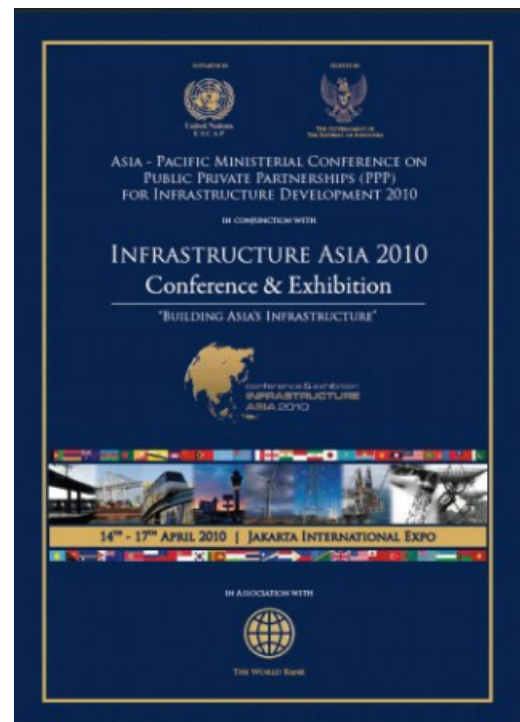


Regional Cooperation / Asia

UIC Director General participated in the 2010 Asia-Pacific Conference on Public-Private Partnerships for Infrastructure Development in Jakarta

The Asia Pacific Ministerial Conference on Private-Public Partnerships (PPP) for Infrastructure Development, hosted by the Government of the Republic of Indonesia and coordinated by the State Ministry for National Development Planning, took place in Jakarta from 14 to 17 April. The conference was organised in association with the United Nations ESCAP and the Asian Development Bank (ADB). UIC Director General Jean-Pierre Loubinoux participated in the conference and in fruitful exchanges during a panel session attended among others by Mr Tundjung Inderawan, Director General of Railways at Ministry of Transportation of Indonesia who spoke about the Indonesian vision for rail and a few of the PPP projects developed in this country. "The railway sector has since the beginning of the 21st century seen large developments and this in many places, whether it is in developed or in developing countries. Railways are increasingly considered and recognised as a way - as a good way - of improving the mobility of goods and people; because it offers capacity and safety; because it boosts research and industry; because it creates jobs and increases the GDP. And



this in particular times of financial crises such as this one” he said.

He added “there have been other financial crises in past years and decades, and we know very well that at the time there were deals to develop infrastructure, and at the time the focus was only on road infrastructure. This time we can see a keener interest in rail infrastructure if you just consider the involvement of worldwide institutions such as the World Bank, the Asian Development Bank and UNESCAP. Furthermore, rail brings sustainability in terms of low-carbon emissions or optimised land planning, but it has to be financed and we all know it is very expensive; this is where PPP comes into the picture, because these are long-term investments, touching on and involving large sectors of the economy and society. PPP can vary in the methods of application, whether it’s the change of environment, the need for efficiency, private capital or innovation and the methods can be wide ranging from Design-Build to Build-Own-Operate, with a mix of public and private involvement. I personally participated in a very large infrastructure conference here in Jakarta which was dedicated to the Tsunami. At the time rail did not exist. Today, what we see is the presence of rail in the opening ceremonies, with special workshops like this one, and in many discussions and projects arousing interest. So I think this is a very positive sign, and I hope with the 7 speakers we have we can touch on a few examples here in Indonesia or in other parts of the world which can show this dynamic momentum for rail”.



Security

6th UIC World Congress on Railway Security organised by UIC and TCDD to be held in Istanbul (21 - 23 April 2010) is POSTPONED to 23-25 June 2010 at the same venue

Due to the air traffic closing, the 6th UIC World Security Congress, planned to be held in Istanbul from 21 to 23 April 2010, has been postponed to 23-25 June 2010 at the same venue (Istanbul).



The speakers and delegates will be directly contacted by the UIC Security Division. New registration process will be opened soon.

For any further information please contact: security2010@uic.org

International Passenger Traffic

European air traffic at a standstill: Railways increase their capacities to assist stranded passengers

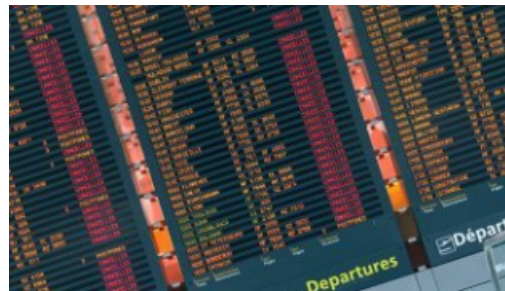
The closure of the airspace over 30 European countries following the volcanic eruption in Iceland has left international passenger transport services in an extremely difficult situation, in particular leaving thousands of travellers stranded in airports across the continent.

Confronted with these exceptional circumstances European railway companies are doing their utmost to increase capacity and assist in providing transport for passengers who are stranded in airports and unable to reach their destination, whether by domestic or international services. In these circumstances trains are proving to be a particularly effective alternative to both domestic air services and intra-European flights of a few hundred kilometres.

As one example among many, the German railways have laid on a number of supplementary services over the past few days and are using all their available rolling stock and personnel to cope with the upsurge in passengers. On certain lines, such as Hamburg to Puttgarden, additional bus services have been laid on. The German train service has seen a 30% increase on normal passenger numbers. Demand is particularly high on



international corridors heading towards the west, for example to Paris and London. There has been a similar enhancement of transport services in Denmark (DSB), between Copenhagen and Berlin or Hamburg, in Norway (NSB) and in the Netherlands (NS).



In Spain, where airports have been reopened, RENFE has worked to increase the number of available seats on services to Irun/Hendaye, and more generally, on trains linking Madrid and Barcelona with Paris. On Sunday, thanks to this increase in capacity, an extra 9,000 travellers used Spanish train services. Portuguese railways organized extra train and bus services between Lisbon and Paris.



In Italy, FS/Trenitalia have laid on a large number of supplementary trains, many of which are being run in cooperation with other railway companies, to increase the number of international links. Special trains between Milan and Paris and Rome and Paris have been proposed to provide transport for tourists stranded in Italian airports. Two special services of the “Frecciarossa” high speed train run by Trenitalia have been laid on between Milan and Rome.

Similarly, Eurostar ran an extra 10 services between the UK and the continent on Sunday, or 33 extra trains in total over the last few days. This means that Eurostar has transported 165,000 passengers since the weekend or in other words 50,000 passengers more than usual during this period. SNCF announced 5,000 extra seats between Paris and London for the 19 April alone.

Still in the field of international transport, an extra 1,000 seats were proposed on TGV and ICE services linking France and Germany, and 2,000 on Lyria services between France and Switzerland. Service capacity has also been increased between Switzerland and Germany.

Russian Railways has been providing additional train cars on international routes from Moscow to Helsinki, Warsaw, Prague and Vienna and from St Petersburg to Helsinki. A total of 45 passenger carriages have been added to continually operating services. From 16 to 18 April, RZD trains transported 10,000 passengers from Russia to Europe and back. Emergency operation centres have been set up at the Moscow and St Petersburg railway agencies, to monitor changes to the situation.

Other railway companies, including those of Italy, Switzerland, Hungary and Romania, have increased their night train capacity. These examples demonstrate the railways' ability to react extremely rapidly and effectively to exceptional situations, to adapt their operating systems as flexibly as required, and to make the most of their assets of solidarity and international cooperation so as to best serve their customers.

High Speed Rail



The UIC HIGH SPEED 2010 website launched

UIC, together with the Ministry of Railways (MOR,) P.R. China, organises the 7th edition of the World Congress on High Speed Rail, which will be held in Beijing from 7 to 9 December 2010.

The website is already on line (<http://www.uic-highspeed2010.com.cn/>) in order to get all information to apply as participant, exhibitor, speaker, etc.

The general program centres on 2 Round Tables. The themes will be “High Speed Rail towards the Future” and “High Speed Rail and Innovation”. Several parallel sessions are also forsaken.



Please visit: <http://www.uic-highspeed2010.com.cn>

High Speed Rail

Annual Training Session for High Speed systems

The annual Training Session for High Speed systems will take place from 28 June to 2 July 2010. This training session aims to examine all the elements that make up high speed systems (as well as all the different types of systems included in this category), and to gauge their impact impartially and

objectively from a technical, economic, political and social standpoint. The session is opened to people involved in high speed rail / projects. And to managers in decision-making positions, ministries, local authorities, universities, advisory bodies, agencies or associations, etc.



You can apply now through <http://www.uic.org/spip.php?article2092>

Level Crossings

11th Global Level Crossing Symposium Tokyo, 26-29 October 2010 - Call for Papers (deadline: 30 April)

CALL FOR PAPERS Deadline 30th April 2010

We are very pleased to advise you that the 11th GLX Symposium hosted by East Japan Railway Company will be held from 26th to 29th October 2010 in Tokyo, Japan. One of the most important topics, preventing accidents at level-crossings, is considered as coming from cooperation between the rail and road sectors, road administration agencies and users of the level crossings. Accordingly, the theme of the 11th GLX Symposium will be "Towards further improvement of level crossing safety - Coordinated Approach and Individual Efforts".

If you wish to submit a paper, please contact: Mr. Suzuki (coordinates hereunder). If your paper is chosen then you will get a written confirmation by 30th June 2010.

REGISTRATION Deadline 31st August 2010



Please register online on www.level-crossing.org

To submit your abstract please contact Mr Koichiro Suzuki: suzuki@uic.org

For further information at UIC HQ please contact Isabelle Fonverne: fonverne@uic.org

Level Crossings



European Commission Workshop on “Level Crossing Safety” (Brussels, 15-16 April)

Education, Enforcement, Engineering: The three 3 Es, key elements that contribute to assure safety at level crossings

A great number of high level experts from the European road and rail sectors and ministries of transport from most EU countries, police forces, international organisations (UN-ECE, UIC, CER, EIM, ETSC), universities (TÜBs), governmental organisations (RSSB), EU institutions (DG Move, Eurostat, ERA) attended the EC “Workshop on level crossing safety”, organised by the DG Move (Road Safety) of the European Commission Mobility and Transport on 15th & 16th April 2010 in Brussels. This workshop was perfectly in line with the EU approach Road Safety as it covered their two guiding principles: shared responsibility and integrated approach.

Every year in the European Union, several hundreds of road users die in accidents at level crossings. Level crossings belong to both the rail and the road network, but as Mr. Enrico Grillo-Pasquarelli underlined in his welcome address: “Most of those accidents are due to misbehaviour of road users. Beyond the human and social costs of each and every road accident, accidents at level crossings have a heavy cost in economic terms: the train



Welcome address: Enrico Grillo Pasquarelli, Director Land Transport, Directorate General Mobility and Transport, European Commission



traffic is interrupted for a long period, damages to the rail network can be important and sometimes the environmental consequences are devastating". Level crossing accidents have a specific feature, and can be compared to no other category of road accidents and therefore, deserve a specific and targeted action. All stakeholders must take their responsibilities in road safety not only public authorities but also public and private road and rail companies and citizens (road users).

He reminded what has been done so far in level crossing safety:

1. The SELCAT funded research project, which was a coordinated action of the European Commission's 6th Framework Programme involving 24 partners from Europe, Asia and Africa dedicated to collect, structure, cluster, analyze and disseminate existing world-wide research results to stimulate new knowledge exchange in the area of level crossing safety <http://www.iva.ing.tu-bs.de/levelcrossing/selcat/>
2. The European Level Crossing Awareness Day (ELCAD) launched on 25th June 2009 by the railway community namely the UIC. Many partners from the road and the rail participated in this campaign even outside Europe (Israel, Australia, South Africa, Argentina and the USA)
3. ELCAD has got such a great success that UIC and their partners (namely DG Move) decided to continue this awareness campaign now named ILCAD because of its world-wide dimension. The future event will take place on 22nd June 2010. Contact: fonverne@uic.org
4. The European Level Crossing Forum (ELCF) whose Chairman is Alan Davies alan.davies@rssb.co.uk and the Secretariat is ensured by the UIC fonverne@uic.org is developing a European road / rail interface strategy.
5. The European representatives or rail stakeholders have together signed a commitment (including the UIC on 20th March 2009) within the framework of the European Road Safety Charter. <http://www.erscharter.eu/>



European Level Crossing Forum



Finally the European Railway Agency gives now a specific attention to level crossing safety.

The workshop was built around 3 key issues that contribute to reduce accidents on level crossings, the 3 E's: Engineering, Enforcement and Education + Policy.

Around 15 presentations have been made on these 4 topics.

Amongst which in the first panel "Policy" moderated by Libor Lochman (CER Deputy Executive Director):

1. Virginia Tanase, Economic Affairs Officer (Road transport, Road traffic safety at UN-ECE in Geneva) made a very interesting presentation on "UN rules and best practices" and particularly the Vienna convention on road signs and signals and the convention on road traffic.
2. Kirsi Pajunen / Safety Unit of ERA presented the European level crossing accident statistics whilst warning that they should rather serve as a comparative indicator than any absolute scale. She also pointed out that it is up to the Member States to set and monitor the safety targets.
3. Philippe Feltz, RFF (France): The French infrastructure manager together with regional and local authorities have set up an the investment programme aiming in significant decrease of level crossing accidents by closing the most critical level crossings, setting up additional signalling equipment on heavy used level crossings, equipping non-protected level crossing in the case of higher train speed.
4. Michael Woods (RSSB, U.K.) presented the road traffic signs and signals. He underlined that almost all level crossing accidents are caused by road users. He also made clear that the current level crossing signage was developed long before the human factors have been systematically taken into account. This might lead to a need to re-assess the currently used signage.

In the second panel "Enforcement" moderated by Jürgen Menge (Transport Ministry, Rheinland / Pfalz, Germany) three presentations were made by

1. Gary Clark, Chief Inspector at the British Transport Police (BTP, U.K.),
2. Belkacem Laimouche (expert at SETRA: Technical Department for Transport, Roads and Bridges Engineering and Road Safety of the French Ministry of Ecology, Sustainable Development and the Sea)
3. Graham Verschaeve (Superintendent, Belgian Railway Police)

In the third panel "Engineering" moderated by Hans-Jörg Manz, SELCAT Project coordinator, TÜBS Technische Universität Braunschweig, Germany), three presentations from:

1. Jürgen Menge (Ministry of Transport, Rheinland / Pfalz, Germany)
2. Belkacem Laimouche (SETRA, France)
3. Olle Mornell (TRAFIKVERKET, Sweden)

In the final panel "Education" moderated by Simon Fletcher, UIC Coordinator Europe there were 5 presentations from

1. Virginie Papillault, UIC Senior Advisor on Human Factors

2. Ilyas Daoud, Project Officer (ETSC, Brussels)
3. Tamo Vahemets (Operational Life Saver, Estonia)
4. Katarzyna Wierzajtyś, Public campaign coordinator, Information and Promotion Office at PKP Polskie Linie Kolejowe S.A. in Poland
5. Philippe Feltz (RFF, France)

All presentations will be published on the European Commission's website http://ec.europa.eu/transport/road_safety/index_en.htm Following these high level and interesting presentations made in the Commission's workshop the ELCF (European Level Crossing Forum) Steering Committee chaired exceptionally by Simon Fletcher met in a restricted group to debrief on the workshop and to decide on further steps. An ELCF plenary meeting is foreseen on 18th June 2010 in Brussels and the follow up of this "EC Workshop on level crossings" has been put on the agenda.

For more information please contact Isabelle Fonverne: fonverne@uic.org

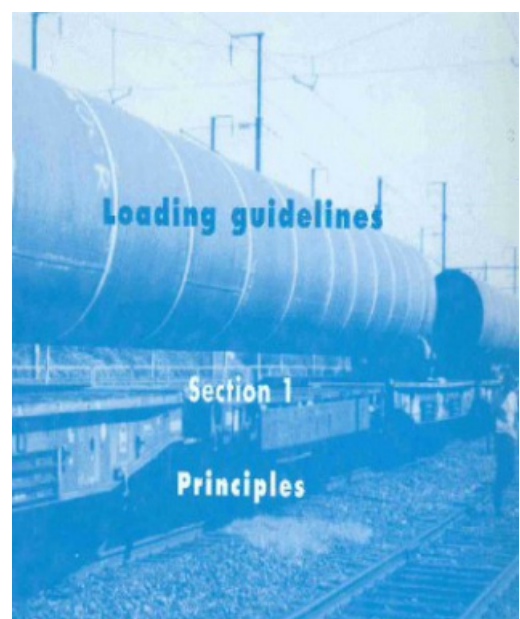
Rail Freight

Meeting Loading Rules working group on 12 and 14 April by UIC HQ Paris

Over 20 experts from UIC Railways involved in Rail Freight Traffic were sitting together to exchange best practices, sharing experience and validating proposals to common rules to be fulfilled by the loading of goods in various type of wagons. Even two delegates from wagon keeper companies were this time attending. They were dealing with principles and guidelines precisely drafted per type of good to be loaded in wagons.

In one subgroup for instance, some specialists in Timber and Paper studied the proposal of using a new non-skid packing material.

All the participants agreed to use more often the EXTRANET UIC for their own work and to



disseminate more easily these common rules and guide lines for the loading of wagons.

Please note that at the end of this year a new amendment of the loading guide lines will be issued.

These guide lines are the reference and the standard backed on experience for the whole industry. There is no other directive nor EU Norm which gives some much insurance for safety of goods and transports.

For any further information please contact Jozef Fazik: fazik@uic.org

Rail Freight

Invitation to the Global Rail Freight Conference Saint Petersburg 6 - 7 July 2010

Following its success in 2007, GRFC 2010 marks its second edition by bringing together the sector's top executives and decision makers, rail and logistics professionals, customers, influential politicians and regulators, and institutions from across the globe for an integrated and interactive event in Saint-Petersburg from 6 - 7 July 2010.

Under the patronage of UNECE and in cooperation with AAR, BIC, CER, CIT, EIM, FIATA, OTIF, UIRR and UNIFE, the conference will feature leading rail freight figures speaking on subjects of topical significance.

Highlights

- Railway transport in times of the global economic meltdown and the future recovery - Challenges and opportunities
- The need to drive efficiency in combined traffic



- Legal harmonization and paperless transport
- Conditions for the success of landbridges
- Investing in the development of rail - How to attract private investors?
- Wagonload - Thriving in North America, surviving in Europe?
- Green Logistics - An opportunity for rail
- Creating customer value with global logistics built on rail
- Intermodal traffic and the future of the container

Confirmed speakers

- Vladimir Yakunin, President RZD
- Jean-Pierre Loubinoux, General Director UIC
- Dr. Karl-Friedrich Rausch, Board Member DB
- Dr. Sebastian Jürgens, Member of the Board HHLA
- Lance Hockridge, CEO Queensland Rail
- Alexey Averin, Vice President International RZD
- Stig Nerdal, CEO Transportutveckling
- Dr. Alexander Hedderich, CEO of DB Schenker Rail
- Dr. Christoph Seidelmann, Vice President BIC
- Ferdinand Schmidt, Member of the Executive Board RCA, UIC Freight Forum Chairman

Patronage



Cooperation Partners:



We are looking forward to welcoming you in St Petersburg!

For more information and to register, please visit: www.uic-grfc.org

Rail Freight / Train Dynamics

Update UIC Leaflet 421 “Rules for the consist and braking of international freight trains “ and the “TrainDy” software system developed to calculate longitudinal dynamic forces for freight trains

At the invitation of the Polish Railways (PKP), a meeting of experts was held on 7 and 8 April 2010 in Cracow on the subject of the UIC “Update Leaflet 421” project and the UIC “TrainDy Software” (TDS) special group. The meeting was attended by Pawel Bannach (PKP), Dr Lars Müller, the UIC Project Leader (DB Systemtechnik), and Mr Karr (Rail Cargo Austria), T. Durand, (SNCF) Messrs Karbsten and Jakobi (DB AG) and Mr Vantone (Tor Vergata University in Rome).



Update UIC-Leaflet 421: The aim of the project is for UIC Leaflet 421 to take into account the changed economic conditions brought about by the increase of permissible total train weight to > 1,200 t for cross-border traffic in the European Union (EU). This shall be achieved by amending the train consist rules currently set out in UIC Leaflet 421 to include total train weights > 1,200 t. For this purpose a method needs to be developed which enables the influential parameters (track radius, incline, train length and weight, etc.) to be taken into account.

The aims of the meeting were to determine new values for total train weights in UIC Leaflet 421 and hold a final discussion on the international approval of a general method for determining the probability of derailment for freight trains. Both objectives were met, and SET 03 shall address these topics and vote on them at its meeting in June 2010.

TrainDy Software (TDS) special group: The purpose of the “TrainDy Software” (TDS) special group is the further development and commercialisation of the UIC “TrainDy” software system, developed to calculate longitudinal dynamic forces for freight trains (version 0.3.5 was officially approved on 1 September 2008). It has the following uses:

- simulation of new configurations (longer, heavier and faster trains),



- simulation of the behaviour of innovative new components (for example brake blocks),
- calculation of rail accidents.

TrainDy Software forms the basis of the UIC “Update Leaflet 421” project. Therefore the biannual meeting of the UIC “TrainDy Software” special group took place immediately afterwards, also at the invitation of PKP. Since both meetings had virtually the same participants, grouping together both activities also minimised expenditure. In addition to the aforementioned railways, the manufacturing sector is also participating in this working group through Faiveley Transport, Turin, Italy, and its representative Mr Francesco Demaria, and KNORR Bremse (Munich, Germany).

The meeting was a success: future developments, for example precise simulation of wheel-rail contact, were discussed, as well as the further commercialisation of the system by UIC. One of the conclusions was that there was a potential for commercialising the simulation of longitudinal dynamics beyond the European market. According to the experts, integrating AAR components would give the UIC TDS system a great chance of establishing itself in Asian, Australian, and North and South American markets. Marketing expenditure would be necessary for this purpose, and was being considered. The current members of the “TrainDy-Software” (TDS) special group are Deutsche Bahn AG, SNCF, TRENITALIA, Faiveley Transport Italy, Tor Vergata University in Rome and Knorr-Systeme für Schienenfahrzeuge GmbH (Deutschland). These memberships are based on an MoU signed by each member with UIC. The group is open to new members; railways, manufacturers, research institutes or universities may join for an entrance fee and an annual fee.

For more information please contact geissler@uic.org and lars.l-mueller@deutschebahn.com

Technology & Research

Joint working group UIC / OSJD “Automatic Gauge Changeover Systems” (AGCS)

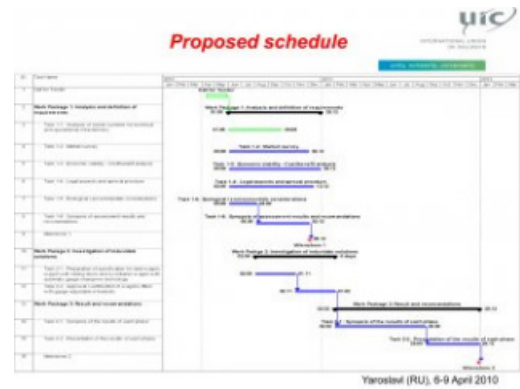
Under the Memorandum of Understanding (MoU) signed by UIC Director General Jean-Pierre Loubinoux and OSJD Chairman Tadeusz Szozda on 23 March 2010 in Warsaw, a joint UIC/OSJD working group “Automatic Gauge Changeover Systems” (AGCS) project was created at the meet-

ing hosted by OSJD and RZD, held from 6 to 9 April 2010 in Yaroslavl.

UIC concluded the feasibility study for “Automatic Gauge Changeover Systems” with the revised Version 3.41 in 2008. As this study concerned traffic running across the system interfaces of both UIC and OSJD railways, it was considered advantageous for both organisations to work together, in particular for the purpose of simplifying the technical and legal approval procedures as well as commercial aspects. In the UIC feasibility study “Automatic Gauge Changeover Systems, Version 03.4” it was proposed, among others, that OSJD contribute to the project. In October 2009 the creation of a UIC/OSJD joint working group was also incorporated by the OSJD Committee into its 2010 programme of work.

On this basis, the UIC Project Leader, Hans-Jürgen Geissler (RSF Department), attended the meeting of the Fifth OSJD Commission on “Railway vehicles - technical requirements for components”, chaired by A. G. Tvetcov (OSJD). At the invitation of OSJD and RZD the meeting took place from 6 to 9 April 2010 in Yaroslavl, Russia. During this meeting various OSJD leaflets were discussed and participants were informed by the Chairman and the UIC representative of the creation of a UIC/OSJD joint working group for the study of automatic gauge changeover systems.

Furthermore, the railways that would contribute on behalf of OSJD to the UIC/OSJD joint working group on the “Automatic Gauge Changeover Systems” project were announced. The railways LG, PKP, RZD and UZ were nominated by OSJD, with RZD to assume the role of coordinator for the OSJD railways. Thus the joint working group will for now be composed of the UIC members, ADIF, DB AG, DB Schenker and LitRail, and the OSJD members listed above. The definitive agreement of the UIC railways PKP and VR Cargo is still pending. An initial joint meeting is planned for July 2010 in Paris, to agree on a detailed programme of work, to update the schedule and to organise the tasks to be carried out. The meeting in Yaroslavl also included tours of the production and research facilities of the Russian company “FRITEX”, and the RZD freight wagon depot, “Mosky Wagon depot” in Yaroslavl (RU).



- Members of the UIC/OSJD joint working group**
- | <u>UIC participants</u> | <u>OSJD participants</u> |
|---|----------------------------|
| • ADIF: Iglesias | • BC: |
| • DB AG: Hoffmann | • LG: |
| • DB Schenker: Bach? | • PKP: |
| • LitRail (LG): Sinkevičius
(on voluntary) | • RZD: |
| • PKP Cargo: ? | • ZSSK Cargo: |
| • VR Cargo: Lepikkö? | • ZU: |
| | <u>Consultant:</u> |
| | Railistics, INECO or other |
- Yaroslavl (RU), 6-9 April 2010

For more information please contact: geissler@uic.org

News from UIC Members



Ivory Coast: Sitarail procures two powerful new locomotives

At a ceremony last week, Transport Ministers Albert Flindé (Ivory Coast) and Gilbert Ouédraogo (Burkina Faso) and the heads of Bolloré Africa Logistics, which owns Sitarail Group, inaugurated two high-performance GT26 3300-HP locomotives.

“The purchase of these new locomotives marks the beginning of a fresh boost for Sitarail in the transport of goods and passengers”, Minister Albert Flindé was pleased to announce, whilst reiterating that in 1994 the company acquired rail transport operations between the Ivory Coast and Burkina Faso. For him, the new acquisition will further boost the significance of the exciting rail adventure between the two countries. He subsequently reminded listeners that the priorities of the railways were, among others, to renew hauled stock and meet the challenge of strong, profitable and sustainable growth for all. “We must strive to make this railway the future of our nations”, urged Mr Flindé.



13 April 2010. Treichville railway station, Abidjan. The Ivorian and Burkinabe authorities together with the heads of Bolloré Africa Logistics attend the opening ceremony of the two 3300-HP locomotives imported from the United States (© Abidjan.net par Prisca)

Shortly before, his Burkinabe counterpart Gilbert Noël Ouédraogo had acknowledged the “partnership between our States and Sitarail, which strives to develop the railways in the Ivory Coast and Burkina Faso”. Bolloré Africa Logistics’ CEO Mr Dominique Lafont pointed out that Bolloré’s strength stems from its meshing strategy in Africa. According to him, Abidjan is a strategic corridor, and Sitarail its backbone. Given that, he says, “the Ivory Coast and Burkina Faso combined represent 40% of Bolloré’s 20 000 staff in 40 countries.”

Finally, Executive Board Chairman Mr Lanciné Diawara unveiled that the two locomotives required 2.9 billion CFA francs’ worth of financing. He also announced that the rail company’s new investment plan involves injecting 73 billion CFA francs towards improving track and another 60 billion CFA francs towards renewing stock, with priority given to passenger services.

News from UIC Members



Vietnam: Training 6 500 employees for high-speed railway lines

Over 6 500 staff will need to be trained abroad in preparation for the commissioning of the high-speed rail line set to link Hanoi with Ho Chi Minh City from 2020.

According to the Vietnam-Japan Consulting Joint Venture (VJC), the training should span a period of five years from 2015 to 2019, thus affecting 1300 beneficiaries per year. Vietnam Railways is currently joining forces with its Japanese and Taiwanese partners to create comprehensive training programmes and work placements.

As part of Vietnam's 2020 Rail Transport Development Strategy, recently approved by Prime Minister Nguyen Tan Dung, and its further outlook to 2050, the building of the high-speed railway is considered to be among Vietnam's top three infrastructure projects, requiring more than 55.8 billion dollars' worth of investment, according to Dr Nguyen Huu Bang, Vietnam Railways' CEO.

Since last year, said company has dispatched around a hundred or so Vietnamese railway staff and engineers to Japan for training. To date, around ten of them are approaching completion.

Within the country the railways have undertaken to arrange English and Japanese tuition for its Vietnamese staff.

The high-speed rail link should feature 27 stations along the route, with expected line speeds of 300 km/hr, enabling the 1570-kilometre journey from Hanoi to Ho Chi Minh City to be covered in approximately five and a half hours.

News from UIC Members



Belgium: “Homeless People in European Stations”: the Brussels Experiment

The “Homeless People in European Stations” project was launched on Tuesday in Brussels-Central station by Philippe Courard, Secretary of State for Social Integration and Combating Poverty, in partnership with SNCB-Holding and the “La Strada” centre, which supports those working with the homeless in Brussels. The European project involves seven countries but is of particular importance in Belgium under the Belgian Presidency of the European Union, all the more so as 2010 has been declared “European Year for Combating Poverty and Social Exclusion”. Seven countries, all seeking how best to tackle the problem of homelessness, are associated with the European project: Belgium, Germany, France, Italy, Spain, Poland and Luxembourg.

Next meetings scheduled

- 21-23 April 2010: 6th uic world congress on rail security - **meeting postponed** (Istanbul - Sheraton Ataköy Hotel)
- 21 April 2010: Core group of ees platform (UIC, Paris, room 205)
- 22 April 2010: Task force risk acceptance criteria (UIC HQ)
- 23 April 2010: Business excellence board (Paris)
- 26-30 April 2010: Siafi 2010 - session i (Paris)
- 27 April 2010: Ssmg safety system management group meeting brussels (BRUSSELS)
- 28 April 2010: Steering committee passenger forum (short) (Paris)
- 29 April 2010: Passenger forum (Paris)
- 4-5 May 2010: Contact strip -wire interaction of materials (Bratislava (SK))
- 5 May 2010: High speed plenary session

UIC e-News Editor: Marie Plaud
Lay-out: Marija Petkovski
UIC Communications Department, Paris, 21 April 2010

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