

The Railways Integration in Europe

UIC - a key player of East / West Railways Integration

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Railways become international

Some key dates

- 1843:** First international rail link, between Liege and Cologne,
- 1872:** European Timetable Conference CEH and Through Trains conference (passenger traffic without changing coaches)
- 1882:** Railway Technical Unity Conference (“Unité Technique”) in Berne: harmonisation of clearance (gabarit) and track gauge
- 1887:** International Railway Congress Association IRCA-AICCF to promote exchanges of information between railways (the first railway association with world-wide scope!)
- 1921:** the idea to create an international organisation for the railways brought up at international conferences at Portorose (Italy / Slovenia) in 1921 and Genoa in 1922
- 1922:** founding meeting of the International Union of Railways (UIC) based in Paris

Railways of Central and Eastern Europe

a central role in the development of international cooperation among European Railways

1921: Romanian delegation proposes the creation of an international group of European Railways, initiative leading to the founding of UIC,

1922: 9 Railways from CEE Countries among Founding members of UIC

1921-1924: CEEC Railways among first signing parties of RIV and RIC conventions (exchange of freight wagons and passenger coaches),

1922-2009: all Railways of CEEC continuously involved in UIC's international cooperation activities (USSR leaves 1947- Russia reintegrates 2006).

1957-2009: a specific international cooperation in the framework of OSJD (Russian: Organisation for Cooperation of Railways), an intergovernmental structure associating railways of the CEEC, and a series of Asian countries.

UIC Founding Members

ANNEXE I AUX STATUTS

NOMENCLATURE DES ADMINISTRATIONS MEMBRES DE L'U. I. C. ⁽¹⁾

(ART. II des Statuts)

DÉSIGNATION DES ADMINISTRATIONS	Nombre de kilomètres de lignes	DÉSIGNATION DES ADMINISTRATIONS	Nombre de kilomètres de lignes
1^{re} Administrations fondatrices (§ 1 ^{er} de l'art. II)			
ALLEMAGNE			
Chemins de fer de l'Empire Allemand.....	52.378	ESPAGNE	
AUTRICHE		Compagnie des Chemins de fer Andalous....	9.824
Direction générale des Chemins de fer Fédé- raux Autrichiens.....	5.627	Compagnie des Chemins de fer de Madrid à Cacérés et au Portugal, et de l'Ouest de l'Espagne.....	
BELGIQUE		Compagnie des Chemins de fer de Madrid à Saragosse et à Alicante.....	
Chemins de fer de l'Etat Belge.....	4.952	Compagnie des Chemins de fer du Nord de l'Espagne.....	
Compagnie du Chemin de fer du Nord (Lignes Belges).....		ESTHONIE	
BULGARIE		Chemins de fer de l'Etat Esthonien.....	980
Chemins de fer de l'Etat Bulgare.....	2.247	FINLANDE	
CHINE		Chemins de fer de l'Etat Finlandais.....	3.990
Chemins de fer de Pékin à Moukden.....	5.652	FRANCE	
Chemins de fer de Pékin à Hangbeou (Hankow).....		Chemins de fer d'Alsace et de Lorraine.....	41.146
Chemins de fer de Tientsin à Piekow.....		Chemins de fer de Ceinture.....	
Chemins de fer de l'Est Chinois.....		Compagnie des Chemins de fer de l'Est....	
DANEMARK		Administration des Chemins de fer de l'Etat.	
Chemins de fer de l'Etat Danois.....	2.410	Compagnie des Chemins de fer du Midi....	
		Compagnie du Chemin de fer du Nord.....	
		Compagnie des Chemins de fer de Paris à Lyon et à la Méditerranée.....	
		Compagnie du Chemin de fer de Paris à Orléans.....	

(1) Arrêtée à la date du 1^{er} octobre 1924.

DÉNOMINATION DES ADMINISTRATIONS	Nombre de kilomètres de lignes	DÉNOMINATION DES ADMINISTRATIONS	Nombre de kilomètres de lignes
GRANDE-BRETAGNE		POLOGNE	
Les quatre groupes de Chemins de fer Anglais suivants :		Chemins de fer de l'Etat Polonais.....	16.636
The Southern Railway Company.....		PORTUGAL	
The Great Western Railway Company.....		Chemins de fer de l'Etat Portugais.....	2.532
The London Midland and Scottish Railway Company.....	31.838	Compagnie des Chemins de fer Portugais....	
The London and North Eastern Railway Company.....		ROUMANIE	
GRECE		Chemins de fer de l'Etat Roumain.....	10.485
Chemins de fer de l'Etat Hellénique.....	1.279	TERRITOIRE DE LA SARRE	
HOLLANDE		Chemins de fer du Territoire de la Sarre....	395
Chemins de fer Néerlandais.....	3.656	SUEDE	
HONGRIE		Chemins de fer de l'Etat Suédois.....	5.787 k. 8
Chemins de fer Royaux de l'Etat de Hongrie.....	7.259	SUISSE	
ITALIE		Chemins de fer Fédéraux.....	
Chemins de fer de l'Etat Italien.....	16.445	Chemins de fer des Alpes Bernoises (Bern-Lötschberg-Simplon).....	3.214
JAPON		TCHÉCO-SLOVAQUIE	
Chemin de fer Cœur.....		Chemins de fer de l'Etat Tchéco-Slovaque..	13.748
Chemin de fer Sud-Manchourien.....	3.030	YOUGO-SLAVIE	
LETTONIE		Chemins de fer du Royaume des Serbes, Croates et Slovènes.....	6.233
Chemins de fer de l'Etat Letton.....	1.833	LITHUANIE	
LITHUANIE		Administration de la « Sūdbalogesellschaft ».....	?
Chemins de fer de l'Etat Lithuanien.....	907	2^e Autres Administrations-Membres	
GRAND-DUCHÉ DE LUXEMBOURG		(3 ^e - 2 ^e de l'art. II)	
Chemins de fer de « Guillaume Luxembourg ».....	452	UNION DES RÉPUBLIQUES SOCIALISTES SOVIÉTIQUES	
Chemins de fer et Mines « Prince Henri ».....		Chemins de fer de l'Union des Républiques Socialistes Soviétiques (U. R. S. S.).....	72.619
NORVÈGE			
Chemins de fer de l'Etat Norvégien.....	3.135		
ORIENT			
Chemins de fer Orientaux.....	515		

ANNEXE II AUX STATUTS

FORMULE

pour la détermination du nombre de voix attribuées aux Administrations-Membres de chaque pays, en fonction du nombre de kilomètres de voies ferrées de ces Administrations (Article V, alinéa b) des Statuts).

jusqu'à 1.000 km.	1 voix	de 15.001 à 20.000 km.	8 —
de 1.001 à 3.000 km.	2 —	de 20.001 à 25.000 km.	9 —
de 3.001 à 5.000 km.	3 —	de 25.001 à 30.000 km.	10 —
de 5.001 à 7.000 km.	4 —	de 30.001 à 40.000 km.	11 —
de 7.001 à 9.000 km.	5 —	de 40.001 à 50.000 km.	12 —
de 9.001 à 12.000 km.	6 —	au-dessus de 50.000 km.	13 —
de 12.001 à 15.000 km.	7 —		

1945 – 1990 : the time of Cold War and Iron Curtain

UIC - a key responsibility:

To maintain and develop cooperation links at professional level

▶ **CEEC Railways actively participated in UIC activities at all levels**

- . UIC Chairmen
- . UIC Commissions and Committees,
- . Technical Senior Advisers seconded to UIC HQ (DR, PKP, CSD, MAV,..)

▶ **Cooperation activities on all railway issues:**

- . technical (rolling stock, infrastructure), elaboration of “UIC Leaflets”,
- . operational,
- . commercial,
- . financial,
- . strategic and planning,...

Joint UIC / OSJD working groups (associating Russian railways RZD)

UIC strongly contributed to prevent divisions on the European rail stage.

UIC Chairmen from CEEC Railways

1965-1966



Donar Tarantowicz
PKP

1971-1972



Karoly Rödönyi
MAV

1977-1978



Volkmar Winkler
DR

1983



Stanislav Houska
CSD

1984



Ladislav Blazek
CSD

1989-1990



Vesselin Pavlov
BDZ

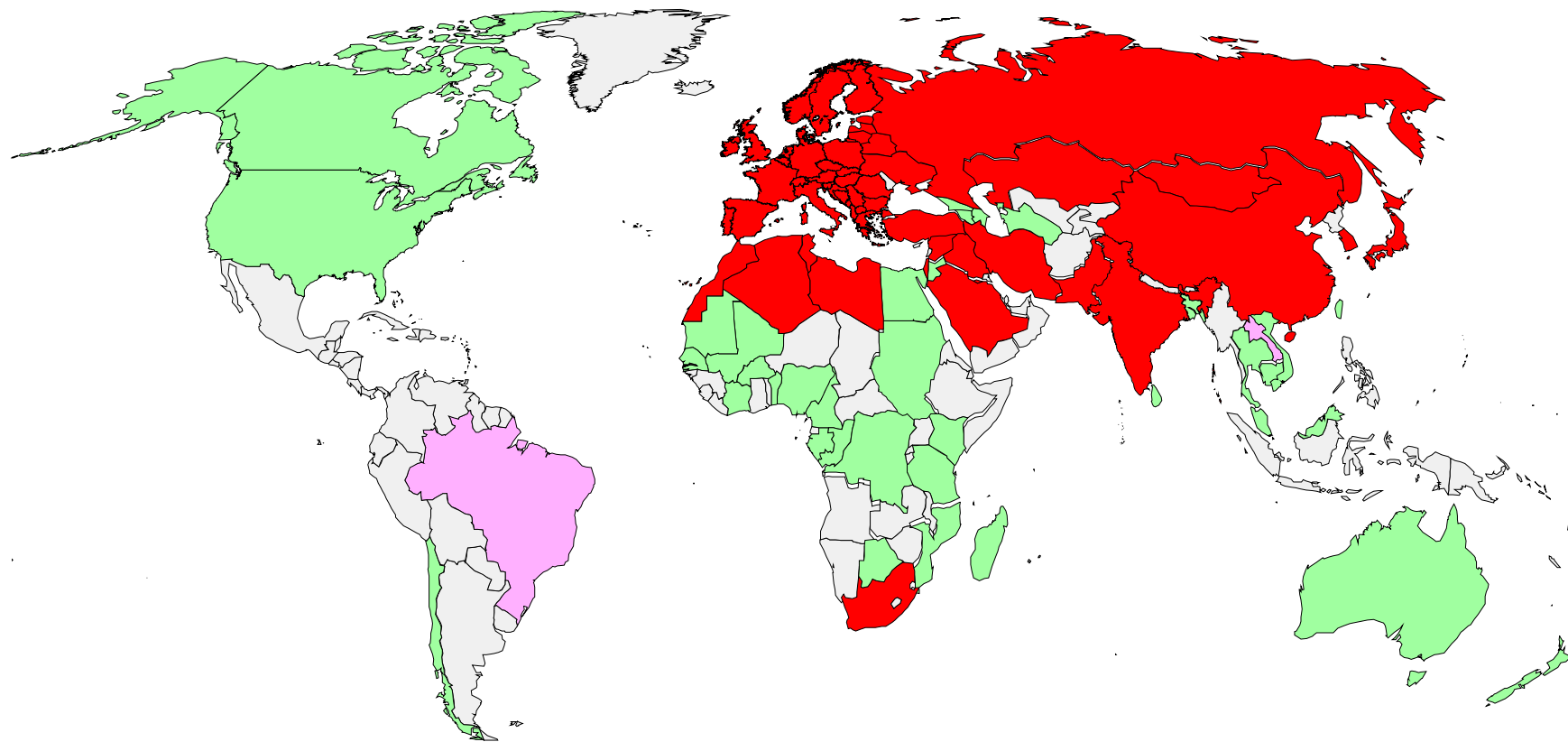
1998-1999



Adam Wicładek
PKP

The UIC Expansion: Continuous Expansion

UIC in 2009



Members **Active** **Associate** **Affiliate**



1945 – 1990 : Professional cooperation between Eastern and Western European Railways goes on !

Technical harmonisation:

UIC “technical Leaflets” (railway standards on rolling stock, infrastructures),
Standardisation (freight wagons, etc.)
European interoperability (ERTMS / ETCS / GSM-R), etc.,
Integration into EU R&D Framework programmes,

Operations, vehicle exchange agreements

RIV and RIC prescriptions,
Cross-border operations, facilitation

Commercial cooperation

EuroCity services linking West and East,;

Network Planning

Integration in European Infrastructure Masterplans,
Planning of Transeuropean rail networks, corridors,

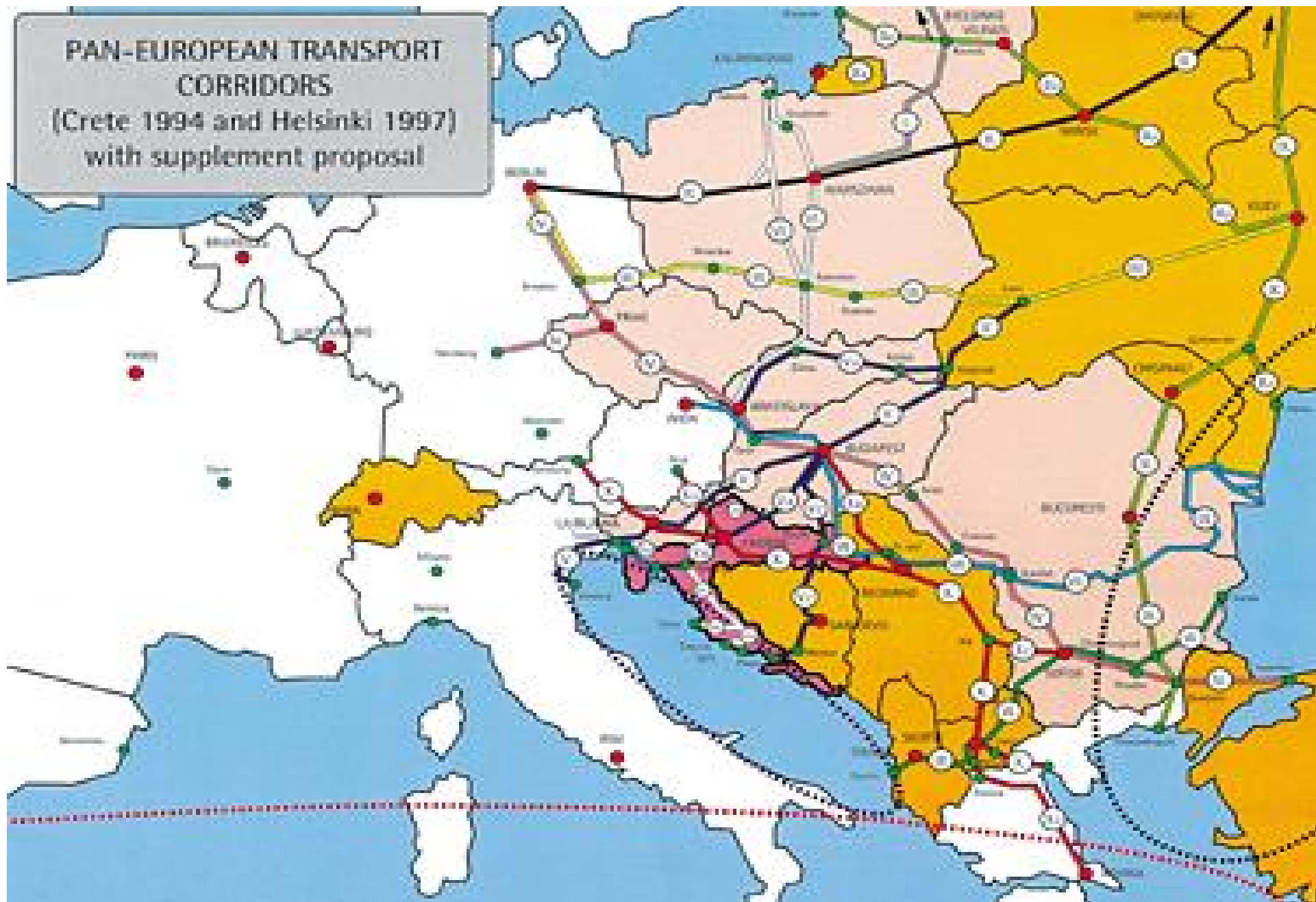
Statistics, finances

International clearing in Passenger and Freight traffic

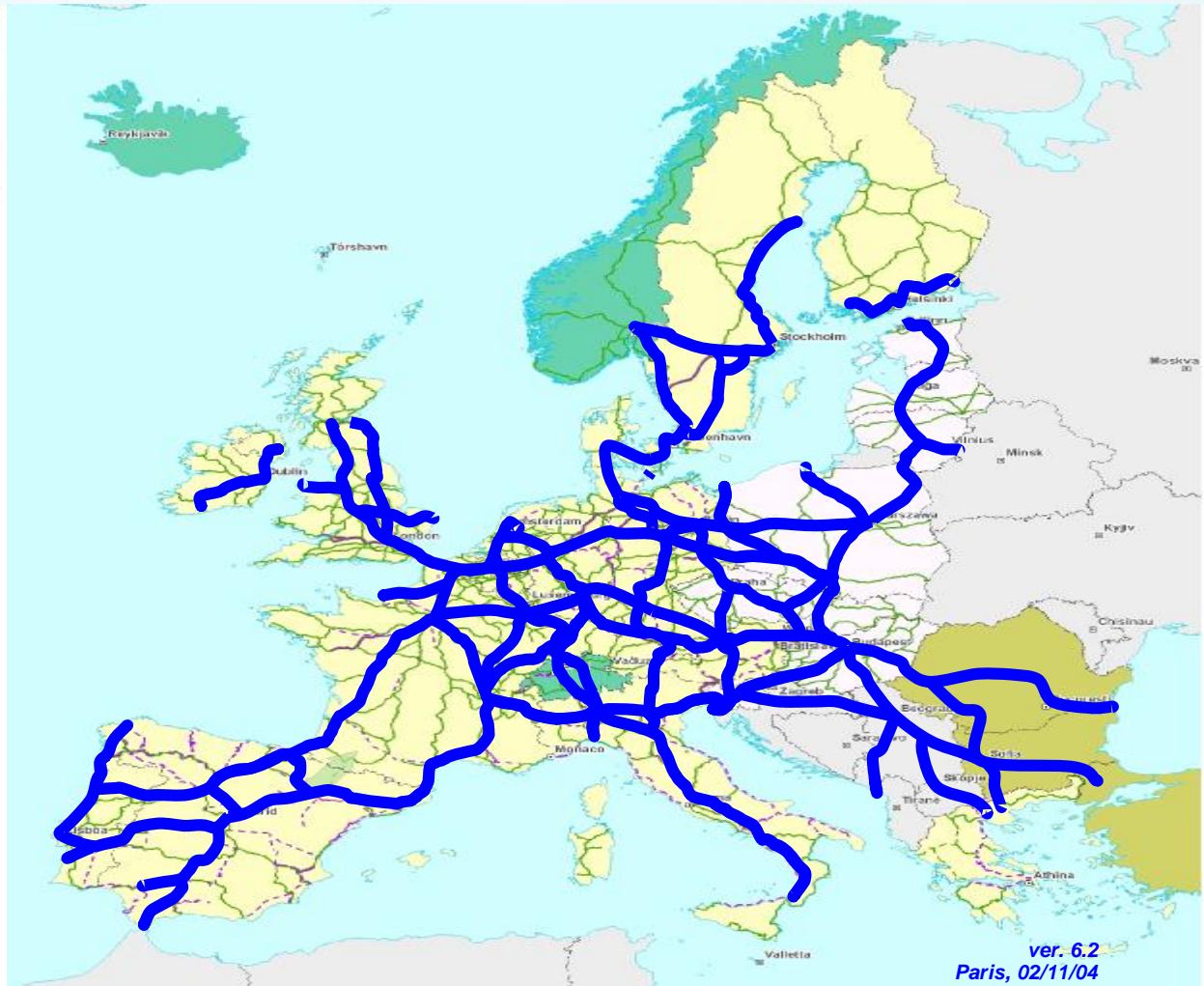
- High speed network
- Upgraded lines
- High speed network in 2020



PAN-EUROPEAN TRANSPORT
CORRIDORS
(Crete 1994 and Helsinki 1997)
with supplement proposal



ERTMS: Relevant Corridors



The European Construction

Some key dates for the Railways

- 1953:** European Conference of the Ministers of Transport (ECMT),
- 1957:** Treaty of Rome: one of the objectives: a **Common Transport Policy**
- 1988:** **Group of the 12** EEC Railways within UIC, becomes **CER**, the Community of European Railways, based in Brussels
- 1990:** Start of **admission procedure** for a series of Central and Eastern European countries
- 1991:** 1st EC Directive on the **Revitalisation of Railways** (start of a European “Railway” Policy)
- 1991:** **UIC White Paper** on and Railways in a Pan-European Transport Policy
- 1994-1997:** **Pan-European Transport conferences (corridors)**
- 1990-2000:** CEEC Railways integrate the “**Acquis Communautaire**” relating to railway policy
- January 2007:** 5th EU Adhesion wave: 27 member States.

4 levels of Est / West integration for European Railways

Political decision-making process:

EU bodies with European governments,
EC, Parliament, ERA,
Strong presence of CEEC in European bodies

Lobbying – professional representation

Representing common positions of the European rail sector
By CER, EIM, ERFA,..
Example: External costs and ‘Eurovignette’ issue, admission of ‘Megatrucks’,..

‘Professional’ / Technical cooperation

Role of UIC,
With focus on interoperability, improving performance and competitiveness
In a ‘neutral’, non-discriminatory framework (no “technical borders”)

Business level

Trend towards European and even worldwide Alliances,
Joint ventures, new forms of joint business

Outlooks for the future

The development of a competitive rail transport system for CEE Countries, Well connected with the western railways' network, should be benefitting from

Sustainable Development and Transport Policies of the EU and other European organisations, governments, which all put a strong emphasis on rail,

The international **debate on Climate change** and policies for reduction of CO2 emissions,

The **economic crisis, energy crisis** steering investments towards the cleanest, most (socially) profitable transport modes, (example: the airlines crisis)

The trend by financial institutions (EIB,..) to fund the **most sustainable transport projects** (with attractive funding mechanisms),

The **importance of the pan-European corridors** for interconnecting European population and boosting economic exchanges,

Thank you very much for your kind attention !

