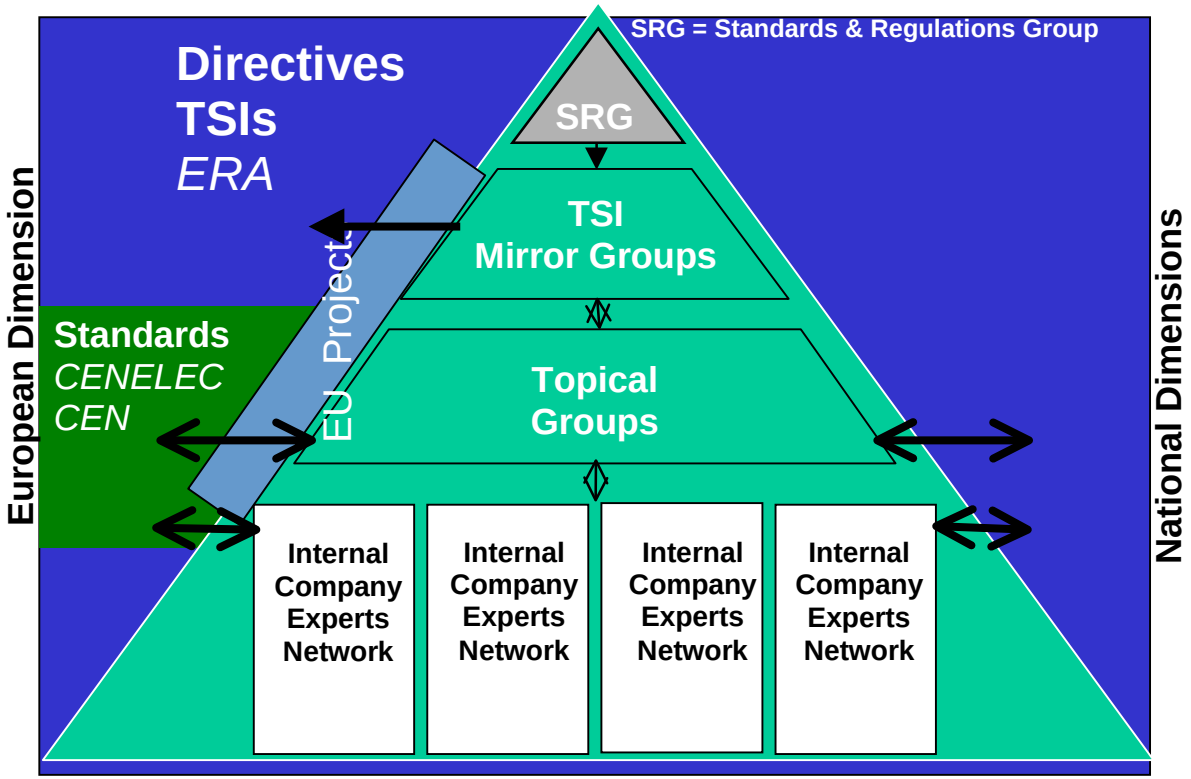
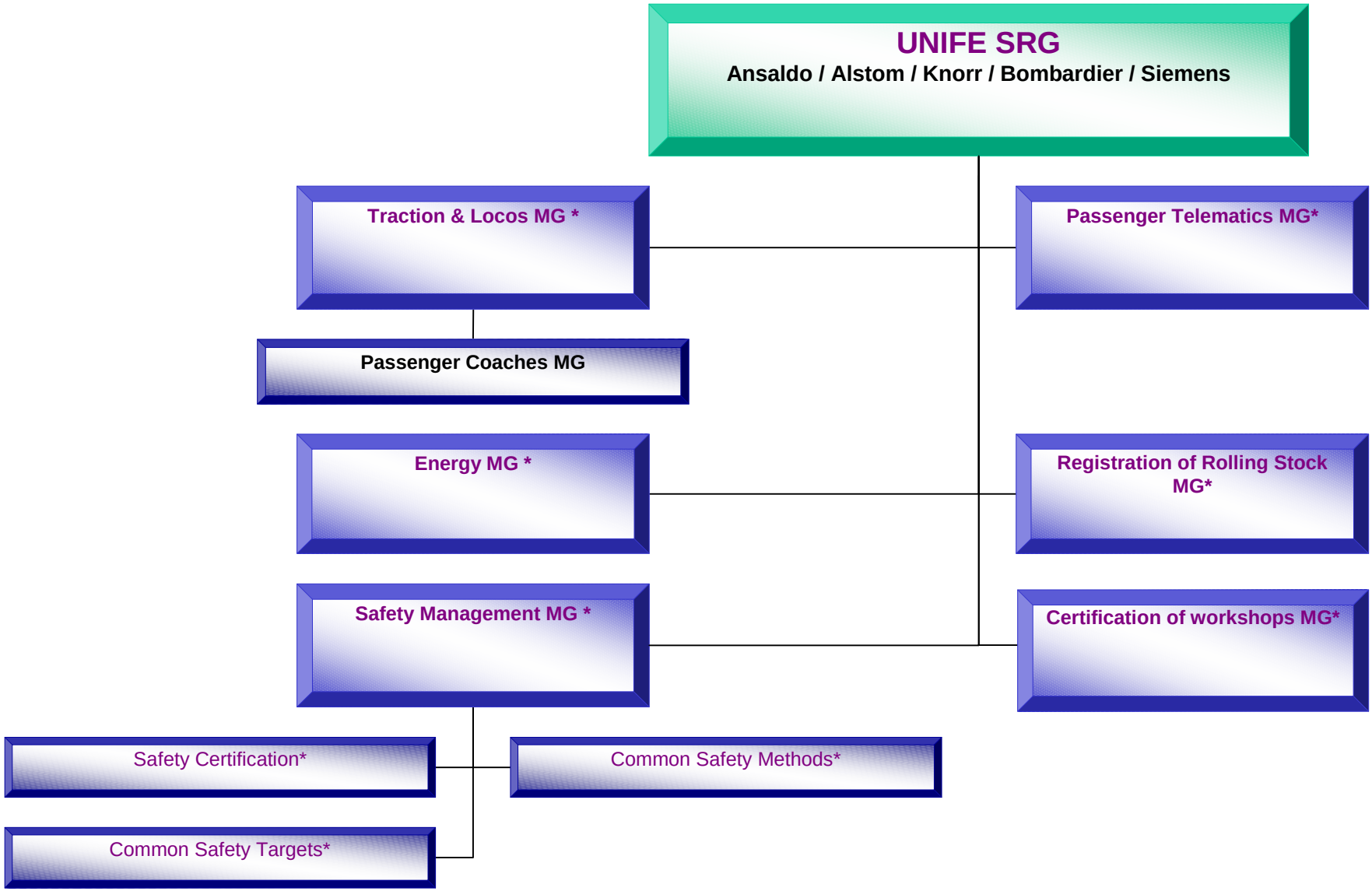
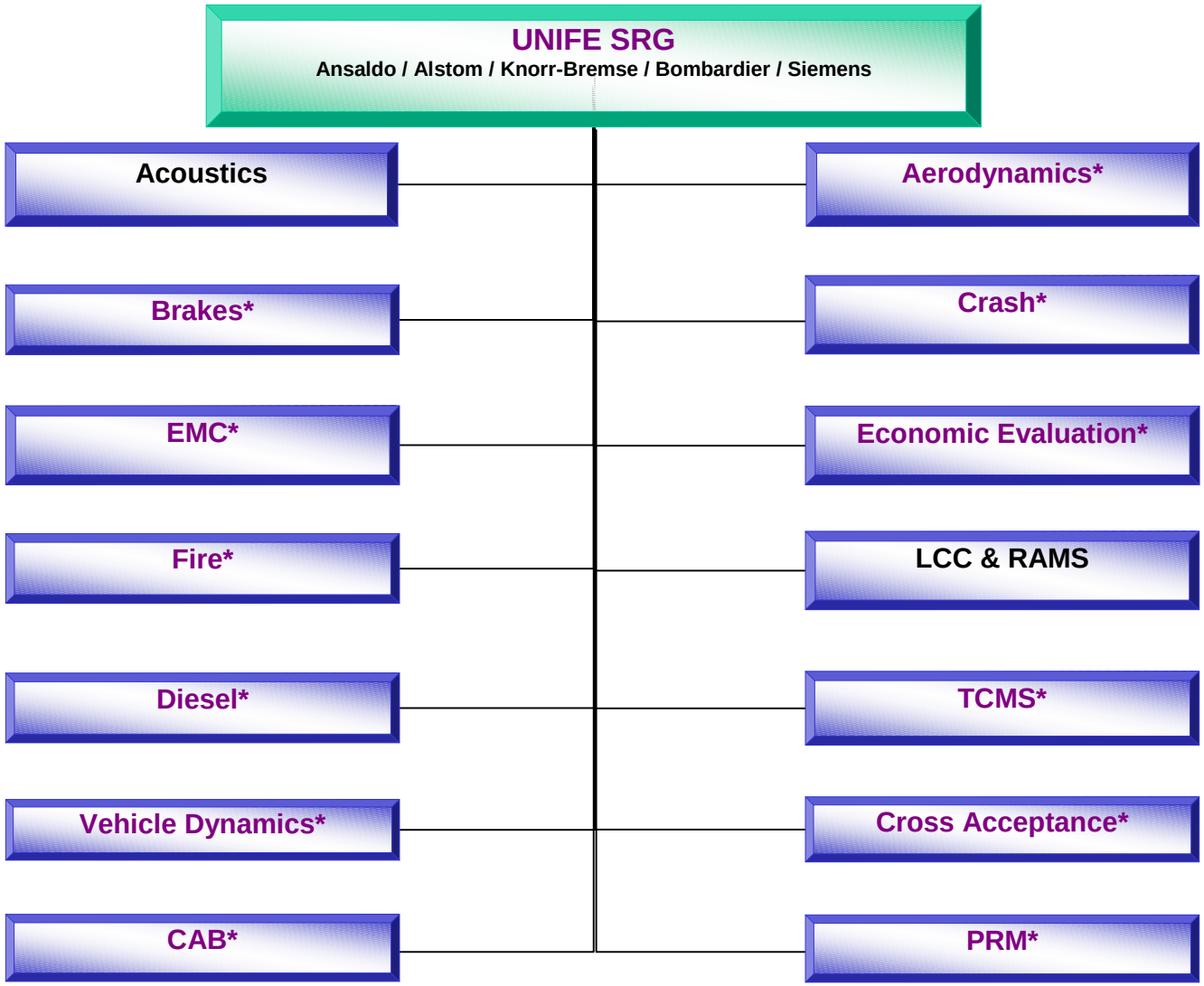
Struktura wymiany informacji w grupach merytorycznych UNIFE



Grupy lustrzane UNIFE powołane dla wspierania prac ERA



Grupy tematyczne UNIFE



projekty szykowane z udziałem UNIFE

	name		UNIFE	Topic (Indicative)
1	**Diesel**	**- Validation of diesel engines to show whether they can/not deliver reliable, affordable engines that are suitable for railway applications and still meet stage IIIB of the directive. - Deliver actual specifications in time for the Loco / DMU manufactures to design and build compliant products to meet customer orders, - Ensure the engine is optimised for the entire life cycle of the vehicle - Real life demonstration of the system on at least two locos / DMU - Project will address both engine types, below and above 560 kW, with a priority for large engines**	**Judit Sandor**	**SST.2008.1.1.6 Emission reduction technologies for diesel locomotives (level 2) (CP-IP)**
2	**ETCN (Ethernet Train Communication Network)**	**It is proposed in this project to use and select the necessary standards that are available for achieving the train communication functions, to specify a railways interoperable profile of communication, and to create the missing standards for the specific train communication functions.**	**Helene Köpf**	**SST.2008.2.5.1 Interoperable rolling stock (level 1) (CP-FP/CSA)**
3	**Aerotrain**		**Igor Alonso Portillo**	**SST.2008.2.5.1 Interoperable rolling stock (level 1) (CP-FP/CSA)**
4	**Dynotrain**		**Igor Alonso Portillo**	**SST.2008.2.5.1 Interoperable rolling stock (level 1) (CP-FP/CSA)**
5	**Pantotrain**		**Igor Alonso Portillo**	**SST.2008.2.5.1 Interoperable rolling stock (level 1) (CP-FP/CSA)**

6	**PM 'n' IDEA (Predictive Maintenance employing Non-intrusive Inspection & Data Analysis)**	**The project will address the key requirement of minimising manual inspection ("track walking") for both main line and urban transport systems. It will focus on the degradation of the key components of the track system such as insulated block joints and stretcher bars whose integrity is fundamental to satisfy the objective of 24 x 7 railway and the associated increasing in duty conditions. It will also bridge the current gap in standards for the definition and assessment of the structural integrity of grooved rail.**	**Michael Bayley**	**SST.2008.4.1.3 Integral system solutions for safety (level 1)(CP-IP/CSA)**
7	**HaURuCC (Harmonised & Unified Rules & Criteria for Cross-acceptance)**	**The project will harmonise and extend risk acceptance criteria and methods for which the principles are outlined in the 1st set of ERAs CSM Recommendation in order to enable cross-acceptance of products, systems and services. The experience from projects like MODTrain and ROSA will be taken into account.**	**Antoine Loraillere**	**SST.2008.4.1.3 Integral system solutions for safety (level 1)(CP-IP/CSA)**
8	**Thermarail**		**Igor Alonso Portillo**	**SST.2008.5.2.1 Innovative product concepts (level 1) (CP-FP/CSA)**
9	**ProWEEL**	**Wheelset protection systems to avoid corrosion and damages, that meets the design/calculation method, the product requirements and the requirements to the environmental legislation. No painting nor protection system, that meets the environmental requirements, can meet all the requirements of the protection against corrosion and against mechanical aggression defined in the existing EN – standard EN 13261.**	**Michael Bayley / Giorgio Travaini**	**SST.2008.5.2.1 Innovative product concepts (level 1) (CP-FP/CSA)**
10	**SYMPATICO (Symptom Analysis towards Intelligent Concepts for maintenance Optimisation)**	**The project will analyse the actual monitoring data of the infrastructure and in-service vehicles to identify the weakness areas where the efforts will be concentrated. Then it will develop common metrics to approach the predictive analysis for a improved generation of railway assets. The common objective is to prevent a possible on-line stop of a train, or an equipment breakdown, and define a "new concept of maintenance".**	**Helene Köpf / Giorgio Travaini**	**SST.2008.5.2.1 Innovative product concepts (level 1) (CP-FP/CSA)**

11	**Urban Rail systems with optimised energy consumption**	**The project will address excessive or inefficient use of energy within urban rail systems. It will further enhance and employ recently developed simulation tools to identify the most effective approaches to significantly reducing the energy consumption of urban rail systems. These identified approaches will be researched, implemented and demonstrated. Furthermore, new technologies for "green substations" will be developed.**	**Bernard von Wullerstorff**	**to be identified**
12	**BBEST Continuously Supported Embedded Slab Track, Installation & Compatibility**	**Balfour Beatty have been working on a new from of embedded rail support that it is hoped will solve many of these technical problems, as well as to control noise and reduce transport costs to people and to business. The design will produce a system that increases operational safety while reducing the size of the infrastructure required. This project is needed to progress the design from its current trial state (short sections installed) to the point where the European railway organizations will feel able to commit to production level installations.**	**Michael Bayley**	**to be identified**
13	**Effective Ballast Management & Compaction**	**This project takes the concept further by looking at the installation process. In practice a significant proportion of all renewals are not done using the modern generation of track laying machines but rather use traditional excavators and compactors. This is especially the case at S&C where the ballast stresses are anyway increased. This project is intended to produce the specification for new plant that can be developed specifically to perform this type of renewal, and that will install track ballast to the level of density required.**	**Michael Bayley**	**to be identified**

projekty szykowane poza UNIFE

1	**Euro freight train system**	**1. Specification and demonstration of the wired train communication network. 2. Specification and demonstration of the wireless train "point to point" communication network. 3. Integrated electro-pneumatic brake control for wagons. 4. Axial generator. 5. Automatic coupler. 6. Power converter for refrigerated containers (TBV).**	**Helene Köpf**	**SST.2008.2.1.3 New generation of European freight train system (level 2)(CP-IP)**

2	**Tiger**	**Realisation and demonstration of innovative concepts on corridors management and new technologies researched in the New Opera Project (FP6) TIGER has to demonstrate that by appling new management concepts and technologies an increase of productivity can be extracted from the existing corridors paving the way towards a dedicated or priority network.**	**Helene Köpf**	**SST.2008.2.1.6 Rail transport in competitive and co-modal freight logistic chains (level 2)(CP)**
3	**Mitigation of vibrations and vibration induced noise from railways**	**The possibility to compare and characterize the efficiency of different mitigation measures by (vibration) measurements. Based on the measurements giving the mitigation effect, it shall be possible in the future to find the appropriate mitigation measure depending on the situation.**	**Michael Bayley / Judit Sandor**	**SST.2008.1.1.7 Attenuation of vibrations and vibration-induced noise affecting residents near railway lines (level 2)(CP-IP)**
4	**Systematic Technical Integrity Levels**	**The objectives of the project is to establish a repeatable approach to establishing integrity for functions (rather than individual components) which ensures safety without demanding a level of integrity in excess of that which currently exists and has been declared to be generally acceptable**	**Bernard von Wullerstorff**	**SST.2008.2.5.1 Interoperable rolling stock (level 1) (CP-FP/CSA)**
5	**SOFID**	**The principal objective of this study is to provide practical recommendations on train driving to assist in the development of rolling stock, drivers' aids, design of driver's tools, organisation of drivers' work, training, and all the cultural differences within the population of train drivers.**	**Giorgio Travaini**	
6	**Railtox**	**passive fire safety could be used as an alternative way to the prescriptive approach of the EN 45545 in order to prove the conformity to the essential requirements of the TSI; With this methodology it will be possible to develop new light products like composites which permit to decrease the energy consumption and to respect better the environment (less CO2).**	**Giorgio Travaini**	**no match for 2nd call**