup>th</sup> anniversary was also the opportunity to say a big thank you to all those who have “made” UIC what it is throughout its existence from 1922 to 2012, namely its defenders, founders, directors, chairmen, secretary generals, director generals, its staff and its members which have displayed unfaltering faith in the organisation and supported it, in particular by dispatching and seconding thousands of experts throughout UIC’s 90 working years.

The future of railway transport may be testing, but holds the promise of many more exciting years to be added to the history of UIC over the coming decades.

## UIC 90TH ANNIVERSARY

Welcome to the  
**UIC 90th anniversary  
ceremony**





## 2009-2012 FIGURES

### → SOME FIGURES FOR PROJECTS TO ILLUSTRATE UIC'S VIGOROUS ACTIVITY OVER THE 2009-2012 PERIOD

**70**

LEAFLETS

**270**

NEW PROJECTS

**60**

MILLION EUROS

10 million provided  
by the European  
Commission

**23**

PROJECTS

financed by the European  
Commission have been acquired  
and managed since 2009

16

### → SOME FIGURES FOR PARTNERSHIPS SIGNED BY UIC TO ILLUSTRATE OUR ORGANISATION'S VIBRANT RELATIONS WITH VARIOUS STAKEHOLDERS THROUGHOUT THE 2009-2012 PERIOD

**+30**

COOPERATION AND TECHNICAL AGREEMENTS

**100**

SPECIFIC WORKSHOPS

→ **SOME FIGURES FOR EVENTS (FORUMS, PLATFORMS, WORKSHOPS, WORKING MEETINGS, STATUTORY MEETINGS, LARGE CONFERENCES, ETC.) ORGANISED BY UIC DURING THE 2009 - 2012 PERIOD**

**50 000**

PEOPLE

**25**

COUNTRIES

**200**

EVENTS

Forums, Platforms, Workshops,  
working meetings, statutory meetings,  
larges conferences

→ **SOME FIGURES FOR UIC'S INFORMATION AND COMMUNICATIONS SYSTEM, THANKS TO WHICH YOU WILL HAVE RECEIVED UIC'S HIGHLIGHTS AND PROGRESS INFORMATION FOR PROJECTS**

**200** UIC eNews / **3000** articles / **4000** readers /

**65,000** visits/month to [www.uic.org](http://www.uic.org) / **100** video-conferences /

**2500** hours / **5** organisers - users of this service

→ **SOME FIGURES ON UIC MEMBERSHIP, WHICH HAS CONTINUED TO ATTRACT NEW COMPANIES TO BECOME MEMBERS THROUGHOUT THE 2009 - 2012 PERIOD**

**+90** applications to become a UIC member

# UIC, THE WORLDWIDE HIGH PROFILE ORGANISATION

## UIC MISSION, OBJECTIVES, CHALLENGES

The railways remain an institution setting great store by service excellence and openness to progress.

Over the coming years, they will have to capitalise on these assets in order to survive, win and grow, particularly by:

- Developing the overall coherence of the rail system at world level
- Developing strategies and initiatives to improve business performance and increase rail transport investment;
- Executing and managing projects/activities on non-commercial issues, including research, development and technical efficiency as far as necessary for the topic concerned.

### UIC, the worldwide professional association representing the railway sector and promoting rail transport

UIC leads an innovative and dynamic sector, helping Members find continuing success and opportunities. Members are invited to take a proactive role in the UIC working groups and assemblies where the railways' position on regional/worldwide issues is shaped. Active participation in the working groups is a unique opportunity to voice opinions and benefit from the weight of the railway sector at a coordinated worldwide level. UIC is the association for technical cooperation amongst

railways, and coordinates the sector's position as it negotiates its evolving relationship with the supply industry and research and develops needs in order to draw full advantage of potential interest to railway companies. Members are regularly informed of key developments on the dossiers UIC deals with and which impact on their activities. This allows Members to anticipate regulatory and technical changes and integrate them effectively and more smoothly into their own business operational processes. The mission and overall objectives for UIC activities result from the statutes that were unanimously adopted by the UIC Members at the General Assembly on 31 March 2009.

In accordance with the statutes, UIC's mission has following main focuses:

### Overall objectives for UIC

To enable UIC to effectively fulfil its mission, 3 levels have been defined for international cooperation activities:

- **Strategic level:** coordination with and between the 6 UIC Regions created as part of the new Governance (activities steered by the UIC Regional Assemblies for Africa, Asia, North America, South America, Europe and Middle-East).
- **Technical/professional** cooperation level (structured around the following railway activities): Passenger, Freight, Rail System – including infrastructure, rolling stock, operations – and Fundamental Values including

## UIC'S MISSION

- ▶ **Promote rail transport at world level with the objective of optimally meeting current and future challenges of mobility and sustainable development,**
- ▶ **Promote interoperability, create new world standards for railways (including common standards with other transport modes),**
- ▶ **Develop and facilitate all forms of international cooperation among Members, facilitate the sharing of best practices (benchmarking),**
- ▶ **Support Members in their efforts to develop new business and new areas of activities,**
- ▶ **Propose new ways to improve technical and environmental performance of rail transport, improve competitiveness, reduce costs.**

cross-sector activities such as Sustainable Development, Research Coordination, Safety, Security, Expertise Development). Strategic priorities for technical cooperation activities are set out by forums and platforms composed of member representatives.

- **Support services level:** (Finance, Human Resources, Legal, Communications and Institutional Relations).

The UIC Executive Board and General Assembly additionally approved on 8 December 2009 the Chairman's proposal to focus further UIC activities on 5 key areas to be developed in the interest of the worldwide railway community: Environment, Safety and Security, Signalling, Freight / Freight Corridors, Standardisation.

## VITAL POINTS OF THE UIC ACTION

5 areas have been determined as vital points to serve the global community. The table recalls the 5 areas and for each theme gives the key subjects addressed in 2012.

GLOBAL TOPICS	PROJECTS / ACTIVITIES / SPECIFIC ACTIONS
<b>Freight</b>	Heavy trains Long trains - Paperless documentation - Global Rail Freight Conference (GRFC) - Business Plans - GTE - ERI
<b>Signalling</b>	Signalling standards convergence - CCS Conference
<b>Environment</b>	CO2 reduction and rail transport communication - work with international environment entities
<b>Safety / Security</b>	Safety and Security Congresses and conferences - Level Crossing - Safety database and enquiries
<b>Standardisation</b>	Energy or GHG measures - Asset Management - Terminology (RailLexic)

## THREE LEADING VALUES: "UNITY, SOLIDARITY, UNIVERSALITY"

At the General Assembly on 6 June 2009, UIC Members unanimously agreed to structure UIC's work around three core "values":

### ► UNITY

UIC is the professional and technical association representing the unity of the railway sector at world level. Some specific activities are organised at regional level and monitored by the 6 Regional Assemblies. Whenever possible and useful for the railway community, efforts will be made to convert regional projects into multi-regional or global activities.

### ► SOLIDARITY

UIC represents Members with different features and levels of development. UIC will maintain its efforts to narrow the divide between the different situations, in particular by promoting exchanges of information, experience and best practice across the world. In addition, the General Assembly decided on 31 March 2009 to create a tool for financing specific solidarity actions with a dedicated solidarity fund.

### ► UNIVERSALITY

UIC's scope of activities is global and embraces the universality of railway topics. UIC can create a framework to develop new projects on all kinds of issues requested by Members. International projects may be developed within UIC study bodies for all issues needed by member railways. These can be topics related to specific railway technology (technology, operations, research) or more general cooperation activities (IT, Human Resources and Training, Regulatory and Legal, etc.).

# UIC FACTS AND FIGURES 2012

## PASSENGER-KILOMETRES (BILLIONS)

	2006	2007	2008	2009	2010	2011	2012	Δ%
Europe*	464,5	469,2	483,8	470,5	472,8	485,6	480,0	-1,2%
Russian Federation	177,6	173,4	175,9	153,6	139,0	139,8	144,6	3,4%
Africa	61,5	61,6	62,0	62,2	62,3	49,3	49,3	0%
America	12,8	13,3	14,0	13,5	12,0	20,8	20,9	0,3%
Asia Oceania and Middle East	1 646,0	1 788,6	1 950,9	2 012,0	2 079,3	2 187,8	2 172,2	-0,7%
WORLD estimates	2 362,4	2 506,1	2 686,6	2 711,9	2 765,4	2 883,4	2 867,1	-0,6%

Europe\*: including Turkey

## TONNES-KILOMETRES (BILLIONS)

	2006	2007	2008	2009	2010	2011	2012	Δ%
Europe*	695,8	723,2	986,8	546,0	700,6	648,6	621,4	-4,2%
Russian Federation	1 950,8	2 090,3	2 116,2	1 865,3	1 903,2	2 127,2	2 222,4	4,5%
Africa	142,2	139,2	138,4	137,1	139,2	139,1	139,1	0%
America	3 519,5	3 540,2	3 513,8	2 973,2	3 076,1	3 132,6	3 231,0	3,1%
Asia Oceania and Middle East	2 872,6	3 095,9	3 452,7	3 466,2	3 462,0	3 621,2	3 592,4	-0,8%
WORLD estimates	9 180,9	9 588,9	10 207,9	8 987,9	9 281,2	9 668,6	9 806,3	1,4%

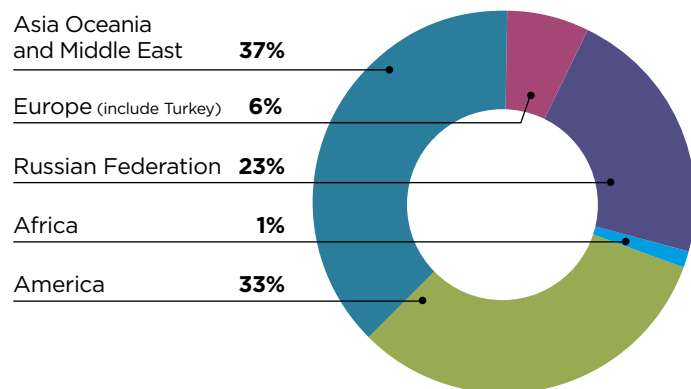
Europe\*: including Turkey

## LENGTH OF LINES (KILOMETRES)

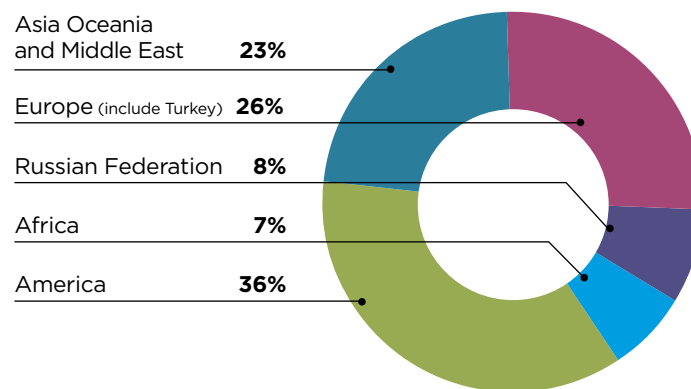
	2006	2007	2008	2009	2010	2011	2012	Δ%
Europe*	264 204,9	264 630,4	263 805,8	268 465,9	285 408,3	270 341,9	265 120	-1,9%
Russian Federation	85 253,0	84 158,0	85 194,0	85 281,0	85 292,0	85 167,0	84 249,0	-1,1%
Africa	52 159,0	52 400,0	52 482,0	52 299,0	50 274,5	70 505,1	70 504,6	0%
America	385 272,2	389 862,8	386 772,8	383 079,2	375 773,6	369 222,0	369 222,0	0%
Asia Oceania and Middle East	221 788,0	222 644,5	221 827,0	224 151,0	224 204,9	233 570,4	227 722,0	-2,5%
WORLD estimates	1 008 677,1	1 013 695,7	1 010 081,6	1 013 276,1	1 020 953,2	1 028 806,4	1 016 817,2	-1,2%

Europe\*: including Turkey

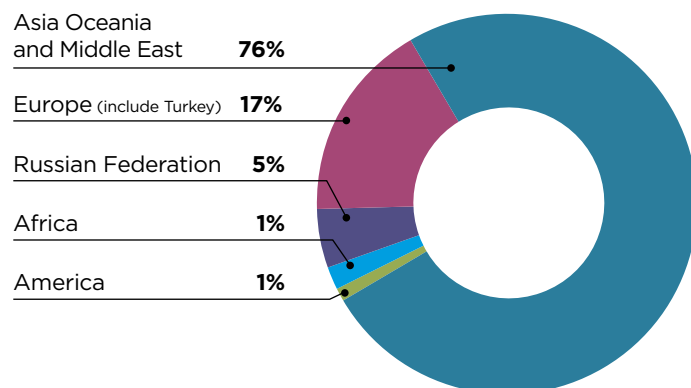
## TONNE-KILOMETERS SHARE IN 2012



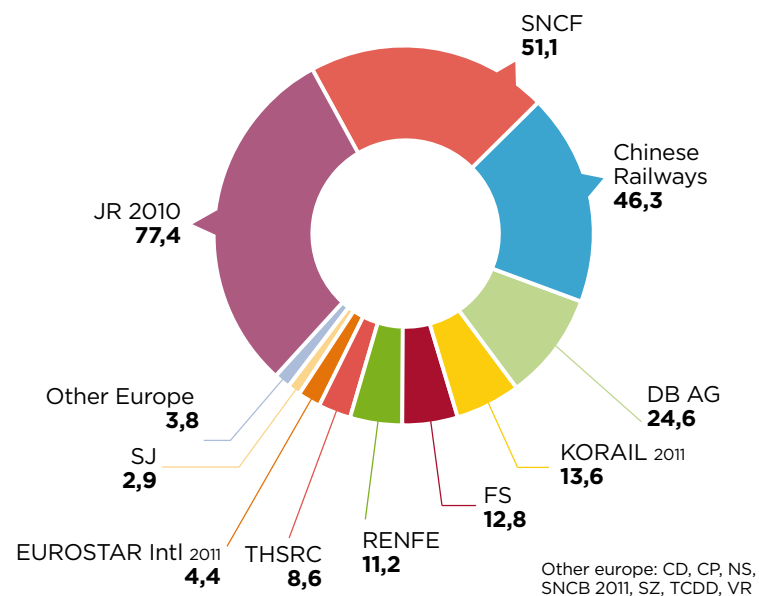
## LENGTH OF LINE SHARE IN 2012



## PASSENGER-KILOMETERS SHARE IN 2012



## HIGH SPEED TRAFFIC 2012 (PKM, BILLIONS)







**PART I**

# **UIC ACTIVITIES**

**24/PASSENGERS**

**28/UIC HIGH SPEED**

**32/FREIGHT**

**36/GLOBAL RAIL FREIGHT CONFERENCE**

**38/RAIL SYSTEM**

**42/SUSTAINABLE DEVELOPMENT**

**46/RESEARCH**

**50/SAFETY**

**54/SECURITY**

**58/EXPERTISE DEVELOPMENT**



► UIC ACTIVITIES

# PASSENGERS

“ COOPERATION AND BEST-PRACTICE  
EXCHANGE ARE IMPORTANT DRIVERS  
FOR THE PROMOTION OF PASSENGER RAIL  
AS THE “GREEN” AND CUSTOMER-FRIENDLY  
MODE OF TRANSPORT FOR THE FUTURE”.

## PASSENGERS

### ► General context of the business activity

The international distribution of rail tickets is a very traditional activity of European railways – even in an environment of growing competition. Since cooperation in international rail travel still prevails, the customer profits from a “one-stop shop” offer when purchasing his ticket for an international journey.

Customers, as well third parties (ticket vendors, GDSs), wish for the right information to be provided concerning timetables and fares. This is the reason for MERITS and PRIFIS.

High Speed is experiencing impressive development at world level and involves a lot of elements and particular characteristics attracting much attention, not only regarding new developments but also maintaining and improving existing ones.

Commuter and Regional Train Services (CRTS) represent around 95% of international passenger business and in many countries represent the core activity of passenger rail operations. In Europe, they carry the overwhelming majority of rail passengers and are the link between long-distance travel and local public transport. The boundaries between CRTS and long-distance travel on the one hand, and local transport, such as metros, on the other hand, are often blurring. It is, however, uncontested that CRTS play a major role for future intermodal mobility needs.

Passenger stations are at the heart of the



passenger activity: taking the train, intermodality, selling tickets, other activities (shops, services...). So UIC has managed a group (SMGG) in order to highlight the main topics concerning railway stations, from three points of view – intermodal, business approach and social aspects.

### ► Key challenges facing this business

European framework legislation such as Technical Specifications for Interoperability for Telematics Applications for Passenger Services (TSI TAP) or the “Passenger Rights Regulation” (Regulation (EC) N°1371/2007) has a strong impact on the organisation of the distribution

### REFERENCE TO HOW THE BUSINESS IS ORGANISED

**Global Passenger  
Forum, subdivided  
into four sectors of activity**

- **Commercial  
& Distribution**
- **Intercity & High Speed**
- **Commuter & Regional  
Train Services**
- **Passenger Stations**
- **Cross-sectional work  
and common activities  
with many different  
Forums and Regions**

## ACHIEVEMENTS TO BE HIGHLIGHTED

- ▶ **Successful e-ticketing workshop in cooperation with CIT**
- ▶ **UIC Highspeed 2012**
- ▶ **High Speed Training Session Ankara**
- ▶ **Signature of Memorandum of Understanding for MERITS allowing delivery of timetable data to third parties (GDSs, ticket vendors...)**
- ▶ **Approval by the European Commission of the first phase concerning the technical specifications, the governance and the Masterplan of TAP-TSI according to the TAP regulation**
- ▶ **Proposal of UIC leaflet concerning classification of railway stations**

business. Moreover, it strives to create standardised interfaces for distribution systems in order to enable other ticket vendors, such as Global Distribution Systems (GDS), to distribute railway tickets. Timetables and fares are part of this activity.

Moreover, adequate services for persons with reduced mobility (PRM) become more and more important in ageing societies. They are given special attention by both European legislation and railway undertakings. Seamless mobility in a modern sense means also barrier-free mobility. Where technical conditions do not yet allow barrier-free access to every train, appropriate assistance must bridge the gap.

Regarding High Speed, the main subjects are concerning the expansion of the global high speed network, industry and operation, considering the dual approach of business opportunities and social effects.

CRTS are almost exclusively financed from public funds, through Public Service Obligations or contracts. In larger countries, regional entities are given the responsibility for the organisation of CRTS. Their powers vary from country to country. In some countries, they just administer the financial relationship between government and railway undertaking, whereas in other countries they launch call for tenders

and meticulously define the services to be delivered.

SMGG (railway stations group) has the aim to advise on best practices concerning stations: governance, funding, intermodality, stations in the city, stations and territorial development...

## ACHIEVEMENTS TO BE HIGHLIGHTED

- ▶ **Developing e-ticketing standards**
- ▶ **Implementation of TAP TSI**
- ▶ **PASSAGE project for accessibility**
- ▶ **MERITS: Memorandum of Understanding**
- ▶ **Intercity & High Speed: new handbook on upgrading classic lines, report on potential of night trains, potential of tourist train services in passenger transport (TOPRAIL), etc.**
- ▶ **Commuter & Regional Train Services: definitions and classifications, PSO (Public Services Obligation), ticketing, etc.**
- ▶ **Classification of stations**
- ▶ **Updating Leaflet 413 on accessibility and signage**

## + TO LEARN MORE

<http://tap-tsi.uic.org>

## KEY WORDS

BARRIER-FREE TRANSPORT / ACCESSIBILITY / INTERMODAL HUBS / INTERMODAL JOURNEY PLANNING / ONE-STOP SHOP TICKETING / HIGH SPEED IN THE WORLD / AIR-RAIL COOPERATION

## 8<sup>TH</sup> UIC WORLD CONGRESS ON HIGH SPEED RAIL 2012

### Successful and historic “meeting point” for all stakeholders involved in high speed rail

The 8<sup>th</sup> UIC World Congress on High Speed Rail, jointly organised by UIC and the American Association of Public Transportation (APTA), was held in July 2012 in Philadelphia, PA, USA. The theme of this 8<sup>th</sup> edition, bringing together three Ministers, 32 CEOs and Directors from railway companies worldwide, international organisations such as the World Bank, 1,000 congress delegates from 37 countries, 2,700 visitors, 190 speakers participating in the opening session, two round tables and 25 parallel sessions including three special sessions for high speed corridors around the world, 80 exhibitors from 12 countries and 13 participants in the students' programme, was:

#### **“High speed rail: connecting people, building sustainable prosperity”**

The high attendance, around 1,000 high speed rail professionals in total, from all continents, has demonstrated among others the influence of high speed rail experts on decision-makers.

During the opening session, UIC Director-General Mr Jean-Pierre Loubinoux said: “The congress is a unique platform. All over the world, high speed rail means economic development, competitiveness and growth; less congestion; less dependence on foreign energy

resources; and fewer casualties on the roads. Conference participants over the next three days will see the value and benefits of high speed rail and practical ways to implement it.”

He insisted on the historic moment for high speed rail, following the California vote held on 6 July 2012, just before the opening of the 8th World Congress on High Speed Rail held for the first time in North America: “I truly hope this conference will become a milestone in the history of high speed rail.” He added: “The decision made on 6 July was symbolic in its timing [of the 8th World Congress on High Speed Rail convening in Philadelphia] – so, are we [UIC] a lucky charm?” Jean-Pierre Loubinoux added that the “Washington Day” organised the day before the opening of the Congress presented a “unique opportunity to have all prominent actors in high speed rail gathered all in one row [at the meeting].”

#### **Messages delivered during the UIC World Congress**

**Many American politicians consider that high speed rail is the legacy they should leave to the next generations as they now benefit from the heritage of the interstate highway network.**

During the opening session US Secretary

of Transportation Ray LaHood said: “It's historical time to be here in the USA. It's an exciting moment to spotlight high speed rail. It's happening right now (it's not a dream), all over the world and it has been for decades.” He added “America has always been a nation of dreamers and builders. “What we are doing is what other generations have done for us.” He continued “High speed rail is not a pipe dream... it has come to America. The train has left the station.” High speed rail is no longer a new-born system but a mature one having already transported twice the number of the earth's dwellers without injuring anybody. Guillaume Pepy, President of French Railways (SNCF), reminded participants that even in countries where high speed rail is advanced, it's necessary to reinvent the high speed service. As far as he's concerned he underlined three questions that are worth answering about high speed rail: the investments (how can we build the future high speed networks?), the competition (need to welcome other competitors or players in the market) and the customers' needs and services (progress through more digital services, intermodal facilities and seamless transport).

**Most of the Congress participants think that the current economical and**



**financial crisis will slow down the development of the high speed network worldwide.**

Today's stringency affects the funding of high speed projects. Nevertheless, the tour around the world made during the opening ceremony has highlighted many ongoing projects both in countries where high speed rail is long established (such as Japan, France,...) or just starting (such as Morocco, Saudi Arabia, ...). In addition, just before the Congress the Californian Senate gave the green light for the financing of the first stage of a high speed line. This may spark a rapid blooming of HSR in the United States. Michael Melaniphy, APTA CEO and President cited the recent breakthrough in California, where the State Senate passed a budget measure in favour of high speed rail to reaffirm its commitment to the technology. "This vote will contribute to a balanced transportation system, and we are thrilled it all came together right before you arrived for this Congress." He continued: "Your presence here in the United States – you, who are the world experts – will help us take our message and make it understood by those in Washington."

**During the first round table organised during the Congress, titled "How to deliver a High Speed Rail project in today's economic context?" and moderated by UIC Director-General Jean-Pierre Loubinoux, several speakers underlined the need to educate the**

**stakeholders of the high speed rail systems on sustainable benefits that can exist, not only from a "green" point of view but also in terms of economics.**

They also mentioned the importance of fighting to reduce costs and delimitate risks of public-private partnerships (PPP).

**The second round table – moderated by APTA CEO and President Michael Melaniphy – targeting the future role of high speed in the transport market, has clearly demonstrated that all means of transport are going through a particularly innovative period.**

It looks like we are at the eve of a revolution where two trends seem irreversible. Firstly people care less for car ownership. As the border between private and public transport is blurring, seamless door-to-door trips including a rail segment become more attractive. Secondly Internet and GPS are invading all the components of the transport system and information has a pervasive influence on the market shares and on the competition between and within transport modes.

## **9<sup>TH</sup> UIC HIGHSPEED TO BE HELD IN 2015 IN JAPAN**

Jean-Pierre Loubinoux announced that the 9<sup>th</sup> edition of UIC HIGHSPEED will take place in June 2015 in Japan, where high speed rail was born with the first Shinkansen.

### **High Speed Rail Facts and Figures**

Since the last UIC Congress on High Speed Rail held in Beijing in December 2010:

- ▶ 3,577 km of high speed railway lines have entered service making a total of 17,547 km
- ▶ 5,806 km under construction and 9,673 planned will be added to this number in the coming years
- ▶ 15 billion passengers have travelled on high-speed rail – twice the world's population

### **8<sup>th</sup> UIC World Congress on High Speed Rail - Key Figures**

- ▶ 3 Ministers
- ▶ 32 CEOs and Directors from railway companies
- ▶ 1,000 congress delegates from 37 countries
- ▶ 2,700 visitors
- ▶ 2 round tables and 25 parallel sessions, including 3 special sessions for high speed corridors around the world
- ▶ 190 speakers: participants in opening session, round tables and parallel sessions
- ▶ 80 exhibitors from 12 countries, 2,300 sq m of exhibition
- ▶ 13 participants in the students' programme
- ▶ Train exhibition at 30<sup>th</sup> Street Station, Philadelphia
- ▶ 3 technical visits

# UIC HIGH SPEED - 8TH PHILADELPHIA WORLD CONGRESS





► UIC ACTIVITIES

# FREIGHT

“MAKING INTERNATIONAL FREIGHT  
PRODUCTS AND SERVICES MORE  
COMPETITIVE BY HARMONISING BUSINESS,  
OPERATIONAL AND INFORMATION  
PROCESSES”.

# FREIGHT

## ► General context of the business activity

The main objectives of UIC Freight Department are:

- Increase revenues of UIC members by improving the competitiveness of international products and services;
- Reduce UIC member costs by harmonising international business, operational and information processes;
- Develop freight corridors and reinforce confidence of customers in rail;

By

- Reinforcing UIC's position as the major facilitator and neutral manager of multilateral cooperation in non-competitive areas among UIC members;
- Organising knowledge transfer among members and from other industries with benchmarking, workshops, conferences;
- Establishing permanent links with strategic partners in the supply chain (intermodal operators, freight forwarders).

Despite the continuous economic uncertainty, rail's situation is getting better in some areas,

clocking up market shares of 40% and more (that is the case in China, India, Australia, South Africa and the United States). In USA and Russia the all amount of transported goods is above pre-crisis levels. Further growth in rail freight will however depend on the ability of companies to continue to invest in infrastructure and to increase their efficiency and to provide optimum responses to their customers' requirements: through the quality, simplicity and transparency of their services, pricing (in particular in international traffic), information systems harnessing the potential of electronic commerce and development of partnerships between operators and customers for special transport operations.

## ► Key challenges facing this business

Interoperability and cooperation: intramodal in terms of technology / administration / law / operations but also intermodal connectivity  
Productivity: train length and weight, capacity utilisation  
Integration with customers and information transparency

## REFERENCE TO HOW THE BUSINESS IS ORGANISED

- **Freight Forum and its study groups (Operation, Quality, IT, Wagon Users, Combined Traffic) working on many permanent issues and projects.**
- **The Global Team of Experts has been reorganised to develop intercontinental corridors and increase rail traffic between continents.**
- **Market-oriented issues are discussed between the railways and freight forwarders in the UIC-FIATA Permanent Contact Group.**

## ACHIEVEMENTS TO BE HIGHLIGHTED

- **Global Rail Freight Conference**
- **Benchmarking heavy and long trains**

## PUBLICATION

- **Market Intelligence 2012, Report on Combined Transport**

## KEY WORDS

COMPETITIVENESS / MARKET-ORIENTED / CUSTOMER-SERVICES

## 3<sup>RD</sup> GLOBAL RAIL FREIGHT CONFERENCE (GRFC 2012) SUCCESSFULLY HELD IN TANGIER, MOROCCO

### **ONCF and UIC Directors-General draw main conclusions and sign the “Declaration of Tangier”**

The third edition of the UIC Global Rail Freight Conference (GRFC), jointly organised by UIC and the Moroccan Railways (ONCF), under the High Patronage of The King of Morocco Mohammed VI, on October 2012 -in Tangier, was a great success. Tangier, located at the crossroads of cultures but also aware of its attractive geostrategic position, gave 250 delegates from over 30 countries the opportunity to discuss “Railway transport – what role does it play in the development of global logistics?”

The Global Rail Freight Conference (GRFC) is a key milestone in UIC’s calendar of freight events. The conference, which takes place every other year, is a key opportunity for addressing all strategic issues of freight development, focusing on management, products and international corridors. It aims to develop and promote exchanges and partnerships between all major stakeholders involved such as top executives and decision makers, rail and logistics professionals, customers, influential politicians and regulators, and institutions from across the globe. Over two days, delegates and participants, including all stakeholders, not just from the railways but all those involved in the

global logistics system such as logistics operators, maritime transport, ports, intermodal operators, the supply industry, forwarders, and commercial intermediaries – not forgetting all the authorities such as customs and international institutions which address transport issues, discussed key themes such as international freight corridors, intermodality between maritime and rail transport, technological innovations for logistics and Morocco: a bridge between Europe and Africa?, etc. Optimising the supply chain through the introduction of new technologies was also a topic addressed in depth.

Mr Mohamed Rabie Khlie, Director-General of ONCF and Chairman of the UIC African Region, particularly stressed that «the integration of rail freight traffic in the global logistics system has become a priority for companies operating in this area, especially given the changes and new economic order which is characterised by more competition, more performance and more innovation, particularly in terms of action and quality of services.”

The word “integration” was one of the key words that led discussions among participants. In this regard, all participants

agreed that it was essential to give a greater role to the railways, including freight, integrating in the supply chain, if possible very early on in the logistics chain, with the need to bring together all stakeholders to serve and benefit the final customer, based on service excellence, technical and human flexibility, and at the best cost.

The closing ceremony on 19 October was co-chaired by Mohamed Rabie Khlie and Jean-Pierre Loubinoux.

Among the findings that have appeared most important to address, we can mention:

- Growth in transport demand
- Low share of rail in inter-continental segment: “there are many inherent expectations...and there is hope if we remove the barriers” said Mr Khlie.
- Positive expectations of logistics stakeholders for rail freight to have an enhanced role
- Demonstration of “success stories” of supply chains integrating rail “We trade on very specific cases in such conferences” said Mr Loubinoux
- Need for better consideration of customer requirements: consistency, reliability, flexibility.

→ “It is not only necessary to develop technical solutions but also commercial ones. For freight in general, the perception is still to change among clients seeking the most appropriate solution» said Mr Khlie.

→ Ultimately, rail freight: a strong link or a weak link in supply chains?

Jean-Pierre Loubinoux, on behalf of all the participants in the conference is convinced that rail freight is a strong link with many advantages:

- Proven value over long distance
- Strong ability to transport large volumes
- Benefits of sustainable development

But rail freight can also be a weak link if:

- The benefit is limited to single rail traction
- There is lack of synchronisation between information flows and real transport flows
- There are gaps in modal and non-modal interoperability

Jean-Pierre Loubinoux added that “rather than setting freight apart from other modes of transport, the solution is to integrate it into others.”

To strengthen the role of rail in the global supply chain, participants agreed on the fact that several levers would help achieve this such as:

- Intermodal integration and interoperability worldwide
- Training
- Flexibility, changes in operating rules, removing rigidities (regulations, etc. ..)
- Technological innovations of today and tomorrow

Jean-Pierre Loubinoux mentioned several times the need to move towards global interoperability. “This word carries all the actions managed by UIC for the last 90 years. We have entered into an intermodal complementarity phase of the 21<sup>st</sup> century. In 2013, the first link will be opened by Turkish Railways between Asia and Europe (Marmara Project). All these are no longer dreams, we progress in this reality that is being realised” he said.

To conclude this conference Jean-Pierre Loubinoux and Mohamed Rabie Khlie signed a final Declaration grouping together all the expectations and needs of the freight stakeholders:

#### **TANGIER DECLARATION**

Participants in the third edition of the Global Rail Freight Conference (GRFC) on rail freight and logistics held in Tangier, who seek to reinvigorate and rejuvenate 21<sup>st</sup> century rail transport, and following the developments that characterised the sector since the session in Delhi in 2007 and Saint Petersburg in 2010,

#### **Have ascertained:**

- Growth in transport demand despite the crisis affecting most markets with medium-term trends, which are positive for global freight transport
- Rail's small market share in inter-continental trade
- The positive expectations of logistics stakeholders for rail to have an enhanced role
- The record of success stories where rail has been integrated into logistics chains
- The need to take customer requirements more fully into account in terms of consistency, reliability and flexibility

#### **Are persuaded that:**

- Rail freight plays a strong link in logistics chains through its value over long distances,

its capacity to deal with large transport volumes and its undeniable advantages in terms of sustainable development

- Efforts are still needed to overcome the obstacles related to the limited provision for rail traction, the lack of coordination between information flows and real transport flows, and the low levels of modal and extra-modal interoperability

#### **Call for:**

- Rail's role in the global logistics chain to be strengthened, by working towards developing integration and intermodal interoperability worldwide, training and flexibility, changes in operating rules and removing rigidities, as well as investing in technological innovations to acquire a more reliable and viable railway logistics system, whose key components are quality, safety, security and cost reduction
- The development of major inter-regional and inter-continental corridors to achieve a better balance in transport modes
- Interoperability to be strengthened through three key dimensions: technical compatibility between the various national and regional railway systems, procedures to be simplified and partnership complementarity between the various stakeholders in the logistics chain to be integrated in customer services
- Information-sharing, research and technological innovation to be strengthened, and training in a wide range of railway professions and logistics to be given to young generations of international railway staff

#### **Tangier, 19 October 2012**

Signed by Mohamed Rabie Khlie Director-General of ONCF, Chairman of the UIC African Region - Jean-Pierre Loubinoux, Director-General of UIC

To conclude, Jean-Pierre Loubinoux warmly thanked Austrian Railways which will host the 4<sup>th</sup> edition of the UIC Global Rail Freight Conference in Vienna in 2014, and more particularly Mr Christian Kern, CEO of ÖBB and Mr Ferdinand Schmidt, Director-General of ÖBB Produktion and Chairman of the UIC Freight Forum.

## GLOBAL RAIL FREIGHT CONFERENCE





► UIC ACTIVITIES

# RAIL SYSTEM

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“**CREATING INNOVATIVE AND SUSTAINABLE  
TECHNICAL SOLUTIONS FOR THE RAILWAY  
BUSINESS, AIMED AT INCREASING ITS  
COMPETITIVENESS AS COMPARED TO OTHER  
MODES OF TRANSPORT, WHILE TAKING INTO  
ACCOUNT NOT ONLY SINGLE DOMAINS, BUT  
THE RAILWAY SYSTEM AS A WHOLE”.**

## RAIL SYSTEM

### ► General context of the business activity

The UIC Rail System Forum has merged the domain of Technology with that of Infrastructure and ERTMS.

### ► Key challenges facing this business

1. Cooperation between the five railway system sectors: Rolling Stock, Train Track Interaction, Track and Structure, Energy Management and Control Command Signalling and Operations
2. Translating the results of the various UIC and EU research projects directly into technical and operational standards,
3. Reducing “time to market” in the process of updating UIC standards,
4. Finding a good way of cooperating with other standardisation organisations and the railway manufacturers in the various domains of railway standardisation.

### + TO LEARN MORE

[www.uic.org/railsystem](http://www.uic.org/railsystem)

### ACHIEVEMENTS TO BE HIGHLIGHTED

- **EuropeTrain – Perspective for the final homologation of LL brake blocks based on the current results of EuropeTrain**
- **INESS - The INESS project has defined and developed specifications for a new generation of interlocking systems Reference to how the business is organised (via your Platform, Forum, etc.), without giving too much detail. The aim is not to present the whole administrative or organisational structure but to highlight the content of the business**

### REFERENCE TO HOW THE BUSINESS IS ORGANISED

The Rail System Forum with its five sectors is trying to increase the competitiveness as compared to other modes of transport, while taking into account the Railway System as a whole. The five sectors of RSF include:

- **Track and Structures**
- **Train Track Interaction**
- **Control, Command, Signalling and Operations (CCS & OP)**
- **Energy Management and Rolling Stock**

### ACHIEVEMENTS TO BE HIGHLIGHTED

- **INESS Final Conference on 2 February 2012 in Paris**
- **10th UIC ERTMS World Conference from 24 until 26 April 2012 in Stockholm**
- **RIVAS Mid-Term Conference on 25 and 26 October 2012 in Venice**

### KEY WORDS

ERTMS REGIONAL / GSM-R AND NEW TELECOMMUNICATION TECHNOLOGIES / HARMONISED INTERLOCKING SYSTEMS / CROSS BORDER OPERATIONS / BRAKING ISSUES / AUTOMATIC TRACK CHANGE SYSTEMS FOR DIFFERENT GAUGES / ASSESSMENT OF MASONRY ARCH BRIDGES



## **INFORMATIVE KEY FACTS RELATING TO THE BUSINESS FOR EXTERNAL COMMUNICATION**

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- ▶ 541 Leaflets today in force at UIC of which 398 Leaflets belong to the group “Rail Technology” and are under the responsibility of the Rail System Forum
- ▶ 40% of total European railway bridge stock is masonry arch and 60% of those are over 100 years old.

## **WORKSPACE TITLES**

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Asset Management, Control Command Signalling & Operations, Energy Management, GSM-R, Market & Development, Rolling Stock, Track & Structure, Train Track Interaction.

## **PUBLICATION**

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- ▶ ATLAS of ERTMS implementations
- ▶ ERTMS Glossary





► UIC ACTIVITIES

# SUSTAINABLE DEVELOPMENT

“MAKING RAILWAYS GREENER,  
QUIETER AND MORE ENERGY EFFICIENT”.

# SUSTAINABLE DEVELOPMENT

## ► General context of the business activity

Considered as one of the main global challenges the world is facing today, sustainable development should address the question of transport, and UIC and its members must demonstrate how rail can be part of the solution to the challenges.

Awareness of rail transport's role as a key factor in achieving sustainable development and reducing the effects of climate change has increased enormously in recent years, among civil society, citizens and decision makers.

We have built some constructive links of cooperation between the different actors worldwide dealing with these issues, but collective efforts must go on.

In order to help its members to improve their sustainable development performance (in terms of environmental, social and economic impacts) UIC offers its members its expertise on sustainability issues and its experience working in close cooperation with high-level stakeholders, as for example in the UN framework or with other important and worldwide organisations.

Together with its members, UIC continues its efforts to daily promote the benefits of rail in order to meet the global challenges of mobility and sustainable development and to communicate the sustainable development advantages of the railway sector.

## REFERENCE TO HOW THE BUSINESS IS ORGANISED

**The work is governed by the Energy, Environment and Sustainability Platform, an open meeting for members which takes place twice a year. There is also a Core Group to provide strategic direction, and five working groups (Emissions, Noise, Energy & CO2, Sustainable Land Use, Sustainable Mobility).**

## ACHIEVEMENTS TO BE HIGHLIGHTED

- UIC at Rio+20 Earth Summit
- UIC Sustainability Conference 2012

## PUBLICATION

- Railway Data Handbook published with the International Energy Agency
- Global Sustainability Report 2012

## KEY WORDS

SUSTAINABILITY / ENERGY / MOBILITY / NOISE ENVIRONMENT / BIODIVERSITY / VEGETATION / CO2 / EMISSIONS / UNITED NATIONS / CLIMATE SUSTAINABILITY





► UIC ACTIVITIES

# RESEARCH

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“UIC RESEARCH AND INNOVATION  
CAPACITIES ARE MOBILISED TO SUPPORT  
RAIL TO BECOME THE SUSTAINABLE  
BACKBONE OF A COMPETITIVE,  
RESOURCE EFFICIENT AND INTELLIGENT  
TRANSPORT SYSTEM”.

# RESEARCH

## ► General context of the business activity

In the next decades, the overall transport system will have to answer to changing needs and expectations from users. Sustainable transportation has become a central issue for a constantly growing and commuting world population and is more crucial than ever to economic performance.

The rail system already provides solutions for the transport of goods and people all over the world, in terms of safety, environment, total journey time, low emissions and low energy. It has the potential to offer attractive urban, regional and long distance mobility.

However, as a future-oriented global industry, rail transport is striving to offer an even more attractive, affordable, safe, clean, competitive and reliable transport mode, well placed within and interlinked with the other modes of the global transport system. Innovating and harmonising products and technologies are more than ever a necessity for the rail market to deploy all its potential and to deliver cost effective services for all its customers and contribute to a sustainable mobility for all.

Investment in Research and Development and innovation is an essential key to survival and success for the rail system. One of the key challenges facing our work is the present global recession which means we have to try to focus even more on the aims mentioned above. Paradoxically, the economic crisis has brought a new breath to research and innovation as they have an important role to play in supporting new economic policies which should be

a source of growth and employment and respectful of the environment. If the rail sector is to continue to grow and increase its share of markets all over the world, there has to be adequate investment in research and innovation.

Research is regarded as core and fundamental tasks of the UIC organisation, supporting the efforts of its members in their need to resolve operational questions and problems through exchange of information based on the results of research projects collected from our members' efforts and from leading rail research institutes and academia, benchmarking and actively carrying out studies and research, development and innovation, as well as developing common standards.

The newly developed UIC Research Portal is intended to play a crucial role in facilitating this process.

This Portal contains and collects information from many global sources, first of all building on information shared by our members and their research institutes, from excellent research providers used and recommended by our members, and by linking up globally with other rail research databases.

In addition, the organisation of the first UIC Innovation Awards demonstrates the commitment of UIC in promoting the railway sector and will stimulate the creativity of its researchers and engineers to meet the challenges that will lead the train to become the backbone of tomorrow's transport system.

Research ranges from collecting information and best practice to developing new

## REFERENCE TO HOW THE BUSINESS IS ORGANISED

**The UIC Rail System Forum with its five sectors is trying to increase the competitiveness as compared to other modes of transport, while taking into account the Railway System as a whole. The five sectors of RSF include:**

- **Track and Structures**
- **Train Track Interaction**
- **Control, Command, Signalling and Operations (CCS & OP)**
- **Energy Management and**
- **Rolling Stock**

## ACHIEVEMENTS TO BE HIGHLIGHTED

- **UIC Research Portal (& data base)**
- **UIC Innovation Awards**
- **UIC as coordinator for three Call 6 project proposals under FP7 and involved in five others**

## PUBLICATION

- **railway-research.org**
- **"Research Newsletter", December 2012**

knowledge and demonstrating the feasibility of its results. Research can be carried out through internal UIC projects, by taking part in external projects such as those funded by the European Commission's Framework Programme for Research (also open to non-EU based UIC members), which in FP7 had roughly 500 million euros available for the co-funding of railway research projects, as well as through other forms of collaboration and funding. The new European Commission Horizon 2020 Research Programme, which will run from 2014 until 2020, will have considerably more funding available for rail and rail-related research & innovation projects to support the important role of rail transport, as foreseen in the EC transport policy and as described in the 2011 White Paper.

The IRRB (International Rail Research Board) is the UIC working body dealing with research serving our membership worldwide. It is currently chaired by Mr Boris Lapidus of VNIIZhT/RZD in close cooperation with an international team of three vice-chairmen and with its members. The IRRB has made some important steps in the implementation of its Strategy Document as presented at the UIC General Assembly in December 2011 and will continue to be one of the major UIC working bodies showing good progress.

The IRRB's mission is stated as follows:

To effectively meet the needs of the railways in the field of research performance, familiarisation with innovations and results of research activities conducted in the international community to support the processes of enhancing railway transport in order to obtain a competitive advantage, while also contribu-

ting to the development and support of the scientific community by helping to find relevant and popular research topics, and customers or consumers of this work.

The RCG (Research Coordination Group), co-chaired by Mr Bo Olsson of Trafikverket and Mrs Andrea Schaer of DB, is the second research-focused working body mainly supporting the European members of UIC, coordinating their research efforts, facilitating their participation in EU funded research projects, either through UIC services or directly and above all playing a strong role in defining the European research priorities for EU funding and defending the UIC members' position in ERRAC (European Rail Research Advisory Council - to the European Commission).

From the start of ERRAC's new three-year term in mid-2012, UIC has offered to provide the secretariat to ERRAC and support the renewed process and set-up which will be even more effective in preparing the "route" for rail to be the backbone of the transport system in Europe.

Another area focused on rail research where UIC is very active is in contributing to the organisation of the WCRR (World Congress on Rail Research) held in Sydney from 25 - 27 November 2013, back-to-back with the annual AusRail Congress and exhibition, hosted by CRC, RISSB and ARA.

#### **+ TO LEARN MORE**

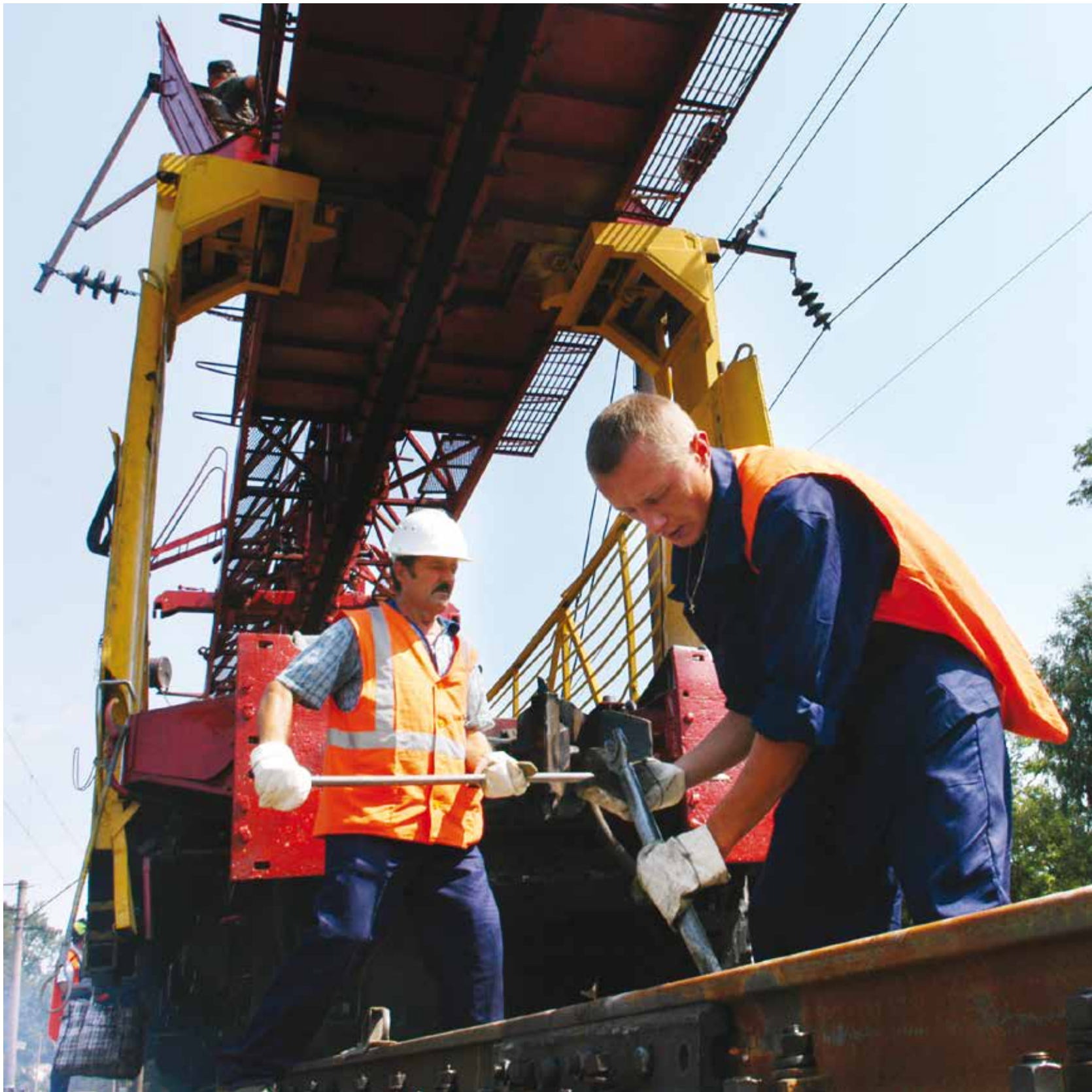
[www.railway-research.org](http://www.railway-research.org)

[www.errac.org](http://www.errac.org)

[www.uic-innovation-awards.org](http://www.uic-innovation-awards.org)

#### **KEY WORDS**

USER-FRIENDLY / STEP CHANGES / INNOVATION



► UIC ACTIVITIES

# SAFETY

“SAFETY IS ONE OF THE RAILWAYS’  
MAIN ASSETS COMPARED TO OTHER  
TRANSPORT MODES. UIC AND ITS MEMBERS  
ARE THEREFORE WORKING TOGETHER  
TO MAINTAIN AND FURTHER IMPROVE  
SAFETY LEVELS”.

# SAFETY

Safety is at the core of rail activity and forms part of the UIC Fundamental Values department within UIC. It is also a transverse subject. It plays a crucial role in the work of UIC activities: Passenger, Freight and Rail System.

UIC has an increasing role to play in helping its members to develop harmonised or compatible measures within a region to ensure the high level of safety expected from the railways, combined with constantly improving flexibility and competitiveness.

It will also facilitate the exchange of information, and lessons learned between regions between which there is little railway contact.

Safety for environment and neighbours, safety for passengers and customers are in most parts of the world right now very strong arguments in favour of developing the rail market share. Since all kinds of transport cross all borders, few national systems are able to manage safety in their country independently from other countries.

## ► Key challenges facing this business

The scale of time appropriate for measuring the effects of changes on safety is not measured in weeks, months or even years. Usually based on quarterly or yearly reports, measures against or in favour of safety may appear as harmless or ineffective. Similarly when the safety level has visibly become too low, the time needed to reverse the trend might be too long to be acceptable by society.

Nevertheless, even if safety is a fundamental value of the railways, all over the world, safety might be seen as jeopardising the railways' business. However, it simply determines the right for the railway to exist, to survive, to operate its business. If railways are perceived as a threat to the safety of neighbours, environment, customers or staff, society will choose not to use railways.

## REFERENCE TO HOW THE BUSINESS IS ORGANISED

The structure of safety activities at UIC is as follows:

- The Safety Platform is an advisory body open to all UIC members with a core objective to put in place recommendations and actions to help control, mitigate or eradicate the risks and eliminate their underlying causes and effects.
- The Safety Platform Core Group is a restricted group composed of safety directors (or equivalent) from member companies of UIC and the Safety Platform.
- Safety Platform working groups:
  - System Safety Management Group (SSMG)
  - Human Factors Working Group (HFWG)
  - Occupational Health and Safety Group (OHSG)
  - Safety Performance Group (SPG)/Safety Database
  - International Rail Safety Network (IRSN)
- Global Level Crossing activities
- International Union of Railways Medical Services (UIMC)

**PUBLICATION**

- ▶ **Safety Database Activity (public) Report 2012**
- ▶ **Management of distressing events and prevention of post-traumatic stress**
- ▶ **Organisational and human aspects of safety at border crossings**
- ▶ **The analysis of the human, organisational and social dimensions of an incident**
- ▶ **Guidance on managing safety risks related to the influence of alcohol, drugs and/or psychoactive medication**
- ▶ **Guidance on safety of persons working on or near railway lines**
- ▶ **Guidance on the safe use of mobile phones and other portable electronic communication devices by railway workers**
- ▶ **4th edition of ILCAD (International Level Crossing Awareness Day) worldwide on 7 June 2012**
- ▶ **Level crossing safety education videos**

**ACHIEVEMENTS  
TO BE HIGHLIGHTED**

- ▶ **4th edition of ILCAD (International Level Crossing Awareness Day) on 7 June 2012 in 42 countries**
- ▶ **3 Workshops on “Comparative review of safety culture” in Paris**
- ▶ **Workshop on “Safety Management and Human Factors” in June 2012 in Tunis**

**FACTS AND FIGURES**

- ▶ **ILCAD 2012:**  
42 countries participated
- ▶ **Safety database:**
  - 20 participating railway companies
  - 200 identified causes
  - 2000 declared events for 2011
  - 20000 records in the database

**SUCCESSES/  
ACHIEVEMENTS IN 2012**

- ▶ **The System Safety Management**  
Group's work in 2012 made it possible for CER to take position on every ERA project in the field of safety and for experts to collaborate.
- ▶ **SPG delivered data to achieve the UIC Safety Data Base Activity report 2012 based on the same definitions as those used by ERA and data for the RESTRAIL and D-RAIL projects**
- ▶ **HFWG delivered the results of the following studies: “Organisational and human aspects of safety in border crossings” and “Incorporation of human factors into accident and incident analysis”**
- ▶ **OHSG delivered some guidelines on “Management of distressing events and prevention of post-traumatic stress” and on “The use of mobile phones and other portable electronic communication devices by railway workers”**

**+ TO LEARN MORE**

<http://uic.org/safety>  
<http://safetydb.uic.org>

**KEY WORDS**

SYSTEM / INTEROPERABILITY / POLICY / PROCESS / PEOPLE / HEALTH / HUMAN FACTORS /  
 SAFETY CULTURE / PERFORMANCE / ROAD-RAIL INTERFACE



► UIC ACTIVITIES

# SECURITY

“RAILWAY SECURITY: A CORE VALUE  
FOR OUR CUSTOMERS”.

# SECURITY

## ► General context of the business activity

Security has become increasingly important: from everyday crime which creates feelings of insecurity that discourage people from taking the train and affect social links and the need for territorial planning, to the most serious terrorist threats capable of causing numerous deaths and destabilising countries.

## ► Key challenges facing this business

Alongside national, European and international public authorities, the railway sector has a specific and complementary role to play in protecting and developing railway activities. This role is both national and international and the challenge is to ensure greater coherence in an environment involving an increasing number of players due to the opening up of markets and evolution of businesses.

## ACHIEVEMENTS TO BE HIGHLIGHTED

- Success of the 2012 Bratislava Congress focusing on human factors
- Shift in leadership of the security platform (+ DB and CCTT)
- Presence of the security division in response to a number of calls for tender concerning the railways (on request)

## REFERENCE TO HOW THE BUSINESS IS ORGANISED

**Composition of the Steering Committee:**  
**activities + regions + CCTT**  
**+ invited partners to ensure security is part of the business**

## KEY WORDS

HUMAN FACTORS / TECHNOLOGY / STRATEGY / REGULATIONS







► UIC ACTIVITIES

# EXPERTISE DEVELOPMENT

“ ENHANCE THE QUALITY AND SUCCESS  
OF RAIL TRAINING ACTIVITIES THROUGH  
PROFESSIONAL DIALOGUE, EXCHANGE  
OF EXPERIENCE, EVALUATION OF METHODS  
AND TECHNICAL EQUIPMENT”.

## EXPERTISE DEVELOPMENT

### ► General context of the business activity

Railway companies are continually confronted with important challenges (e.g. market changes, technological innovations, legal issues, etc.) that can also affect the competencies and skills of railway personnel.

Human Resources directors and training providers have the arduous task of providing services that enable railway companies to keep up-to-date with these challenges by meeting the current and future training needs of all railway employees, thus making the railways a more competitive and innovative sector.

The core objective of the Expertise Development Platform, coordinated by the UIC Expertise Development Unit, is to enhance the effective operation of the different regional railway training markets, hence enhancing workforce development through sharing best practice in rail training across the entire industry.

The Expertise Development Unit also participates in developing the skills of railway employees in the shape of international/regional training sessions.

### ► Key challenges facing this business

- The economic downturn is forcing organisations to rethink their learning & development strategy.
- Introduction of new technologies impacts the competences of railway staff, hence the training programmes
- Ageing workforce, attract young people

### KEY WORDS

QUALITY / SAFETY / EFFICIENCY / INNOVATION / ANTICIPATION / SKILL / LEARNING / DEVELOPMENT / TRAINER COMPETENCES

### ACHIEVEMENTS TO BE HIGHLIGHTED

- **Founding of MERTCe (UIC Middle East Rail Training Centre)**
- **Hundreds of rail employees, students in rail universities and other stakeholders (UNIFE members...) have gone through UIC training sessions. The training sessions are either organised at UIC HQ (international) or at regional level.**
- **The training sessions organised in 2012: SIAFI, Training on High Speed level 2, Iness, GIS for Rail Executives, RAME International Railway Business Course & High Speed Workshop (in Turkey for Middle East countries), Fifth UIC Railway Policy & Management Course (in Korea for Asian countries), Second training for SWJTU (Chengdu Railway University, China)**

### KEY WORDS EXTERNAL COMMUNICATION

- **What does a good railway trainer look like?**
- **Case studies of good customer service training**
- **Benchmarking training practices**
- **Improving the quality & efficiency of training**
- **Enhance safety by guaranteeing skills**
- **Introducing new technologies**

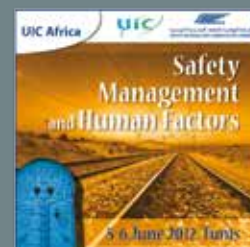
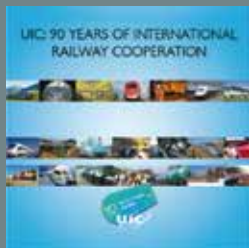
### REFERENCE TO HOW THE BUSINESS IS ORGANISED

**The work is governed by the Expertise Development Platform, an open meeting for members which takes place twice a year, each time in a different training facility. There is also a Core Group to provide strategic direction, and working groups on topical issues (in 2012-2013 these are: rail trainers' development, benchmark train drivers' training programmes, customer service training).**

### + TO LEARN MORE

[www.railtraining.org](http://www.railtraining.org)  
[www.uic.org/siafi](http://www.uic.org/siafi)







## PART II

# UIC REGIONS

**64**/AFRICA

**68** /ASIA-OCEANIA

**69**/LATIN AMERICA

**70**/EUROPE

**74**/MIDDLE-EAST



## AFRICA

**“ TO BE CLOSE TO THE HIGHEST LEVEL OF POLITICAL ORGANISATIONS INCLUDING THE AFRICAN UNION AND VARIOUS REGIONAL ORGANISATIONS TO DISSEMINATE THE WISHES EXPRESSED BY THE STATES TO DEVELOP RAIL ACTIVITY ON A CONTINENTAL SCALE.”**

► **General context of the business activity**

The UIC African Region is organised around the African Regional Assembly, whose major role is to consolidate the efforts of all the railways in this region, and to provide a structure for joint action in pursuit of the objectives of network modernisation and development. This action is part of an approach to gradually integrate the African rail transport system, in particular by attracting the interest and support of political, economic and financial players. In

order to effectively coordinate these actions, UIC officially opened an office in Tunis in November 2010. Mr Mohammed Khlie, Managing Director of Moroccan Railways (ONCF), is the current Chairman of the UIC African Regional Assembly.

UIC's activities in Africa are holistic in nature, taking into account issues brought to light by other regional players, such as the African Union of Railways (AUR). Both UIC and AUR

## ACHIEVEMENTS TO BE HIGHLIGHTED

- **Organisation of a seminar on railway security and human factors in Tunis**
- **Participation of a number of African networks in the international awareness day on the International Level Crossing Awareness Day (ILCAD)**
- **Strengthening of bilateral cooperation in the shape of visits between African rail networks with the aim of sharing experience and good practice**
- **Launching an annual technical training session on railway security for operations managers of African railway networks at Moroccan Railways' hosting and training centres**
- **Supporting the Africa Express mission, consisting in organising a tour of Africa by train – the most environmentally-friendly form of transport – to promote around 20 sustainable development projects in 23 African countries, starting in Tangier.**

signed a Memorandum of Understanding (MoU) in 2007. In 2010, UIC Director-General Jean-Pierre Loubinoux visited H.E. Dr Elham M.A. Ibrahim, African Union Commissioner for Infrastructure and Energy. This visit laid the foundations for strengthening cooperation between the African Union Commission and UIC under the terms of a memorandum signed in April 2007. In particular, it was agreed that the African Union of Railways (AUR) would play a greater role in the implementation of joint ventures with UIC. Furthermore it was proposed that the African Union of Railways as a regional association should acquire UIC member status similar to the direct membership enjoyed by several large African members at UIC, in order to facilitate cooperation with smaller African railway companies.

Given the political situation in the Maghreb and other parts of Africa, and the events they experienced in 2011, UIC's action has slowed drastically in this area. The 8th African Regional Assembly in December 2011, held at UIC at the invitation of its Chairman Mr Mohamed Rabie Khlie, Chairman of the African Regional Assembly and Managing Director of Moroccan National Railways (ONCF), was an opportunity for all those involved in UIC-coordinated activities in Africa to meet and liaise.

Concerning 2012, **the 9<sup>th</sup> UIC Regional Assembly for Africa was held in Tangier on 17 October**, under the chairmanship of Mr Mohamed Rabie Khlie, Director-General of Moroccan National Railways (ONCF) and Chairman of the UIC Africa Region.

Senior managers from around 10 African railway networks took part in this meeting (from

Algeria, Tunisia, Mauritania, Sudan, Burkina Faso, Morocco, etc.) as well as the UIC Director-General and the Coordinator of the UIC Africa Region.

The first item to feature on the agenda of this 9<sup>th</sup> Regional Assembly was the review of the results of the UIC African Region activities during the first 10 months of this year. As such, the participants were pleased to note the activities undertaken, despite the challenging environment.

Moreover, Mr Mohamed Rabie Khlie stressed that the activities of the UIC African Region during 2012 had been adapted to the region's situation through the launch of several projects in accordance with the action plan decided at the previous Regional Assembly.

### These include for example:

- The organisation of a seminar on railway security and human factors in Tunis
- The participation of a number of African networks in the International Level Crossing Awareness Day (ILCAD)
- The strengthening of bilateral cooperation in the shape of visits between African rail networks with the aim of sharing experience and good practice
- Launching an annual technical training session on railway security for operations managers of African railway networks at Moroccan Railways' hosting and training centres
- Supporting the Africa Express mission, consisting in organising a tour of Africa by train – the most environmentally-friendly form of transport – to promote around 20 sustainable development projects in 23 African countries, starting in Tangier

With regard to 2013, whose outlook is optimistic and forecast for economic growth is 4.8%, the participants agreed on an ambitious action plan. The plan will focus in particular on the organisation of targeted technical seminars and training sessions in various African countries, along with an African forum to share the new strategic vision with decision-makers and regional economic communities on rail development in Africa until 2025.

Finally, this 9th Regional Assembly has been a key event in the dynamic of the UIC African Region. This is reflected in the adoption of the TANGIER APPEAL, to be sent to decision-makers and African rail networks in order to encourage them to further promote this form of transport, which has undeniable advantages for the community and which has a considerable impact on sustainable development within the continent.

### **TANGIER APPEAL**

The members of the UIC African Regional Assembly present in Tangier on 17 October 2012,

#### **Starting from the premise that:**

- ▶ The African continent continues to record significant development, reflected in its uninterrupted structural economic growth of 5% since 2000
- ▶ Today the African continent occupies a key place in major international issues. It is considered, by several powers, to be a source of potential growth for the future
- ▶ Social sector levelling remains a tremendous challenge, as is meeting the Millennium Development Goals (MDG)

- ▶ Mobility needs for both people and goods are increasingly important when combined with a growing population which is set to double to two billion by 2050
- ▶ Infrastructure of all types represents a major tool in the socio-economic take-off of the continent

#### **Consider that:**

- ▶ Railways constitute a strategic vector of development and economic integration for Africa
- ▶ Railway transport has undeniable advantages which are increasingly sought after today for the community and which are vital for putting in place a transport system that is appropriate, efficient, coherent, integrated and varied enough to meet future challenges
- ▶ Major efforts still need to be undertaken to revitalise railways on the African continent in order to provide a real tool to meet the growing needs in the area of eco-mobility and subsequently the regeneration of African countries
- ▶ Rail transport has all the qualities needed to play a significant and effective role in developing trade between African countries

#### **Are persuaded that:**

- ▶ For most rail networks, the current situation remains vulnerable and requires major restructuring programmes and improvements
- ▶ The UIC African Region remains the most appropriate body to help African networks benefit from experience in harmonising the railway system
- ▶ Sharing experience between the networks

### **TANGIER, 17 OCTOBER 2012**

**Still in 2012, a UIC Africa seminar on Safety Management and Human Factors was organised in Tunis on 5 - 6 June 2012. It brought together over 80 people and was organised in collaboration with Tunisian Railways and UIC Africa. The aim was to share experiences in safety management practices at the various participating railways and to jointly establish a common approach to human factors. Were presented the different major working areas identified during the round table in the first session and during discussions held in the second session.**

- ▶ **1st environmental strand: consideration must be given to climate change, significant population growth, technological developments and social and societal trends.**
- ▶ **2nd strand: Create a platform for sharing experience based on the establishment of common values and a shared outlook for the region through, for example, organising events in collaboration with UIC Africa and its regional office, publishing a regional eNews for Africa in the future and organising training through the creation of a regional training centre for Africa.**
- ▶ **3rd strand: the importance of human and social sciences in the area of safety**

and developing cooperation at regional level remains the best approach to derive the maximum benefit from good practice and to promote rail transport across the continent

#### **Wish for:**

- ▶ Africa to have a rail transport system that is reliable, viable, effective and affordable, capable of promoting socio-economic development across its countries
- ▶ Africa to modernise, develop and inter-connect its African rail networks
- ▶ Railway companies to confirm that their desire to modernise should be carried out with and through training to help younger generations prepare for the various professions in the railways
- ▶ Railway companies to further improve their range of services for users and economic operators, whilst maintaining a more professional and efficient management of the system
- ▶ The development of multimodal complementarity to be effective through better coordination between the various stakeholders and a better designed transport system with regard to the roles of the various links in the chain
- ▶ Rail transport to play a greater role in promoting regional integration and the position of the African continent on the world stage

#### **Call for:**

- ▶ Railway companies to include their development efforts in the vision set out by the UIC Africa Region, in a participatory manner, by 2025
- ▶ Railway companies to become more involved in the implementation of this new strategy to ensure rail transport plays a part in the continent's economic take-off
- ▶ Regional economic communities to play a major role in the deployment of the agreed improvement measures
- ▶ Governing bodies for transport, funding bodies and all stakeholders to support the AFRICA RAIL 2025 rail development project, which has beneficial consequences for our continent in a number of areas.

#### **PUBLICATION**

- ▶ **Vision 2025 presented in Tunis on June 2012 by S. Chaidid (ONCF)**

#### **+ TO LEARN MORE**

**Publication of the TANGIER APPEAL  
Africa part of the UIC website  
[www.uic.org/africa](http://www.uic.org/africa)**

#### **KEY WORDS**

INFRASTRUCTURE DEVELOPMENT / TRAINING / SAFETY / LOGISTICS INTEGRATION / REGIONAL INTEGRATION / PROFESSIONAL GOVERNANCE / MODERNISATION / IMPROVED COMMERCIAL OFFER

# ASIA-OCEANIA

“ A REAL NEED TO DEVELOP MORE COMMON ACTIONS IN ASIA AND OCEANIA.”

## ► General context of the business activity

The rail activity of UIC Asia & Oceania members has increased worldwide. Despite the international economic crisis, railway traffic in passengers and freight has never stopped growing, giving those railways a more important role for the promotion of railway solutions, for their own economy and as examples for the worldwide economy.

More members are developing their own technology and innovation that can serve members of other regions. On the other hand, actors from other regions know that new investments for the future are mainly made in this region and are seeking multi-regional cooperation. As an example in 2012, the region has become number one for High-Speed Rail implementation.

## ► Key challenges facing this business

However, despite the tremendous potential of international cooperation and development of Euro-Asian corridors, the region is too extensive and each member/country has not undertaken real regional development in terms of interoperability and standards. Levels of development between members are diverse and it is hard to find common projects and activities through UIC's programme of work.

There are interesting benchmarks that could be developed within the region, from the larger and more experienced members in Russia, China, India, Japan and Australia, to the smaller but fast-growing ones.

Furthermore, even large and more experienced members can learn from other UIC members in order to avoid facing uncontrolled development or unskilled expertise.

UIC should bring them new opportunities of collaboration with its network of professional, institutional and financial partners. At the same time, it is important that the members feel that the association is theirs and that UIC is ready to deal with their requests.

## ACHIEVEMENTS TO BE HIGHLIGHTED

- **Successful events organised by and involving smaller and fast-growing members: THRSC, KRRI, VNR**
- **A more strategic, long-term and sustainable framework given to future action plans.**

## REFERENCE TO HOW THE BUSINESS IS ORGANISED

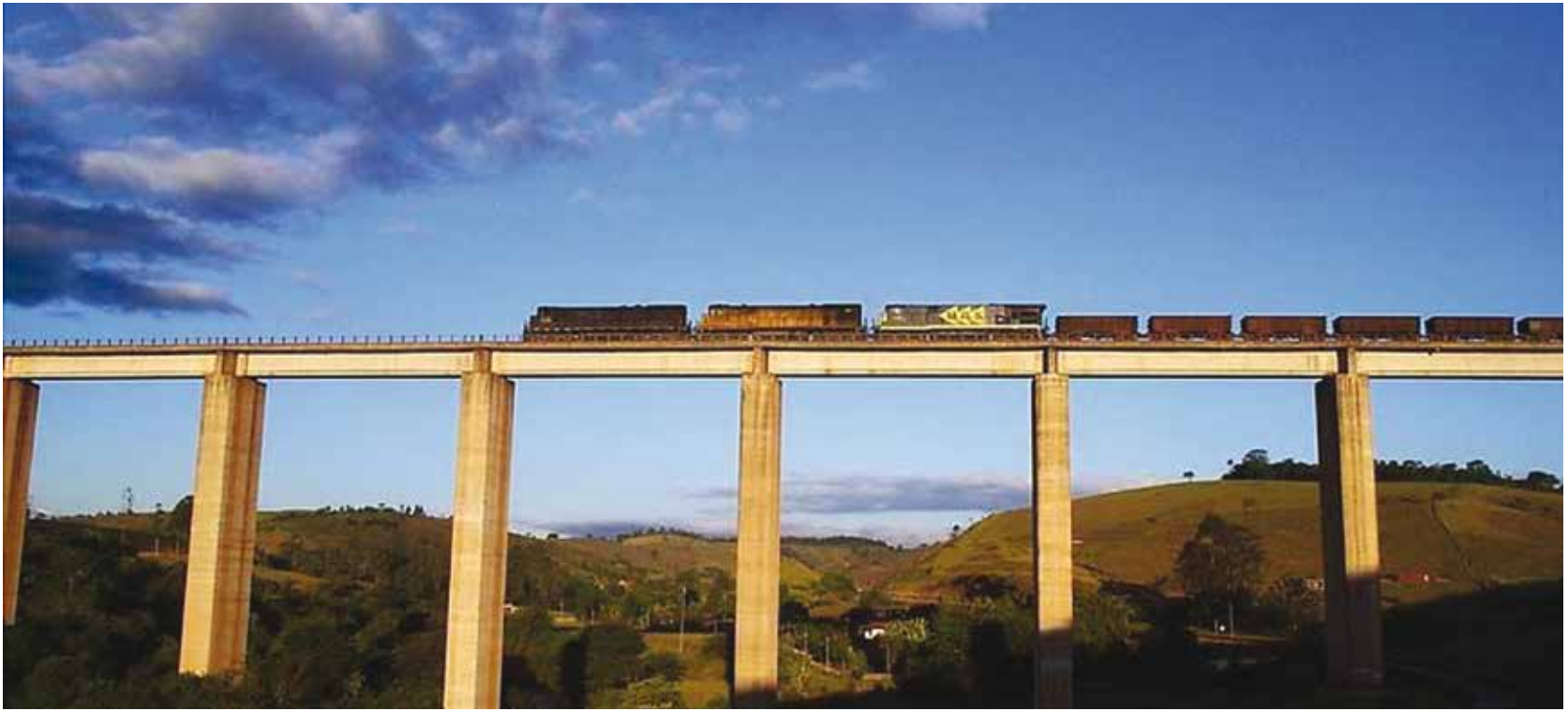
- **Web conferencing is systematically proposed to members that cannot travel in order to participate in statutory meetings and events: <http://uic.adobeconnect.com/webasia>**
- **All statutory documents, deliverables, minutes, proceedings are exclusively available online in the UIC Asia-Oceania extranet section dedicated to members ONLY: <http://extranet.uic.org>**
- **Coordination based in Paris with ONLY 1 full-time person in 2012, to be strengthened urgently with new secondees from the members themselves. One representative office in Moscow, to be strengthened with new ones closer to members in needs soon.**

## KEY WORDS

ASIA / OCEANIA / COMMON INTEREST / STRATEGIC VISION / STRATEGIC ACTION PLAN / HIGH-SPEED / N°1 / EURO-ASIAN CORRIDORS / FAST-GROWING COUNTRIES

## + TO LEARN MORE

Asian part of the UIC website  
[www.uic.org/asia](http://www.uic.org/asia)



# LATIN AMERICA

69

## ► General context of the business activity

- Promotion and helping to develop new passenger railway systems in Brazil, high speed, commuter and regional train services.
- Contribution to the debate of the business model for Brazil's freight transport system.

## ► Key challenges facing this business

- Development of railways in Brazil is a model for further developments in the entire Latin American Region.

“ COOPERATION AND EXCHANGE OF BEST PRACTICE WITH MEMBERS FROM OTHER REGIONS, IN ORDER TO CONTRIBUTE TO FUTURE DEVELOPMENT IN THE REGION.”

## KEY WORDS

BUSINESS MODEL FOR FREIGHT TRAINS /  
BUSINESS OPPORTUNITIES FOR TRAIN STATIONS



# EUROPE

“RAIL, THE ENABLING FACTOR FOR SUSTAINABLE MOBILITY THAT UNDERPINS ECONOMIC GROWTH AND A DYNAMIC EUROPEAN SOCIETY.”

## ► General context of the business activity

Whilst geographically Europe may not be the largest region in the world, it is in many respects the most active of the UIC regions. Rail has been a central part of the European logistics chain for in excess of 150 years over which period it has had a significant number of challenges.

The aspirations for rail to become not only central to but the real backbone of the European economy present perhaps one of the most significant challenges that rail faces today. There are considerable opportunities for

rail to grasp this, to make it work and for rail to become not only the land transport mode of choice but the transport mode of choice.

The European Commission is encouraging competition within the sector and whilst this will no doubt provide a different kind of focus, there is also the need to focus just as intensely on the considerable competition that other sectors pose to the rail business. Whilst the ground rules are not yet completely balanced, rail needs to collaborate within the sector in order to face the challenges that road and aviation transport present.

The Regional Assembly Europe (RAE) is taking this issue very seriously and has supported a number of steps that are aimed at developing a framework within which the rail operating community (ROC) of IMs and RUs in Europe can work so as to encourage a more level playing field both within and externally to the European region. Making the European rail system more attractive to the customer and performing economically and consistently, is a key part of the challenges ahead.

The need for the sector to have a vision of the future is something that has been worked on over the most recent months. The first ever business-focussed vision of rail for the future will be published in early 2013. This vision is of course just that but it will nevertheless provide a focus for where rail needs to be heading over the next foreseeable period. With a perspective of where rail should be by 2050, the “Challenge 2050” document will provide a catalyst for where future, well structured and well funded research and innovation (including of course projects run by the UIC on behalf of the membership), should be targeted. The RAE has put in place a process which supports the identification and prioritisation of project proposals that are essential to system development. Having such a process in place is important to ensuring that the right focus is put on the need to do work that will contribute to the creation of an attractive rail system in Europe.

Rail must see itself as a future-oriented and global sector – not easy when there are so many challenges with running the railway to-

day, but Challenge 2050 provides an element of order that helps to organise the issues that are important to Europe.

Investment in Research, Development and Innovation is key to permitting the sector to emerge from the economic turmoil of recent times and to develop for the future success of the rail system.

A central focus for this is the new EU instrument for research, development and innovation that is known as Horizon 2020. This is designed to run coincidentally with the EU's 2014 – 2020 budget and will therefore depend on how much the member states are prepared to contribute.

Within this new framework programme can be found the initiative, known as Shift<sup>2</sup>Rail that has been developed by the manufacturers and suppliers.

Whilst the involvement of the ROC has not, at the time of writing, as yet been as inclusive as we may wish it to have been, we are aware that the proposal is being designed to develop an unprecedented effort to massively enhance the capacity of the European rail system through increased reliability of next generation products and solutions.

Whilst it claims to be aiming at attracting more passengers and businesses to use rail transport, this cannot be done without a level playing field with all the rail sector stakeholders. This levelling is something that is currently being encouraged and the signs are relatively positive.

It is clear however, that the real goal of Shift<sup>2</sup>Rail is to defend the competitiveness of the European rail manufacturers and to ensure

## ACHIEVEMENTS TO BE HIGHLIGHTED

- Essential Projects process
- “Challenge 2050”
- Harmonisation for system efficiency

## REFERENCE TO HOW THE BUSINESS IS ORGANISED

- Europe is working towards rail capacity that is maximised on a network designed to meet customer needs so as to mitigate congestion in other transport modes

that Europe's position on the global stage is up there amongst the best.

Much of the development of the ROC input to Shift<sup>2</sup>Rail and other research initiatives will be undertaken by the RCG (Research Coordination Group) that is a sub-group of the RAE. Its role is described elsewhere in this document but it also has the task of coordinating the ROC input to ERRAC (European Rail Research Advisory Council) that provides research and innovation priorities to the European Commission. The RAE is now taking responsibility within the UIC framework for supporting the secretariat of ERRAC that will run until mid-2015. Under the presidency of UNIFE, this is part of the rotational arrangements that have operated within ERRAC since its inception in 2001. ERRAC will play a very key role in developing not only the core aspects of Horizon 2020 but also in an advisory capacity to Shift<sup>2</sup>Rail.

The membership of the RAE continues to evolve and a number of smaller and medium-sized companies from Europe are now recognising the importance of being a part of the power of union that membership and active participation in the work of the UIC can bring.

A core aspect for efficient growth is to have an effective system that is supported by a strong suite of standards that establish uniform engineering or technical criteria, methods, processes and practices and are a strong guide

towards implementation of those methods etc.

Developing standards and the process of developing and implementing them in support of the European TSIs is a core role of UIC either independently though UIC standards, especially important in the disaggregated framework in Europe, or in liaison with bodies such as CEN, CENELEC and ETSI.

Ensuring that these standards are being developed to suit the business model of the European ROC is a task that is essential to the future growth of the rail system in Europe. Much of the outcome from the research work can be published and therefore made more widely available to the ROC through the publication of standards.

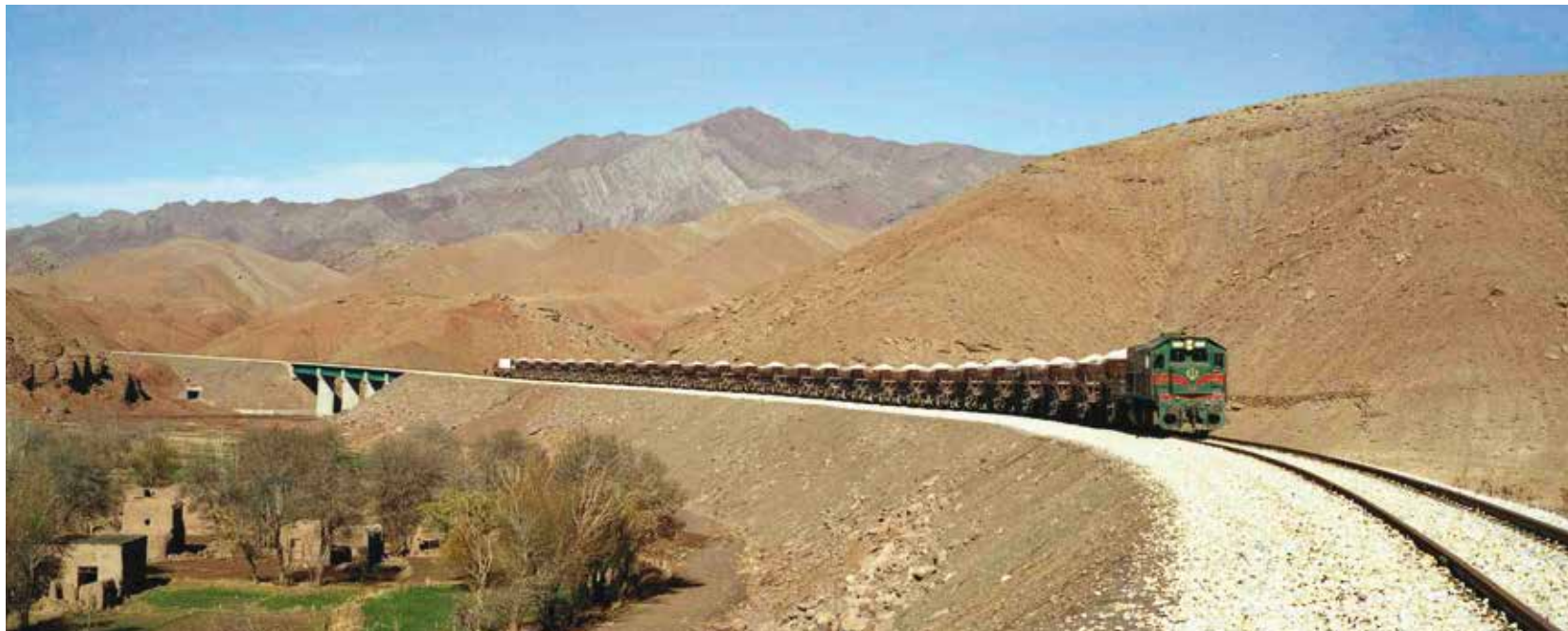
#### **+ TO LEARN MORE**

**Europe part of the UIC website**  
[www.uic.org/europe](http://www.uic.org/europe)

#### **KEY WORDS**

UNITY / VISION / HARMONISATION / BUSINESS-FOCUSSED / COLLABORATION





## MIDDLE-EAST

74

“THE MIDDLE EAST OFFERS HUGE POTENTIAL FOR THE DEVELOPMENT OF COMPETITIVE, INTEGRATED, MULTIMODAL TRANSPORT SYSTEM AT THE CROSSROADS BETWEEN EUROPE, MAGHREB AND ASIA, WHERE RAILWAYS CAN PLAY AN ESSENTIAL ROLE.”

### ► General context of the business activity

“UIC Middle-East” is one of the 6 UIC Regions set up with the objective of developing regional solidarity and defining common development strategies and specific action plans for railways belonging to a coherent geographical area. “UIC Middle-East” groups 12 railway companies from 8 Middle-Eastern countries: Iran (RAI, Niroorail, Metra), Iraq (IRR), Jordan (ARC, JHR), Qatar (QRC), Saudi Arabia (SRO), Syria (CFS, CFH), Turkey (TCDD), United Arab Emirates (National Transport Authority NTA). Activities of the region are monitored at Director-General level by the UIC Regional Assembly for the Middle-East (RAME) chaired by Süleyman Karaman, President of Turkish State

Railways (TCDD) and vice chaired by Presidents and Director-Generals of Iranian, Syrian and Jordan Railways. The UIC Regional Office for the Middle-East based in Tehran provides permanent support to the activities.

Several countries in the Middle-East are studying or implementing large and ambitious railway development plans. Let us mention the huge plan for developing high-speed in Turkey, with 10,000 km of high-speed lines and 4,000 km of freight lines by 2023, the introduction of high-speed in Saudi Arabia, construction and modernisation plans in Iran, a project for nearly 1,000 km of new network in Jordan, rail projects decided by the Gulf Cooperation Council (GCC) for the Gulf States, etc. Another

### ACHIEVEMENTS TO BE HIGHLIGHTED

- Cooperation agreement signed in Doha between UIC and ECO
- High-Level Railway Conference in Jordan and Amman Declaration
- The Middle-East MERTCe Rail Training Centre inaugurates activities in Eskisehir

## REFERENCE TO HOW THE BUSINESS IS ORGANISED

**Progress of the implementation of these objectives for the Middle-East and guidelines for future actions were reviewed at the 11th Directors-General meeting of the Regional Assembly for the Middle-East (RAME) held in June 2012 in Doha, Qatar, and during the UIC RAME High-Level Conference entitled «Rail Vision, Projects and Perspectives for the Middle-East – Towards an Integrated, Competitive, Rail Transport System». This conference, organised by UIC together with Aqaba Railway and Jordan Hejaz Railway, was held under the High-Patronage of Jordan's Minister of Energy and Mineral Resources & Minister of Transport, from 4-5 November 2012 in Amman.**

development opening up interesting perspectives for rail transportation in the future is the construction or reconstruction of a number of interconnections at borders between Middle-Eastern countries or borders to other regions such as Central Asia.

All these projects demonstrate the strong confidence that Middle-Eastern countries have in the rail mode for the future and UIC considers it one of its missions to support all these projects and implementations towards the creation of an integrated, competitive, rail transport system serving the entire region.

### ► Key challenges facing this business

In close cooperation with all member railways from the region, "UIC Middle-East" concentrates its action plan on following main issues:

- Linking all existing and future railway projects together in the frame of a coherent vision for rail transport development in the Middle-East. This vision shared by all RAME railways should be supported as much as possible by governments, international organisations and other railway stakeholders, and take into account all potential benefits from the regional/multiregional dimension and from multimodal cooperation
- Attracting support and interest from potential investors and business partners, as these

projects need large investments in infrastructure, equipment, rolling stock, terminals (including ports). Joint ventures and partnerships can potentially involve banks and financial institutions, industries, intermodal operators, port authorities...

- Ensuring optimal international interoperability in the Middle-East in order to take advantage of the regional dimension (international corridors, long distance services...). Cooperation activities aim to improve technical, operational, commercial, human and legal interoperability
- Developing regional cooperation on railway technical issues – such as safety, high-speed development and operations, infrastructure management, operations in desert and extreme conditions – with the support of UIC's technical expertise
- Defining training programmes tailored to the specific needs of the Middle-Eastern region, create a network of rail training centres in the Middle-East with the professional support of UIC HQ

### + TO LEARN MORE

[www.rameuic.com](http://www.rameuic.com)

[www.uic.org/middle-east](http://www.uic.org/middle-east)

## KEY WORDS

DEVELOPMENT OF MODERN PASSENGER TRANSPORT SYSTEMS (INTERCITY AND LOCAL) / BUSINESS MODEL FOR FREIGHT TRAINS / BUSINESS OPPORTUNITIES FOR TRAIN STATIONS





**PART III**

# **UIC SUPPORT SERVICES**

**74/** FINANCE

**75/** INSTITUTIONAL RELATIONS

**76/** COMMUNICATIONS

# FINANCE

“UIC’S HIGH QUALITY OF FINANCIAL SERVICES HAS BECOME RECOGNISED NOT ONLY BY MEMBERS BUT ALSO BY INTERNATIONAL BODIES INVOLVED IN RAIL DEVELOPMENT.”

## ► General context of the business activity

Relations with members regarding fees and project contributions were affected by the economic crisis and certain political events, with less financial investment from members. Nevertheless, efforts towards transparency and stability after reducing fee levels have confirmed member involvement in issues of cooperation. Rigorous cost management has led to beneficial results.

In order to lower resources from members, UIC has maintained the level of fees but is looking for new partnerships and is increasing its expertise in European Commission projects.

## ► Key challenges facing this business

UIC is involved in supporting its members all over the world with regional projects and open to all worldwide member events.

It is a daily challenge to deal with worldwide partners in due time and maintain smooth financial relations whilst fully respecting French tax regulations.

The UIC Finance team has to deal with more than 150 analytical centres and 50 project stakeholders.

UIC has consolidated its reputation of being the best value and quality for managing, coordinating and disseminating European Commission projects and this year was a confirmation of this purpose.

## REFERENCE TO HOW THE BUSINESS IS ORGANISED

Besides the daily efforts of providing financial information (legal accounts, budget achievement), to save costs for all aspects of UIC Headquarters management, the Finance department is also in charge of helping members on Finance operating matters (rail taxation, VAT, revenue sharing).

## ACHIEVEMENTS TO BE HIGHLIGHTED

- CHRSA: expertise resource to California high speed
- World Bank: expertise support in analysis of rail investment
- INESS achievement
- Stability in HQ running costs

## KEY WORDS

VAT / EUROPEAN COMMISSION / PROJECTS / WORLD BANK

# INSTITUTIONAL RELATIONS

**“ UIC HAS BECOME INCREASINGLY INDISPENSABLE AS A TECHNICAL RAIL EXPERT FOR ALL INTERNATIONAL BODIES INVOLVED IN RAIL DEVELOPMENT.”**

## ► General context of the business activity

A fruitful year with current UIC partners such as the UN and the OSJD, with cross-participation in many seminars, events and technical working groups. It was also an opportunity to completely review our programme of work and form of collaboration.

At the same time, the search for new partnerships as well as renewing former MoUs have still remained active with some remaining financial, regional and professional rail organisations considered to be important for the international rail community.

## ► Key challenges facing this business

UIC is increasingly recognised as the key actor for rail development worldwide, providing expertise to organisations for their own actions in support of the rail sector. UIC should carefully consider their added-value to its own work, since requests from these partners to UIC are more and more important.

## ACHIEVEMENTS TO BE HIGHLIGHTED

- **ADB: International funds for Asian Development**
- **CCTT: The historical Trans-Siberian corridor as a new golden route**
- **ISO: A win-win agreement providing international standards for the rail sector (e.g. ADB: UIC identified as the rail support and expert to its railway projects in the Greater Mekong sub-region....)**
- **CCTT: Renewing the partnership signed in 2007 to reconfirm UIC's wish to support the development of rail transport on the Trans-Siberian international corridors...)**

## KEY WORDS

ADB / CCTT / OSJD / UNITED NATIONS / WORLD BANK /  
INTERNATIONAL COOPERATION / RAIL INVESTMENTS / INTERNATIONAL  
RAIL EXPERTISE / NON-GOVERNMENTAL ORGANISATION

# COMMUNICATIONS

## ► General context of the business activity

UIC's communications activities are directly linked with the association's principal missions of illustrating the advantages of rail transport at global level and supporting members in their efforts to make rail transport more efficient, more attractive for customers and sustainable for society.

## ► Key challenges facing this business

UIC also permanently develops and improves its communications tools in order to inform members and partners more rapidly and efficiently about the output of international cooperation activities. Members are therefore more closely involved in the life of the international association through regularly receiving short news bulletins or more detailed information on work and projects led or monitored by UIC. The UIC's communications system includes a wide range of actions and tools using the UIC website and specialised sites, the weekly "UIC e-News" newsletter, documents with strategic (e.g. reference document 2011-2013) or technical content (reports, flyers), press releases, presence (stands) at leading exhibitions, etc. The UIC Communications team also develops and supports a large number of actions on behalf of working bodies and technical departments at UIC HQ, or for specific events such as UIC world congresses and conferences.

## ACHIEVEMENTS TO BE HIGHLIGHTED

2012 was especially dedicated to the celebration of the 90th anniversary of UIC, a motto that was very visible on many communications tools. This celebration actually started with a photo exhibition during the UIC General Assembly on 7 December 2011 and will end with the High-Level Round Table organised on 11 December 2012 before the UIC General Assembly in Paris. This anniversary provided an opportunity to look back on UIC's history and achievements, but, much more, to lead a discussion on UIC's current mission in a changing worldwide railway scene and future challenges for the rail world and for our organisation. A special High-Level Round Table was prepared to mark this event and a number of prominent panelists representing international institutions other authorities from all regions of the world were invited to communicate their views

and personal messages to the railway leaders gathered in Paris.

UIC's Communications department also has the task of managing campaigns and communications plans for all the main events and actions organised by UIC.

The UIC 2012 agenda was particularly dense with a rich programme of world congresses and conferences, respectively dedicated to ERTMS and Rail Signalling (Stockholm, Sweden in April), Sustainable Development (Rio+20 and COP18 in Doha), High-Speed Rail (Philadelphia, USA in July), Rail Freight and Logistics (Tangier, Morocco in October), Sustainable Development (Venice, Italy in October), Security (Bratislava, Slovakia in October),...

A further challenge consists in developing specific communications activities to highlight the work and successes achieved by the 6 "UIC Regions".

The UIC Communications department, which also includes the UIC Documentation Centre, manages and proposes a large number of tools and services to UIC members, depending on their needs:

- The UIC website, specific websites for railway projects
- Regular information through the "UIC e-News" newsletter (4,000 readers receive the newsletter via their e-mail address)
- The "Reference Document – an overview of UIC activities 2011-2013", the «Activities Report», 2012-2013 in preparation
- Thematic brochures and technical reports, videos
- Press and PR activities (e.g. for congresses and exhibition)
- A new «Media Library» (access to photos and videos).

## KEY WORDS

ILLUSTRATE UIC VALUES / PROMOTE RAIL TRANSPORT /  
INFORM MEMBERS / SUPPORT CAMPAIGNS / HIGHLIGHT UIC  
RESULTS / SUPPORT UIC REGIONS



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