

Excursion to Vienna

Visitation of technical infrastructure projects - Wienerwaldtunnel and Lainzer Tunnel in Austria

At the 26th and 27th of April we had the opportunity to visit technical infrastructure projects in the area of the NBS Vienna - St.Pölten, the Wienerwaldtunnel and the Lainzer Tunnel. More than 40 participants including delegations from Croatia and Bulgaria had followed the invitation of UEEIV to participate in this technical excursion.

A bus brought the participants to the office of the head of construction. A very interesting introduction to the project of this newly constructed line awaited us there. After we had been equipped with protective helmets and special clothing, we reached the entrance to the tunnel after a short walk. The tunnel had already been finished section in open construction mode. Special trucks dedicated to the transportation of personnel brought us through the tunnel to the working face. At this point we received some expert information about the mining work in this tunnel section.



Back again, we experienced another section in the **Lainzer Tunnel**. In this section track had already been laid and here, in the so called switch hall, we were accompanied by competent comments regarding the construction that had been done by ÖBB – company Porr/Austria in the system solid track.

Begin of construction of this section had been June 2006 – completion should be in August 2008. This section was about the implementation of solid track system ÖBB-Porr with the implementation of 13

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switches in compound-flute-systems and 6.500 m tracks solid track/compound -Flute as well as noise absorption measures

Some pictures concerning these developments have been kindly provided by the directorate of construction of the company Porr, Technobau and Umwelt, department rail construction.

Principal is ÖBB-infrastructure construction located in Vienna.

The newly constructed line Vienna – St. Pölten will achieve an increase in customer satisfaction

- For an efficient public transportation that is orientated towards the future
- Connection of this Austrian axis with the high-level rail-network of Europe
- A higher capacity for the transport of goods on rail and
- For a higher quality for the transport of passengers



All of the new line Vienna – St. Pölten has been started in February 2003 and shall be finished in the year 2012.

Concluding this technical visitation we received a one-hour speech and a tour through the „Infobox“ of the project management.

A special evening in a Heurigen-restaurant in Vienna concluded this eventful day. Here we had the opportunity to talk specifics with executives of ÖBB and representatives of companies in an informal setting.

The next morning led us to the climate chamber in Vienna Leopoldau. Here the company „Rail Tec Arsenal“ is testing in the greatest climate wind channel of the world in order to enhance safety, reliability and comfort of vehicles and other technical systems under extreme climatic conditions. Besides the core business in the area of rail bound vehicles the cooperation with producers in the area of road bound vehicles, aviation and construction is being strengthened. Also here we were shown all of the installation after an extensive lecture and we had a lot of opportunities to get information about the possibilities of research in this unique climate-wind-channel.

A short snack at lunchtime concluded our excursion.



We are convinced that the time in Vienna has left a lasting impression in the mind of all participants. In the future we will offer such excursions more often.

We would like to thank the Austrian companies Plasser&Theurer regarding the sponsoring. Our special thanks to Dr. Presle and his team of ÖBB-Infrastruktur Bau AG for their support during the preparation and organization of our visit in Austria.

UEEIV-Events 2007

19th September	Zilina / Slovakia	UEEIV-Seminar with EIVS/ ZSR "Modernization of the Slovakian Railways"
11th and 12th October	Sofia / Bulgaria	UEEIV-Seminar with NGS RTE/ WTVV/BDZ „Railway-Forum 2007 - Bulgarian Railway in the European Union – Compatibility and investments“
24th October	Strasbourg / France	UEEIV-Meeting of the Board and General Meeting
24th and 25th October	Strasbourg / France	Railway-technical Colloquium of AFFI-VDEI „German-French Railway- Engineer Competence - leading the way for Europe's Railways“

Session of the steering committee 2007



View of the participants of the international UEEIV-session

The annual session of the international session of the steering committee of the Union of European Railway Engineer Associations – UEEIV – took place April 14th 2007 at the secretariat general in Frankfurt am Main. The chairman, **Wilfried Lorenz**, was able to welcome members from Great-Britain, Bulgaria, Belgium and Germany. Members from Italy and France have not been able to participate but submitted written reports.

On behalf of the presidency **Peter Brinkmann** expressed best wishes and congratulated the committee for a substantial increase regarding tests for and issuing of a copy of a document of certification for EURAIL-ING. According to the statistics 70 European Railway Engineers have been newly registered last year. The latest press release reports that the professional title is now in use in 17 European states.

Furthermore Brinkmann reported about imminent events of UEEIV, like e.g. seminars in Hungary, Albania, Slovakia and Bulgaria. He also pointed out that the General Assembly of UEEIV will take place this year at the 24th October 2007 in Strasbourg, including elections for the presidency and the event will be repeated every 3 years as a meeting of delegates. Further information may be retrieved and printed out via the internet at www.ueeiv.com.

Josef Windsinger in his function as head of the central certification office explained the distributed list of those that have been certified and reminded those present that the period of validity of the documents is 10 years, starting with the 60th year (for senior experts) the validity is life long.

A substantial amount of time has been used for the discussion about further testing of the certification handbook and the respective statutes. Regarding this topic the committee decided to include three changes in the certification handbook. A special discussion was made necessary by the guideline 2005/36/EG of the European Parliament and the Council dating from the 7th September 2005 about the acknowledgement of professional qualifications, which has been published at the 30th September 2005 in the official paper of the European Union. In this regard Windsinger mentioned several letters of UEEIV to the European Commission and their respective answers, last but not least a letter from the general directorate inner market and services of knowledge-based professions dating from the 7th December 2006. Professions in the area of transport like the construction of railways, parts of vehicles a.s.o. are contained in register II and are being regulated by § 18. According to this a term of five years of independent professional activity is necessary for the acknowledgement. This is also documented in the certification document.

The committee has agreed on the fact that further action in this area is necessary. An inquiry at the member of the European Parliament Stockmann brought now satisfactory result until now. It has been his opinion that the European Parliament has fulfilled its obligations. The guideline requires a committee for the acknowledgement of professional qualifications and the application of the guideline to national law. Further points of discussion have been the status of the founding of national certification offices, the updating of training for auditors and the continuation of tailor-made marketing activities for the certification of the European Railway Engineer.

The next session shall take place in April 2008 again in Frankfurt am Main.

UEEIV-Seminar in Budapest

The 4th International seminar under the topic "Structural and technological development as well as coordinated modernization of the long and short-distance traffic of the Hungarian railways" took place the 10th and 11th May at the Hungarian railway historical park in Budapest. Already the day before the deputy director of the Hungarian Railway company MÁV, Dr. László Mosoczi, welcomed the international companies and exhibitors at the royal waiting hall at the western terminal. Even if this scenery has already been a spe-



After the opening of the seminar MÁV-director-general István Heinczinger spoke about investments of MÁV AG (to the right, standing with microphone)

cial treat, it was increased by the terrain and the ceremonial aura of the event hall of the park. The forum was surrounded here by well kept elegant historical railway vehicles. It was here that the secretary general of the Hungarian association of traffic sciences, Dr. **András Katona**, the honorary president of the Union of European Engineer Associations – UEEIV –, **Josef Windsinger**, together with the member of the presidency **Peter Brinkmann**, and the director general of MÁV AG, **István Heinczinger**, welcomed the more than 100 participants from Hungary, Romania, Slovenia, Slovakia, Switzerland, Austria, France, Italy and Germany. István Heinczinger spoke about increasing investment into MÁV.

Josef Windsinger spoke about the „Status of the pan-European railway corridors“. The deputy director general of MÁV AG, **Dr. László Mosoczi**, pointed to the visible success of the Hungarian railways during his speech with the topic „Infrastructural developments of the international and regional railway lines in the greater area of Budapest, with a special regard to further electrification“. An introduction to the company speeches was given by Gabor Györkö of the engineer office Vössing, with a speech under the topic „TramTrainsystem, technological differences, solutions in Germany“. The company Rail.One International,

informed about „Solid track – a low-maintenance track system“ and the company Vossloh-Cogifer offered the participants a speech under the topic „Modern switch technology in Hungary“. The well known signal-constructing company Tiefenbach explained in their presentation „Signal technological installations in secondary areas + cost-efficient components for main and secondary lines“. The company VolkerRail International offered an introduction to the topics „ICI Solution switch heatings with earth warmth“ AND „Process OF Abtrenn-Stumpf-Schweissens“. Further company speeches were delivered about topics like „Presentation of Stadler Flirt“, „Possibilities of the participation of Bombardier on the technological development of Hungarian railways“ and „Modern methods of basic track improvements with the device RPMW 2002-2“. The head of the department of the transport of passengers of MÁV AG offered some details about the „Development of the volume of the transport of passengers of MÁV, with regard to the implementation of the synchronized timetable for the whole network and the motor-train program“. **Dr. Andreas Schöbel** of the TU Wien held a speech about „Technical train monitoring for the increase of the availability of the infrastructure“. Representatives from the adjacent railways of Slovakia and Romania reported about the status of the upgrade-process of their respective railways. Peter Brinkmann offered some information about the „Status and advantages of the certification for EURAIL-ING“. **Mihály Kisteleki** of UVVV gave a summary of the seminar and chaired the discussion about the compilation of a seminar resolution which should be forwarded to the



The well attended press conference of MÁV and UEEIV took place in a historical dining car.

responsible political institutions. Within the context of the seminar, the following events took place: the Foto-Model- and Video-exhibition, a well attended press-conference and an evening reception for all participants of the seminar at the house of technology adjacent to the famous building of the Parliament in Budapest. A treat for all have been the trips with the nostalgic train to and from the western terminal to the railway park.

UEEIV-Seminar in Durres



Jani Tati, president of SIH, during the opening remarks (right). Next to him director general Zamir Ramadani, HSH, and Josef Windsinger, honorary president of UEEIV (from left)

At the 24th May 2007 a railway industry seminar, organized by the Union of European Railway Engineers – UEEIV – and the Albanian Association of railway engineers SIH – supported by HSH, was held under the general topic „Infrastructure and Rolling Stock Improvements in Albanian Railway“ in the city of Durres, counting 100.000 inhabitants, situated on the Adriatic, the headquarter of the Albanian railway HSH. Approximately 75 participants from Albania and the adjacent Kosovo could be welcomed by **Jani Tati**, president of SIH, **Zamir Ramadani**, director general of HSH and **Josef Windsinger**, honorary president of UEEIV, at the meeting hall of the hotel ARVI. Special attention was dedicated to the remarks of the director general of HSH, Zamir Ramadani, who characterized the current situation of the railway in Albania as in great need for improvement. He appealed to national and international political institutions, especially those of Europe, to lend financial aid to the necessary efforts. Further information was given to the participants of the seminar by **Vullnet Duro**, technical director of HSH, who spoke about „The structural reform of the Albanian Railway“ and by the lecture of **Gramoz Gjokolli**, director of infrastructure of HSH, with the topic „Development of the Albanian railway infrastructure in the context of the integration of national railways“. Supplemented by updated information was the topic by the lecture of **Arben Keci** about the „Development of railway tracks in the port of Durres according to the requirements of port-facilities “. Josef Windsinger tackled especially the already started upgrading of the port as a cornerstone of the railway corridor VIII from Tirana to Durres-Skopie-Sofia-Varna as planned by the European Commission as a connection of the

Adriatic with the Black Sea for which we will still have to wait a bit in his lecture „Status of the Pan-European railway corridor. The railway industry presentation was divided into a number of railway industry presentations. Of special interest has been the necessary renewal of the tracks that should be started on the line connecting Tirana – Durres. In this context the meaning of the extension of the crossing road/rail came to the forefront. The company Strail is offering its modern railway crossing embankments which will be received positively by the citizens on heavily frequented crossings. The planning stage should be initiated as an example. Furthermore the renewal of signal installations of four terminals on the border to Monte Negro by Tiefenbachtchnik has been discussed, even more because in the near future in addition to existing connections for the transportation of goods new connections for passenger transport will be implemented with speeds of up to 80 km/h. Track systems have been presented for the renewal of tracks that could be used for the extension of the corridor VIII. **Peter Brinkmann**, member of the presidency of UEEIV, spoke about the certification of European railway engineers. Two Albanian railway engineers have already been certified with the title EURAIL-ING. In the evening a reception has been held in the hotel that served the purpose of a further getting to know



Visibly moved, the General Director Zamir Ramadani (left) accepts a gift by UEEIV , a water ruler with three levels, for the „ measurement of investments into HSH“

each other and of more networking of contacts between the railway industry, railway engineers and railway administrations. Josef Windsinger pointed out in his summary that the Albanian request for support in its efforts to modernize its railways and to be connected further to Europe must be honored fully.

UEEIV on location with HSH and the mayor of the city of Durres in Albania

The General-Director of the Albanian railway HSH, Dipl.-Ing. Zamir Ramadani, did not miss the opportunity to invite UEEIV – the Union of European Railway Engineer Associations – to come and visit the general directorate Skenderbej in Durres directly after a railway industry seminar.



The delegation at the director general of HSH, Zamir Ramadani (3rd from left), Peter Brinkmann, UEEIV, representative of the railway of Kosovo, Josef Windsinger and Jani Tati, president of SIH (from left)

The meeting took place at the 25th May 2007 with a small delegation which was headed by the honorary president of UEEIV, Josef Windsinger, and with the participation of two members of the presidency of the Albanian railway engineer association SIH, one representative of the adjacent railway of Kosovo, and the member of the presidency of UEEIV, Peter Brinkmann, to the satisfaction of all those involved.

The compilation of a master-plan has been discussed in order to improve the abilities to deal with the requirements of the Albanian railways and to structure the necessary measures that have to be clarified in terms substantial help, money and expertise. The condition of the Albanian railway is more or less desolate and therefore efforts on all levels are necessary. Windsinger therefore suggested three steps on behalf of UEEIV, which should be implemented in advance with suggestions by the European railway industry:

- A study of the condition of the line of track step by step with a renewal of switches and rails by lines afterwards,

- the extension of signal installations according to modern technical standards, starting with 4 terminals on the border to Monte Negro and
- the fabrication of two railway crossings with modern embankments on heavily frequented main roads in order to show the citizens that the railway can be a partner of the road.

These measures would be complemented by the funding of a few motor train sets and the renewal and maintenance of existing diesel motor train vehicles.

As far as UEEIV can contribute to this it will do everything it can to help. The director general of HSH, **Zamir Ramadani**, received these deliberations with gratitude.



Vangjush Dako, mayor of the city of Durres (to the right) pledges the support of the city in all matters concerning the railway to Josef Windsinger.

Afterwards a similar discussion took place in the city hall of the city of Durres. It was here that the mayor of the city of 100.000 inhabitants, Dipl.-Ing. **Vangjush Dako**, received the delegation in order to tie in the industrial city with a substantial harbour facility with a modern railway.

The mayor promised to lend all the support that he could to the further improvement of the railway. There is a lot of construction and investment activity going on in the city and this should also be to the benefit of the railway.

„INFRA TRANS“ 2007 Conference and exhibition in Romania under the topic:

„The Romanian railway in the year of the accession to the EU – Present and perspectives“

At the 21st and 22nd of June 2007 the international conference and exhibition „INFRA TRANS 2007“ took place at the „Gara de Nord“, the main railway station of Bucharest.

The event – under the tutelage of the minister of traffic, has been organized by the association of railway engineers of Romania - AIFR with the Union of European Railway Engineer Associations - UEEIV and the local organizer ITS Events Management, with the support of the three railway societies of the Romanian railways „CFR“ S.A. (Infrastructure), „CFR Calatori“ S.A. (Transport of passengers) und „CFR Marfa“ S.A. (transport of goods).

The participants have been greeted at the more than 100 years old reception hall by Mr. **Doru Stanescu** – president AIFR, **Heinrich Salzmann** – president UEEIV and **Septimiu Buzasu** – State Secretary of the ministry of traffic. The speakers, without exception, pointed to the relevance of such events, which facilitate the meeting of representatives of railway operators and the railway industry and make possible a constructive exchange of information about the wishes of customers and the offers of service providers.

Mr. **Salzmann** expressed his gratitude and his great joy about, firstly that the cooperation between AIFR and UEEIV regarding the organization of such events has been intensified again after a break of a few years and secondly that this event is the first of its kind to take place there after the accession of Romania to the European Union. European railways have undergone major changes during the last decade. Liberalization, harmonization, extension of the trans-European networks, extension in Eastern Europe with the pan-European networks have been the hallmarks of this period of time. Problems of interoperability in cross-border traffic, but also the often wrongly conceived or completely missing human resources policy of railways are often of the greatest importance – the urgently needed and highly qualified railway engineers are lacking everywhere.

The competition between rail and road has also been mentioned. It cannot be tolerated that only trucks as a means of transport are being supported. This would lead to a complete misdirection of infrastructure policy in the countries of Europe.

The advantages of the system „rail“ – naturally in Romania as well – must be put forth at last. Politics must support the railways in this endeavor more than before.

Mr. **Septimiu Buzasu** spoke about the priorities of the ministry of traffic, as it would be the objective to speed up the modernization of infrastructure and vehicles in

order to make railways more attractive in the tough competition with the road bound traffic.

CER – Community of European Railways – represented by Mr. **Paul Guitink**, who spoke about the recent tendencies in the politics of the European railways and about the efforts in order to achieve an increase in funds for investments into the railway sector. **Focionara**, representative of EU DG regio in Bucharest conveyed best wishes for the new full member of the EU – since the 1st of January 2007 – Romania. All further activities in the country are according to ISPA – laws and the Phare – program. 4 more feasibility studies are ongoing under the program and will be concluded until September next year. The results of these studies are decisive regarding the further allocation of the funds at hand.

During the first break the exhibition has been opened officially and visited by the participants. 26 companies presented their products via 32 stalls among them modernized passenger coaches and locomotives, and new motor trains respectively that have been exhibited at the outdoor area on track 13 of the main train station.

During the three conference sessions approximately 21 service provider and representatives of companies were given the opportunity to present new trends, technologies and their services and products.

From Alstom Transport S.A., Bombardier and Siemens SRL, Kraiburg, Schwihag and Tiefenbach, Weiss, Railbeton Leonhard to national companies like e.g. ASTRA Vagoane Calatori-Arad, Remarul-Cluj, Remar Pascani and XEDOX-Arad, who mainly presented modern and modernized vehicles, suppliers also presented their products and services, like e.g. Faiveley Transport, Far Systems s.p.a., a.o.

The infrastructure resort has been represented by companies like Ansaldo STS, Leonhard Weiss GmbH, Railbeton Leonhard & Haas KG, Rehau Polymer, Schwihag AG and Vossloh Cogifer with interesting speeches about modern track construction technologies.

Scientists from the Technical University for construction Bucharest and the TU Vienna, completed the event with their contributions about new constructing technologies or diagnostic systems.

Gigi Udriste, AIFR - Romania

News from the Member Associations

PWI—Spring Conference in Birmingham

The 2007 PWI Spring Conference was held in Birmingham on 10th May 2007. The president of the PWI, Mr. **Andy Savage**, could welcome far more than 100 participants. The Conference was under the main title “High Output in Track maintenance” and gave most detailed information about the actual state of the art in Great Britain.

Mr. Ness gave a presentation of “**The UK track renewals challenge**”, “High output renewals objectives, the “High output principles” and especially about the “High Output Ballast Cleaning Systems”. He started with what the people, i.e. the passengers and freight movers really want. Many pictures and plans, but also well instructive videos gave an idea about a typical system configuration for a midweek shift. So the aims of the “High Output Track Relaying System” could well be understood.

Mr. Phil Ransom, Territory Engineer (Track) Western, spoke about ‘**High Output Track Renewals in the UK**’ considering especially the Track Engineering view. The volume of work with “High Output” contains the core routes relaying programmes of the 1960’s and 70’s, and the conversions to CWR and preparation for higher speeds. This means in Western Territory about 3188 track miles, 3285 units of S&C and 3 maintenance areas.

Mr. Arter was reflecting about “Track Renewals – Step Change 2007”. The question was how to perfect the journey to World Class and which external drivers push the track Renewals. The last year was dedicated to internal reorganisation of track renewals and improving the corresponding program management. It was successfully completed and delivers now big improvements in costs (but still not fast enough), quality and timeliness. The next Steps in 2007 will be the fundamental overhaul the whole renewals end to end process, the reward of the best 4 of 6 performing contractors through competition and the creation of efficient delivery methods for short duration possessions.

Mr. Davies spoke about “**Possession utilisation, International Benchmarking**”. The objectives for the report were to determine whether Network Rail are using possession time as productively as can be expected and how other railways, in the Netherlands, Germany, Switzerland and Australia treat infrastructure maintenance and renewal activities.

The study lead to the conclusions, that Week nights are a time for work in Europe. The ‘passengers should not notice the work’ in progress, but the good and save ride on the finished track. It should first be decided, what type of railway service is wanted, the the railway is to be equipped accordingly, the delivery system geared up to supply and these the necessary attitudes developed across the industry. High Output Systems make it work and it keeps the trains running!

Report about the activities of CIFI / Italy

The 2006 was a very good year for the CIFI activity, reaching a very high level with more than 100 events (as conferences, seminars, technical visits etc.) in the whole country, new technical books and DVDs published (in addition to the traditional monthly magazines “Ingegneria Ferroviaria” and “La Tecnica Professionale”). Also the CIFI website was strongly developed.

At the beginning of 2007 many efforts were dedicated to the organisation, at the end of April and at the end of June, of two technical visits in China, to check the new Tibet railway line and the Transrapid connection Shanghai – airport, and of course to have contacts with Chinese Railways, for which several Italian Companies are already active, in some cases with local subsidiaries.

Considering the relationships between CIFI and UEEIV, we are working to develop them specially

with two purposes:

1. to exchange, through UEEIV, information with other European Associations,
2. to put more Italian Companies with the other European countries, through the UEEIV events.

These are long-term programs, but from their development we think it will be possible to give important services to the CIFI members and in same time to increase the efficiency of the UEEIV activities.

Dr. Luigi Morisi
Secretary General of CIFI

Report about the activities of WTVV / Bulgaria

At the 27th March 2007 the General Assembly of WTW has been held. According with the statutes of WTW the General Assembly takes place every five years.

48 delegates, representing 3200 members, participated. Chairman of the board Dipl. Engineer **Kiril Ermenkov** reported about organizational, international, scientific-technological and qualificational activities of the association in the period of time from 2002-2007.

The budget ramifications of the association regarding the period of time from 2007-2010, as well as the growth of income and expenditures amounting to 5% annually, have been voted upon and accepted.

The general assembly has accepted changes of statutes that are mainly concerned with the objectives and tasks of WTW and are in agreement with prerequisites of the EU. The mandate of the board and the chairman of the board has been reduced from 5 to 4 years.

The general assembly has elected a new board of 15 members and a new board of advisors of five members. Dipl. Ing. **Kiril Ermenkov** has once more been elected chairman of the board. Dr. Dipl. Ing. **Velitschko Raikov** has been elected chairman of the board of advisors. New members of the board are the advisor of the minister of traffic Dipl. Ing. **Vassil Rangelov**, the new director of the port of Burgas **Argir Bojadjiev**, the chairman of the agency of aeronautics and research of outer space **Prof. Boris Bonev** and **Mrs. Nevena Babunska**.

Assistant chairman and director is Dipl. Ing. **Dr. Vassil Atanassov**.

Dr. Dipl. Ing. **Emil Zachariev**, Dipl. **Stefan Gaidarov** and Doz. Dr. Dipl. Ing. **Ivan Nenov** have not been reelected to the new board.

Main events and scientific-technological events in the year 2007

A new agreement of cooperation between WTW and the ministry of traffic has been signed by the minister of traffic **Petar Mutaftschiev** and chairman of the board Dipl. Ing. **Kiril Ermenkov** at the 27th March 2007. The main scientific-technological events of the year 2007 are harmonized and approved in the agreement as well as

the commitment of both parties regarding the organization (preparation) and execution are regulated.

A seminar about the status and perspectives regarding the development of the Bulgarian railways will be held at the 06th – 07th July 2007. Speeches of the minister of traffic Mr. **Petar Mutaftschiev**, the directorate of the railway companies – the BOG EAG – Mr. **Oleg Petkov** and the NG "railway infrastructure" – Mr. **Anton Ginev** – will be held. It is planned to analyze the results of the structural reforms of the Bulgarian railways and to discuss the measures and priorities for the development of infrastructure, vehicles (rolling stock) and the technologies of the monitoring of the operational processes and their funding.

In the process of preparation are:

1. Seminar about the status and development of civil aviation
2. Seminar about the status and perspectives of development of the Bulgarian railways (06th - 07. July 2007, Varna)
3. Youth-Forum 2007 "Young people in the traffic sector and the challenges of the European Union " (21st September 2007, Sofia)
4. Railway-Forum 2007 under the topic: "The Bulgarian railways in the European Union – compatibility and investment ", jointly organized by UEEIV and NGRSTE (11th – 12th October 2007, Sofia)
5. Discussion of the operational sector-program "Transport" of Bulgaria regarding the period from 2007 -2013.

Bulgarian representatives and members have participated in the exhibition "Transport and Logistics" in Munich (12th – 15th July 2007, Munich). Participation in a sequence of international events and seminars as well as the preparations of WTW regarding the participation in the session of the presidency of UEEIV and the general assembly in Strasbourg 24th – 25th October 2007 are imminent.

Executives and experts of WTVV are participating in regular manner at the session of the public consulting council, the work of the board for transport and telecommunication of the Parliament and the events that are connected with the priority infrastructure projects.

Dipl. Ing. Kiril Ermenkov
President of WTVV

News from Supporting Members

HY-POWER new supporting member of UEEIV

We are pleased to welcome the company **HY-POWER Flexomatic GmbH, Austria**, as new supporting member in UEEIV.

Since 1992 Hy-Power is the leading manufacturer of electronic track-side rail lubrication systems in Austria. The products are distributed in Europe through a reliable network of competent local partners. As a specialist for the wheel/rail interaction Hy-Power offers vast experience and profound know-how in automatic track-side rail lubrication. Close R&D cooperation with the Austrian Federal Railways, ÖBB, a large number of national and international patents and the ongoing improvement of the product portfolio are the base of Hy-Power's success. Around 8% of sales are invested into R&D each year.

Hy-Power track-side rail lubrication systems help to save costs for rail infrastructure maintenance - the track service life can be increased through considerable reduced material wear & tear. Reduced risk of derailments and significant lower 'wheel squeal' noise emissions - which typically occur in sharp radius curves - are additional main benefits.

Maintenance of Hy-Power track-side rail lubrication systems is simple and done quickly; as a result the systems features very low life-cycle-costs (LCC).

Imprint

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