



INTERNATIONAL UNION  
OF RAILWAYS

*unity, solidarity, universality*

## Improving multimodality to make rail a mode of choice

### Soft Aspects

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# Overview of UIC Asia-Pacific Region (APRA)

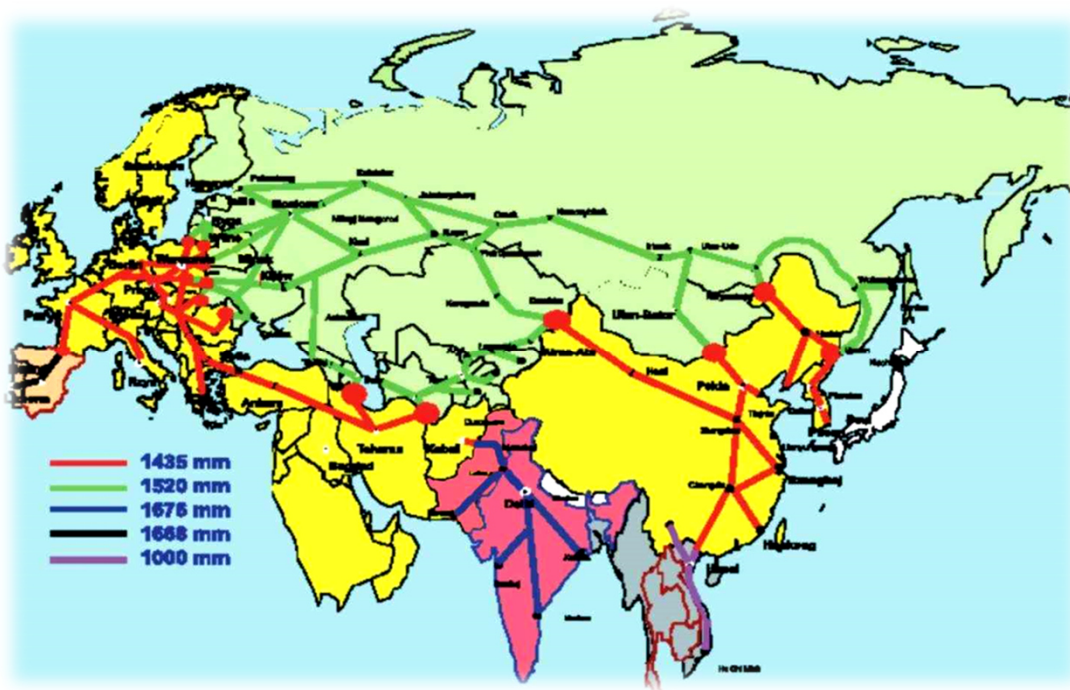


INTERNATIONAL UNION  
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ASIA PACIFIC

## 21<sup>st</sup> ASIA-PACIFIC REGIONAL ASSEMBLY BEIJING - 10 MAY 2016

### Projects, New & Ongoing Studies, Recent & Future Meetings and Training Initiatives



# UIC ASIA-PACIFIC VISION FOR 2050

Project proposals should fit in **one action area** !

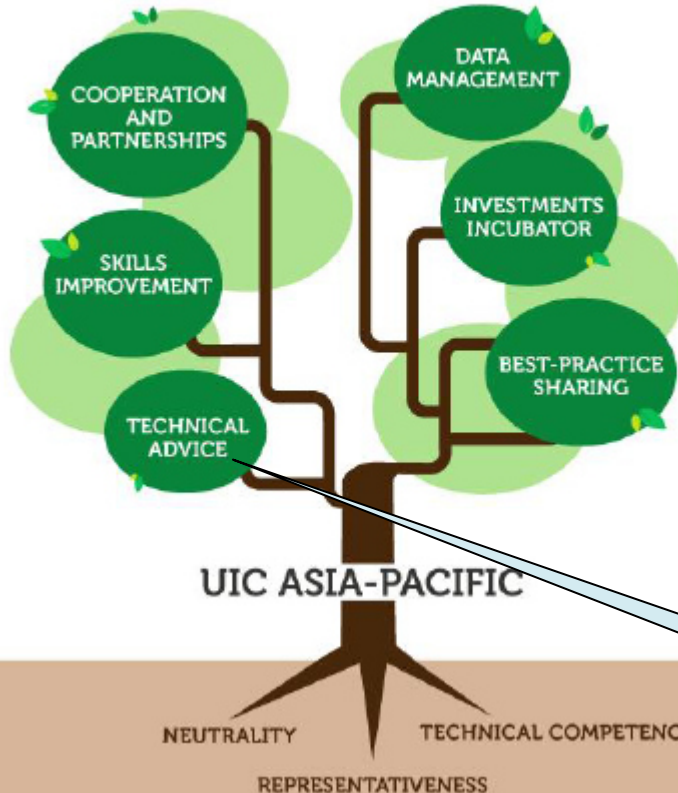
Project proposals should relate to **at least one box** !

## Strategic Action Area for UIC Asia-Pacific

## Framework Matrix for UIC Asia-Pacific

### UIC ASIA-PACIFIC VISION

"To be a common voice on strategic issues for the transport sector and influence railway growth in the Asia-Pacific Region for the next decades"



Cost reduction / Efficiency Improvement  
Harmonisation / Standardisation  
Regional Integration  
Research and Innovation  
Quality and Customers  
Environmental Sustainability  
Urban Development  
Safety  
Security  
Expertise development and training

Passenger	Freight	Rail System
	Heavy Haul (Core Focus)	
		Heavy Haul
	Heavy Haul	
	Heavy Haul	

**Example:**  
**Heavy Haul**

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#### **Projects, New & Ongoing Studies, Recent & Future Meetings and Training Initiatives for development of Soft aspects :**

##### **Robust soft aspects suggested for 2017-2019:**

1. Interoperability of reservation systems in APRA region ( INTERES)
2. Cost evaluation of railway projects in Asia(CERPA)
3. Proceeding of big data in freight transportation( FREIGHTDATA)
4. Promoting rail talents to implement APRA vision 2015 ( PROTALENT)
5. Regional tourism ( REGTOUR)
6. Security and safety competence enhancement for train crew members(SAFETRAIN)
7. Station security protection ( SECURESTATION)
8. UIC APRA web platform for development of railway projects and professional communications ( WEBRAILNET)
9. APRA training sessions for 2017



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**Projects, New & Ongoing Studies, Recent & Future Meetings  
and Training Initiatives for development of Soft aspects:**

**Institutional and regulatory soft aspects suggested for 2017-2019:**

1. Conformity assessment for railway technologies ( CART)
2. Interoperability of international corridors (FIC)
3. Interoperability of regional standards ( INTEREGS)
4. Modern technical rail maintenance ( MTRM)



## ROBUST SOFT ASPECTS

### Interoperability of reservation systems in APRA region (INTERES )

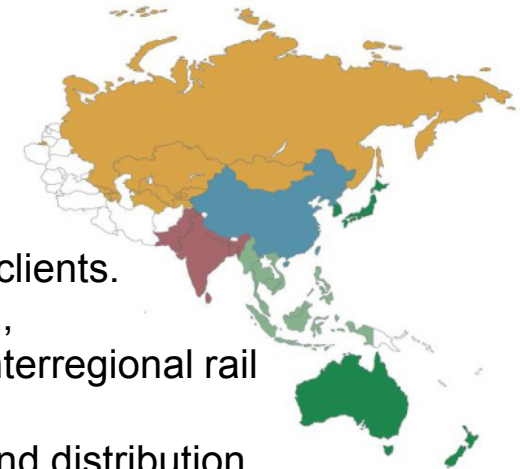
#### 1. Why do we need the project? What is the benefit?

- reservation systems represent is a key success factor of increasing the cumulated revenues of passenger transportation and attracting the clients.
- there are many obstacles to sell the ticket in international transportation, while there is a demand for reservation of tickets for international and interregional rail travelling
- each APRA railway implements national reservation, pricing, ticketing and distribution system for passenger transit.

#### 2. What needs to be done?

It is important to analyze existing obstacles, both economical and technical, and to determine the possibility, willingness of the actors and solutions to bring trans-border ticketing and pricing, up to modern standards.

Implementation of this study will provide the guidelines for Railways companies in APRA on integration of reservation systems for international trains , increase the revenues and satisfy the demands of clients.



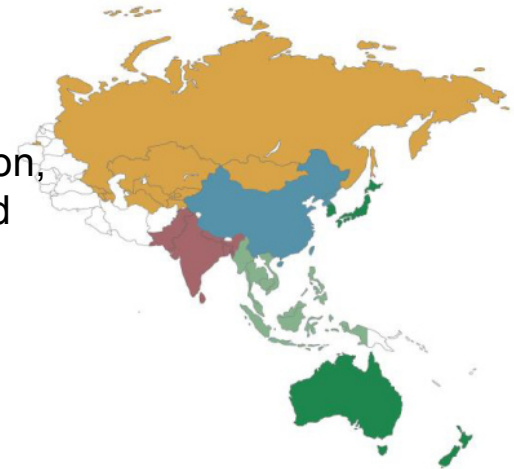


### ROBUST SOFT ASPECTS

#### Cost evaluation of railway projects in Asia(CERPA)

##### 1. Why do we need the project? What is the benefit?

- the cost of rail projects, both the upfront land acquisition and construction, as well as the ongoing operations and maintenance, is to be considered
- governments and rail companies must carefully plan, structure and implement rail projects to ensure that they deliver value for money and transport policy objectives are met. Selecting the right mode is a key decision for governments and transport authorities and rail companies.
- certain modes of rail transport have natural advantages in certain environment, see their reliability, safety, low ecological effect. However, governments should rigorously evaluate the different modes against each other, and rail companies should be ready to present valuable arguments in favor of their projects and rail interconnected projects.
- outcome of the project will be a leaflet or IRS (International Railway Standard) describing the success factor to plan, to manage, to deliver a large scale railway projects including implementation of PPP



## ROBUST SOFT ASPECTS

### Cost evaluation of railway projects in Asia(CERPA)

#### 2. What needs to be done?

1. To provide the study to cover :
  - the different types of rail systems that can be implemented,
  - major rail projects planned and under construction in the Asian region,
  - major issues to be resolved when delivering rail projects and key success factors for successful projects,
  - different approaches to funding the cost of rail projects.
2. To organize 2 benchmarking seminars in APRA region
3. To develop a Guidelines





## ROBUST SOFT ASPECTS

### Expertise and skills development

#### 1. APRA training sessions for 2017

Expertise development, skills development and human capital enhancement are within the scope of fundamental values promoted by the UIC:

two training sessions are held yearly in Asia Pacific

2017 topics suggested:

- Integrated transportation & logistics planning and operations
- Best HR & training practices

#### 2. Promoting rail talents to implement APRA vision 2015 ( PROTALENT)

Three types of rail-focused contests for school pupils, best-skilled professionals and experts' projects to promote values of the UIC Asia vision strategic plan, reveal and develop rail talents and increase attractiveness of railways.

#### 3. UIC APRA web platform for development of railway projects and professional communications ( WEBRAILNET)

Social and professional network project with contribution of all UIC regional members:

- publicizing connected professional events;
- implementing a project segment for discussion and development of rail projects;
- Remote training courses; etc.



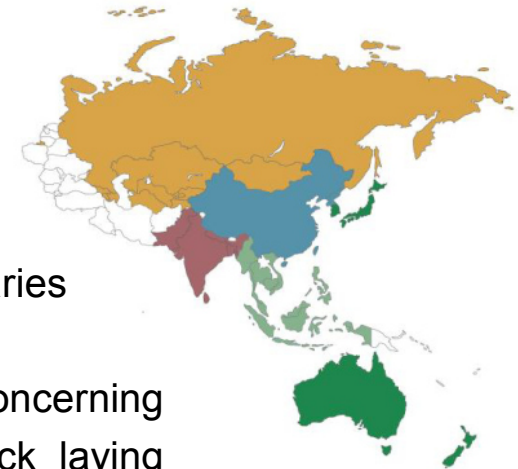
### INSTITUTIONAL AND REGULATORY SOFT ASPECTS

#### Conformity assessment for railway technologies ( CART)

##### 1. Why do we need the project? What is the benefit?

APRA railways expanded the activity and participate in international projects, tenders, auctions, opt-in processes. It is important to summaries for our members:

1. The requirements and/or railway operating rules they should meet concerning use of local or imported rolling stock, infrastructure elements, track laying equipment, catenary and power supply equipment, as well as modern technologies for ballast and high speed lines, placement of surveying and engineering staff.
2. To identify the optimal time to pass the process of the conformity procedures?



### INSTITUTIONAL AND REGULATORY SOFT ASPECTS

#### Conformity assessment for railway technologies (CART)

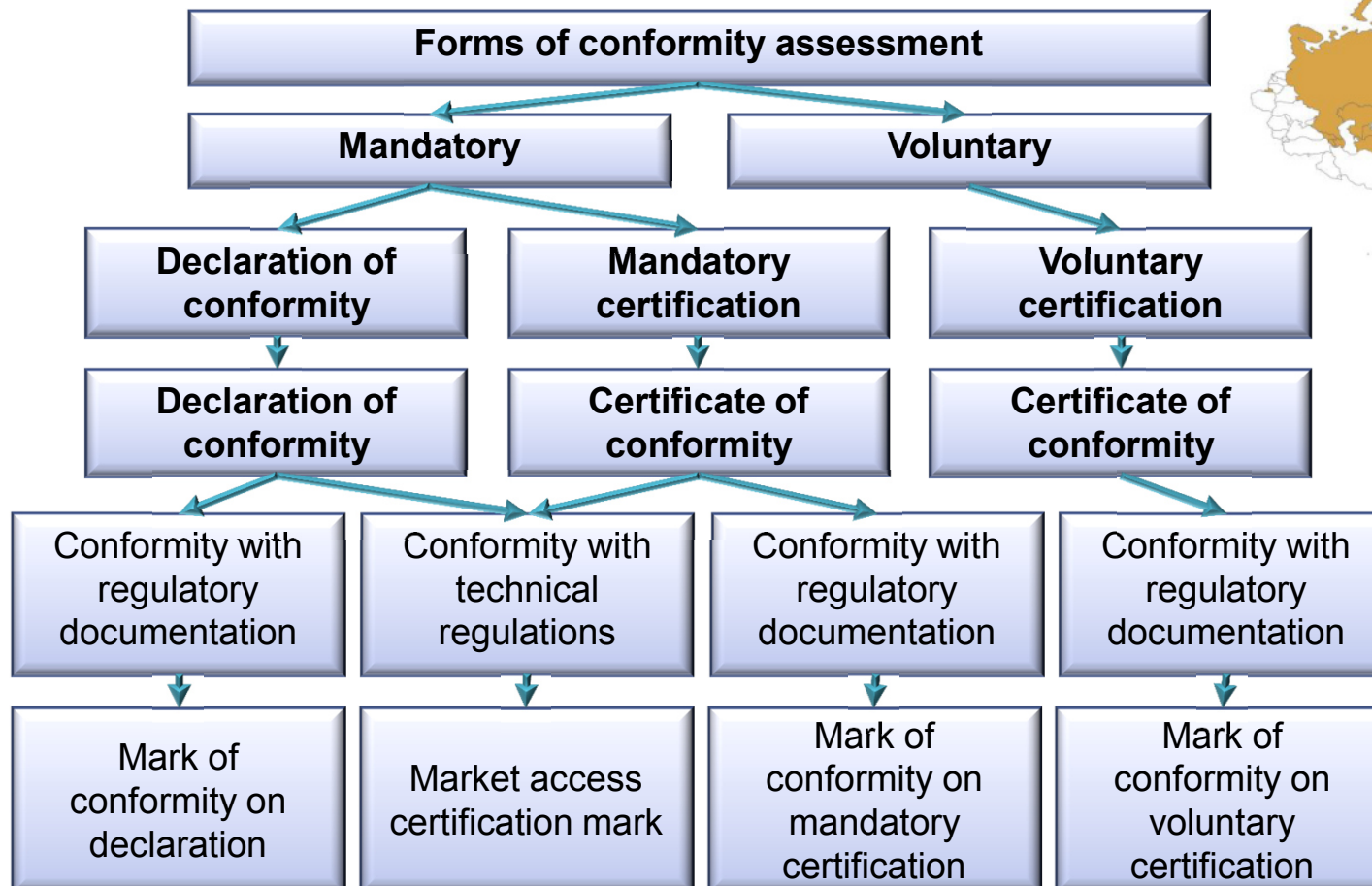
##### 2. What needs to be done?

1. to study the conformity confirmation process in each country or railway system which may belong to supranational organizations (European Union, EurAsian Union etc.).
2. to review of the certification processes
3. to review of the testing processes
4. to organize benchmarking seminar (2017 or 2018 .Moscow state railway university for members 1520 in cooperation with ADB RW working group)



## INSTITUTIONAL AND REGULATORY SOFT ASPECTS

### Example for 1520



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## INSTITUTIONAL AND REGULATORY SOFT ASPECTS

### Example of Accreditation 1520



Federal Railway Transport  
certification system



Voluntary certification system



Registry of organisations recognised by  
the Council for Rail Transport of CIS  
member countries

## INSTITUTIONAL AND REGULATORY SOFT ASPECTS

### Interoperability of international corridors (IFIC)

#### 1. Why do we need the project? What is the benefit?

APRA railways are the members of different international organizations which are concerned on interoperability process of international corridors identified by different international organizations.

There are several common issues to be studied and united such as

- competitive prices and competitive service
- technical standards to create effective compliance with requirements existing in different rail corridors
- ensured maintenance
- safe delivery of carried goods
- sustainable operation



### INSTITUTIONAL AND REGULATORY SOFT ASPECTS

#### Interoperability of international corridors (IFIC)

##### What needs to be done?

1. The study is based on evaluation of both parts of interoperability (Hard and Soft), its interaction and definition of **success factors**
2. Implementation of this study will provide the **guidelines for railways** to how to operate rail corridors and to organize the carriage of goods along them and how to cooperate with international organization to structure and operate the interconnected corridors and identify the steps for integration or further evolution.
3. Implementation of the project “ Interoperability of regional standards (INTEREGS)” which was supported by APRA members and UIC head quarter and introduced to CAREC in 2015







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# THANK YOU FOR YOUR ATTENTION!

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