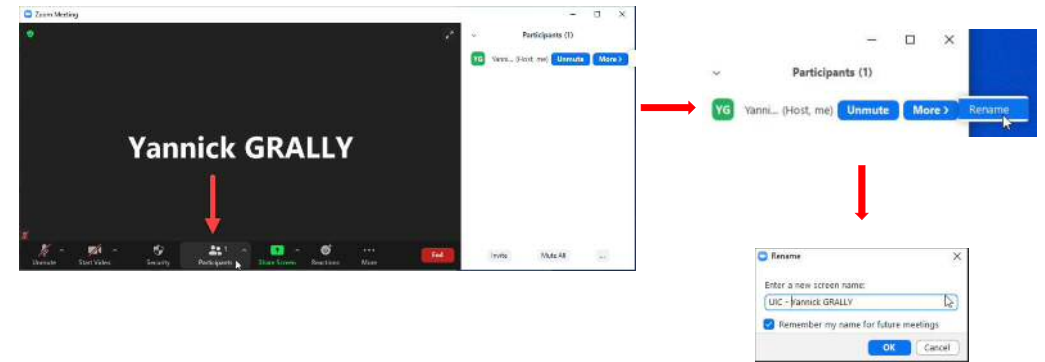


# WELCOME TO THE 100<sup>th</sup> GENERAL ASSEMBLY

Paris & online, 29 June 2022  
11:00- 15:00



Use the “people” tab to edit your identity in the following format:  
**Company name, last name, first name**

## How to choose your meeting language

Click on the language button located at the bottom right of your screen and select the language you want to listen to during the meeting.

If you wish to take the floor, please click on “off”.

You can mute the main language (Mute Original Audio) to listen only to your preferred choice



<https://us02web.zoom.us/j/82207461979?pwd=V1hzcHM4VFUUbXdmVjBoWXR6MHE0UT09>

Meeting ID : **822 0746 1979**

Code : **638379**

Find your local number : <https://us02web.zoom.us/u/keI9D0i00>

As usual, this meeting will be recorded  
for the purpose of minuting

**REC** ●

11.00 - 11.05



# 1. WELCOME & OPENING BY THE CHAIRMAN

- a. Key note speech UNECE
- b. Voting rights & quorum

Krzysztof Mamiński  
Chairman UIC

11.05 - 11.15

## a. Key note speech



Yuwei Li  
Director  
Sustainable Transport Division  
United Nations Economic Commission for Europe



7

## b. Voting rights & quorum

Voting rights in the General Assembly are subject  
to the payment of membership fees



8

The General Assembly is invited to note the information.

## 2. REPORT FROM THE CHAIRMAN

### a. Debrief from the Executive Board

Krzysztof Mamiński  
Chairman, UIC

### a. Debrief from the Executive Board

The Chairman

- debriefs the General Assembly on the outcome of the Executive Board held on 28/06/2022
- assesses the situation at mid-year and gives the orientations for the second half of 2022

The General Assembly is invited to take note of the report of the Chairman

# I. ITEMS FOR DECISION

# 1. ADMINISTRATIVE ISSUES

## a. Approval of the Agenda

François Davenne  
Director General

## a. Approval of the Agenda – items for decision

15

### 1. Administrative issues

- a. Approval of the agenda
- b. Approval of the Terms of Reference
  - Finance Platform
  - Budget & Audit Commission
  - European Regional Assembly (update)

### 2. Mid-year report from the Director General

- a. Appointments
  - Vice-chair Security Platform

### 3. Financial issues

- a. Approval of the 2021 accounts

### 4. Improving cooperation with other regions

- a. Debrief from the Regional Chairmen meeting of 20 June 2022

### 5. Assessment UIC work programme 2020-22 et launch work programme 2023-25

### 6. UIC manifesto and next steps

### 7. Sustainability

- a. The Rail Sustainability Index (RSI) and Google data license

### 8. Relationships with partner organisations & third parties

- a. New Agreements

### 9. Activation of existing MoUs to find new sources of external funding

### 10. Membership issues: new members



## a. Approval of the agenda – items for information

16

### 1. Financial issues

- Financial situation at mid-year and preliminary elements for the 2023 budget
- Activity and financial reporting of UIC Special Groups / a focus on ATTI (Agreement on freight Train Transfer Inspection)

### 2. Mid-year standardisation report

### 3. First orientations for the 2023 project programme

### 4. Global activities

- Study on how to boost passenger preference for rail
- Sustainability
  - Global advocacy for rail
  - ERPC & sustainable procurement
- Research & Innovation : topical activities
- Safety & Operations

### 5. UIC centenary

### 6. The Open Rail Foundation

### 7. Membership issues: general information, resignations

### 8. Next meeting – calendar of meetings for the second half of 2022

### 9. Any other business





- Members requested to voice whether they wish to change the order of the items on 100<sup>th</sup> General Assembly agenda or add any further item(s) under AOB
- Minutes of 99<sup>th</sup> General Assembly (hybrid 09/12/2021) = remark from FS Italiane and SAR taken on board; members notified on 28<sup>th</sup> February 2022

#### **Decision recommendation: the General Assembly**

- **approves the agenda for its 100<sup>th</sup> session,**
- **further takes note of the minutes of the information on the minutes of its 99<sup>th</sup> session**

11.35 – 11.40



## **1. ADMINISTRATIVE ISSUES**

### **b. Approval of the Terms of reference**

- Finance Platform
- Budget & Audit Commission
- European Regional Assembly (update)

**François Davenne**  
Director General

## **Terms of Reference Finance Platform**

20

- submitted for validation and approved at the plenary meeting of the Finance Platform (8 June 2022)
- submission for further approval at this General Assembly



## Terms of Reference Budget & Audit Commission

21

- submitted for validation and approved at the plenary meeting of the Budget & Audit Commission (10 June 2022)
- submitted for further approval at this General Assembly.



## Terms of Reference Regional Assembly Europe (update)

22

- Further to a request by its members, art. 6, Section 1 of the ToR of the European Regional Assembly has been slightly adapted to introduce an element of flexibility concerning the number of members in the European Management Committee
- The 34 Regional Assembly Europe (27 June 2022) approved this change.

**Decision recommendation: the General Assembly approves the Terms of Reference of the Finance Platform, the Budget & Audit Commission and, noting the pending approval of the 34<sup>th</sup> Regional Assembly Europe of 27 June, the updated ToR of the Regional Assembly Europe**

11.40 – 11.55



## 2. MID-YEAR REPORT FROM THE DIRECTOR GENERAL

- a. Appointments
- Vice-chair Security Platform

**François Davenne**  
Director General

## Growing Accountability

25

War situation in Europe with the conflict in Ukraine has been at the centre of UIC concern for the last 6 months:

- Suspension of Russian & Belarusian companies,
- financial impact of 500 k for 2022
- Humanitarian task force active since March

UIC will preserve the activities in the different regions and keep the current momentum:

- Asia-Pacific is financially heavily impacted by the crisis but projects should be preserved
- Middle-East and Africa regions are developing clear project roadmaps
- North and South America are developing a sounder implication

Better management control has allowed to get through the Covid 19 Crisis without compromising the financial position of the Association.

## A sharp increase in satisfaction rate

N°	Item	Minimum threshold	Satisfaction rates 2022	Progression 2022-2021	Satisfaction rates 2021	Satisfaction rates 2020	Satisfaction rates 2019	Satisfaction rates 2018	Overall progression 2018-2022	Average yearly progression over 5 years
1	Strategy	65%	83%	+6%	77%	77%	68%	40%	+43%	+9%
2	Influence	65%	74%	+5%	69%	60%	60%	54%	+20%	+4%
3	External communication	65%	81%	+12%	69%	74%	64%	57%	+23%	+5%
4	Monitoring	65%	76%	+2%	74%	72%	65%	57%	+19%	+4%
5	Internal communication	65%	78%	+5%	73%	67%	60%	53%	+25%	+5%
6	Meetings	65%	86%	+5%	81%	80%	76%	49%	+38%	+8%
7	Reception	65%	90%	+7%	83%	86%	82%	44%	+46%	+9%
8	TF Covid-19	65%	84%	+3%	81%	78%	--	--	--	--
9	TF Ukraine	65%	77%	--	--	--	--	--	--	--
10	Service continuity during crisis	65%	83%	0%	83%	75%	--	--	--	--
11	Efficiency	65%	82%	+7%	75%	69%	65%	61%	+21%	+4%
12	Dynamism	65%	79%	+13%	66%	56%	48%	53%	+26%	+5%
<b>Overall satisfaction rates average</b>			<b>81%</b>	<b>+6%</b>	<b>76%</b>	<b>72%</b>	<b>65%</b>	<b>65%</b>	<b>+16%</b>	<b>+3%</b>

## Recognition of the UIC added values

27

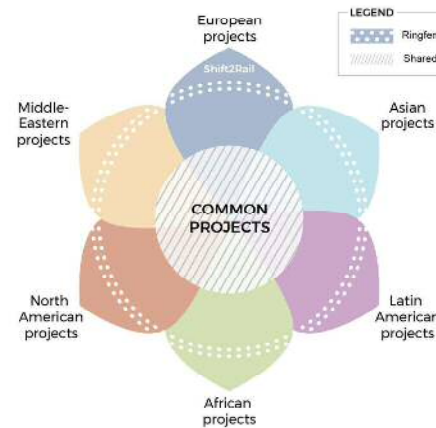
- framework agreement was signed with the European Railway Agency (ERA) in December 2021 for a more articulated cooperation for a structured activity in the region.
- UIC involvement in crucial tasks of the System Pillar and innovation pillar of Europe's Rail Joint Undertaking (ERJU): system architecture, 5G, operational rules, cross cutting activities.
- UIC is delivering value with OSDM (Open Sales & Distribution Model) data model. The aviation system AMADEUS is fully supporting OSDM.
- RFF is continuing its effort on DP rail

⇒ It demonstrates that UIC is the right place for the members to take collective responsibility for important technical developments

⇒ UIC is the right eco-system with the right partnerships.

## Regional empowerment: strengthen the regional projects

28



- prospect the needs of UIC members.
- work on the creation of high-level user groups for UIC products outside Europe,
- identification of projects and working on regional work programs

⇒ The Coordinators for each of the UIC regions have gathered the regional outputs and set perspectives.

⇒ Progressive implementation of regional project roadmaps that will allow to foster commitment in UIC activities.

## a. Appointment vice-chair Security Platform

29

- mandate of the current chairman, Mr Piotr Kurcz (Security Director of PKP) will end tomorrow 30th June 2022
- will be replaced by the current Vice-Chair, Mr Sanjay Chander (Director of Indian Railways Protection force)
- Security Platform led by rotation by a chairperson and a vice chairperson, one from a European and one from a non-European member company
- call for candidates for the vice-chairperson was sent to the European active members on 12th April 2022
- Further to call it is proposed to appoint:



Mr Xavier Roche, Security Director at SNCF

### Decision recommendation: the General Assembly:

- endorses the mid-year report of the Director General
- approves the appointment of Mr Xavier Roche as vice-Chair of the Security Platform for a 2-year mandate

30

11.55 – 12.15



## 3. FINANCIAL ISSUES

### a. Approval of the 2021 accounts

François Davenne  
Director General

## Budget & Audit Commission

32

Took place on 10<sup>th</sup> of June

### Regular Members

- Legal Auditors: KPMG and ORIAL
- Member representatives:  
SNCF (Chair), KTZ, FS, PKP, Bane NOR  
RZD (suspended)

On the basis of the information received, presentations made, and documentation provided, the Budget and Audit Commission delivered a favorable opinion on the UIC HQ accounts 2021.

## a UIC 2021 Accounts Headquarters

## 2021 Headquarters (HQ) – Results

34

### Revenues

- Fees at ~ 9 M€ in 2021, in line with the Forecast 2021
- Congress activity has improved from 335 K€ in 2020 to 625 K€ in 2021 (+86%) consecutive to less sanitary restrictions.
- IRS have also been valued in the UIC assets +316 K€ .
- Better recovery of unpaid fees compared to 2020 with a decrease from 590 K€ to 481 K€ in 2021 (-18%) thanks to joint efforts made by Members and the Regional Coordinators.

## 2021 Headquarters (HQ) – Results

### Expenses

Expenses increased by 2%, consistent with the progressive recovery of the activity in 2021

- Increase in HQ staff costs
  - No Covid 19 Subsidy this year for staff costs
  - Additional staff costs in connection with the accounting treatment of the IRS production, as this required the valorization within HQ of the staff cost involved in the process.
- Increase of other operational expenses by 2%:
  - Increase of travel costs by 4% compared to 2020, in line with more physical meetings
  - Increase of consulting expenses (5%) due to the recovery of the activity, especially for regional activities
  - Increase of training costs in connection with additional needs to adapt to new teleworking methods and with training actions postponed from 2020 to 2021
- Decrease of bad debts provisions on fees (from 590 K€ in 2020 to 481 K€ in 2021)
- Strong impact of subsidiaries shortfall, resulting in provisions on financial assets (net impact - 96 K€)

### Investments and amortization

- Start of the IRS amortization (14K€) in 2021
- 2021 Investments stable and strictly confined to legal and security requirements : building and costs for remote works (software, IT equipment)

35

## 2021 Headquarters (HQ) - Actual 2020, Forecast - Actual 2021

36

### Synthetic P&L (K€)

	2021 Actual	2021 Forecast	2020 Actual
<i>Fees</i>	9 026	8 995	9 289
<i>Other income</i>	1 326	1 255	941
<i>Assets production</i>	316	309	
<i>Financial income</i>	309	187	238
<i>Exceptionnal incomes</i>	13	61	193
<i>Reversal of provisions</i>	676	500	539
<b>REVENUES</b>	<b>11 666</b>	<b>11 307</b>	<b>11 200</b>
<i>Operational expenses</i>	-3 727	-3 628	-3 641
<i>Staff costs</i>	-6 072	-5 854	-5 746
<i>Financial charges</i>	-103	-100	-112
<i>Exceptional charges</i>	-26	-30	-183
<i>Depreciation (amortization)</i>	-732	-800	-746
<i>Provisions</i>	-980	-890	-924
<i>Income tax expense</i>	4		-4
<b>EXPENSES</b>	<b>-11 636</b>	<b>-11 302</b>	<b>-11 357</b>
<b>NET RESULT</b>	<b>30</b>	<b>5</b>	<b>-158</b>

## 2021 Headquarters (HQ) – Results (K€)

37

### Synthetic P&L (K€)

	2021 Actual	2020 Actual
<i>Fees</i>	9 026	9 289
<i>Other income</i>	1 326	941
<i>Assets production</i>	316	
<i>Financial income</i>	309	238
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<b>EXPENSES</b>	<b>-11 636</b>	<b>-11 357</b>
<b>NET RESULT</b>	<b>30</b>	<b>-158</b>



Focus on fees on debts (K€)		
	2021	2020
Losses on fees (1)	-349	-187
Reversal of provisions/ Fees (2)	612	384
<b>collection on fees (1)+(2)</b>	<b>263</b>	<b>197</b>
New provisions/Fees (3)	-744	-787
<b>Impact fees bad debts (1)+(2)+(3)</b>	<b>-481</b>	<b>-590</b>
<i>Fees</i>	9 026	9 289
<b>Ratio bad debts/fees</b>	<b>5%</b>	<b>6%</b>

## UIC 2021 Accounts Complete vision Headquarters & Projects

## UIC Profit & Losses account 2021 Detail of Headquarters & Projects (K€)

39

### Synthetic P&L (K€)

	2021 Actual HQ	2 021 Actual PROJECTS	2 021 Whole UIC	2 020 Whole UIC
<i>Fees</i>	9 026	9 584	18 610	16 935
<i>Other income</i>	1 326	6 619	7 945	7 340
<i>Assets production</i>	316	0	316	0
<i>Financial income</i>	309	4	313	244
<i>Exceptionnal incomes</i>	13	29	42	206
<i>Reversal of provisions</i>	676	563	1 239	948
<b>REVENUES</b>	<b>11 666</b>	<b>16 799</b>	<b>28 465</b>	<b>25 673</b>
<i>Operational expenses</i>	-3 727	-11 657	-15 384	-13 116
<i>Staff costs</i>	-6 072	-4 812	-10 884	-10 480
<i>Financial charges</i>	-103	-1	-105	-117
<i>Exceptional charges</i>	-26	-23	-50	-235
<i>Depreciation (amortization)</i>	-732	-60	-793	-826
<i>Provisions</i>	-980	-245	-1 225	-1 053
<i>Income tax expense</i>	4	0	4	-4
<b>EXPENSES</b>	<b>-11 636</b>	<b>-16 799</b>	<b>-28 435</b>	<b>-25 831</b>
<b>NET RESULT</b>	<b>30</b>	<b>0</b>	<b>30</b>	<b>-158</b>

## UIC 2021 Accounts Projects & Special Groups

## UIC Profit & Losses account 2021 Detail of projects and special groups (K€)

41

Synthetic P&L (K€)

	2 021		2 020	
	Actual	Excluding Special Groups	Whole UIC	Whole UIC
Fees	8 030	1 555	9 584	7 645
Other income	6 189	429	6 619	6 398
Assets production	0	0	0	0
Financial income	0	4	4	6
Exceptionnal incomes	29	0	29	14
Reversal of provisions	533	30	563	409
<b>REVENUES</b>	<b>14 781</b>	<b>2 018</b>	<b>16 799</b>	<b>14 472</b>
Operational expenses	-10 016	-1 641	-11 657	-9 474
Staff costs	-4 507	-305	-4 812	-4 733
Financial charges	-1	0	-1	-4
Exceptional charges	-23	-1	-23	-52
Depreciation (amortization)	-13	-47	-60	-80
Provisions	-221	-24	-245	-129
Income tax expense	0	0	0	0
<b>EXPENSES</b>	<b>-14 781</b>	<b>-2 018</b>	<b>-16 799</b>	<b>-14 472</b>
<b>NET RESULT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## UIC 2021 Accounts Subsidiaries

## Subsidiaries - Actual 2021 and Perspectives 2022 ETF and L&T

43

### L&T

- Translation market difficult due to continued effect of sanitary crisis.
- The shortfall ups to - 96 K€ versus -111K€ in 2020.
- The 2022 budget shall be also a shortfall due to structural difficulties and continuing impact of sanitary crisis.
- Equity < 50 % of capital : various scenarios are in study by a task force: Decision by end 2022.

### ETF

- IRS publications are increasing due to the IRS valorization in the UIC asset.
- The result ups to +45 k€ versus + 36 K€ in 2020.
- The 2022 budget shall be also at break even thanks to the recovery of homologation and the dynamism of IRS.

## Subsidiaries - Actual 2021 and Perspectives 2022 UICP

44

### UICP

- The result ups to +25 K€ versus + 21 K€ in 2020 thanks to the 2<sup>nd</sup> semester activity.
- The 2022 budget shall reach a break even point. The task force will propose new business solutions in the context of "phygital events" (physical + digital).

## Subsidiaries – Actual 2021 and budget 2022

45

	UICP	ETF	L&T
2021 - Actuals	<p><b>Positive Result of +25 K€</b> The result is balanced thanks to the second semester activity and the impact of short time working.</p>	<p><b>Positive Result of +45 K€</b> Publications and sales of IRS are increasing thanks to the technological dynamism of IRS update program. Since 2016 more than 182 IRS have been published (48 IRS published in 2021). Sales volume for technical labellisation is stable.</p>	<p><b>Shortfall - 96 K€</b> Turnover 355 K€ due to the context of sanitary crisis. Partnerships with railways industry increased the use of outsourcing.</p>
2022 Budget	<p><b>Break Even</b> Turnover expected at 680 K€ through partnership (web platforms and hotels in the area).</p>	<p><b>Break Even</b> Turnover stabilised in business activities (700 K€). Dynamism of technical labellisation and IRS production.</p>	<p>Equivalent level of forecast and turnover at 360 k€. Business continuity plan is under way for this subsidiary.</p>

## b. Calculation of the membership fees 2023

## b. Calculation of the membership fees for 2023: KPI

47

- The membership fees are calculated based on statistics Y-2 for active members (associate and affiliate members are not concerned)
- Therefore, calculation of the 2023 membership fees should be based on the 2021 KPIs
- 2021 = still a very complicated year for most members due to the pandemic
- KPIs for 2021 therefore not relevant; could lead to important fee variations in 2023 for individual members compared to a normal situation before pandemic like in 2019.

⇒ For 2023, given the Ukrainian crisis and the inflation, there is a need to adjust the fees to achieved balanced accounts and to **call 9,3 M€, which is the same amount in current euro than in 2019**

⇒ Depending on the final statistics for 2021, fees calculation could be made against 2019 traffic metrics, with the necessary adaptation due evolutions between 2019 and 2023

⇒ **it is therefore suggested to have a final decision on the individual fees, during the GA of December 2022 as we will have a better view on the evolution.**



### Decision recommendation : the General Assembly:

- Approves the 2021 accounts
- validates the allocation of the result 2021 (30K€) to “the carry forward”
- considers the exceptional current situation due to the Ukrainian Crisis and inflation and decides to agree on the budget figures of 2022 and for 2023 in December 2022 in line with the evolution.



## 4. IMPROVING COOPERATION WITH OTHER REGIONS

a. Debrief from the Regional Chairmen meeting of 23rd June 2022

Krzysztof Mamiński  
UIC Chairman

The General Assembly is invited to note the information

## 5. ASSESSMENT UIC WORK PROGRAMME 2020-22 & LAUNCH WORK PROGRAMME 2023-25

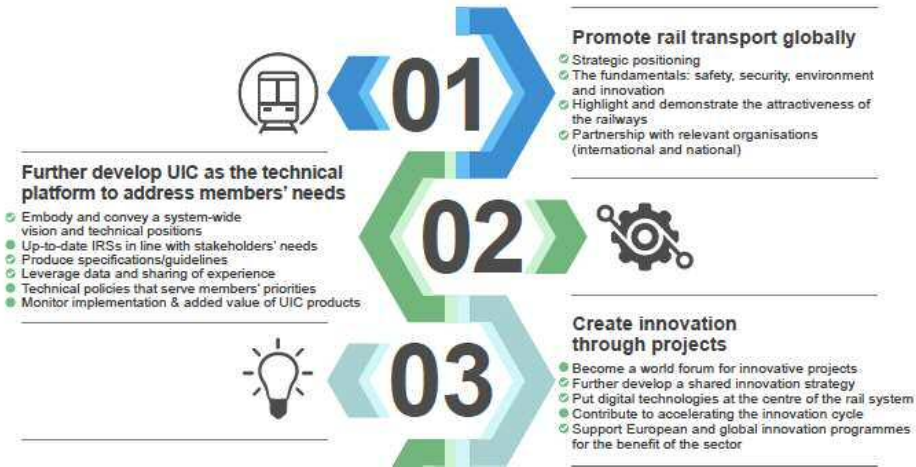
François Davenne  
Director General

### WORK PROGRAMME 2020-2022



- Assessment of the work programme 2020-22
  - Detailed activities in 2020-21
- => Despite Covid 19 crisis the implementation of the strategic focus areas progressed strongly.

## EVALUATION OF 2020-2022 WP



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## EVALUATION OF 2020-2022 WP

### Promote sustainable, carbon-free transport

- Rail as the backbone of mobility
- Convey a multimodal vision shared with public transport and supply-chain stakeholders
- Develop innovative projects for better attracting green bonds



### Efficient, transparent management for the benefit of our members



- Ethical and transparent governance
- Regular reporting and ongoing assessment of added value from activities
- Ongoing skills development
- Provide the Regions with a vehicle for project development

### Conclusion:

=>The main Focus area are still valid: they should be reconducted for the 2023-2025

=> More focus on the following area:

- Communication and monitoring
- International rail promotion and setting up a coalition for the vision 2030
- Regional projects increase
- External financing outside Europe
- Fostering more active membership

=> Detailed 2023-2025 WP to be presented at the december GA

54

55

### Decision recommendation:

The General Assembly acknowledges the assessment of the work programme 2020-22 and endorses the orientations for the upcoming 2023-25 work programme

12.35 – 12.45



## 6. UIC MANIFESTO & NEXT STEPS

Marie Plaud-Lombard  
Director of Communication

## Context

57

Over the past three years, UIC has made sure that it has adapted to this changing world, at a time of great importance, notably by reviewing various subjects internally, and by encouraging new developments.

From now on, in 2022, UIC will focus on three major themes, which will themselves be set out in the **UIC 2023-2025 work programme**.

- **2030: making modal shift desirable / decarbonisation** ([UIC 2030 Vision "Design a better future"](#))
- **Innovation** (UIC participation in ERJU, ...)
- **Continuous improvement of railway services** (*Manifesto*)

These 3 axes will serve as a guideline for the UIC in 2022 and during its centenary, through a whole series of actions, publications, events.

## The Manifesto allows us to show that

58

- We intend to **move FAST** / We have taken the **URGENCY** of the situation (cf IPPC report)
- We want to be **CONCRETE**
- In each key question **we have SOLUTIONS**
- We need **COMMITMENT** from our partners
- We make a **CONTINUUM with the arguments** that were delivered during **COP26**, and those which will be presented during **COP27** on behalf of the sector
- We intend to show what we are doing **BY OURSELVES** (telecom, ticketing, ..)

## The Manifesto aims to provide concrete solutions

59

- To transform cities and connect communities
- To use clean energy, technology and innovation
- To promote intermodality and seamless connection
- To transform customer experience

## Schedule

60

- Sent to the members on 31/05/2022 for a consultation open until 17/06/2022
- Version incorporating members remarks sent to the members on 26/06/2022
- Final publication : after the GA





## How UIC will communicate ?

61

 Social media campaign

 Google Ad campaign

 Press releases / eNews articles / articles in the media

 Produce a video

62

**Decision recommendation:**

**The General Assembly approves the UIC Manifesto with the remarks from the members.**

12.45 – 12.55



## 7. SUSTAINABILITY

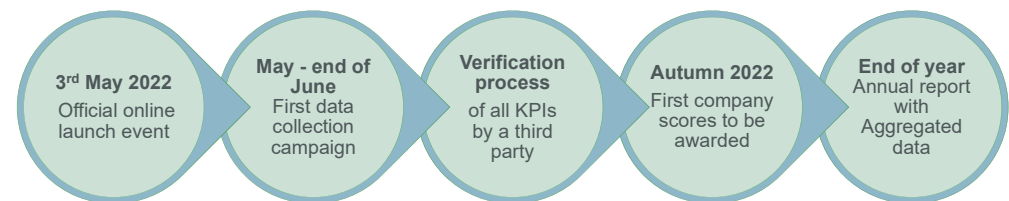
a. The Rail Sustainability Index (RSI), ESRS Global and Google data license

**Lucie Anderton**  
Head of the Sustainability Unit



## Launch of the first Campaign

64





**Joe Robinson**  
ESG Manager, Equitix

“What we see is the development of a clear methodology, good evidence, the ability to benchmark, and historic data which can help fund managers take targeted action that will lead to better outcomes.”



“Because this is a tool created by 65 UIC members for UIC members, we see great value in using the tool, as it has been made to match our needs”.



**Françoise Granda-Desjardins**  
Senior Advisor, Corporate Social Responsibility and Sustainable Mobility, VIA Rail Canada

“RSI will help companies think through the SDGs and how they can influence their strategy as a company”



**Peter Paul van de Wijs**  
Chief External Affairs Officer, Global Reporting Initiative



**Rod Barber**  
Director Environment & Sustainability, Transport for NSW, Australia

“The RSI tool definitely presents opportunities to improved and increased recognition around the role that rail has in the sustainability space”



## Worldwide launch - UIC Environment Strategy Reporting System: Traction energy & emissions database

### UIC ESRS Methodology and policy

**Submission Process**  
The requested input is regarding year N-1 data (i.e. 2021 data).

**You are invited to input 2021 data** through the **ESRS online tool** that you can access here: <http://www.co2-data.org>.

- Procedure:**
- Head to <http://www.co2-data.org>
  - Register your company (using its RICS code)
  - Or Log into your (existing) account: Default ID is your company's name or abbreviation (Don't hesitate to reply to this mail if any doubt/login issue).
  - Select "Manage data -> Insert/Modify data"
  - Click "Fill the online form" or "Download the template"

In 2022, the database will collate worldwide energy and emissions data



Monitoring against targets

	1990	2005	2020	2030	2050
CO2	Specific emissions (gwh & km)	Baseline	-40%	-50%	
	Total CO2 emissions	Baseline	-30%		
	CO2-trainnet operation				-100%
Energy	Specific energy consumption (gwh & km)	Baseline	-30%	-50%	
	Total PM & NOx emissions	Baseline	-40%		
Tailwind emissions	Total PM & NOx emissions	Baseline	-40%		
	Zero emissions of PM & NOx				-100%



- Energy consumption
- Emission factors
- Energy mix

Philippe Stefanos

Confidential & Subject to NDA

## Google Travel Sustainability

Proposal for Integrating Train Emissions

June 2022

Proprietary + Confidential

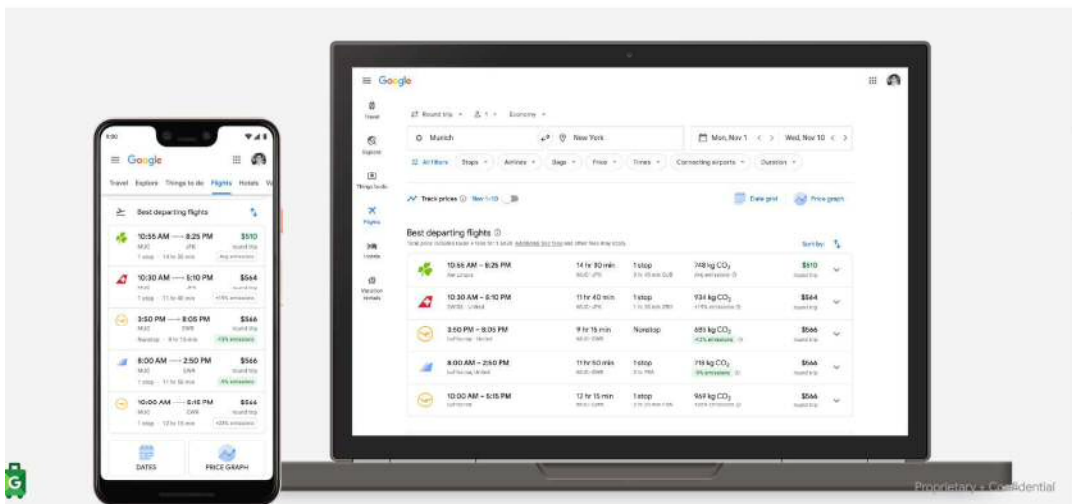


Confidential & Subject to NDA

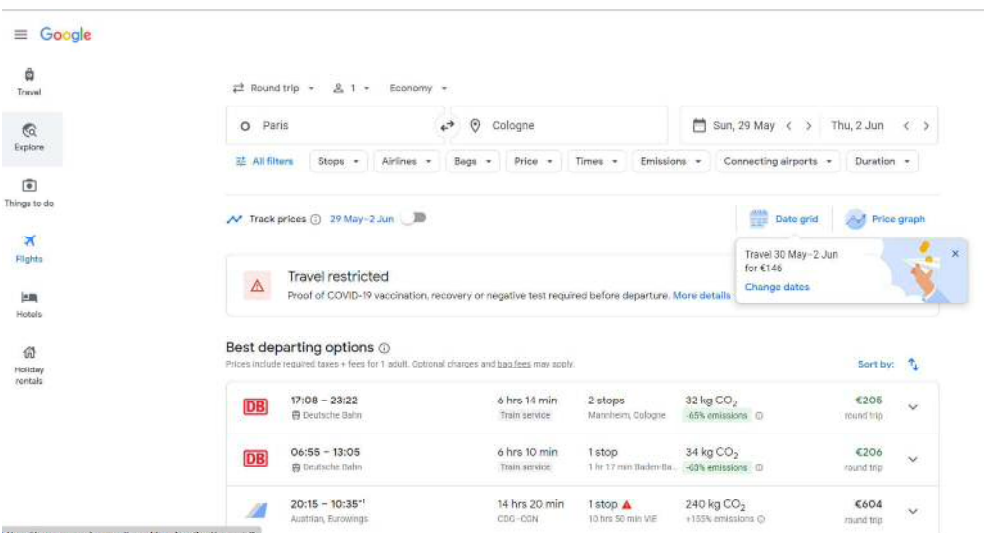
Google’s goal is to “Educate and empower users to make more sustainable travel choices for a better world.”

Proprietary + Confidential

## Current State: Greener Flights



Google is looking for data sources & partners who can provide **carbon emissions data for trains**



## Google data license agreement

In line with the terms already agreed with participating members, a commercial licensing is under negotiation for level 2 data. Consultation and agreement has been carried out with the Energy and CO<sub>2</sub> Sector Group and DB experts specifically

Endorsement was confirmed at the Sustainability Platform Meeting 2<sup>nd</sup> June 2-year agreement to use Licensed Content in Google products

Data to be licensed:

- **Level 2 average carbon factor by company - Specific CO<sub>2</sub>e location and market-based emissions of passenger trains (gCO<sub>2</sub>e/pkm)**
- **Includes data for DB, PKP, FS, SNCF, RENFE, NS, CD, CFR Calatori, SNCB, CFR Marfa, OBB, MAV, VR, BDZ, CP, SZ, SBB (plus any additional members who submit data this year)**
- 20k Euro per year for complete annual data output (benchmarked against MERITS commercial licensing costs)

Future separate license also under negotiation

- Output Level 1 – High speed, intercity and regional service disaggregated data (subject to each member confirming they are willing to share) - Price per member data sets to be negotiated (5k Euro baseline value per dataset)

Decision recommendation : the General Assembly supports the principle to agree on a commercial license agreement with Google.

## 8. ACTIVATION OF EXISTING MEMORANDUM OF UNDERSTANDING TO FIND NEW SOURCES OF EXTERNAL FUNDING

Vincent Vu  
Director Institutional Relations

## GLOBAL STRATEGY FOR NEW FUNDING FROM PARTNERSHIPS

### TARGET:

- **Financial institutions like international banks:** through current MoUs and future ones
- **Governmental & intergovernmental organisations,** UN bodies, African Union, ...

### OBJECTIVES:

- ⇒ Position UIC as trusted third party on technical rail issues
- ⇒ Responding to consultations where funds for railway projects are available

### CONCRETE ACTIVITIES WHERE UIC HAS AN ADDED VALUE:

- **Reference of UIC technical documents (incl. IRS) and data**
- UIC expertise added value to projects linked to **standardisation & technical specifications**
- **Training**

## TRAINING FOR UIC PARTNERS

Among UIC partner organisations, the **UNITED NATIONS ECONOMIC AND SOCIAL COMMISSION FOR ASIA-PACIFIC** and UIC have entered into **negotiations in 2021** and have identified where UIC expertise could bring added value.

Identified **areas of cooperation** from MoU 2000: standards, international corridors, human resources development, IT

⇒ UIC has a mandate to develop **training sessions, material (TED talks, videos) + workshops, to assign, consultants, experts,**

⇒ **Funded by country donors for ESCAP programmes and projects**

Objectives: **to increase advantages of rail freight with smart solutions and deepened digitalisation in the context of sustainability challenges**

Agreements signed in January 2022 and will terminate on 31 October 2022

⇒ **A challenge of success for possible next opportunities of collaboration in this field**





**Decision recommendation:**

The General Assembly endorses the orientations taken in the approach with these new sources of external funding.

## 9. MEMBERSHIP ISSUES: NEW MEMBERS

**François Davenne**  
Director General



### About KNR – General information

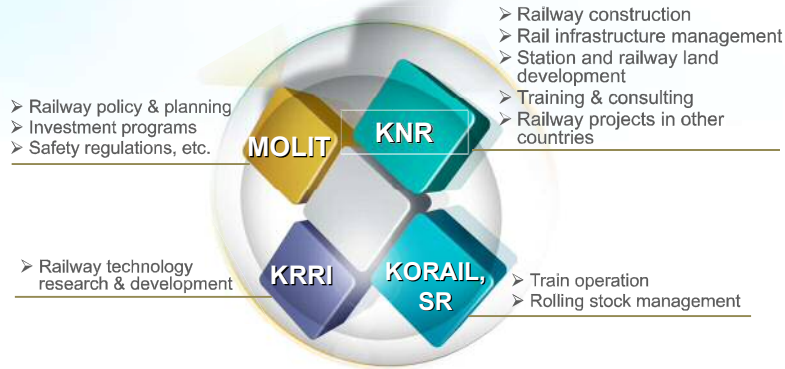


Head Office in  
Daejeon, Republic of Korea

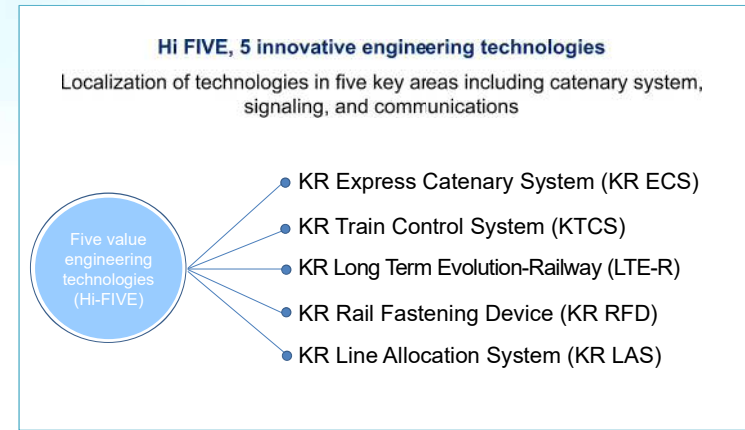
<b>Name</b>	Korea National Railway
<b>Founded</b>	1 January 2004
<b>Organization type</b>	State-owned agency
<b>Annul budget</b>	USD 8,361 million (as of 2022)
<b>Total asset</b>	USD 15,085 million (Independent Auditors' Report 2022)
<b>Credit rating</b>	Domestic AAA Moody's Aa2 S&P AA
<b>Total length</b>	4,274 km
<b>Electrification rate</b>	74.4%
<b>Employees</b>	2,194



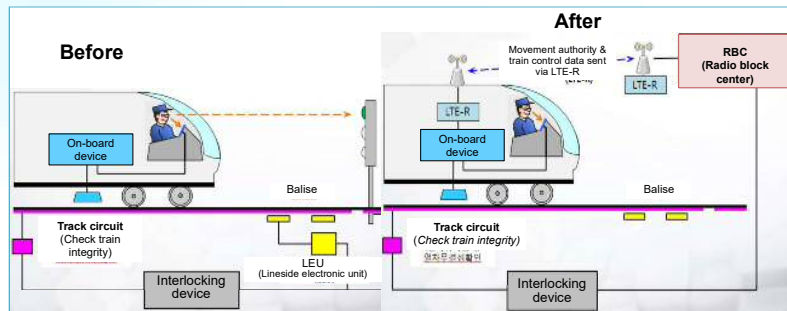
## Rail Network in Korea – Railway organizations



## About KNR – Technology development



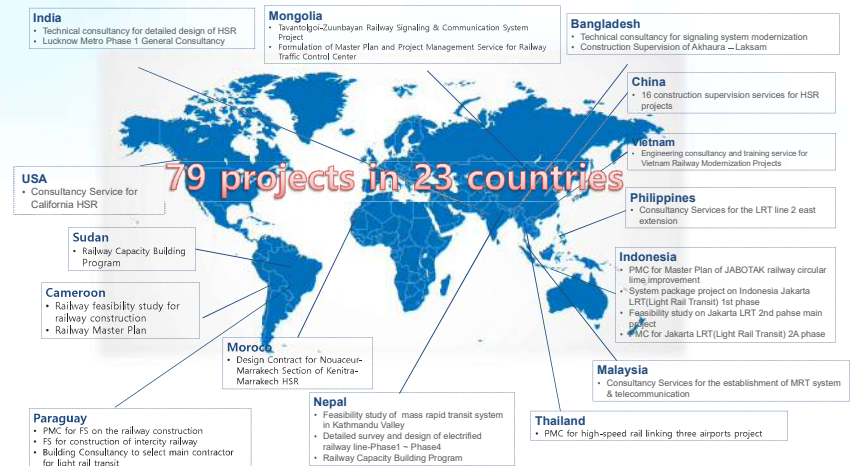
## About KNR – Technology development



	Now	After development	Note
Transmission of train control data	Via landlines	Wireless transmission	World's first train control system using wireless railway communication system (LTE-R)
Interoperability	Different systems for different lines	Standardized	Adopted as international standard (interoperable with Europe's ETCS and China's CTCS)



## Overseas Projects



## KNR's carbon neutral activities – Green New Deal

- Korea's rail transport modal share: 11.5%
- CO2 emissions (per passenger-km): Railway (18g), Bus (55g), Airplane (109g), Automobile (173g)

Digital transformation of railway infrastructures	Eco-friendly rail energy	Sharing of innovative rail services
Green Railway Stations	Renewable Energy Infrastructure	Sustainable Railway
<ul style="list-style-type: none"> <li>• Zero-energy public facilities</li> <li>• Introduction of energy storage devices</li> </ul>	<ul style="list-style-type: none"> <li>• Expansion of solar &amp; hydrogen energy plants</li> <li>• Supply of eco-friendly vehicle charging stations</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction of fine dust in construction sites</li> <li>• Implementation of ecosystem protection activities</li> </ul>



**Thank you!**

[gooding1@kr.or.kr](mailto:gooding1@kr.or.kr)  
+80-10-2482-9979



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The General Assembly is invited to note the information

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## Applications for membership to the UIC



ERC. D GmbH (Germany) railway undertaking as associate member



Ermewa (France) wagon and tank containers leasing company as affiliate member

Cogefer (Niger) future integrated company as affiliate member



**Decision recommendation:**

The General Assembly approves the application for membership of ERC.D, Ermewa and Cogefer in the specified category



13.05 – 13.15 (CEST Paris)

## II. ITEMS FOR INFORMATION

### 1. FINANCIAL ISSUES

- a. Financial situation at mid-year and preliminary elements for the 2023 budget

# Update of UIC 3-Year Business plan

Reminder of the 3-year business plan (2020 – 2022)  
presented at GA of December 2019

## Scenario for 2020 - 2022

### Develop the technical cooperation to increase the expertise of UIC Community

- Develop the project activity
- Develop the External Funding Activity

### Core Fees level stable over the period

- To preserve the financial effort of our members while continuing to provide a high level of services
- Focus on main priorities

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## Scenario for 2020 - 2022

- **Projects activity (+2 M€): 8 M€ in 2020 → 10 M€ in 2022**

Ambitious goal:

2 M€ new opt-in projects per year on average over the period, taking into account the decrease of on-going projects

1.4 M€ per year for external funded projects

- **Stability of core fees : 6.9 M€ over the period**

**Core:** 6.9 M€ → 6.9 M€ - stability over the period → more productivity and efficiency for UIC HQ

**Regional:** 1.2 M€ → 1.4 M€ - development of regional activity depending on Regional Assembly decisions

**Global:** 1.2 M€ → 1.2M€ - slight increase in 2020 to achieve IRS migration plan and reinforce the dedicated team

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## Reminder of Scenario for 2020 - 2022

3-Year Projection			
PROJECTS (M€)	2020	2021	2022
On going	5,3	5,8	6,0
New Projects	1,6	2,0	2,4
<b>Total Opt-In Projects</b>	<b>6,9</b>	<b>7,8</b>	<b>8,4</b>
New Projects	1,1	1,4	1,6
<b>Total UIC Projects</b>	<b>8,0</b>	<b>9,2</b>	<b>10,0</b>

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### 3-Year Business Plan 2020 – 2022 Update at October 2021 (M€)

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Initial Business Plan	2020	2021	2022
contributions for projects	6,9	7,8	8,4
External Funding projects	1,1	1,4	1,6
<b>Total Projects</b>	<b>8</b>	<b>9,2</b>	<b>10</b>
FEES	9,3	9,4	9,5
<b>Total Resources</b>	<b>17,3</b>	<b>18,6</b>	<b>19,5</b>

Final/Expected figures	2020	2021	2022
Contributions for projects	6,3	7,8	8,3
External funding projects	1,3	1,7	1,9
<b>Total Projects</b>	<b>7,6</b>	<b>9,5</b>	<b>10,2</b>
FEES	9,2	9	8,9
<b>Total Resources</b>	<b>16,8</b>	<b>18,5</b>	<b>19,1</b>

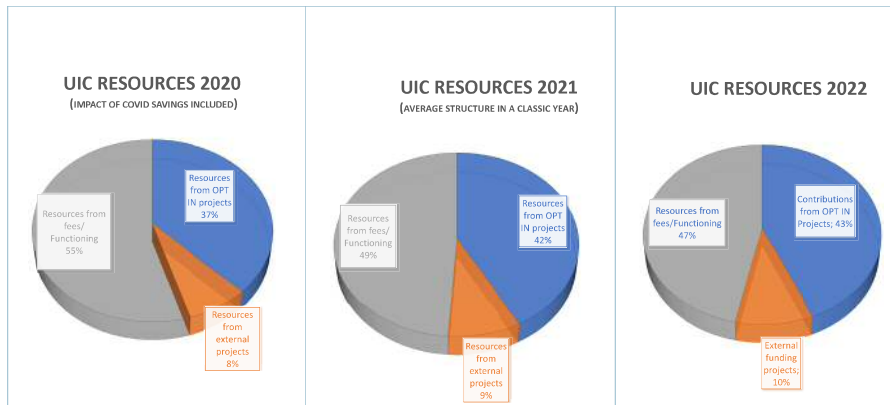
### 3-Year Business Plan 2020 – 2022 Update at June 2022 (M€)

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Projects (M€)	2020 (projection End 2019)	2020 Updated at year Start	2020 (updated within the contingency plan)	Actual 2021	2022
Ongoing		5,3	5,3	6,2	6,7
New		1,6	2,1	1,8	1,6
<b>TOTAL OPT IN PROJECTS</b>		<b>6,9</b>	<b>7,4</b>	<b>6,3</b>	<b>8,3</b>
External UIC Projects		1,1	1,1	1,1	1,9
<b>TOTAL UIC PROJECTS</b>		<b>8</b>	<b>8,5</b>	<b>7,4</b>	<b>10,2</b>

### 3-Year Business Plan 2020 – 2022 Overall Structure of Resources 2020-2021-2022

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## UIC Accounts Headquarters Budget 2022 and Outlook 2023

## Current Ukrainian Crisis: *Context and emergency decisions for 2022*

### Challenges:

Business and income :

- Suspension of Russian and Belorussian Members has an impact of -503K€ on UIC account
  - The 2022 deficit will be around -503K€
- The inflation will be above 5% in France in 2022
  - It will imply to adjust the lowest UIC salaries UIC in 2022 on the model of decision taken by SNCF

### Emergency Measures:

- Tight management of personal expenses
- Foster development of project : from 2020 to 2022 the share of project and external funding grew of 8%
- Better recovery of unpaid fees due to a relaunch of regional activities (+400 k€ in 2021)
- Fostering active membership in Africa and Middle-east region, with for instance SAR resuming active participation

### Risks:

- Non recovery of fees in 2022.
- Provisional budget deficit in 2022 of 503 K€

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## 2022 and 2023 Headquarter perspectives

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### UIC management priorities have been successfully implemented:

- Develop regional and multi-regional projects
- Enlarge the scope of projects through developing tenders and partnership to preserve UIC expertise
- Foster UIC role for operational standardization, including the success of the IRS migration process within the requested budget for 2021
- Respond to members' needs in Shift<sup>2</sup>Rail programme (ERRAC and EUROC)
- Support members in technological progress with Digital Platform and FRMCS

## Budget strategy for 2023-2025

### Inflation:

- An increase of the salaries of 5% is necessary (outside DG), that will imply:
  - About 3% increase of the fees in 2023
  - For 2024 and 2025, an up to 4% increase of the salaries will be forecasted, to be reviewed according to the evolution of the inflation

### Project evolution

- From 2020 to 2022, projects and external financing have increased of 27%:
  - from 2023 to 2025 an increase of 30% is forecasted

### Staff costs:

- Optimisation of staff costs by non-renewal of some positions and more agile management
- Recruitment of highest-level profile.

### Fees

- Better recovery of unpaid fees due to a relaunch of regional activities
  - unpaid fees less than 3% of fees by 2024
- Increase of active members in Africa and Latin America by 2024
- Equivalent to the increase of salaries due to inflation (about 300 k€)

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## UIC Headquarters actual 2021, Budget 2022 and perspectives 2023 (K€) Impact of suspensions in 2022 / Pre-Covid Budget in 2023

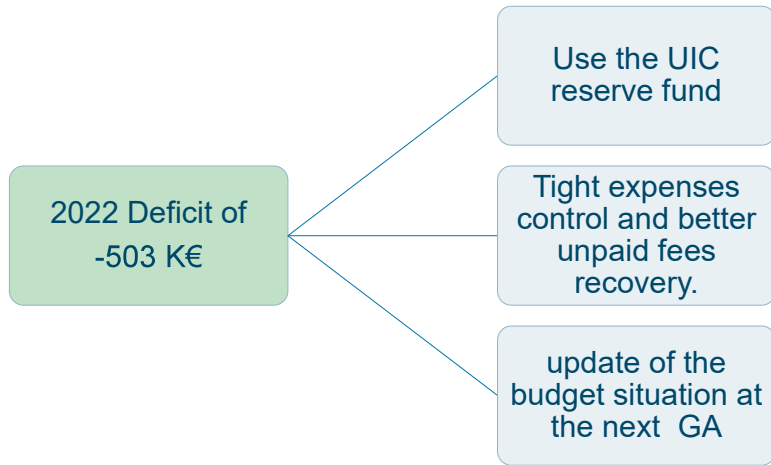
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### Synthetic P&L (K€)

	2021 Actual	2021 Forecast	2022 Budget	2022 Revised Budget	2023 Perspectives
<i>Fees</i>	9 026	8 995	9 100	8 954	9 300
<i>Impact of Suspensions</i>				-503	
<i>Other income</i>	1 326	1 255	1 400	1 400	1 400
<i>Assets production</i>	316	309	400	300	200
<i>Financial income</i>	309	187	200	200	200
<i>Exceptionnal incomes</i>	13	61	96	30	30
<i>Reversal of provisions</i>	676	500	500	580	550
<b>REVENUES</b>	<b>11 666</b>	<b>11 307</b>	<b>11 696</b>	<b>10 961</b>	<b>11 680</b>
<i>Operational expenses</i>	-3 727	-3 628	-3 938	-4 050	-4 035
<i>Staff costs</i>	-6 072	-5 854	-5 854	-6 072	-6 314
<i>Financial charges</i>	-103	-100	-100	-100	-100
<i>Exceptional charges</i>	-26	-30	-100	-50	-50
<i>Depreciation (amortization)</i>	-732	-800	-804	-681	-700
<i>Provisions</i>	-980	-890	-900	-511	-481
<i>Income tax expense</i>	4				
<b>EXPENSES</b>	<b>-11 636</b>	<b>-11 302</b>	<b>-11 696</b>	<b>-11 464</b>	<b>-11 680</b>
<b>NET RESULT</b>	<b>30</b>	<b>5</b>	<b>0</b>	<b>-503</b>	<b>0</b>

**UIC Headquarters  
actual 2021, Budget 2022 and perspectives 2023  
How to cover the deficit from the suspensions on budget 2022 ?**

**3-Year Business Plan 2023 – 2025**



Projects (M€)	2 022	2 023	2 024	2 025
<i>Ongoing</i>	6,7	7,4	8,1	8,8
<i>New</i>	1,6	1,7	1,9	2,0
<b>Total optin projects</b>	<b>8,3</b>	<b>9,1</b>	<b>10,0</b>	<b>10,8</b>
<i>External UIC Projects</i>	1,9	2,1	2,3	2,5
<b>Total UIC projects</b>	<b>10,2</b>	<b>11,2</b>	<b>12,3</b>	<b>13,3</b>

**Special Groups 2022**

*Specificity of a Special Group : Financial autonomy, Legal autonomy by delegation of signature and projects open to all railways companies (UIC members and not UIC members.)*

Name of the Special Group	Acronym	Chairman	Referent UIC/Project manager	scope	contact mail	starting date	Members		Contribution amount 2022
							UIC	Non UIC	
UTC (P00012)	Combined Transport Group	Lambert Eric (NL)	Van Der Bosch Philip (UIC)	Develop international and EU-wide cooperation between EU with a view to advancing technical standards and make them reliable, competitive and compliant with market and environmental requirements.	<a href="mailto:Eric.LAMBERT@dsb-nv.nl">Eric.LAMBERT@dsb-nv.nl</a>	01/01/1990	13	2	100 000
UICAC (P00012)	International Union of Medical Services of Railways	C. Grewen (DE)	Hanson Frederic (UIC)	Promote and disseminate medical progress, encourage professional contacts between doctors and ensure guarantee a high level of railway safety and optimal supervision of staff.	<a href="mailto:Christian.Grewen@opuschka.de">Christian.Grewen@opuschka.de</a>	01/01/1995	20	13	24 900
EBPC (P000114)	European Railways Purchasing Conference	Braun Stefan (GBE)	Sauerthor Martinus (GBE)	Encourage and support the development of professional purchasing processes between different members.	<a href="mailto:Stefan.Braun@vdb.de">Stefan.Braun@vdb.de</a>	01/07/2004	17	2	12 500
ENR (DATA) (P000237)	Trainsys software TDS	Tommy Rasmussen (Green Cargo)	S. Gáldos (UIC)	Design, develop and manage IT services to support European rail freight activity of its members.	<a href="mailto:sgaldos@uic.org">sgaldos@uic.org</a>	20/05/2006	12	-	1 072 337
TRAINOV (P000286)	Trainsys software TDS	Ottavi Andrea (Trenitalia)	Russo Giulia (UIC)	Improve the development of the UIC Advanced Trainys software, which calculates longitudinal stress forces along freight trains and ensure marketing activities.	<a href="mailto:a.russo@trenitalia.it">a.russo@trenitalia.it</a>	01/01/2010	3	3	25 300
ATP (P000288)	Agreement on Technical Transfer Inspection	Stelach Stefan (DR)	De Kraker Patrick (UIC)	Strengthen cooperation between the railway companies, work and update the corresponding rules. Improve scheduling, quality safety of trains running under specific agreements (ATP train).	<a href="mailto:patrick.kraker@nrv.nl">patrick.kraker@nrv.nl</a>	01/06/2014	27	49	252 184
RIC JA (P000447)		Via Philippe (SNCF)	Fack-Joakim (UIC)	RIC agreement assists the exchange of passenger train between railway companies within the scope of COTIF as well as the conditions of use and treatment of tickets between railway companies and holders.	<a href="mailto:joakim.fack@snccf.fr">joakim.fack@snccf.fr</a>	01/01/2015	27	12	62 600
SESGAR (P0000)		Dr Peter Van der (UIC)	Fischer Simon (UIC)	<a href="https://www.esesart.org/action-plan">https://www.esesart.org/action-plan</a>	<a href="mailto:fischer@uic.org">fischer@uic.org</a>	25/06/2019	-	-	-
COLPOPER (P000429)	Railway Security Packages and railway transport police forces	Tobi Goussart (Ferrovie dello Stato Italiane spa)	Maria Hilke Bohmann (UIC)	Improve security of passengers and information within the railway system through a close cooperation between railway police forces and railway companies.	<a href="mailto:m.bohmann@italiana.it">m.bohmann@italiana.it</a>	01/01/2010	28	2	-
<b>Total contributions 2022</b>									<b>6 500 224</b>

The members of the General Assembly are invited to note the first elements for the 2023 budget and to take note on the reporting of the Special Groups



# 1. FINANCIAL ISSUES

## b. focus on ATTI (Agreement on freight Train Transfer Inspection)

Stefan Zebracki (DB)  
Chairman ATTI

## ATTI – Background

- ✓ ATTI is UIC SG created in 2014 with the objective to reduce train inspections at handover points, thus boosting rail freight productivity and competitiveness
- ✓ ATTI members comprise both UIC and non-UIC RUs
- ✓ ATTI raised awareness at the EU Agency for Railways as an example of how the sector can fulfil requirements of an evolving legal framework



In the 2019 *Guide for the application of the TSI-OPE* published by the Agency, ATTI was quoted as a trusted handover procedure:

“Trains that operate with partnered RUs across borders may wish to consider the UIC/ATTI trusted handover procedure”



In December 2021 the Agency published its first AMoCs. Once again, ATTI is quoted as a good practice to:

“allow better forward planning as well as to increase the quality and safety of trains subject to the agreement”

## ATTI – Present situation

### The target strategy describes the ideal ATTI: the 1, 3 and 5-year strategies represent interim goals

- **ATTI target definition – target status**
  - Efficient implementation of interoperable, safe services
  - Complete quality worked together with optimal use of resources
  - Implementation of an ATTI quality standard
  - Application of certified procedures



The **ATTI SG** has demonstrated its value as **key to interoperability without compromising safety**.

The membership growth from the initial **44 participants in June 2014** to **164 members**, as of **today**, speaks for itself.

A central element of ATTI is the **Quality Management System (QMS)** and the ATTI Quality Database, according to GCU Appendix 9, which was extended to comprise two more types of inspections:

- **Irregularities detected at wagons during the transfer** (as per GCU Appendix 9)
- **Dangerous goods inspections** according to RID (application of **IRS 40471-3**)
- **Operational irregularities at time of arrival** (wrong wagon order, missing documents, wrong TAF TSI data, ...)

The complexity of the required IT system together with a constantly increasing membership pose challenges to ATTI SG.

The main actions being performed follows a target strategy which describes the ideal ATTI situation, as well as interim goals. It's worth to mention the following activities carried out in 2021:

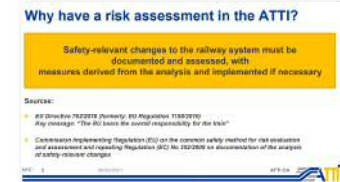
- a **Risk Assessment** done by the ATTI ExCom in accordance with the **EU Regulation No 402/2013 on Common Safety Methods** (it is foreseen for 2022 to submit the document to the evaluation of an independent risk assessment body)
- a **webinar** about the main contents of the ATTI Agreement and the ATTI QMS database to ATTI-RUs. Many ATTI participants joined the webinar, called **“ATTI Morning”**, thus increasing exchange between ATTI members and achieving better knowledge and general organization of ATTI work

## ATTI – Next steps

The challenges identified require actions, some of which were already initiated but are still ongoing. Among the next steps for the ATTI team in the coming period are:

- **Continuously improve and monitor the data quality** related to the three agreement aspects for wagon transfers between RUs: technical conditions, dangerous goods and operational data
- **Further development of the quality guidelines and management system**, as well as the publication of annual reports
- **Evaluation of the Risk Assessment** by an independent body (to be submitted to the ATTI GA on 07/06/2022)
- **Finalise the implementation of a membership management solution** compliant with data protection regulation (GDPR)

Moreover, to consolidate ATTI as best practice of train handover procedure.





The General Assembly is invited to note the information.

## 2. MID-YEAR PUBLICATIONS REPORT



**Laurent Schmitt (SNCF)**  
Chair, Standardisation Platform

**Simon Fletcher**  
Chief Standardisation Officer

## Work Programme

### During 2021

- 50 IRS were published – most in EN but some also in DE and FR
- Good progress with the withdrawal of superfluous leaflets. The removed leaflets are of course archived - not unwittingly remove a source of reference for end-users.

### In 2022

- The objective for this year is 45 IRS (some new, some migrated) and this is well on course
- Will be the first year that the 5-yearly systematic review has started - first IRSs (23) were published in 2016/17 – all are with the Railway System area of responsibility

## Overview of 2021 publications and programme 2022

2022 WP		PASSENGER	FREIGHT	RAILWAY SYSTEM	TRANSVERSE ISSUES	TOTAL
Published in 2021 (until 15 January 2022) (A+B+C)		2	8	35	5	50
Published: 15th Jan 2022 to 15th May 2022	A ("As Is")	0	0	3	0	3
	B (Translated versions)	0	0	4	0	4
	C (New IRS)	2	1	5	0	8
	<b>A+B+C</b>	<b>2</b>	<b>1</b>	<b>12</b>	<b>0</b>	<b>15</b>
Under Publication and Under Approval (as at 15th May 2022)	D (Under Approval)	5	0	4	1	10
	E (Under Publication)	2	3	9	1	15
Ongoing work (15 <sup>th</sup> May 2022 to 15 <sup>th</sup> Jan 2023)	IRS Estimated in 2022 (Exc. those already published)	1	1	16	0	18
	Systematic Review	0	0	20	0	20

## Work Programme 2022

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- On 31 May 2022, 40 IRS have already been:
  - published: 15 (A+B+C)
  - or are under publication:10 (D) or under approval:15 (E)
- In 2022, the objective of 45 IRS approved should be met:
  - 3 (A) are already migrated and 8 (C) new IRSs have been published
  - 10 (D) IRS are approved and are within the publication process
- 33 IRS are in varying stages of progression: 15 under approval (E) plus a further 18 IRS to by the end of the year
- Enough should be approved to meet the target

## Work Programme 2022

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- First year that the 5-yearly systematic review has started
- First IRSs (23) were published in 2016/17. 3 of these are already included in the published figures above.
- All of these are in the Railway System domain and are related to Rolling Stock and Energy.
- After the systematic review, which will be achieved by end of July 2022, some of them will be revised and then included in the figures (A+B+C) or (D) or (E) below.
- Those for which no action is required will have a simple note added in the catalogue 'reviewed in 2022'

## Standardisation Platform

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- Under the guidance of Chair Laurent Schmitt (SNCF) and Deputy Asako Togari (EJR) and despite continued restrictions at the beginning of the year, the Steering Committee will have met on 18th May and the Plenary will take place on 25th October.
- The principal points of focus continue to be the work programme and the relationships with the standardisation bodies such as ISO.

## UIC Standardisation Strategy

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- Since the IRS (International Railway Solution) concept was established in 2016, UIC standardisation activities have mainly focused on migrating UIC leaflets to IRSs.
- External circumstances – need to face new challenges and act collectively
- To move this forward:
  - Standardisation Platform initiated an ad hoc task force group to undertake the development of a UIC standardisation strategy document in the latter half of 2021, with the target of completing it by 2023.
  - The objective is to i) reinforce cooperation and alignment between UIC members, ii) to serve members' business expectations, and iii) to contribute to supporting the implementation of the common UIC Vision 2030 and the forthcoming Manifesto

## Questionnaire – for UIC Standardisation Strategy

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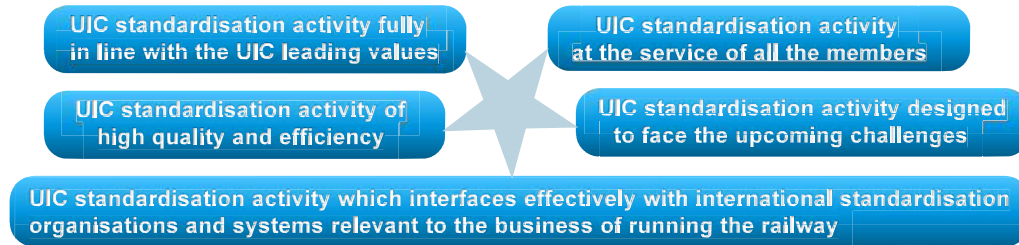
In order to hear the direct voices of UIC members, Standardisation Platform launched the Questionnaire.

This aims to better identify members' expectations, experiences, and priorities.

Member's cooperation is vital and highly appreciated.

<< attached URL for online version >>

This questionnaire is built upon 5 main axis which should form the 5 pillars of the future strategy:



## Awards for Excellence in Publications

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• This has been launched. There are 4 categories – entries must be in by end June

• The categories are:

- Proficiently developed
- Interfaces with External organisations
- Innovative and with value-added
- Business-oriented



• Documents published between **February 2021 and June 2022** are eligible for selection

• A jury of senior UIC HQ and Standardisation Platform members will determine the winners

• The winners will be announced as part of the Standardisation Plenary plenary meeting on 25<sup>th</sup> October



## The HQ team

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- There is a plan to work towards a greater synergy between the SU (planning) and ETF (production)
- Some staff changes have been made to support this move – details in the report
- Result is that the publication planning and coordination process and the production process are coming much closer together

## Other developments

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• Other documents:

- In excess of 5,000 'other' publications
- These include reports, guidelines and specifications and cover a vast range of topics
- Moving forward it is planned to undertake an exercise which will ensure that each falls into one of the 4 key topic categories (Reports, Specifications, Guidelines, Solutions (IRS))

## Other developments

- **Accessibility to UIC publications:**

- The 'ETF shop' is getting a makeover and will be online by the autumn
- Driven by the need to upgrade the software, the new shop will be easier to access, more user-friendly and will have a more modern look to it
- Extensive testing (with a number of end-users) is ongoing to iron out bugs

- **Production Process**

- Making the process of document production more visible is the purpose of the 'Consultation Portal'
- Undergoing very final checks – should be online this week. A 'user guide' is also in the process of being finalised

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## Interface with the Standardisation Bodies

126



- There have been interface meetings with all these bodies both bilaterally but also (ISO & IEC) collectively
- Intention is to maximise opportunity, minimise cost and avoid unnecessary duplication
- Relationships are good and improving
- Member of ETSI



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13.50 – 14.00



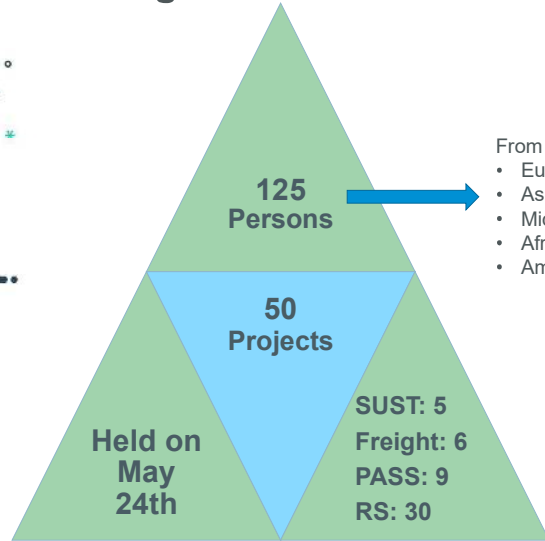
### 3. First orientation for the 2023 work programme

Feedback on the PROJECTS WORKSHOP  
held on 24<sup>th</sup> May 2022

Aline Wego  
Head of UIC Controlling

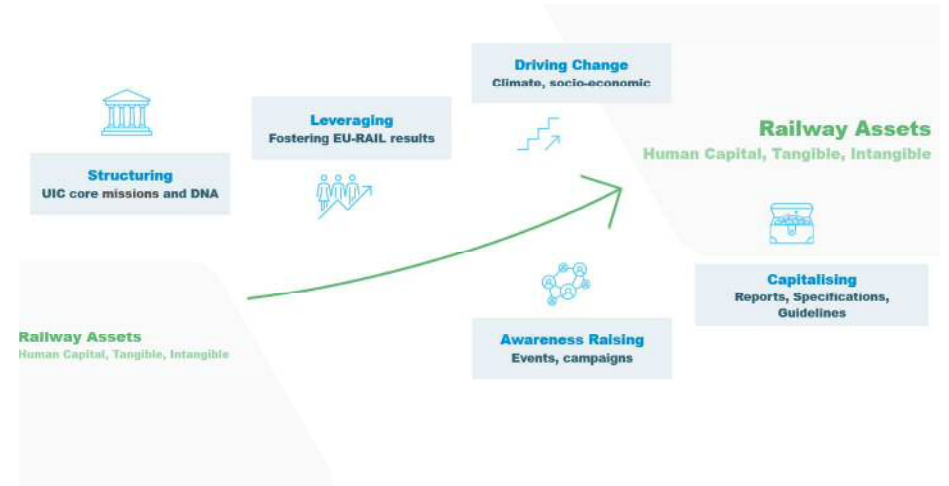
The General Assembly is invited to note the information.

## Workshop Reference Figures



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## OPT IN Projects Categories



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## Overview of the Proposals for WP 2023 (1)

Project Manager	Project Number	Platform	PROJECT CATEGORY	Acronym	Project Sheets list SUSTAINABILITY	Total amount (K€)	Duration	2023 (K€)	2024 (K€)	2025 (K€)
Pinar YILMAZER	2023/SUS/768	Sustainability Platform	Leveraging Projects	ECOV4R	Ecosystem valuation for Railways (ECOV4R)	120,0	3 Years	40,0	40,0	40,0
Isabelle DE KEYZER	2023/SUS/769	Sustainability Platform	Driving Change Projects	IRS30345	Environmental specifications for new rolling stock - Update of UIC Leaflet 345 (IRS30345)	250,0	3 Years	83,3	83,3	83,3
Lucie ANDERTON	2023/SUS/770	Sustainability Platform	Capitalising Projects	RADAR	RAil guide for modern slavery & trafficking (RADAR)	195,0	3 Years	65,0	65,0	65,0
Philippe STEFANOS	2023/SUS/767	Sustainability Platform	Capitalising Projects	SUSTHUB+ECO2 WORKSHOP	Energy and CO2 best practice workshops /Sustainability Solutions (Online) Library (SUSTHUB+ECO2WORKSHOPS)	187,26	3 Years	62,4	62,4	62,4
Lucie ANDERTON / Meryem BELHAJ-CLOT / Marie-Hélène BONNEAU	2023/SUS/771	Security, Talent & Sustainability platforms	Structuring Projects	TRAIN-2B-EQUAL	Change making for Gender Equality in Rail (TRAIN-2B-EQUAL)	190,00	3 Years	63,3	63,3	63,3
<b>Total funds requested from the European Members for SUSTAINABILITY TOPICS</b>						<b>942,3</b>		<b>314,1</b>	<b>314,1</b>	<b>314,1</b>
<b>Project Sheets list FREIGHT FORUM</b>										
Hakan GUNEL	2023/FRE/762	Freight Forum	Leveraging Projects	GAUGE2GAUGE	Analysis of Automatic gauge changeover systems in terms of Freight operation (GAUGE2GAUGE)	315,00	3 Years	105,0	105,0	105,0
Parinaz BAZEGBI	2023/FRE/763	Freight Forum	Leveraging Projects	TRAIN-DRIVER	Train driver communication (TRAIN-DRIVER)	210,00	3 Years	70,0	70,0	70,0
Tibo NOEL / Parinaz BAZEGBI	2023/FRE/761	Freight Forum	Leveraging Projects	FREIGHT-DIGITAL-AND-IT	Freight Digital and IT (FREIGHT-DIGITAL-AND-IT)	750,00	3 Years	250,0	250,0	250,0
Martin POLAK	2023/FRE/764	Freight Forum	Driving Change Projects	RFF-NEXT2	Rail Freight Forward Next (RFF-NEXT2)	200,00	2 Years	100,0	100,0	
Paulo DE FREITAS	2023/FRE/765	Freight Forum	Capitalising Projects	MMOTRAIN	Study to establish the rules for immobilising a train on open track (MMOTRAIN)	145,00	2 Years	72,5	72,5	
Paulo DE FREITAS	2023/FRE/766	Freight Forum	Capitalising Projects	PARKING-BRAKE	Study on parking brake time limit for rake of wagons (PARKING-BRAKE)	110,00	2 Years	55,0	55,0	
<b>Total funds requested from the FREIGHT FORUM</b>						<b>1 730,0K€</b>		<b>652,6K€</b>	<b>652,6K€</b>	<b>425,0K€</b>

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## Overview of the Proposals for WP 2023 (2)

Project Manager	Project Number	Platform	PROJECT CATEGORY	Acronym	Project Sheets list PASSENGER FORUM	Total amount (K€)	Duration	2023 (K€)	2024 (K€)	2025 (K€)	2026 (K€)
Clément GAUTIER	2023/PAS/772	Global Passengers Forum	Driving Change Projects	ANNOUNCE	Sound announcement (ANNOUNCE)	124,0	2 Years	62,0	62,0		
Vanessa PÉREZ	2023/PAS/773	Global Passengers Forum	Driving Change Projects	FUTURE-TOURISM-2025	Future Rail Tourism (FUTURE-TOURISM-2025)	180,0	3 Years	60,0	60,0	60,0	
Philippe LORAND	2023/PAS/774	Global Passengers Forum	Driving Change Projects	GREEN-SCORING	Green scoring (GREEN-SCORING)	80,0	2 Years	40,0	40,0		
Philippe LORAND	2023/PAS/775	Global Passengers Forum	Driving Change Projects	CLIMA-RESILIENCE	Rail climatic resilience (CLIMA-RESILIENCE)	100,0	2 Years	50,0	50,0		
Philippe LORAND	2023/PAS/776	Global Passengers Forum	Driving Change Projects	OPTSPEED	Optimal speed for HSR (OPTSPEED)	45,0	2 Years	22,5	22,5		
Philippe LORAND	2023/PAS/777	Global Passengers Forum	Driving Change Projects	LIBER-AFFORD	Impact of liberalisation on HSR affordability (LIBER-AFFORD)	100,0	2 Years	50,0	50,0		
Clément GAUTIER	2023/PAS/778	Global Passengers Forum	Capitalising Projects	GREEN-STATION	Green Stations (GREEN-STATION)	165,0	2 Years	55,0	55,0	55,0	
Clément GAUTIER	2023/PAS/779	Global Passengers Forum	Capitalising Projects	INFO-STATION	User information in Railway Stations (INFO-STATION)	324,0	3 Years	108,0	108,0	108,0	
Clément GAUTIER	2023/PAS/780	Global Passengers Forum	Capitalising Projects	STATION-HUB	Station Hubs (STATION-HUB)	160,0	3 Years	53,3	53,3	53,3	
<b>Total funds requested from PASSENGER FORUM</b>						<b>1 278,0</b>		<b>500,8</b>	<b>500,8</b>	<b>276,3</b>	

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## Overview of the Proposals for WP 2023 (3)

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Project Manager	Project Number	EU-Rail Destinations	PROJECT CATEGORY	Acronym	Project Sheets list RAIL SYSTEM FORUM	Total amount (K€)	Duration	2023 (K€)	2024 (K€)	2025 (K€)
Frédéric HENON	2023/RSF/792	1	Leveraging Projects	FUTURE-CONTROL-CENTER	Future Railway Operations and Traffic Control Center (FUTURE-CONTROL-CENTER)	120,0	1 Year	120,0		
Giulia RUSSO	2023/RSF/808	2	Leveraging Projects	TRAINDY+ATO	TrainDy + ATO (TRAINDY+ATO)	320,1	3 Years	106,7	106,7	106,7
Alain SCHERRER	2023/RSF/791	-	Leveraging Projects	FRET4FUTURE	Freight trains for the future - Feasibility study (FRET4FUTURE)	145,0	1 Year	145,0		
Takeshi KAWAMURA	2023/RSF/781	-	Leveraging Projects	ACCESS2ROLL	Accessibility to Rolling Stock for Wheelchair users (ACCESS2ROLL)	180,0	3 Years	60,0	60,0	60,0
Alain SCHERRER	2023/RSF/788	4	Leveraging Projects	DECISION2DIESEL	Decision making tool for IMs and RUs for choosing most appropriate energy providing system to replace Diesel (DECISION2DIESEL)	100,0	2 Years	50,0	50,0	
Alain SCHERRER	2023/RSF/793	4	Leveraging Projects	GREEN-COMBINED	Combined Transport supports the reduction of greenhouse gas emissions (GREEN-COMBINED)	200,0	2 Years	100,0	100,0	
Alain SCHERRER	2023/RSF/789	4	Leveraging Projects	ECO-ENGINES	Replacement of Diesel Combustion Fluid in rolling stock Engines (ECO-ENGINES)	180,0	3 Years	60,0	60,0	60,0
Alain SCHERRER	2023/RSF/794	4	Leveraging Projects	GREEN-REP	Report on greening activities on rolling stock and energy management (GREEN-REP)	63,0	1 Year	63,0		
Dan MANDOC	2023/RSF/786	-	Driving Change Projects	CSSP-2	Cyber Security Solutions Platform - 2 (CSSP-2)	450,0	3 Years	150,0	150,0	150,0
Dan MANDOC	2023/RSF/790	2	Driving Change Projects	FMS-2	FRMCS MIGRATION SCENARIOS FMS - 2 (CONTINUATION) PROJECT (FMS-2)	1500,0	4 Years	375,0	375,0	375,0
Mercedes GUTIERREZ	2023/RSF/802	-	Capitalising Projects	MITIG4DERAIL	Harmonized methodology for design of Derailment Mitigation Measures (MITIG4DERAIL)	200,0	2 Years	100,0	100,0	
Marcos CONCEICAO	2023/RSF/800	-	Capitalising Projects	MANAG4DEFECT	Rail Defect Management, Strategies (MANAG4DEFECT)	75,0	1 Year	75,0		
Marcos CONCEICAO	2023/RSF/784	3	Capitalising Projects	CO2FREE	Reducing the percentage of CO2 in cement of concrete sleepers (CO2FREE)	150,0	3 Years	50,0	50,0	50,0
Mercedes GUTIERREZ	2023/RSF/785	-	Capitalising Projects	CONFORCES	Validation of measurements of the wheel/rail CONTACT FORCES through instrumental wheelsets for UIC Leaflet 518 homologation purposes (CONFORCES)	300,0	3 Years	100,0	100,0	100,0
Alain SCHERRER	2023/RSF/809	-	Capitalising Projects	TRAINET2	Continuing the work on TRAINET (TRAINET2)	435,0	3 Years	145,0	145,0	145,0
Giulia RUSSO	2023/RSF/807	-	Capitalising Projects	TORAXLES	Torsion on axles (TORAXLES)	404,0	3 Years	134,7	134,7	134,7
Isabelle FONVERNE	2023/RSF/810	-	Awareness Raising Projects	TRESPAD	Trespass and Suicide Prevention Awareness Day (TRESPAD)	45,0	3 Years	15,0	15,0	15,0

## Overview of the Proposals for WP 2023 (4)

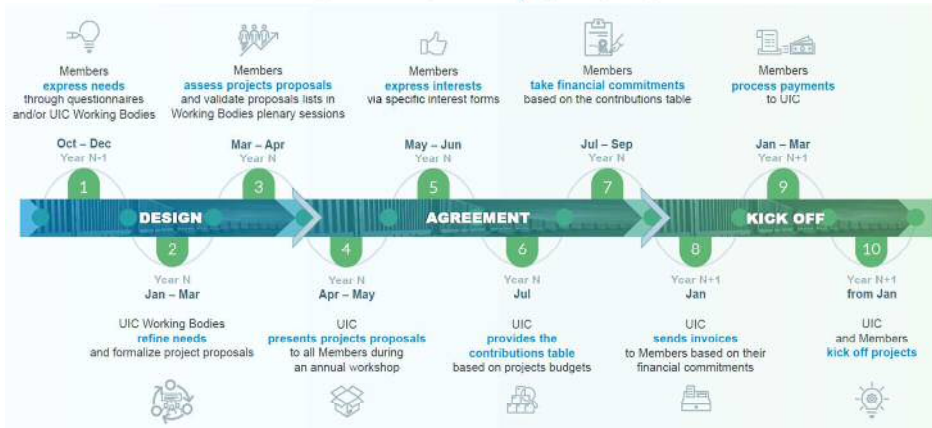
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Project Manager	Project Number	EU-Rail Destinations	PROJECT CATEGORY	Acronym	Project Sheets list RAIL SYSTEM FORUM	Total amount (K€)	Duration	2023 (K€)	2024 (K€)	2025 (K€)	2026 (K€)
Frédéric HENON	2023/RSF/787	5	Leveraging Projects	DAC	Digital Automatic Coupling	3900,9	3 Years	1300,3	1300,3	1300,3	
Frédéric HENON	2023/RSF/783	-	Structuring Projects	ASSESS-BODY	UIC as "Independent Assessment Body - CSM 402/2013" (ASSESS-BODY)	120,0	2 Years	60,0	60,0		
Frédéric HENON	2023/RSF/798	-	Structuring Projects	ITSOL4SAFETY	UIC IT Safety Solutions (ITSOL4SAFETY)	210,0	3 Years	70,0	70,0	70,0	
Virginie PAPILLAUD	2023/RSF/801	System Pillar	Structuring Projects	MIND4CHANGE	Preparing railway staff for cultural changes linked to digital and technical innovations (MIND4CHANGE)	210,0	3 Years	70,0	70,0	70,0	
Frédéric HENON	2023/RSF/799	6	Leveraging Projects	LIGHTER-TRAINS	Lighter Trains (LIGHTER-TRAINS)	200,0	2 Years	100,0	100,0		
Frédéric HENON	2023/RSF/795	4	Leveraging Projects	HYDROGEN-RISKS	Hydrogen risks (HYDROGEN-RISKS)	150,0	2 Years	75,0	75,0		
Frédéric HENON	2023/RSF/806	4	Driving Change Projects	RERA-WIND	Resilient Railways facing Climate Change - Wind (RERA-WIND)	300,0	2 Years	150,0	150,0		
Frédéric HENON	2023/RSF/805	4	Driving Change Projects	RERA-TEMP	Resilient Railways facing Climate Change - Temperature (RERA-TEMP)	270,0	2 Years	135,0	135,0		
Frédéric HENON	2023/RSF/804	4	Driving Change Projects	RERA-ADHERENCE	Resilient Railways facing Climate Change - Adhesion (RERA-ADHERENCE)	210,0	2 Years	60,0	60,0		
Frédéric HENON	2023/RSF/796	-	Capitalising Projects	INTERFACES4OPERATIONS	Interfaces Operations / Safety / Stations (INTERFACES4OPERATIONS)	120,0	2 Years	105,0	105,0		
Frédéric HENON	2023/RSF/782	-	Capitalising Projects	ANIMAL-COLLISION	Animals collisions (ANIMAL-COLLISION)	90,0	1 Year	90,0			
Frédéric HENON	2023/RSF/797	-	Awareness Raising Projects	IRSC-EVENT-2024	International Rail Safety Council (IRSC) 2024 (IRSC-EVENT-2024)	260,0	2 Years	130,0	130,0		
Frédéric HENON	2023/RSF/803	-	Capitalising Projects	NETWORK-MONITOR	Network Surveillance & Monitoring Policy (NETWORK-MONITOR)	200,0	2 Years	100,0	100,0		
Total funds requested from the RSF						11.108,0		4.294,7	3.801,7	2.636,7	375,0
Total funds requested to the European members for the 80 Projects Proposals						15.058,3		5.762,1	5.268,1	3.662,1	375,0

## Opt-in Process Timeline for WP 2023

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### 10 steps to opt-in UIC projects



## Next steps

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- Members are kindly requested to express their interest by 30<sup>th</sup> June 2022
- The table of contributions will be made available at early July 2022
- Members will then be kindly requested to confirm their financial support by September 2022

## Any other Questions?

[pmo@uic.org](mailto:pmo@uic.org)

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The General Assembly is invited to note the information for the upcoming project programme 2023



## 4. GLOBAL ACTIVITIES

- a. Study on how to boost passenger preference for rail
- b. Sustainability
  - Global advocacy for Rail
  - ERPC & sustainable procurement
- c. Research & Innovation: topical activities
- d. Safety & Operations

14.00 – 14.10



## 4. GLOBAL ACTIVITIES

- a. Study on how to boost passenger preference for rail

**Philippe Lorand**

Senior Advisor, High Speed, Passenger Department

**Carsten Lotz**

Associate, McKinsey



# How to boost passenger preference for rail?

Knowledge partnership

29th June 2022



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## Context and objectives of the study

### Context

Passenger rail operators have been severely impacted by the COVID-19 pandemic mostly because of health and safety regulations leading to travel restrictions, but also due to changes in passenger behavior such remote working and to some extent due to passengers' public-health-related concerns.

In parallel, the increasing escalation of climate change and its impact globally has implications for travel. For instance, in the next 10 years car modal share is expected to decrease — freeing up modal share that can be captured by rail. Over the past 2 years, governments have launched various stimulus packages triggering in several countries programs for rail infrastructure modernization and transport decarbonization.

In this context, between Nov. 2021 and March 2022, we interviewed ~20 railway operators and infrastructure managers globally across ~15 countries and 5 continents to discuss:

- Their recovery status and overall strategy
- How they plan to boost passenger rail in the future taking advantage of this unique moment for rail

In addition, we launched in May 2022 a consumer research in 9 countries (France, Germany, Italy, Spain, UK, United States, Canada, China, Japan), with over 700 respondents in each country, to better understand under which conditions passengers would be willing to switch to rail



### Objectives of the UIC study

Identify the challenges related to passenger trust and travel experience for rail

#### List pragmatic levers to leverage

1. To recover rail traffic
  2. To accelerate modal share growth
- Synthesize key learnings in a report to be shared with UIC members for UIC 100<sup>th</sup> General Assembly – end of June

## We interviewed UIC members worldwide

North America	Europe
Canada 	Poland 
USA  	Germany  
	Italy 
	France  
	Denmark 
	Spain  
	Austria 
Africa	Asia
Morocco 	India 
	Malaysia 
	Saudi Arabia 
	Japan 
	Turkey 
	China 

22

interviews completed in North America, Asia, and Europe

>75%

of global train travel covered

## Synthesis

1

Passenger rail has not fully recovered from Covid

#### Key causes:

- Ongoing waves of infection and regulatory restrictions
- Reduced willingness to travel (e.g., work from home, reduced business travel)
- Reduced service offerings

Large variation by geography, world outside of North America and Western Europe largely back to pre-Covid-19 levels of travel

2

Costs, safety and core product offering remain main driver for choosing mode of transport

Health/fear from Covid-19 not appear to be primary barrier to passenger rail recovery

Cost as primary driver, core product offerings (e.g., convenience, reliability, speed) considered important drivers

Sustainability considerations and additional services far less relevant

3

We identified 10 levers to restore and boost passenger rail, organized in 3 steps

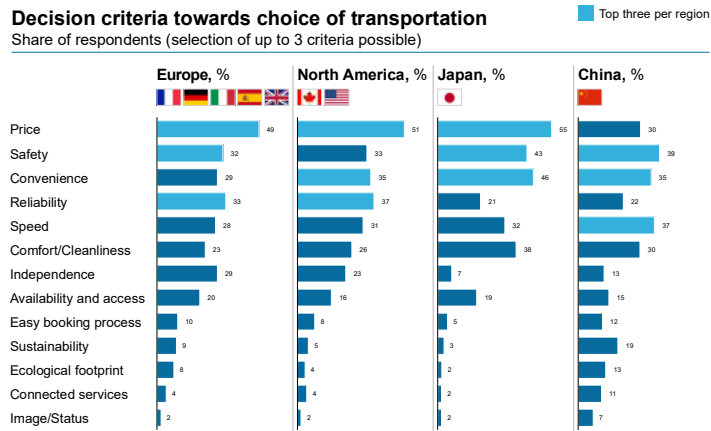
- a. Restore passenger rail to pre-COVID levels
- b. Boost passenger rail by better operations
- c. Boost passenger rail by structural measures



## Price, safety and core product offering remain main driver for choosing mode of transport

### Decision criteria towards choice of transportation

Share of respondents (selection of up to 3 criteria possible)



Source: McKinsey – Consumer research conducted in 9 countries (France, Germany, Italy, Spain, UK, United States, Canada, China, Japan) in May 2022, with over 700 respondents in each country

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Price remains main decision criterion in Europe, North America and Japan

Core product offerings (e.g., convenience, reliability, speed) are further important drivers – sustainability considerations and additional services far less relevant

Preferences in China relatively dispersed, with safety being the most important criterion

Aspects taken for granted are rated relatively lower (e.g., reliability in Japan)

## Price and core product offering remain most important criteria independent of type and length of travel

Relative importance of decision criteria towards choice of transportation, in percent



Source: McKinsey – Corpoint analysis conducted in 9 countries (France, Germany, Italy, Spain, UK, United States, Canada, China, Japan) in May 2022, with over 700 respondents in each country

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## Sustainability aspirations may offer a unique opportunity in the future



### Private customers

Train operators need to credibly position themselves as "green" mode of transport



### Business customers

Train operators need to meet corporations' demand for carbon-neutral business travel, catering especially to their corporate sustainability reporting

**Sustainability effect** People willing to switch from plane and car to rail as a more sustainable mode of transport

**61%** of travelers state that pandemic has made them want to travel more sustainably in the future

**28%** have a "very bad conscience" when flying due to their contribution to climate change ("flygskam")

Corporations required travel sustainably and favor rail over flights where possible

**>1,300** companies committed to 1.5°C goal

**70%** reduction of air travel-related emissions as of 2022 compared with pre-pandemic level envisaged by Zurich Insurance

Source: McKinsey, Press search, McKinsey "ClearSky" survey, July 2021, Booking.com Sustainable Travel Report 2021

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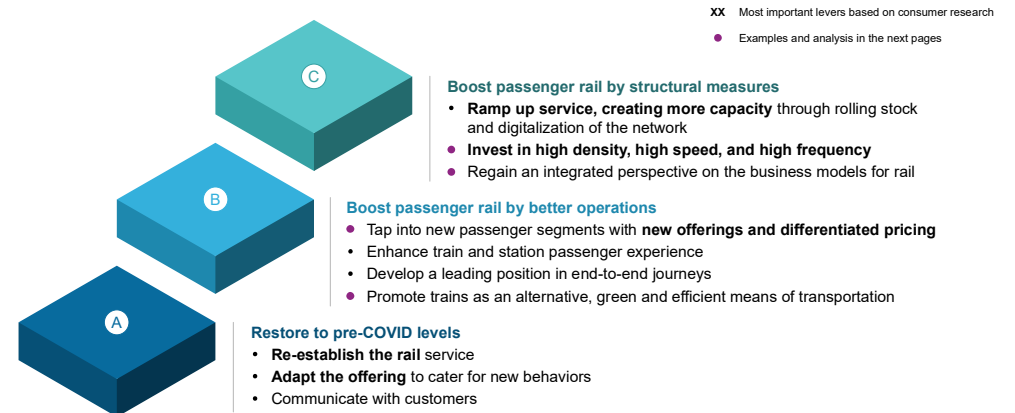


Our customers expect us to behave sustainably.

For private customers, it's mainly about their feeling. For business customers, this is about reporting.

Manager of European railway company

## We identified ten levers to restore and boost passenger rail, organized in three steps



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## Adapt to travelers' needs by changing their ticket offers to restore the passenger base during and after COVID

### Case examples



#### 20-journey ticket

Temporary offer until June 11, 2022

**20 single journeys on a route specified by the purchaser** with at least one long-distance leg

Usage of ticket possible on all outward or return journeys on that route within a month without the obligation to use a specific train

Permitting travel flexibility and a 33% reduction in price compared to a monthly ticket without a subscription (for the same route)



#### USA Rail Pass

Relaunch of the USA Rail Pass in summer 2021

**Up to 10 rides (segments) over 30 days to 500 possible destinations** at \$499

\$200 discount in June 2021 on the USA Rail Pass after relaunch

Valid for use within 120 days of pass purchase

Goal: offer unique travel experience at an affordable price after the pandemic



#### Black Friday celebration

Renfe joins the Black Friday celebrations in 2021

Between November 15 and 19, ticket offers for several destinations in 2022 are available at low prices starting from €8.35

Offer includes destinations such as Barcelona, Madrid, Seville, Valencia, Alicante, Zaragoza or Malaga, among other cities

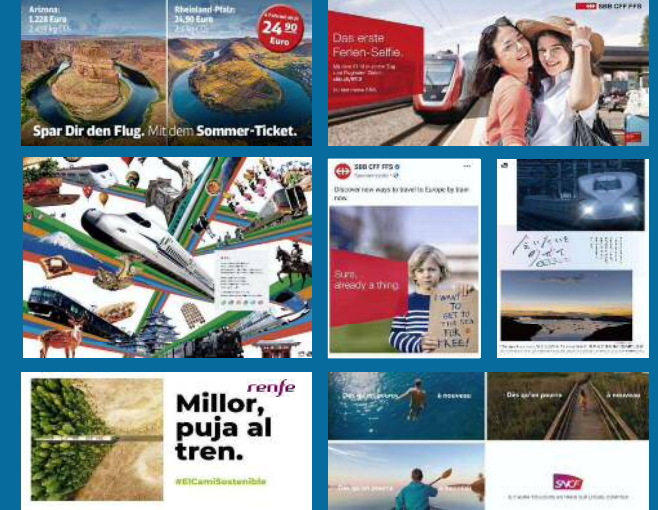
Goal: encourage people to travel more following the restrictions

Source: Company websites, press search

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## Boost leisure travel segment through communication – developing the desire to travel

- Several campaigns targeted specifically towards **tourism segment**
- Communication picks up desire to travel and stresses **ease of rail travel**
- Also, environmental/ecological aspects** (e.g., CO2 emissions) are addressed



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## Introduction of high-speed rail massively increases rail modal share – replacing cars for shorter and planes for longer distances



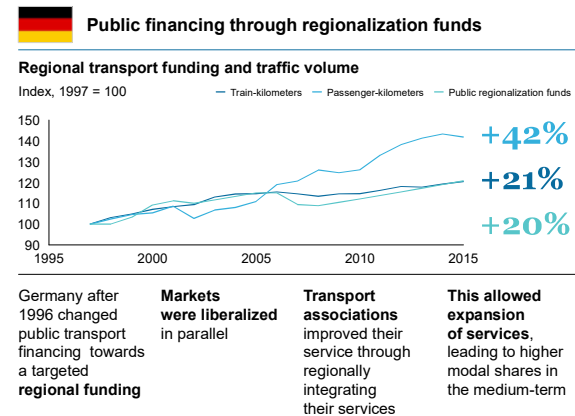
The introduction of high speed led to a more than a **doubling of modal share for rail** and a **reduction of air traffic by around 50%**



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## Boosting rail modal share is first a political decision: Larger fundings leads to increased modal share

Example Germany, France

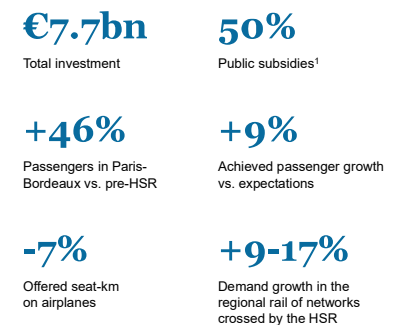


1. Remaining 50% being covered in private-public partnership

Source: VDV, Eurostat, LISEA

### Financing HSR to increase rail modal share

#### Paris-Bordeaux case study



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## In a global decarbonation race, rail could rely on a distinctive business case

### Rail is...

The greenest mode of transport

One of the most efficient solutions to face the global urbanization growth

A driver for local GDP growth, by accelerating domestic and regional people flows

### Facts

**4× to 6×**

less CO2 emissions than cars (up to 15 less than air)<sup>1</sup>

**40%**

of passengers consciously choosing greener mode of transport

**4.3×**

more daily trips thanks to the Randstad rail in Amsterdam from 2007 to 2018

**20%**

intercity trip capture by a high-speed project in Washington

**3.7%**

increase of Chibi City (China) GDP driven by the new HS line between Wuhan and Guangzhou

**11%**

increase of employment in Nagoya thanks to the Shinkansen in Japan

### 3 challenges



Convince individuals to shift to rail (passenger experience, availability and affordability)



Convince operators to increase their offering



Convince investors to expand the infrastructure

1. "Safe, smart, and green: Boosting European passenger rail's modal share." McKinsey Research, October 2021

Source: McKinsey Center for Future of Mobility, Transportation Research August 2020, Mathematical Problems in Engineering November 2021, VoxEU

The General Assembly is invited to note the information

## 4. GLOBAL ACTIVITIES

### b. Sustainability

- Global advocacy for Rail
- ERPC & sustainable procurement

Lucie Anderton  
Head of the Sustainability Unit

## 4. GLOBAL ACTIVITIES

### b. Sustainability

- Global advocacy for Rail

Lucie Anderton  
Head of the Sustainability Unit

## UNFCCC Regional climate weeks

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- Africa Climate week – August, Gabon
- Latin America and Caribbean – July, Dom Republic
- Asia - Pacific - end of year

## Global Advocacy for Rail – COP strategy

### GOAL

Highlight the benefits of railways as the backbone to a sustainable mobility system as the **cleanest and greenest high-volume transport** for passengers and freight.

## OUTCOMES

- Raise awareness amongst **policymakers** to design policy to incentivise rail
- **Inspire businesses** and industries in the railway sector
- **Advance innovation** in the railway sector
- **Attract financing** to railway projects
- To engage **civil society representatives**

## ACTIONS

- Convey the **positive environmental & socio-economic externalities** from rail investment
- Showcase **leading solutions** and approaches
- Showcase **global best practices**, focusing on the African experience
- Demonstrate the **growing ambition and action** to drive more ambition
- Demonstrate how railways are a **critical mobility** component for climate action



### COP26 - Glasgow

- Key message: UIC Vision 2030
- Delegation: strong European Freight and fringe demonstrators from UK
- Dominated by EV



### COP27 – Sharm El Sheikh

*To accelerate global climate action through emissions reduction, scaled-up adaptation efforts and enhanced flows of appropriate finance*

- Delegation: high-profile = better chances of speaking engagements.
- Presidency programme:
  - Finance
  - Adaptation
  - Water
  - Decarbonization
  - Science
  - Solutions
  - Gender
  - Energy
  - Biodiversity
  - Youth & Civil Society





#MoreTrains alliance

**VISION**



Raise the profile of the railway sector as a key part of **sustainable mobility solution**

**MISSION**



Rally key stakeholders in the railway sector to **speak with a unified voice** and demonstrate its climate potential and ambition

**OBJECTIVE**



**Joint communications campaign** from Rail to COP coalition highlighting facts and key asks from the railways sector



#MoreTrains alliance - **ADVISORY**

Associations in sustainable mobility and their members

IGOs and MDBs

National governments

Cross-cutting topics



In Africa

Countries and Organizations with high profile at COPs

Relevant best practices and solutions

UIC Partners

UIC Members



**OUTPUTS**



- Comms toolkit
  - Logo (visual identity),
  - Social media materials and templates
  - Video/powerpoint keynote
- Key messages factsheet connected to COP27 priority themes,
- (potentially) Sponsorship pavilion space

**TIMELINE**

- UIC GA** **First Presentation to members**  
Beginning of work, collecting interest from members
- Mid-July** **#MoreTrains alliance kick-off**  
Introduction meeting, scoping and defining strategy
- Mid-Sept** **Midterm presentation**  
Meeting to present preliminary results and collect red flag feedback
- Mid-Oct** **Pre-COP in Paris**  
In-person meeting hosted by UIC to present final products and align messaging for the delegation
- 7-18 Nov** **COP27 Sharm El Sheikh**  
Materials developed are used by Champions at COP27 so that the railway industry speaks as one voice

The General Assembly is invited to express interest in joining the coalition, the delegated or inform us on your intention to attend COP27 with another delegation



## 4. GLOBAL ACTIVITIES

### b. Sustainability

- ERPC & sustainable procurement.

**Matthias Seeleitner (ÖBB)**  
Secretary Sustainable Procurement Working Group



### The European Railways Purchasing Conference

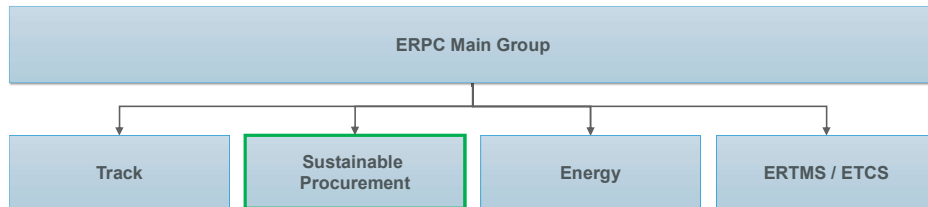
- UIC “Special Group” Since 2004
- Forum for Purchasing Directors of European Railway Companies

**President**

Mr Stefan L. Braun  
ÖBB-Holding AG  
Chief Procurement Officer

- Encourage and support the development of professional purchasing processes
- Foster mutual contacts
- Main group & Working Groups

## ERPC – structure & working groups



Exchange on

- sustainability topics in the supply chain
- impact of relevant legislation on the activities of the railway companies
- Development of respective standards as well as best practice exchange

## Sustainable Procurement Working group



**interim Chair:  
Ines STURM**

ÖBB - Austrian Federal Railways  
Green Public Procurement



**Secretary:  
Matthias SEELEITNER**

ÖBB - Austrian Federal Railways  
Strategic Procurement Manager

Welcoming a worldwide participation

**Mission Statement**

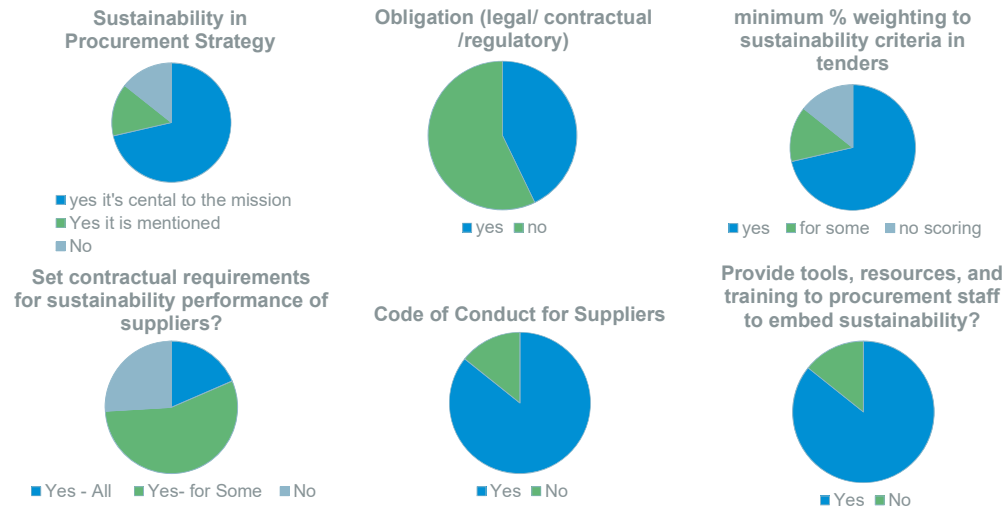
The UIC Sustainable Procurement Working group will provide a platform to convene the railway community with the aim of embedding sustainability into procurement practice and supply chain management in the railway sector.

**Vision**

The Rail industry contributes to a more sustainable transport system through influencing and supporting its supply chain and rewarding positive action for sustainability.

## Sustainability in procurement processes

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## Next steps towards sustainable procurement

172

Most recent virtual meeting held yesterday – 28<sup>th</sup> June

- Main topics discussed:
  - Briefing on the proposed EU Legislation Corporate Responsibility
  - Best practice sharing roundtable
  - Briefing and discussion on the latest developments in Circular Economy at UIC and key outcomes from 1st Zero Waste Railways event in Berlin
  - Re-election of the Chair & Vice Chair
- In person meeting and seminar planned for early September in Paris ‘Sustainable Procurement risk assessment & collective heat mapping exercise’

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The General Assembly is invited to note the information



## 4. GLOBAL ACTIVITIES

c. Research & Innovation: topical activities

Christian Chavanel  
Director Rail System

# WCRR 2022



#wcr2022

Next stop...

## Birmingham

### World Congress on Railway Research 2022

Reshaping our railways post-pandemic: Research with an impact

6-10 June 2022

International Convention Centre Birmingham,  
United Kingdom

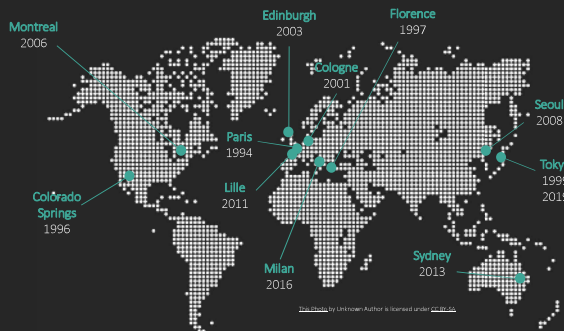


A Better,  
Safer  
Railway



### What is WCRR?

The World Congress on Railway Research (WCRR) is the world's largest international congress on railway research since 1994.



## WCRR – 6-10 June 2022 – Birmingham UK

### Reshaping our railways post-pandemic: Research with an impact

- 700 Participants
- A stand focal point of UIC communication
- **François Davenne** participated in the 2nd Plenary Session “Research with an impact: celebrating success”, chaired by Luisa Moisiso with Philippe Citroen (UNIFE), Martin Frobisher (Network Rail), Dr Atushi Furukawa (RTRI), and Kari Gonzales (MxV Rail)
- UIC directors moderated sessions on:
  - **Lucie Anderton (Sustainable Development):** Disaster and extreme event countermeasures
  - **Christian Chavanel (Rail System):** Autonomous operations
  - **Marc Guigon (Passenger):** Accessibility comfort and passenger information
  - **Simon Fletcher (Standardisation):** Safety and security
- 24 papers presented under the umbrella of UIC

**14th edition of WCRR to take place in Colorado in 2025**

Founded  
by





## UIC Papers presented at WCRR – Rail System Department

179

Title	Department	Main Author / Speaker
<b>Under Sleeper Pad (USP)</b> , One of the most innovative cost saving products for tracks for the last 20 years	Rail System Department	Rodolphe Potvin (SNCF)/Marcos da Conceição (UIC)
An effective perspective to highly increase Freight Department efficiency in Europe	Rail System Department	Luciano Cantone (TOR Vergata University)/Giulia Russo (UIC)
<b>Drone4Rail</b> , Harmonized methodology for drone/UAV use for bridge inspections	Rail System Department	Andrea Vecchi (Rete Ferroviaria Italiana)
Re-engineering Railway Safety through digitalization of SMS	Rail System Department	Frédéric Hénon (UIC)
Definition of a new protocol for the qualification of aerodynamic noise on high-speed trains	Rail System Department	Gennaro Sica (HS2 Ltd)
Real time detection and localization of broken rail	Rail System Department	David Villalmanzo (ADIF) / Mercedes Gutierrez (UIC)
Harmonized Methodology for Infrastructure Lifetime Assessment. The UIC MILA Project	Rail System Department	Francisco Cabrera Jerónimo (ADIF)
The UIC SAFIRST Crosswinds Project	Rail System Department	Terry Johnson (RSSB)
<b>5GRAIL</b> paves the way to the Future Railway Mobile Communication System (FRMCS)	Rail System Department	Vassiliki Nikolopoulou (UIC)
The journey towards whole system decision making	Rail System Department	Andy KIRWAN (Network Rail)
A Framework for Locomotive Bogie Condition-based Maintenance (LOCATE)	Rail System Department	Farouk Balouchi (University of Huddersfield)

## UIC Papers presented at WCRR – Other Departments

180

Title	Department	Main Author / Speaker
TRANSLATE4RAIL: removing language barrier in communication between RU drivers and IM traffic controllers in cross borders - a language tool prototype	Freight Department	Parinaz Bazeghi (UIC)
Improving safety by connecting level crossings with cars - Proof of Concept: Advanced Driver assistance System Simulation	IT	Parinaz Bazeghi (UIC)
Rail Customer Experience state of the art and medium-term challenges, A holistic approach	Passenger Department	Vanessa Perez (UIC)
The impact of <b>Covid19</b> on rail tourism: challenges and future opportunities for the sector	Passenger Department	Vanessa C. Perez Miranda (UIC)
How UIC standardization facilitate the <b>digitalization of Passenger Rail Distribution</b>	Passenger Department	David Sarfatti (UIC)
Substitution path between air and rail in Europe: a measure of demand drivers	Passenger Department	Roucolle Chantal (ENAC)

## UIC Papers presented at WCRR – Other Departments

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Title	Department	Main Author / Speaker
<b>SAFETY4RAILS EU</b> project: Protecting railway and metro infrastructure against combined cyber-physical attacks	Safety Platform	Marie-Hélène Bonneau (UIC)
The UIC Rail Security Hub: Gateway towards a shared and coherent European railway protection approach	Safety Platform	Marie-Hélène Bonneau (UIC)
Saving lives at Europe's level crossings with the SAFER-LC Toolbox	Safety Platform	Marie-Hélène Bonneau (UIC)
REUSE - Avoided CO2 from applying circular economy principles in railway industry	Sustainable Unit	Stanislav Lenart (ZAG) / Isabelle De Keyzer (UIC)
The role of railways in reversing loss of biodiversity	Sustainable Unit	Pinar Yilmazer (UIC)
<b>IRS 90940</b> - Data exchange with Driver Advisory Systems (DAS) following the <b>SFERA</b> protocol (Smart communications For Efficient Railway Activities)	Sustainable Unit	Philippe Stefanos (UIC)
Inclusive Stations and Impact of <b>Homelessness</b> on Railways	Sustainable Unit	Lucie Anderton (UIC)

## UIC AT WCRR

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## UIC AT WCRR

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The General Assembly Preparatory Group is invited to note the information

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## RICG

## RICG

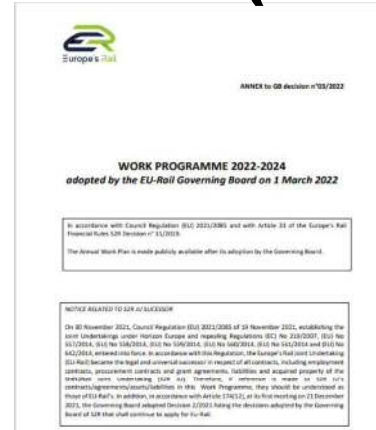
186

During the last meeting held on 23 February 2022, the following topics were covered:

- Update on ERRAC
- Next Transport Research Arena (TRA) in Lisbon from 14 to 17 November 2022
  - Multimodality
  - Railway as the sustainable backbone of mobility
- ERJU update
- Modus event conclusions
  - Aviation/rail cooperation towards an integrated intermodal approach
- System Pillar Framework Contract
- UIC Participation in COP 26
  - Modal shift to public transport, in cooperation between UIC and UITP

# EU-RAIL

# ERJU (1/2)

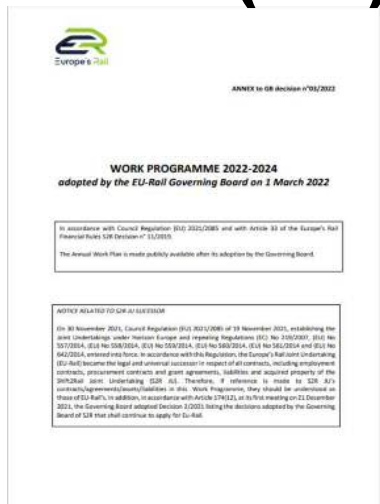


See Annex 7

## Innovation Pillar

- ERJU WP 2022-2024 published by GB on 1 March 2022.
- UIC analysing the contents, relating them to our in-house capabilities and activities, and those of our Forums and Platforms.
- For instance, there is a high degree of congruence between the contents of the Innovation Pillar WP and the Rail System Forum WP.
- UIC continues to focus on offering its unique strengths to add value to bids led by Founder Members.

# ERJU (2/2)



## System Pillar

- Call for Tender for Framework Contract (FWC) for System Pillar, divided in 3 lots:
  - System Pillar Core Group – systems engineering knowledge (not only rail) representing stakeholders;
  - System Pillar expertise for the work defined in the Master Plan and MAWP;
  - CCS TSI specification maintenance.
- Provision of expertise in 19 activity areas, EC looking for 70-100 experts.
- UIC working with EIM, CER, UNIFE and EUG to provide a strong, single, unified sector bid, to be successful.

The General Assembly is invited to note the information

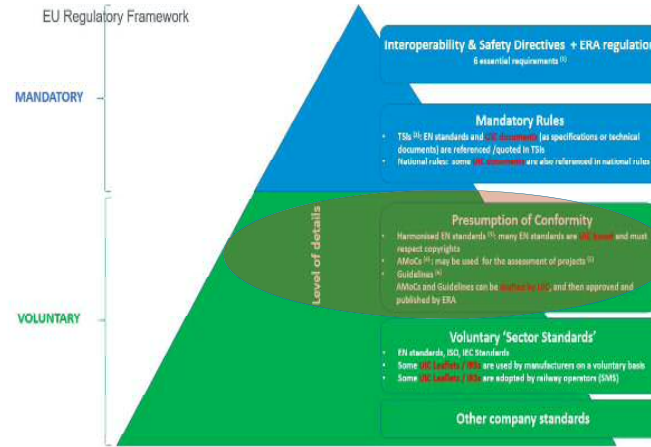
## 4. GLOBAL ACTIVITIES

### d. Safety & Operations

- AMOC
- RAIL HOF Digital Platform
- UIC TF SCS
- JNS

Christian Chavanel  
Director Rail System

## EU Regulations and Standardisation Process



[https://uic.org/IMG/pdf/uic\\_guide\\_to\\_standardisation\\_21062019.pdf](https://uic.org/IMG/pdf/uic_guide_to_standardisation_21062019.pdf)

## AMoCs Acceptable Means of Compliance

- Technical Opinion (TO) concerning the AMOC published on ERA website – December 2021
- application guide under construction in order to connect TSI WAG, INF & ENE requirements with TSI OPE and UIC IRS as AMOC

ERA/OP/2021\_08 Opinion of the European Union Agency for Railways to the European Commission regarding TSI OPE – RSD (Acceptable means of compliance)

**Publication date**  
20/12/2021

**Related TSI**  
Operation and Traffic Management

**AMOC**

**Related documents :**

- Opinion ERA/OP/2021-08 (290.77 KB)
- ERA-OP-2021-08 AMOC Light Impact Assessment (295.61 KB)
- AMOC supporting guidance (293.61 KB)
- TSI OPE AMOC Safety of Load (201.05 KB)
- TSI OPE AMOC Safety of passengers (336.99 KB)
- TSI OPE AMOC tests checks braking (349.84 KB)
- TSI OPE AMOC tests checks braking - Annex 1 - Appendix A - brake sheet (329.57 KB)

## AMoC « Safety of Loads »



### Contents

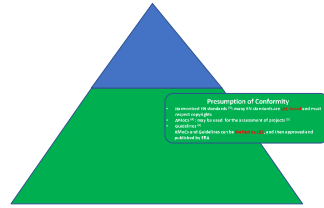
1.	Part 1.....	3
1.1.	Introduction.....	3
1.2.	Legal basis.....	3
1.3.	Concept.....	3
1.4.	Liability and responsibility.....	5
1.5.	List of acronyms used in this text.....	6
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2.1.	Introduction to the relevant part of the TSI OPE.....	7
2.2.	Information on the scope of the AMOC.....	7
2.3.	Links to existing legislation on risk assessment.....	8
2.4.	Safety requirements.....	9
2.5.	EN Standard 16860.....	9
2.6.	UIC Loading Guidelines - Code of Practice for Loading and Securing Cargo on Vehicles in Rail Freight Traffic - Volume 1 - Principles and Volume 2 - Goods.....	9

The UIC Guidelines are published every year in April – ISBN identification



# IRS - UIC DOCUMENTS as AMoCs

- UIC DOCUMENTS AS "AMoCs" (since the end 2021)  
"safety of loads" and "tests and checks before departure"
- UIC Loading Guidelines - Code of Practice for Loading and Securing Cargo on Vehicles in Rail Freight Traffic : Volume 1 – Principles / Volume 2 – Goods
  - IRS 40471-3 : Inspection of dangerous goods consignments (inspection before train movement)
  - IRS 40453 : Procedures for air brake tests effected with a traction unit :Brake tests for conventional freight train ( wagons)
  - IRS 40421 : Rules for the consist of and braking of international freight trains : rules for freight train brake settings as well as the content and format of the brake sheet and wagon list for use in freight traffic
  - IRS 40472 : Braking sheet, consist list for locomotive drivers and requirements for the exchange of data necessary to the operations of freight rail services
  - ATTI-GCU annexes 9 et 11 for:
    - Inspections before train movement
    - Quality assurance procedure,
    - Managing defects and irregularities



Next UIC documents to be considered in the frame of TSI OPE (1 revision / year) :

- IRS 40421 'future ed.': rules for the consist of & braking of international freight trains – UBS
- Leaflet 474: harmonized train procedures for Xborder freight Ops
- IRS 40454: Ops rules for securing trains / holding force
- « DAC » related Operational Procedures
- etc. (roadmap under construction)

# Joint Network Secretariat Activities – UIC involvement

The JNS (Joint Network Secretariat) procedures aim at EU-wide harmonisations of any action taken after any issue, e.g. accidents or incidents in railways in the EU.

Any railway stakeholder can submit a request for a JNS procedure to the JNS-panel using the notification form indicating which kind of procedure is intended.

The JNS rules distinguish between an urgent and a normal procedure:

- The purpose of the urgent procedure is to develop EU-wide harmonised short-term risk mitigation measures to ensure mainly safety and interoperability;
- The purpose of the normal procedure is to develop EU-wide harmonised mid- and long-term measures to finally solve the issue in an efficient and sustainable way.

The panel, consisting of ERA, together with NSA representatives and GRB representatives:

- Decides about the admissibility of the submission;
- Decides which procedure is chosen;
- Suggests key issues and questions to be considered by the task force;
- Nominates the members of the task force.

The task force consists of participants from NSAs, NIBs and GRBs which are nominated according to the competences required to solve the issue and answer questions. ERA is organising the procedure, arranging the meetings and acting as chair in the task force meetings, whilst the responsibilities assigned under applicable EU or national legislation, such as safe operation however, still remain with the respective railway actors involved.

The outcome of the task force discussions has to be submitted to the panel and, after endorsement, be disseminated in an appropriate way.

The following JNS procedures are ongoing/have been completed:

- JNS Procedure "Extreme effects of thermal overload in special cases of freight operation"
  - Type: Urgent
  - Started on: end November 2021
  - Status: closed on February 2nd, 2022
  - Outcome: final report, containing three parts:
    - Part 1: Principles and organisation
    - Part 2: Action plan containing short-term risk control measures
    - Part 3: Detailed information on the work of the JNS task force

- JNS Procedure "Consequences of unintended brake applications with LL blocks"
  - Type: Normal
  - Started on: early February 2022
  - Ongoing
  - For this Normal Procedure, fixed brake events involving LL brake blocks are collected. Please find below an explanatory document that explains the data collection process (criteria for relevant cases, tasks of the different actors involved, practical information, ...) and the template to be used. All information received will be treated as confidential. The Agency will store this information on a dedicated part of its extranet, which is only accessible to the members of the dedicated JNS task force:
    - Explanatory document
    - Template

# JNS UP "extreme cases of thermal overload in freight operation"



Loaded with gasoline: train brakes glowed

The Tankcars, three fire departments in the lower Brenner were deployed for a delicate operation. The brake bog gasoline. For reasons, a fire brigade commander works in the company in front of which the train was parked at this location.

03.08.2021 12:33  
Ausschnitt: 1000' x 1000' ...  
The image shows the fire department's work on the train. The fire department is working on the train. The fire department is working on the train. The fire department is working on the train.



"Trains can be clearly seen."  
© The image shows the train yard. The train yard is visible. The train yard is visible. The train yard is visible.



Notification of a JNS Urgent Procedure on "thermal overload in special cases of freight operation" by NSA Italy (02.11.2021, with drastic CBB/LL freight Ops restrictions).

- **Kickoff meeting** on 30.11.2021
  - Further 4 Task Force meetings (final meeting 02.02.2022)
  - 59 members, representing 9 NSAs, 2 NIBs, numerous RBs, UIC, and EC (observer)
  - In between, further 5 meetings of a subgroup
- **Objective:** Task Force to recommend appropriate short-term risk control measures addressed to European railway actors and as a substitute for the immediate measures imposed by NSA Italy.
- **Final outcome** published on the ERA website on 03.02.2022.
- **NSA IT replaces its immediate measures by the risk control measures proposed by the Task Force on 10.02.2022**

# Great Belt Accident

2<sup>nd</sup> January 2019, collision between PAX train and crossing freight train. An unlocked semi-trailer load on pocket wagon hits the PAX train.



Investigation of the railway: 1997  
Investigation of the motorway: 1996  
Length: Approx. 23 km  
The West Bridge: 65 km long with a free span of 1.6 km, making it the world's third longest suspension bridge.  
Tunnels: 10 km long, making it Europe's second longest tunnel under water.



8 fatalities and 4 major injured people



## Great Belt Incident

On the 13th of January 2021, a car driver called the police because he noticed a semi-trailer in a bad position on a freight train running on the Great Belt Bridge.

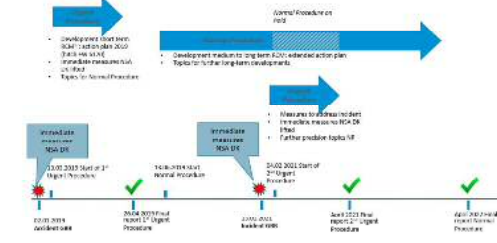
The train has been stopped in the next station: Nyborg.

No damages occurred.



## JNS NP "Great Belt Bridge Accident/Incident"

Overall timeline JNS procedures on the Great Belt bridge



- Cluster I: secure loading**  
Subgroup Ia. Update of Action Plan 2019  
Subgroup Ib. Communication and initial training
- Cluster II: cross-wind safety**  
Subgroup IIa. cross-wind stability of rolling stock  
Subgroup IIb. Measures at infrastructure side
- Cluster III: reliable king-pin locking**  
Subgroup IIIa. Hitch sensors  
Subgroup IIIb. Locking force

**Objective:** Task Force to recommend appropriate mid and long-term risk control measures addressed to European railway actors and to replace the outcomes of the Urgent Procedures

### Subgroup Ia:

summary and clarification of best practices of tasks to be executed by the actors involved in the transport of semi-trailers on pocket wagons  
 → Follow-up: the extended action plan will be integrated in the existing AMOC or "safety of loads"

### Subgroup Ib:

summary and clarification of best practices on the communication and the initial training related to hitches

**Note:** The application of these best practices from subgroups Ia and Ib by the different actors is **strongly recommended**. Actors who do not apply these practices shall be able to demonstrate achieving at least a similar level of safety through alternative measures.

### Subgroups IIa and IIb:

collection of best practices from European infrastructure managers on cross wind safety and a deep analysis of the BaneDanmark risk assessment on the Great Belt west bridge.

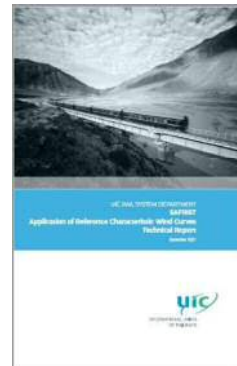
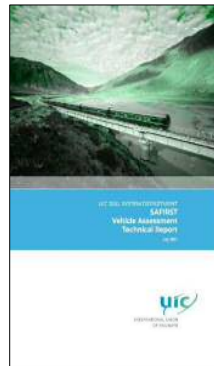
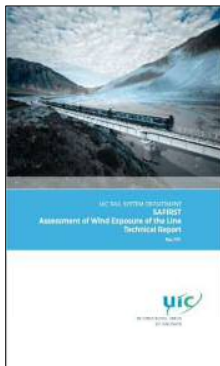
→ Follow-up: **Extend the model methodology for "cross wind risk assessment" in SAFIRST to freight transport and in particular to the transport of semi-trailers.** → **new guideline/AMOC under the CSM Risk Evaluation and Analysis** → Change requests to TSI INF / RST / WAG

**Note:** TF members question the suitability of the risk analysis done by BaneDK and the suitability in the way wind is measured on the Great Belt west bridge + NSA DK maintains 14t gross weight minimum despite efforts made by RU's (implementation of expanded action plan and confirmation hitches in use have minimum 85kN locking force)

**Subgroup IIIa:** requirements for hitch sensors to be applied voluntarily by Wagon Keepers/ECMs

**Subgroup IIIb:** an analysis of the locking system as safety barrier – the minimum locking force can only be determined after a systemic risk analysis for the whole European network has been carried out (see subgroups 2)

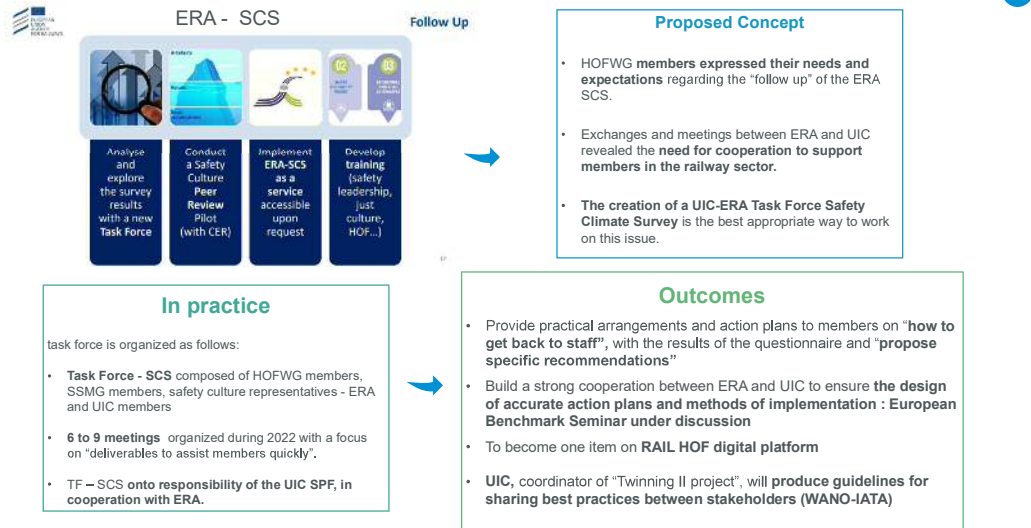
The SAFIRST final technical reports are all available on the UIC website - ETF



## RAIL HOF Digital Platform

**Live & Public during IRSC 2022 (oct.)**

## UIC Task Force on Safety Climate Survey (TF – SCS)



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The General Assembly is invited to note the information

14.45- 14.50

**UIC**  
INTERNATIONAL UNION OF RAILWAYS

# 5. UIC CENTENARY

Marie Plaud-Lombard  
Director of Communications



## Calendar of events

- Two key moments in the year:
  - May and June : launch ceremony & Innovation month
  - September, November, December: focus on the climate issue, freight, services, training, the UIC historical aspect
- Campaign on social networks and dedicated webpage (launched in July).

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## May: Launch ceremony

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## With the participation of UIC Members (greetings)

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## With the participation of UIC Members (greetings)

210





## June: Innovation month



UIC World Security Congress in Warsaw

211

## July: historical timeline and dedicated webpage



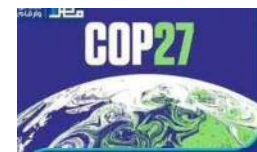
212

## September: highlight on InterRail with SNCF



213

## November : the climate issue, freight, training



214

## December

215

- Alongside the UIC General Assembly: e-Concert, with UIC members (TBC)
- Exhibition (virtual and in the UIC entrance hall) – in cooperation with SNCF

216

The General Assembly is invited to note the information

14.50 - 14.55



## 6. THE OPEN RAIL FOUNDATION

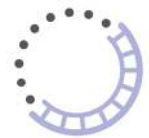
Jean-Michel Evangelou  
Director for Telecom, Signaling & Digital Applications

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## Open Rail Foundation: Progress Status

- Concept presented in December 21 General Assembly
- Objective: *Provide a collaborative space for opensource innovation in the railway sector*
- Will be an independent entity, as usual foundations
- 4 founding members committed: SNCF, DB, SBB, UIC - Open to additional membership
- Currently reviewing bylaws, principles & rules, light organization to start
- Target: Start in 2022

Members interested in participating  [contact@openrailfoundation.org](mailto:contact@openrailfoundation.org)



**OPENRAIL**  
FOUNDATION

The General Assembly is invited to note the information

## 7. MEMBERSHIP ISSUES: GENERAL INFORMATION, RESIGNATIONS

François Davenne  
Director General

### Member information

- ANCF has become CFS Senegal by law of June 2020-23 of 4 June 2020



The General Assembly is invited to note the information



## 8. NEXT MEETING & CALENDAR OF MEETINGS FOR THE SECOND HALF OF 2022

- The 101<sup>st</sup> General Assembly will meet on 8th December 2022 in hybrid mode (the Executive Board will take place the day before)

When is my next meeting?

### Calendar of meetings 2<sup>nd</sup> half of 2022

Title	start date	end date	location	contact
European Management Committee	27/06/2022 10:00	27/06/2022 12:00	Paris & online	Karine VAN CEUNEBROECK
34th Regional Assembly Europe	27/06/2022 13:00	27/06/2022 17:00	Paris & online	Karine VAN CEUNEBROECK
Executive Board	28/06/2022 11:00	28/06/2022 13:30	Paris & online	Karine VAN CEUNEBROECK
100th General Assembly	29/06/2022 11:00	29/06/2022 15:00	Paris & online	Karine VAN CEUNEBROECK
20th Asia-Pacific Management Committee	04/07/2022 08:00	04/07/2022 10:00	Web Conference	Beatrice SEGERAL
33rd Asia-Pacific Regional Assembly	05/07/2022 08:00	05/07/2022 11:00	Web Conference	Beatrice SEGERAL
Safety Platform Steering Committee meeting	05/07/2022 10:00	05/07/2022 13:00	online	Isabelle FONVERNE
European Management Committee Assistants	02/09/2022 10:00	02/09/2022 13:00	Paris & online	Karine VAN CEUNEBROECK
European Management Committee	19/09/2022 09:00	19/09/2022 11:00	Berlin & online	Karine VAN CEUNEBROECK
SAFETY4RAILS Final conference	28/09/2022 09:00	28/09/2022 17:00	UIC HQ, Paris, France	Marie-Hélène BONNEAU
Safety Platform Steering Committee meeting	29/09/2022 09:00	29/09/2022 17:00	in person	Isabelle FONVERNE
Rail System Forum (ESF) Steering Committee	29/09/2022 10:00	29/09/2022 15:00	Online	hassoun@uic.org
Standardisation Platform Steering Committee	25/10/2022 10:00	25/10/2022 12:00		Liesbeth DE JONG
Excellence in Railway Publications Awards	25/10/2022 12:00	25/10/2022 13:00	Paris UIC HQ	Mouna BENNOUNA
Standardisation Platform Plenary Meeting	25/10/2022 14:00	25/10/2022 17:00	UIC HQ Headquarters in Paris and Visio	Liesbeth DE JONG
RSF Plenary Session	26/10/2022 10:00	26/10/2022 15:00		hassoun@uic.org
European Management Committee Assistants	09/11/2022 10:00	09/11/2022 13:00	Paris & online	Karine VAN CEUNEBROECK
European Group of Assistants	09/11/2022 14:00	09/11/2022 17:00	Paris & online	Karine VAN CEUNEBROECK
Preparatory Group 101st General Assembly	10/11/2022 10:00	10/11/2022 13:00	Paris & online	Karine VAN CEUNEBROECK
Freight Forum	15/11/2022 09:00	15/11/2022 12:30	tbc	perrot@uic.org
Safety Platform Steering Committee meeting	16/11/2022 09:00	16/11/2022 17:00	UIC HQ Paris	fonverne@uic.org
Safety Platform Plenary meeting	17/11/2022 09:00	17/11/2022 17:00	UIC HQ Paris	fonverne@uic.org
30th Regional Assembly Middle-East	22/11/2022 00:00	22/11/2022 00:00	Abu Dhabi	Beatrice PERROT
Statistics Platform Plenary Meeting	01/12/2022 09:00	01/12/2022 16:00	Paris - UIC HQ	Alice FAVRE
34th Asia-Pacific Regional Assembly	05/12/2022 08:00	05/12/2022 17:00	UIC HQ (Room List) + ZOOM	Beatrice SEGERAL
European Management Committee	06/12/2022 10:00	06/12/2022 12:00	Paris & online	Karine VAN CEUNEBROECK
35th Regional Assembly Europe	06/12/2022 13:00	06/12/2022 17:00	Paris & online	Karine VAN CEUNEBROECK
Executive Board	07/12/2022 13:00	07/12/2022 15:30	Paris & online	Karine VAN CEUNEBROECK
101st General Assembly	08/12/2022 11:30	08/12/2022 15:30	Paris & online	Karine VAN CEUNEBROECK
WCHRS (UIC World Congress on High Speed Rail)	07/03/2023 00:00	10/03/2023 00:00	Marrakech	Beatrice PERROT

The General Assembly is invited to take note of the information.

## 9. ANY OTHER BUSINESS

François Davenne  
Director General

Stay in touch with UIC:

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



#UICrail

Thank you for your attention.