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EDITORIAL

Dear members,

At the last General meeting we have made some principal decisions towards more professional work of our Federation.

We decided to set up three professional Committees under Chairmanship of Board members, namely

- Policy and Research
- Technology and Logistics
- Safety and Security

We have also invited the other railway associations – UNIFE, EIM and CER to participate at the meetings as observers. There are first positive signs from the implementation of this structure and Chairmen will report on them at the next General meeting in Brussels.

The other success story is outcome of joint infrastructure managers contractors' workshop in the framework of INNOTRACK project hold in Paris on 18.06.08. Most of the EFRTC Board members and INNOTRACK Task Force were present and contributed to the presentations and discussion. It was a clear demonstration of EFRTC to commit its best resources for the improvement of the interface with our clients – infrastructure manager for benefit of all railway stakeholders. More about workshop you will find in article inside of

this Newsletter and about INNOTRACK project in the leaflets to be handed over at General meeting.

The outcome of the workshop placed the first stone in the construction of closer cooperation with infrastructure managers, members of both EIM and CER. From the seven identified success critical areas four priorities were put forward for joint work

- A – Market strategy
- B – Long term funding, planning and contracting
- E – Contracting strategy
- F – Rules and Regulations

A joint CER/EFRTC/EIM governance structure for steering the work was established and the remits setting clear objectives, tasks and deliverables were drafted. We hope to have the joint working bodies in place by the end of the year and to start with the work soon.

I am convinced that we are well progressing and I hope you will share my opinion after hearing more about progress made at our next General meeting to be held in Brussels on 28th November 2008

Jorge MIARNAU
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INNOTRACK JOINT CONTRACTORS – INFRASTRUCTURE MANAGERS’ WORKSHOP, PARIS 18.06.08

The interviews with contractors and IM were completed in the first half of 2008. The findings were reviewed by contractors and consensus building completed at the 2nd contractors’ workshop as reported to the last General meeting.

In accordance with the INNOTRACK work programme Project Coordinator called for joint infrastructure managers-contractors’ workshop to discuss the findings on the interfaces and way for the improvements. The joint workshop was attended by 45 participants and it was a success in spite of quite short delay for its preparation.

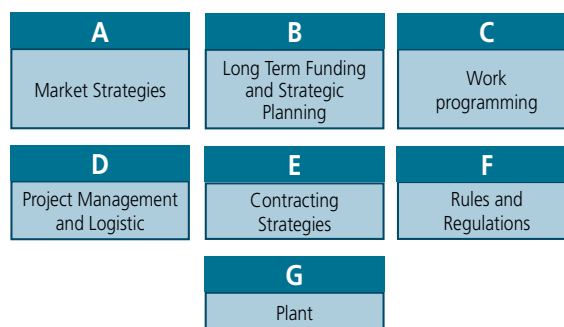
The workshop was chaired by INNOTRACK Project manager, Björn Paulsson seconded from BV for this purpose to UIC. The contractors were strongly represented at high level – most of the Board members including EFRTC Chairman, Jorge Miarnau-Montserrat and Vice-Chairmen – Jo Urlings, Alessandro Rossi and Jeremy Candfield as Chairman of EFRTC INNOTRACK Task Force were present. Numerous contractors – interview partners also participated and with their presentations/interventions contributed to success of the event. The high level representations from the side of Infrastructure Managers were assured by Secretary General of EIM Michael Robson and Deputy Chief Executive of CER – Libor Lochman actively contributing to the discussion at workshop. With some exceptions, e.g. DB, PKP and numerous presence from central and east European countries the expectations concerning participation of senior staff of IM were unfortunately lacking behind contractors. This, however, did not undermined the final very positive and encouraging messages from the workshop thanks to the effort of EIM and CER participation followed by wide-spread dissemination of the outcome of the workshop and briefing the high level management.

Jeremy Candfield, EFRTC Honorary President delivered the presentation on the findings processed from the interviews with 12 contractors and 6 infrastructure managers. Björn Paulsson on behalf infrastructure managers delivered presentation of Björn Östlund, Head of BV Infrastructure management as a position of an interview partner.

The presentations followed by an in-depth and structured discussion led by Jeremy Candfield with the aim to identify common points of interests and way forward.

Emerging conclusions that were drawn by contractors were summarised as follows:

- Recognition that there is considerable scope to drive better value from the track works supply chain
- The key issues are often about process, people and culture
- Considerable sums are potentially at stake
- The over-arching key to success is to build a closer and more open relationship between Infrastructure Managers and contractors
- Seven individual areas that are critical to success were identified as shown below.



Infrastructure managers confirmed that the seven success critical areas shall be investigated further jointly with contractors. However, priorities shall be set up and the areas they may result in a quick-win opportunities shall be initiated as soon as possible.

An agreement was reach with both EIM and CER on follow up. In meantime EFRTC, EIM and CER has met and established the organizational structure for joint work and drafted the remit for priority tasks.

The workshop was a further demonstration of the contractors’ willingness to co-operate with IMs strengthening position of EFRTC as the valuable partner to EIM and CER.

CER/EFRTC/EIM JOINT ACTIVITIES

An agreement was reached with both EIM and CER on follow up of the outcome of the joint infrastructure managers – contractors’ workshop held in Paris on 18.06.08.

EFRTC, EIM and CER have met twice in July and in September 2008 to discuss the future joint activities.

At the meeting in Paris on 10th July 08 the following issues were discussed

- selection of priorities
- governance and structure of the working bodies
- implementation plan, remits and schedules

From the seven identified success critical areas four priorities were put forward for joint work

- A – Market strategy

- B – Long term funding, planning and contracting
- E – Contracting strategy
- F – Rules and Regulations

At the meeting in Berlin on 24th September 08

- the first draft remits were drafted by EIM (remits A and B) and EFRTC (remits F1 and F2) were reviewed
- governance and organisational structure agreed
- schedules for setting up working teams set up

The agreed governance put in place is a joint /EIM/CER/EFRTC Steering Group composed of EIM Secretary General, Michael Robson, CER Deputy Chief Executive, Libor Lochman, Chairman of EFRTC Policy and Research Committee, Jeremy Candfield and EFRTC Secretary General, Imrich Korpanec.

Minutes from the joint EIM/CER/EFRTC meetings are available on the EFRTC member area website as well as all documents/papers discussed at these meetings.

More details about the content and progress of work will be reported by Jeremy Candfield, General Director of RIA (UK)? Chairman of the EFRTC Policy and Research Committee and Honorary President under item 6 of the agenda of EFRTC GM in Brussels on 28.11.08.

1ST TECHNICAL AND LOGISTICS COMMITTEE MEETING, PARIS ON 08.10.08

The meeting was chaired by Fernando Silva Santos, Managing Director of SAMAFEL from Portugal, Chairman of the Committee and EFRTC Vice-President. Besides appointed representatives of EFRTC members the meeting was also attended by observers from UNIFE, CER, EIM and manufacturing industry, in total 16 participants. The CER Deputy CEO, Libor Lochman delivered an extensive but comprehensive overview on interoperability directive and TSI which may have an impact on contractors.

The following items were subject of the 1st Technical and Logistics Committee meeting hold in Paris on 8th October 2008.

- round table presentations of participants
- Information from Secretary General on the EFRTC activities
- Remit from INNOTRACK workshop - Review of current rules and regulations for cross acceptance of machinery, staff and works, proposal for harmonisation including qualification of contractors
- Proposal for the setting up the joint IMs (EIM+CER)/contractors (ECRTC) working group for harmonisation of rules and regulations for cross-

acceptance of contractors and re-initiation of the work on Harmonisation of Procurement

- Interoperability directive and TSI Infrastructure
- CEN work relevant to contractors
- TSI Rolling stock – Mobile Railway infrastructure construction and equipment

The minutes from the meeting with all documents presented/discussed (in total 13 appendices) are available at EFRTC website. A report will also be presented under the item 8 of the next EFRTC GM in Brussels on 28.11.08 by Committee Chairman.

2ND SAFETY AND SECURITY COMMITTEE MEETING, PARIS ON 15.10.08

The meeting was chaired by Jo Urlings, Marketing Director of Bam Rail from the Netherlands, Chairman of the Committee and EFRTC Vice-President. The participation at the meeting was lower in comparison with the meeting of Technical & Logistic Committee, however, the discussion and outcome of the meeting were very promising.

The meeting was also attended by Senior Advisor of EIM, Jose Pires, who delivered an extensive overview on safety issues they may be a concern of contractors following the application of the Safety Directive and TSI.

The following items were subject of the 2nd meeting of the Safety and Security Committee meeting hold in Paris on 15th October 2008

- Round table presentations of participants
- Information from Secretary General on the EFRTC activities
- Safety directive and TSIs on safety issues with impact on contractors
- CEN work on safety issues relevant to contractors
- Remit from INNOTRACK workshop - Review of the existing safety rules and regulation, current practices, proposal for harmonisation in particular with the focus of the protection of the staff working on the track
- Proposal for setting up the joint IMs (EIM+CER)/ECRTC working group for review of existing safety rules aiming at proposal for their harmonisation
- Issues of common interest with quick-win opportunities

The minutes from the meeting with all documents presented/discussed are available at EFRTC website A detailed report will be presented under the item 7 of the next EFRTC GM in Brussels on 28.11.08 by Committee Chairman, Jo Urlings.

CONSTRUCTION OF RHEDA 2000 TRACK IN THE GUADARRAMA TUNNELS

At the end of 2007, the new high-speed line between Madrid and Valladolid, situated 160 km in the northwest of the centre of the peninsula, was opened to commercial services. The new layout has enabled to reduce by 60% the travelling time between these two cities, from 2 ½ hours to just 1 hour.

COMSA has participated in the most emblematic work of this line: the construction of the Guadarrama tunnels. This monumental work site counted with an investment of 1,219 million €, meant 3 years of work and involved more than 4,000 people.

Tunnels of Guadarrama are composed of two parallel tubes, separated 30 m between axles, and with a length of 28.4 km each. The twin tunnels are connected each 250 m through galleries of emergency. The line layout has a minimum radius of 8,400 m and a maximum slope of 15 ‰.

During the construction of the tunnels, four TBMs have been used, with an excavated diameter of 9.5 m and an advance speed up to 1 km per month.



Type of track structure

The ballast track chosen outside the tunnels is the “classical ballasted track” composed of rail UIC 60 E1 and sleepers Monobloc AI-99. In the sections in tunnel, installing slab track was decided in order to have wider clearance, to improve conditions of operation and to reduce the subsequent maintenance work; thereby it was possible to reduce cost and track occupation.



Although the use of preinstalled slabs, based on the Japanese design, was considered, the type of track adopted was the Rheda 2000 slab track, because of his successful experience in the high-speed network in Germany. The concrete used in the slab was mass-type HA-35/F/20IIa, manufactured in the own batching plant on site. The replacement of the traditional reinforcement with polypropylene fibre, with a dosage of 900 g/m³, represented the main innovation of the project. Adding these fibres permitted, besides the increasing of its flexural tensile stress resistance, an easier track installation.

One issue of concern in the track design were the transition sections between the slab track and the ballasted track. After studying several proposals, the transition sections were projected as a monolith of concrete of 20 m length, divided into two parts of 10 m. The first section is in ballast and confined in a channel, which prevents its liquefaction and displacement, while the second section has the same design as the slab track of the main line. This, in conjunction with a previous homogenizer treatment of the soil along the whole transition section, allows avoiding differential track settling.

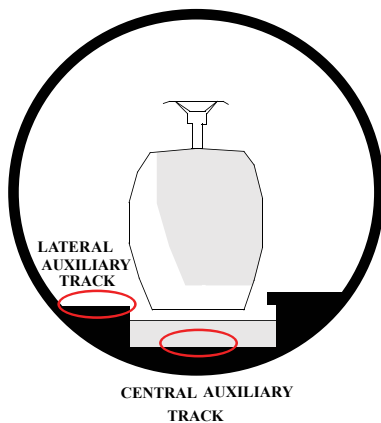
Furthermore, any factor that might cause a disturbance has been placed so as to not interfere with any other. That innovation in the track design supposed moving the welding points or the elasticity transition outside the transition section.

Construction of the track

The construction of the slab track not only had to face with the technical problems of ensuring the strict tolerances required in high-speed lines, but also posed a major logistical problems, given by the length of the tunnels.

One of the main difficulties relating the assembly of track within the tunnels was the transport of materials to the work fronts. With the aim of solving this problem, two auxiliary tracks were installed, one at the centre of the future slab, to distribute the rails, and another at the lateral, for the distribution of the sleepers.

Therefore, special rolling stock for the distribution of the materials was required. Rail placing trains, trains with platform wagons for sleepers and small equipment and trains with concrete mixer wagons for pouring the slab were used during the works.



Every day one rail placing train carried 8 bars of 90 m, which means 360 m of track, from the outside stock yard to the work front. Another train, in this case with platforms, transported and distributed between 300 and 500 sleepers, equivalent to 180 to 300 m track.

The average output of track assembly was 180 m/day, achieving maximums of 270 m per day. That was possible because of the accurate study of logistics operations and the use of the latest track technologies, such as topographic trolleys and last generation positioning lorries that allow levelling the track with highest precision.



The next great challenge for COMSA is the assembly of the slab track system in the new subway line L9 of Barcelona, which will become one of the longest lines in Europe thanks to his 46.6 km of double track. One of the singularities of this line is the assembly of the tracks in two levels, which also requires a precise and accurate study of the logistics and planning of the works.

The PUSCAL of Vossloh Luxembourg works in Germany

From the 8th to the 21st April 2007, 2,500 meters of platform rehabilitation were performed with a team of 10 people. Our Operational Director, Mr. Murray Roeland developed close links with the German contractor Zürcher of Würzburg and finalized several contracts for the BD German Railway. With the unique setting of the Pusal train, rehabilitation works can be performed on a single track with keeping the close neighborhood tracks in operation.

The Vossloh Luxembourg team leader, Mr. Maurice Giraud, with 9 specialists (the gantries operators, the mechanics, the milling tool operators and the leveling / damping operators) installed 139 pannels of 18 meters from PK 81.950 to PK 79.650 in Seligenstadt – Essleben on the Würzburg – Schweinfurt line and moved 3,800 m³ of gravel and 3,350 m³ of ballast. The job was made 24 hours a day and the Pusal train was fed during the maintenance time for the next shift. Gravel and ballast were stored on the 21 wagons holding each 7 buckets located at the end of the 400 meter Pusal train.

The work was completed on time and following the DB specifications. In order to demonstrate the particular performances of the Pusal platform rehabilitation train, you will find hereunder some pictures with a short descriptive of the work methodology.

Plan for track renewal operations:

1) Track preparation

- The track is divided into 18 m-long sections + one 3.60 m-long section



2) Train preparation

- The cranes and the excavator are released from their stays
- The levelling leaf is fixed to its wagon
- The beams are moved apart (for the removal and laying of the track sections)
- The conveyor belts are released



- The cranes bring the gravel and pour it
- The levelling and packing machine spreads the gravel in the excavated area (photo 2)
- The incline and depth of the non-compacted layer of gravel are measured
- The gravel is packed
- The ballast is poured onto the gravel (photo 3)



3) Beginning of works

- The train moves into position to remove the 3.60 m-long section
- The train moves forward to remove the 18 m-long sections

- The levelling and packing machine spreads the ballast over the gravel
- The ballast is tamped, the depth and cant are measured for the last time (photo 4)

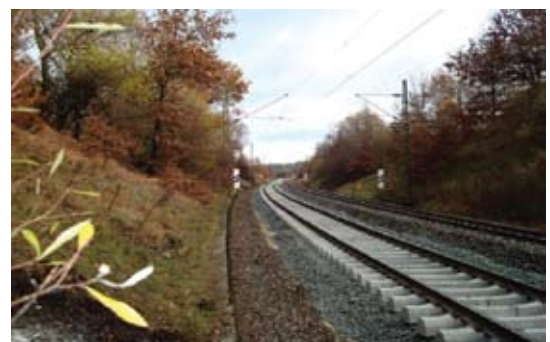
4) Renewal of an 18 m-long section

- The beams are laid out horizontally
- The 18 m-long section is removed (the track section is placed on the wagons provided for this purpose at the rear of the train)
- The excavator starts digging (photo 1), excavated material is carried by conveyor belt to the rubble train



- Meanwhile, the cranes fetch an 18 m section fitted with new sleepers
- The 18 m-long section is re-laid and fishplated (photo 5)

- The drilled track formation is packed
- The incline and depth are measured
- The geotextile is laid



EUROVIGNETTE DIRECTIVE REVISION WILL PUT AN END TO LORRIES' LICENCE TO POLLUTE

On 8 July 2008, the European Commission proposed a revision which will open up the possibility for Member States to put the "polluter pays" principle into practice and help to create a more level playing field between transport modes.

Currently Member States are legally prevented from charging trucks the true costs of their environmental impact. This distorts competition in the transport sector, as other modes, such as rail, can already be charged for their external costs, in addition to track access charges. Transport currently produces 27% of all CO₂ emissions within the EU-27, of which road transport is responsible for a massive 72% - a fact which makes firm actions on reducing CO₂ emissions from road vehicles extremely urgent.

UNIFE welcomes the Commission's initiative, including the proposal to earmark revenues to develop more sustainable mobility. This is a much needed first step to bring the road sector in line with other modes. However the Directive should encompass a broader range of external costs: Indeed, in addition to costs of congestion, local air pollution and noise as proposed by the Commission, the revised Eurovignette directive should also allow Member States to charge trucks for their CO₂ emissions and accidents costs. The dossier is now being discussed at the European Parliament and the EU Council of Transport Ministers. The formal vote should take place in March 2009.

NOISE: THE COMMISSION IS ABOUT TO TAKE ACTION

As part of the Greening of Transport Package, in July 2008 the European Commission published a Communication on Rail noise abatement measures addressing the existing fleet. This Communication foresees three steps in order to reduce the noise produced by freight wagons. Firstly, retrofitting schemes are foreseen to replace cast-iron brake blocks with composite K- or LL-blocks. Secondly, the Commission will introduce noise differentiated track access charges in the framework of the Recast of the First Railway Package. Finally, noise emission ceilings at hotspots will be reduced.

While retrofitting schemes will mainly fall on to member States, the Commission is about to start working on a viable way of introducing noise-differentiated track

access charges. A study on the practical and technical implications of such charges and possible links to the TAF TSI will be conducted. In addition, an expert working group on rail noise will be set up in early 2009.

UNIFE supports the Commission in its endeavour to reduce rail noise and the introduction of noise-differentiated track access charges as good market-based incentive for technological renewal.

Nevertheless, especially if noise emission ceilings are to be revised, track side measures will also have to be taken into account if these ceilings are not to break up freight corridors.

ERTMS: TOWARDS MANDATORY DEPLOYMENT?

In October, the European Commission has proposed a European deployment plan for ERTMS. The Plan foresees that ERTMS will be implemented along the six ERTMS corridors by 2020 the latest and by 2015 for some sections. Moreover, rolling stock ordered after 1 January 2012 to circulate on international lines will have to be equipped with ERTMS. The plan is now in the hands of the Member States that could adopt it in January. However, an uphill struggle is expected to convince some of the reluctant Member States to agree with the Commission's approach.

With ERTMS investments being largely uncoordinated across Europe for the time being, it is indeed necessary to move on from a "voluntary" approach to a "mandatory" one and create a significant network of ETCS lines connected with each other. Such an approach will provide a higher degree of certainty to the rail sector and will prevent 'early investors' from being penalised. Crucially, it will allow for coordinated investments and the creation of a proper ETCS network along the ERTMS corridors, whilst shortening the migration period from more than 20 different national signalling systems to ERTMS, which is essential to improve the competitiveness of European railways. UNIFE nevertheless regrets that no deployment besides the ERTMS corridors is foreseen yet, as the Commission has dropped its initial proposal to deploy ERTMS on the whole TEN-T network by 2025. Therefore, UNIFE will continue to push for a wider deployment of ERTMS in order to generate a truly interoperable European rail network.

EFRTC GENERAL MEETING 2008

EFRTC GENERAL MEETING, MUNICH, 06.06.2008

At the invitation of German trackworks contractors, the EFRTC hold the General meeting in Munich on 6th June 2008.

The meeting covered both statutory matters, and in the second part, the issues of the common interest as suggested by members.

The participants were welcomed by Mr Manfred Wacker, CEO Heitkamp Rail, German contractor helping EFRTC with preparation and organisation of the meeting and all accompanying events.

EFRTC President in his opening address underlined that more joint effort and activities with other stakeholders, in particular with Infrastructure managers are needed for the implementation of good proposals and results achieved so far.

Secretary General's report summarized the EFRTC activities since last meeting focused on the following main issues:

- gaining more visibility in EU and other European institutions
- strengthening cooperation with other stakeholders in railway sector
- enhancing the direct participation of EFRTC experts in harmonization and standardization works
- increase of the efficiency of working bodies
- improving the provision of the services for members
- promoting growth and increasing strength of the Federation

In the statutory part of the meeting the accounts 2007, budget 2008 and subscription fees 2008 were approved. Further to the presentation of the new arrangements for the participation of German contractors in EFRTC, General Meeting approved the proposed changes and new coordinator – Prof Dr Ing Lothar Fendrich, Member of the Board of Spitzke.

The new structure of EFRTC working bodies and methods was the other major issue on the agenda. Based on the Board proposal, General meeting approved to set up three professional Committees and to appoint the senior EFRTC personalities for Committees Chairmanship.

- Policy and Research Committee will be chaired by Jeremy Candfield, EFRTC, General Director of RIA (UK) and EFRTC Honorary President assisted by Vice Chairman Prof Lothar Fendrich, EFRTC German coordinator,

- Safety and Security Committee by Jo Uurlings, Marketing Director of BAM (NL) and member of EFRTC Board with Vice – Chairman Jacques Bouveret, Commercial Director of VIS Vossloh, Benelux and finally
- Technology and Logistics Committee by Fernando Silva Santos, EFRTC Vice President and CEO of SOMAFEL with Vice-Chairman Alessandro Rossi, member of the EFRTC Board and CGF Board (Italy).

The members were invited to fill in some available vacancies for the Committee membership.

Further Jeremy Candfield presented the results of the INNOTRACK project with proposals for the future steps in particular with a view of building a consensus and preparing the contractors for joint workshop with Infrastructure managers.

CONFERENCES & SEMINARS

The Future of Rail Freight in Europe

November 25-26, 2008
Brussels, Belgium

Rail Investments in Central and Eastern Europe:

Towards a Competitive Railway System
January 27-28, 2009
Bucharest, Romania

Rail-Tech® Europe 2009

31 March - 2 April, 2009
Utrecht, the Netherlands

IAF, The 25th International Exhibition of Permanent-Way Technology

April 12-13, 2009
Münster/Westfalen, Germany

9th International Heavy Haul Conference (IHHA 2009)

June 21-25, 2009
Shanghai, China