

## Activities of RTRI at UIC HIGHSPEED 2010

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The 7th World Congress on High Speed Rail (UIC HIGHSPEED 2010) took place in Beijing from 7 to 9 December 2010. This was a big event hosted by the International Union of Railways (UIC) and co-sponsored by the Ministry of Railways of the People's Republic of China. The name of the Congress had previously been Eurailspeed, but it was changed to HIGHSPEED from the previous holding in Amsterdam. This was the first time it had been held outside Europe. From the early days of this event, RTRI has always sent speakers, mainly consisting of executives, and it has also taken part in exhibitions as a member of a Japanese group. On this occasion we will summarize the Congress and introduce the activities of RTRI. Prior to the opening of HIGHSPEED 2010, UIC held its General Assembly and Regional Assembly Asia.

The total number of participants was about 2,700, including more than 100 attendees from Japan. The Japanese participants consisted of officials from the Ministry of Land, Infrastructure, Transport and Tourism (MLITT), executives from the JR Group companies (East Japan Railway Company, Central Japan Railway Company, West Japan Railway Company and Kyushu Railway Company), manufacturers, and other related bodies. From the Chinese Government, Mr. ZHANG Dejiang, Vice-Premier of the State Council, and other senior officials attended the opening ceremony, delivering speeches on how Chinese high-speed railway systems are rapidly growing. Three days before the Congress, their CRH380A type of high-speed train had attained a speed of

486.1 km/h on a test section between Beijing and Shanghai. Mr. Yoshio Ishida, UIC chairman (vice chairman of East Japan Railway Company), and other speakers from various countries, such as Thailand, Spain, Germany and the U.S.A., described the situation in their respective countries. Mr. Akira Yonezawa, Deputy Director General for Engineering Affairs of Railway Bureau, MLITT, made a presentation on railway technology that had been developed and accumulated over many years in Japan, the first country that launched a high-speed train system.

In this Congress there were two Round Tables. In the Round Table called "High Speed Rail Towards the Future" held on 8 December, Mr. Masaki Ogata, Vice President of East Japan Railway Company, took part in a discussion on services and systems. In the Table "Innovation in High Speed Rail" held on 9 December, technological development was discussed, and Dr. Norimichi Kumagai, Executive Director of RTRI, attended the Round Table (Fig. 1), demonstrating results from our research and study on seismic counter-measures (Fig. 2), the economic effect of possible operation of the Superconducting Magnetically Levitated Vehicle (MAGLEV) between Tokyo and Osaka, etc. RTRI also contributed to the presentation of research papers with two entries: "The Study on Seismic-Isolation Railway Structures — Consideration of Running Safety during Earthquakes" presented by Chief Researcher Mr. Luo in the field of anti-seismic structures and "Modeling of CWR (Continuous Welded Rail) for Installation under Various Track and Infrastructures" by Researcher Mr. Nishinomiya who specializes in track structures.

As China hosts an event called "Modern Railways" every year, the Chinese decided to stage this exhibition in conjunction with HIGHSPEED 2010. RTRI, in cooperation with MLITT, JR Group Companies and Japanese manufactures, worked on an exhibition of research results on the Japan stand which was managed by the Japan Overseas Rolling Stock Association (Fig. 3). On the afternoon of the last day of the Congress, many participants visited Beijing South Railway Station and enjoyed a technical tour that included travelling on a super-express train running at 350 km/h between Beijing and Tianjin.



Fig.1 Dr. Kumagai at round table

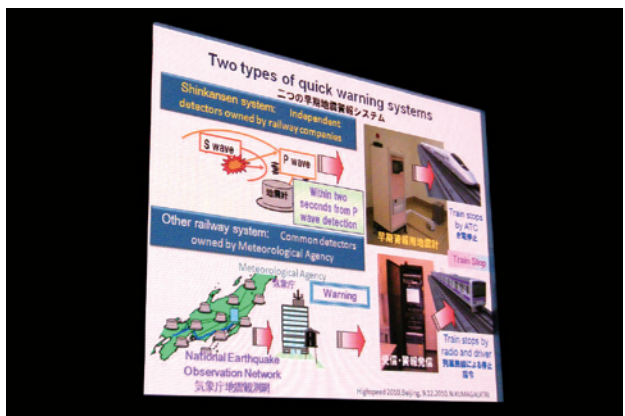


Fig.2 Research on seismic counter-measures



Fig.3 Exhibition