



RIVAS Project Mid-Term Conference

Programme

**Railway Induced Vibrations
Abatement Solutions**

Mid-Term Conference
“Vibrations – The way ahead”
Venice, 26 October 2012

RIVAS Mid-Term Conference
“Vibrations – the way ahead”
Venice, Friday 26 October 2012,

Morning Session

Moderator: Isabelle De Keyzer (UIC)

08h30 – 09h00

Registration and welcome coffee

PLENARY ROOM

Common plenary Session:
09h00 – 09h20

Welcome and Opening
Followed by the separation into the 12th UIC Sustainability Conference and the RIVAS Mid-Term Conference

*Jerzy Wisniewski,
Director Fundamental Values, UIC*

Participants:
12th UIC Sustainability Conference and RIVAS Mid-Term Conference

FOYER ROOM

09h30 – 10h30

UIC Noise Network Update:
Introduction and Moderation of the Session

Jakob Oertli, SBB and Chair, UIC Noise Network

UIC Noise Projects

*Nicholas Craven,
Senior Advisor – Noise, UIC*

STARDAMP and ACOUTRAIN Projects
Update from DB

*Florence Margiocchi,
SNCF
Speaker TBC*

Opening:
10h30 – 10h40

RIVAS Mid-Term Conference:
Opening address

*J-P. Loubinoux,
Director General, UIC*

10h40– 11h00

The challenges of efficient reduction of rail traffic vibrations: The RIVAS Concept

*B. Asmussen,
Technical Coordinator, UIC*

EXHIBITION AREA

11h00 – 11h30

Common coffee break – RIVAS stand

FOYER ROOM

11h30 – 12h00

Rolling stock design for reducing ground vibration

A. Mirza, Bombardier

12h00 – 12h30

Design of low emissive tracks in terms of ground vibration

E. Bongini, SNCF

12h30 – 13h00

Transmission path mitigation measures in terms of railway induced ground vibrations

A. Dijkmans, KU Leuven

13h00 – 14h30

Common networking lunch – RIVAS stand

Afternoon session: See next page

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Afternoon Session

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14h30 – 15h00	Towards targeted maintenance to reduce vibration	<i>L. Pesqueux, Alstom</i>
15h00 – 15h30	Measures ensuring the applicability of RIVAS in all European countries	<i>D. Stiebel, DB</i>
15h30 – 16h00	Discussion and conclusions: The way ahead	<i>B. Asmussen, UIC</i>
16h00 – 16h30	Common coffee break, networking – RIVAS poster session	
PLENARY ROOM		
16h30 – 17h30	Joint Final Plenary Session: UIC Conference & Rivas Mid Term Conference	
	European Parliament: European policy perspective on a more sustainable way of transportation	<i>Debora Serracchiani – Member of the European Parliament</i>
		<i>Antonio Cancian - Member of the European Parliament (TBC)</i>
	Special guest speaker	<i>C. Clini – Italian Minister of the Environment (TBC)</i>
	Concluding remarks	<i>Joachim Kettner - Chairman UIC Environment, Energy & Sustainability Platform</i>
17h30	Closing of the conference	
18h00	Free evening in Venice	

End of the conference

RIVAS Mid-Term Conference
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Venice, Saturday 27 October 2012, ²

Useful information

VENUES:

Conference

25-26 October 2012

Terminal 103

Venezia Terminal Passageri (VTP)

Marittima - Venezia (VE)

Tel: +39 041 240 30 00 - Fax: +39 041 240 30 91

VTP Website: <http://www.vtp.it>

Access:

- To access terminal 103 use the small automatic train called the “**People Mover**” from the People Mover Station located in *Piazzale Roma* for a 5' ride

A one way ticket is 1€. It is advised to buy return tickets.

- Then walk to terminal 103

Evening Events

25 October 2012

- **Visit to Palazzo Ducale**, Piazza San Marco, 1 - 30124 Venezia

- **18h30:** Departure by boat from venue after conference
- upon arrival, Private visit of Palazzo Ducale

- **Followed by a gala buffet.**

For details see UIC conference programme

LANGUAGES:

- Italian, English, Russian Interpretation in plenary sessions
- English language **only** in workshops, reports and papers

CONFERENCE WEBSITE:

www.uic-environment.org

CONTACT:

- Please use the contact form on the Conference Website www.uic-environment.org or write to Contact_venise@uic.org

RIVAS Mid-Term Conference “Vibrations – the way ahead” Venice, Saturday 27 October 2012,

Technical Visits

09h00



Visit 1:

Technical Visit of Apparato Centrale Computerizzato (ACC), in Mestre

The Mestre Interlocking is a programmable electronic safety system developed by Ansaldo, known as ACC (Apparato Centrale Computerizzato). It is used for the command and control of railway signalling applications (stations, lines, etc.), and is in charge of managing the functions that link the Italian signalling system with those of other European railways.

In addition, the ACC has the ability to automatically diagnose the electronic system (computer, memories, actuators, etc.) and the field elements (switches, lamps, etc.), assisting the railway operator and the maintenance staff.

The system has drastically reduced the number of faults, and therefore increased the reliability and availability of the railway infrastructure.



Visit 2:

The Mose System of Venice

The Mose System to safeguard Venice from high waters consists of mobile barriers able to temporarily separate the lagoon from the sea. It is being constructed at the lagoon inlets of Lido, Malamocco and Chioggia, the three openings in the barrier island through which tides enter the lagoon.

The mobile barriers consist of rows of gates. In normal tidal conditions, the gates (a type of pontoon) rest in caissons on the bed in the inlets, completely invisible and without affecting the tidal flow between sea and lagoon. During high waters, they are raised and prevent the tide from entering. When the gates are in operation, the continuity of port operations will be guaranteed by a lock for large shipping being constructed at the Malamocco inlet.

The Mose system can protect the lagoon and its cities from tides of up to 3 m and will therefore be effective even if the level of the sea rises significantly during the next few decades.



End of the event