UNIFE’s single aim is to serve its members through the development of the European rail industry. Several actions contribute to achieve this goal, such as the work on technical standardization, lobbying at the regulatory entities or driving research programs which will give new business opportunities to our members. SHIFT²RAIL is currently our main focus in this field as it encapsulates numerous ideas and involves many UNIFE members and even their customers. This project is complex, not only because we must convince the European Commission that it is in Europe’s interest that its rail supply industry remains the world leader, but also because we have to manage the specificities of all the stakeholders.

IRIS is an initiative with similar complexity. The consensus on the necessity to improve the quality in the rail sector is unanimous and will never be challenged. The implementation and development of IRIS is central to the strategy of the different IRIS stakeholders. Within the industry, we are working to standardise our approach towards the processes which are impacted by quality issues. This is currently the case on highly sensitive aspects such as auditing policy and supply chain management.

An initial commitment was already signed on the first point and a second is set to be signed during the UNIFE General Assembly in Vienna. These strong and structural drivers are a cornerstone for our industry and we must convince our customers on this sustainable trend we are advancing.

The IRIS Management Centre is also steering other initiatives such as the development of guidelines, training and IT developments. All this contributes to building a consistent system for the rail sector which is a clear necessity. During this UNIFE General Assembly, we will have the opportunity to exchange on numerous subjects linked to our industry. Quality improvements and increased reliability are unavoidable. We will have to push for substantial changes and I’m confident that we are on track.

Enjoy the new issue!

Philippe Citroën
UNIFE Director General
IRIS and special processes

On April 10th, 2013, IMC (IRIS Management Centre) organized a working session dedicated to the special processes. With this occasion, the IRIS General Manager, Bernard Kaufmann has presented the current situation in the rail sector linked especially to the IRIS requirements.

Our guest, the General Director of PRI, Mr. Joe Pinto presented to the UNIFE interested parties on how the NADCAP initiative works, what they have achieved since 20 years in the Aerospace industry and recently with GE Transportation, presenting the benefits of an Industry Managed Program in special processes for the rail industry.

The NADCAP initiative is commonly assessed as a high level tool on this subject deployed in mature organizations.

IRIS implementation in progress in Russia

End of March 2013, took place in Moscow, the 7th Awareness session on IRIS dedicated to the Quality Directors of the NP-UIRE association members.

Bernard Kaufmann, IRIS General Manager gave the keys for a sustainable organization to 12 specialists who can now develop the scheme internally and strive for an IRIS certification.

After the session, he measured the progress since the first one in 2009, during an award ceremony organized at the headquarter of JSC Zeldorremmash on March 28th, 2013. This company has 10 plants specialized in locomotive maintenance and has just achieved the first IRIS Certification in its Rostov-on-Don plant. In presence of several representatives of the assessing certification body, AFNOR Certification, he handover the seal of conformity of the rail sector Quality label to the general director of the company.

He stressed on the targets of IRIS and abet the company to confirm the success throughout the visible improvement of the product quality and the customer satisfaction. Representatives of RZD, the Russian operator, confirmed these expectations and pushed Zeldorremmash to continue the deployment in its other plants to reach the objectives set by the top management of RZD.

Meeting with NADCAP at UNIFE.

The outputs of this session will be analyzed in the frame of the IRIS Working groups to elaborate potential further steps to secure this important aspect of the companies’ processes.
IRIS Advisory Board meets at UNIFE

Philippe Citröen (UNIFE Director-General), Hubert de Blay (IRIS Chairman) and Bernard Kaufmann (IRIS General Manager) welcomed the Industry and Operators Quality Directors to an IRIS Advisory Board (IAB) dedicated on the future of IRIS. Moreover a stronger involvement of the IAB members in IRIS was discussed.

As an example, Hans van Mulekom (NedTrain) shared with the audience, their internal approach of the integration of the IRIS in their supplier qualification process as well as the internal experience by the application of the IRIS requirements in a maintenance site.

IRIS development requires more assessors

This year, the IRIS Management Centre has held the first official IRIS Auditor Training. With the examination sessions, they have been held from Tuesday 5th to Friday 8th of March 2013 in Brussels.

All the trainees have successfully passed the steps which shows the competence of the candidates both in rail industry and management system experience.

According the forecasts of development this year, more auditors will be needed, therefore other IRIS Auditor Trainings will be held end of June and October 2013.

Oral examination of an IRIS Auditor candidate.
InnoTrans 2012:
IRIS met the worldwide rail sector

After a 2008 fair focused on discovery, 2010 dedicated to the development, this edition of InnoTrans was the time of exchange of experience and the starting point of next steps.

Also in 2012, we organized daily discussion sessions. During the first one, Philippe Citroën, Director-General of UNIFE, Hubert de Blay, IRIS Chairman and Bernard Kaufmann IRIS General Manager highlighted the status and the challenges of IRIS as well as the new electronic versions of the IRIS standard: IRIS Revision 02.1.

Later, Hubert de Blay and Angela de Heymer, IRIS Technical Manager presented the perspectives of IRIS for the industry in presence of an attentive and numerous audience.

Finally, during the Thursday session, Bernard Kaufmann advocated the necessity of a high Quality level in the rail sector and George Jacob from BFG shared their experience in the IRIS development of an internationally established company.

The IRIS Management Centre distributed at the occasion of the Berlin event its 2nd edition! of the Quality Journal as well as an updated version of the IRIS factsheets.

Indeed, InnoTrans 2012 was an excellent time for IRIS and it was obviously visible, as a huge amount of certified companies present at the fair, showed proudly the IRIS logo at their stand.

Launch of the electronic version of the IRIS booklet at InnoTrans 2012

The worldwide rail event in Berlin was the momentum of an important evolution in the IRIS scheme. As it was explained by Bernard Kaufmann, IRIS General Manager, the new IRIS Revision 02.1 includes all published amendments and also the ISO 9001 requirements which better fulfill the needs of the rail sector companies. Since then, this standard is distributed exclusively in electronic version.

Launch of IRIS Revision 02.1 booklet.

Meetings at the IRIS booth.

We look forward consolidating our fruitful contacts and are committed into the continuous improvement of the rail sector.
The IRIS Management Centre is happy to announce that an increasing number of rail suppliers and operators are putting their trust in IRIS.

We are happy to welcome on board:

MAY 2013
- Luoyang HENGJIA ELECTRIC Appliance for Locomotive Co., Ltd.
- CSR Luoyang Co., Ltd National Company
- Xiamen WAIN Electrical Co., Ltd.
- EOLANE Technology (Suzhou) Co., Ltd.
- Nanjing KANGNI Technology Industry Co., Ltd. Private
- NORTH-WEST INDUSTRIAL Corporation Jsc.
- IG WATTEEUW Romania Srl.
- Xi’an KAITIAN Power Electronics Technical Co., Ltd.
- Gfww “GROWAG” sp. z o.o.
- Beijing AOXIANG Ventilation Equipment Co., Ltd
- China Railway LONG DRAGON New Composite Materials Co., Ltd

FEBRUARY 2013
- Firma TVEMA CJSC
- Beijing National RAILWAY RESEARCH & Design Institute of Signal & Communication Co., Ltd. Limited Liability Company
- ABB Ltd. (Traction Transformers) Stock Company
- BARAT SOFANOR Interiors
- China CNR Corporation Limited Dalian Electric Traction R&D Center
- EASYWAY (Suzhou) Intelligent System Co., Ltd.
- Shanghai HEXU Electronic Technology Co., Ltd.

APRIL 2013
- IG WATTEEUW International N.V.
- Zhenjiang JINYANG Machine Electricity Co. Ltd.
- EMERSON Climate Technologies (Suzhou) Co., Ltd.
- Changsha NANCHE ELECTRIC Co., Ltd. Nanche
- ABB MICROUNION Traction Equipment Ltd.
- Changzhou BAYIDAR Railway Carparts Co., Ltd private enterprise
- DAHER International
- DATONG Locomotive Industrial Company Collective enterprise
- Nanjing KANGNI Technology Industry Co., Ltd. Private
- NORTH-WEST INDUSTRIAL Corporation Jsc.
- IG WATTEEUW Romania Srl.
- Xi’an KAITIAN Power Electronics Technical Co., Ltd.
- Gfww “GROWAG” sp. z o.o.
- Beijing AOXIANG Ventilation Equipment Co., Ltd
- China Railway LONG DRAGON New Composite Materials Co., Ltd

JANUARY 2013
- PAULSTRA SNC
- MERSEN
- ShenFei ELECTRONIC EQUIPMENT Co., Ltd.
- Rostov-on-Don ELECTRIC LOCOMOTIVE REPAIR PLANT branch of “Zeldorremmash” JSCo
- Beijing HOLYSYS Co., Ltd.
- Shanghai SONGZ Railway Air Conditioning Co., Ltd.
- Chengdu RAILWAY COMMUNICATION EQUIPMENT Co., Ltd.
- CSR Shijiazhuang Co., Ltd.
- JIAOZUO RAILWAY Cable Co., Ltd.
- BFG International China Co., Ltd.
- Nanjing KANGNI Technology Industry Co., Ltd. Private
- NO RE/INDUSTRIAL Corporation Jsc.
- IG WATTEEUW Romania Srl.
- Xi’an KAITIAN Power Electronics Technical Co., Ltd.
- Gfww “GROWAG” sp. z o.o.
- Beijing AOXIANG Ventilation Equipment Co., Ltd
- China Railway LONG DRAGON New Composite Materials Co., Ltd
Dürr Technik GmbH & Co. KG convinced about IRIS efficiency

Dürr Technik is part of the Dürr company group with global offices and partners. The group employs over 1,100 employees. The headquarters of Dürr Technik is located in Bietigheim-Bissingen. Besides Germany, Dürr Technik is represented with production facilities in the UK and the United States. For over 50 years, the company deals with oil-free compressors and pump technology. In rail transport, Dürr Technik is known for its oil-free air compressors as well as customized special designs.

What were the benefits of IRIS that became apparent to you?

- Standardization of processes and procedures together with our clients
- Greater acceptance and transparency to the customers
- No single evidences necessary concerning our quality management

Rail is one of the main markets of Dürr Technik, what was your motivation to apply the IRIS standard?

Rail is an important market for Dürr Technik. Our motivation to apply the IRIS standard is the greater acceptance in the railway market segment. In addition to this, we want to expand our market share.

Do you see some similarities, in terms of the approach towards quality and certification schemes, between the rail industry and the medical equipment?

Yes, reliability and safety is the ultimate goal for the railway industry as well as for medical equipment. In both standardized, orderly processes are essential and the requirements for documentation and traceability are very high.

What is the benefit of IRIS for you in practice?

For our internal organization, standardization of processes and procedures make the work easier by setting up routines. Moreover, it promotes an increased knowledge and understanding of the needs of our customers to achieve the highest possible customer satisfaction.

Our customers benefit from IRIS, as we supply to them safe and reliable products, documented and verifiable.

How do you see your collaboration with IRIS in these next years? What are you expecting?

We want to increase our level of maturity.

“We have achieved our targets after the first certification and of course we would do it again.”

Andreas Ripsam, Managing Director of Dürr Technik GmbH & Co. KG.
From the Mailbag
Customer statements about IRIS

**Dear IRIS ...**

**DC**

“IRIS makes life easier, “it just works.”
“We produce really good products.”

**HANING & KAHL**

“In the future, IRIS will bring us process efficiency and product safety.”

**KNORR-BREMSE**

“IRIS increased for the benefit of the upcoming processes.”

**Clerprem**

“There is a good perception about increased product quality, where IRIS contributes.”

“Our customers seem to respect and like IRIS Certification. NEDTRAIN, SBB, SIEMENS and BOMBARDIER have congratulated CLERPREM for the BMS.”

**Lutze**

“IRIS gave us the possibility to develop new products because more structured organization (especially in design) and to have a better PM organization: planning and sustainability.”

“Better process quality in production brings more orders!”

“Where quality is the thing sought after, the thing of supreme quality is cheap, whatever the price one has to pay for it.”

*William James*
Quality management has become an essential part for all kind of businesses. It is important to realize that for a business to be successful, quality improvement has to be a continuous process, and it should take place throughout the company at all levels. Each level of the company will be checked for quality. This is because each level of the company has a significant impact on the business and its success as a whole. At each level, the drive, effectiveness, and efficiency will be determined. IRIS helps us in a systematic way to reach this goal of quality enhancement.

“I am convinced that IRIS will become a requirement in future tenders.”

Siemens stands for world class quality. Siemens Rail Systems Bogies Graz as the technical world competence center for Bogies within Siemens Rail System has to fulfill all internal and external customer requirements. According to our strategy to be best in class in both cost and technology driven products, Siemens Rail Systems Bogies Graz is one of the world’s biggest development and production facility for bogies for metros, trams, multiple units, high speed trains and locomotives. We are committed to quality excellence at each level of the company.

IRIS has been developed as an industry-specific standard similar to those already existing in the automotive, aviation and food industries. I personally joined Siemens in 2006 after several years’ experience of Quality Management within the Generator Business. That was the year we got the first IRIS certificate and I was surprised about the coverage of Railway requirements of this standard. The operators will realize that a comprehensive management system that covers all requirements of rail business is the basis for design, produce and the delivery of quality products.

“Siemens Rail Systems Bogies Graz was one of the first units within Siemens to get certified according to IRIS and it was the first IRIS certified company in Austria.”

We were and still are certified according to many other standards, like ISO 9001, ISO 14001, OSHA 18001 and DIN EN 15085. All of these standards do not cover all specific railway requirements for our business, like RAMS, LCC, product safety issues and obsolescent management. That was the reason why Siemens Rail Systems Bogies Graz was also part of the foundation team of IRIS. In the same way we had and still have an increasing interest that our suppliers deliver best quality. IRIS standard at the suppliers saves us time and money by supplier evaluation and approval processes.

IRIS should bring added value to all rail customers and full satisfaction with rail products. That means one of the important success factors for IRIS in future will be the acceptance of IRIS from all operators and railway authorities. This is very challenging, but I believe we are on the right way. However there is potential for improvement within IRIS standard itself, like reducing the time and effort for auditing, critical revision of the questionnaire or better visualization of Audit results to make presentation to management more efficient. Furthermore our suppliers need to understand the necessity of the implementation of the IRIS standard as key criteria for successful business.

Mr. Reinhard Auer-Knöbl, Siemens AG, Quality Manager, Infrastructure & Cities Sector, Rail Systems Division.

IRIS seen by Mr. Reinhard Auer-Knöbl, from Siemens AG

The bogie SF 7000, developed especially for service on the UK infrastructure. The platform consists of two axle bogies with a two-stage suspension system and an air spring as secondary suspension.
One of the most important technical changes in the last months is linked to the publication of the electronic version of the IRIS booklet.

The so-called IRIS Rev. 02.1 booklet is available since October 2012, only in electronic version, and only in English, French and Italian.

Since May 2013, the German version is also available only in electronic version.

Russian and Polish are under finalization and will be available soon.

All other languages versions will be progressively transferred to the new format.

Moreover, the IMC decided to outsource the dispatching of documents to specialised websellers. All necessary information is available on the IRIS Portal www.iris-rail.org

What does the IRIS booklet contain?
- IRIS certification process
- IRIS assessment guideline
- IRIS requirements

What are the evolutions of Rev. 02.1?
In comparison to Rev. 02 June 2009 following evolutions were applied:
- Implementation of IRIS Corrigendum 1:2010
- Implementation of IRIS Corrigendum 2:2012
- Implementation of IRIS Advisory 4 - Site extension, issued on 01/07/2010
- Implementation of IRIS Advisory 5 - Updating from other standard, issued on 01/07/2010
- Implementation of IRIS Advisory 6 - Scopes coverage, issued on 01/07/2010
- Implementation of IRIS Advisory 7 - Re-Audit mandatory, issued on 01/08/2011
- Implementation of IRIS Advisory 8 - Documental veto check, issued on 02/01/2012
- Implementation of IRIS Advisory 9 - Auditor time clarification, issued on 02/01/2012
- Implementation of IRIS Advisory 10 - IRIS certificate validity, issued on 02/01/2012
- Implementation of IRIS Technical Forum for Improvement (TFI) results
- Updating editorially.

What are the evolutions of Rev. 02.1?
The IRIS booklet Rev. 02.1 can be purchased
- At AFNOR webstore: www.boutique.afnor.org
- At BEUTH Verlag: www.beuth.de/en/article/iris-revision-02-1

“Moreover the update of the IRIS booklet with all those evolutions, the launch of the electronic version follows the requirement of our customers and the market needs.”

Bernard Kaufmann
Focus on working groups

The five IRIS working groups were launched in the last quarter of 2012 following the UNIFE Presiding Board decision from February 2012 to reinforce the further development of the IRIS scheme. The topics are aligned with the validated 5 pillars of the strategy and target of the working group is to propose challenging actions and targets for IRIS.

1. **Reinforcement and precision of the system auditing statement**
2. **Supply chain management**
3. **Tangible improvements and quality of the audits**
4. **Operators to join IRIS**
5. **Managing IRIS certification in Asia**

As first results the working group “Reinforcement and precision of the system auditing” proposed a commitment defining very precisely the policy to be followed by the rail industry in terms of quality system assessment. The commitment was validated by the UNIFE Presiding Board on 17 October 2012 and communicated to the UNIFE members, operators and interested parties.

Core part of the commitment is the following matrix, which provides definitions and application criteria for the defined audit levels:

<table>
<thead>
<tr>
<th>SYSTEM AUDIT</th>
<th>PROCESS AUDIT</th>
<th>PRODUCT AUDIT</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SCOPE OF AUDIT</strong></td>
<td><strong>PHASE</strong></td>
<td><strong>OBJECTIVE</strong></td>
</tr>
<tr>
<td>Business Management System (Business management process landscape and its implementation throughout the entire organization) IRIS scope of activity (not included: financial aspect, HSE, …)</td>
<td>Evaluation for entry into “approved supplier register” (not related to project)</td>
<td>Ensure only mature suppliers in the company’s “approved supplier register”</td>
</tr>
<tr>
<td><strong>TRIGGER</strong></td>
<td>Project execution</td>
<td>Ensure product compliance</td>
</tr>
<tr>
<td>NON-IRIS certified supplier • Expired NON-IRIS certified supplier • Not to be applied at all for suppliers, who are IRIS certified in the needed scope</td>
<td>• Supplier selection for a specific project/product • Project execution</td>
<td>• Approval for 1st part production Order placement</td>
</tr>
<tr>
<td><strong>OBJECTIVE</strong></td>
<td>Ensure supplier operational process capabilities for a specific project/product</td>
<td>• Approval for 1st delivery • Approval for serial delivery • Approval for major changes in the realization process</td>
</tr>
<tr>
<td>Entry of the supplier in the company “approved supplier register”</td>
<td>• Quality approval for Purchase Order placement • Operational process improvement as an answers of a performance issue</td>
<td></td>
</tr>
<tr>
<td><strong>DECISION</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
The second working group “Supply chain management” focuses on the consideration of IRIS in the supplier selection process. Target of the working group is to define a common approach for the targeting of suppliers for IRIS certification, including:

- Criteria for targeting suppliers, which need to be IRIS certified,
- Consequences in supplier selection process and contractual implications,
- Deployment of the agreed principles.

The first output of this Working Group shows a good status of work and progress. Results are expected soon by all stakeholders, due to the fact that it is considered as a key element in the future IRIS deployment.

The working group dedicated to “Tangible improvements and quality of the audits” is the Technical Forum for Improvement (TFI). The TFI is mandated since the launch of IRIS to work on the process and on technical requirements. This working group involves all IRIS stakeholders (industry, operators, certification bodies).

The priority topics of the TFI are set according the current need to support the sector with themes specific for the industry and with value added to our customers. Therefore several Sub-working groups have been established:

- Maintenance: Guideline proposed for release to the IRIS Advisory Board in June 2013
- Configuration Management: progressing and first result for end June 2013 expected
- Project Management, Problem solving and Special processes: started in June 2013

Last but not least, the TFI will start with the discussion on the standard improvements considering the received feedbacks and the revision of the ISO 9001 by end of 2013.

As output of the working group “Operators to join IRIS”, the IRIS Advisory Board from February 2012 focused on the deeper involvement of the operators and potential expectations. Furthermore an IRIS dry run audit at an operator site was supported by the IMC and a meeting with UIC is in preparation.

“Managing the IRIS certification in Asia” is the challenge of the fifth working group. A deep analysis of the current situation in these countries was undertaken. The status of the existing data (IRIS audit reports, auditors, witness audits) as well as the involvement of the local administration was analysed.

The group’s further actions will be limited to the survey of the application of the decisions and the quality of the audits in this part of the world. The UNIFE Presiding Board validated the results and asked UNIFE/IRIS to organize meetings with Chinese authorities in the coming months.
Early 2013, UNIFE has decided to acquire a dedicated server to be independent and to have an inhouse platform. Consequently, the IRIS software was part of the global plan of integration and a special project was launched.

The IRIS Management Centre was in charge of organizing this project in a limited timeframe in order to be in line with the general UNIFE schedule. On top of this, UNIFE decided to invest in an integrated financial tool.

Be.wan, a Belgian based company, was the selected provider.

The IRIS software has entirely been transferred within four months! This tight schedule was followed by Maxime Schaub-Crouan for IMC and included:

- the IRIS Portal
- the full database
- the IRIS Audit-Tool
- the support helpdesk

Thanks to the good cooperation of all stakeholders, the new IRIS platform went life on June 3rd 2013, fully in line with the original plan.

All the steps, training, infrastructure building, system duplication, new development of servers linking components, transfer of domains and addresses, tests, ... were achieved according to the expectations.

Due to the chosen integration scheme (a switch between two production platforms), the non-availability of the IRIS Portal was limited to four days (over a weekend) and therefore didn’t disturb the IRIS activity at all.

The fonctionnalities of the IRIS Portal are unchanged unless the helpdesk number as you can see in the footer below: 0032 2 880 79 49.

A warm thank you to all the people involved for this clear success.

“This project is the cornerstone for the future development of IRIS. It was perfectly managed.”

Bernard Kaufmann
Employee Profile
A close-up of IRIS employees

Kujtesa Hajredini, IRIS Manager

Kujtesa Hajredini, from Kosovo, has joined IRIS since more than one year. IRIS Manager, she has in charge the financial part and the daily operational business of IRIS.

Kujtesa has been working as IRIS Manager since April 2012 after working in the European Parliament in Brussels.

There she had the opportunity to work for the DG Presidency, Policy Unit at the Directorate for the Library and Document Management in carrying out her tasks for the Economic and Scientific Policy Team.

She graduated in Marketing at the Faculty of Economy, University of Pristina and after five years of working experience as a Key Account Manager for Artmotion Telecommunication she decided to continue her studies to obtain a Master’s Degree in European Studies at the European College of Parma. Her Masters thesis (submitted at the Luiss Guido Carli University of Rome) focused on Economic Governance, entitled, “The Impact of National and European Budget to Ensure Economic Stability.” In the scope of this program she has also completed an internship in the Government of Kosovo in the Department of Strategic Planning Office of the Prime Minister.

Apart from her native Albanian, she speaks English, Italian and Spanish fluently and has a proficient knowledge of French and Croatian.

Her primary tasks at IRIS are financial management and the operation of the day-to-day business. Her main responsibilities include establishing the analytic accountancy of IRIS (budget, income, expense, interfaces) and invoicing all IRIS related costs, coordinating the secretariat of boards (Steering Committee, IRIS Advisory Board, IRIS Management Centre), organising events (trainings, conferences, fairs), assisting customers (membership, products, FAQ) and supporting the IMC team.

“When I arrived at Unife and started working for IRIS, first of all I was astonished by the warm hospitality of my colleagues which made me feel very comfortable and part of the team.”

“It was a challenge in the beginning!”

The role’s main challenges include ensuring that outgoing invoices are paid on time, updating the daily financial status, organising all meetings, preparing the accurate data for reporting KPIs (Key Performance Indicators), and ensuring the effectiveness of the Quality Management System.

“I was surprised of how many responsibilities this position required and the volume of work. The list of the things to finalize is enormous and at the end of the day I do like keep busy and work in an interactive environment where you have to do a lot of different tasks every day.”

“What I like the most about working for IRIS is the international spirit, as I have contacts with many companies all around the world.”

“I really appreciate the good relationship that I have with my colleagues which are from different countries and cultures.”

“I am proud to work for a certification scheme which brings enormous benefit to the production, design and maintenance processes for rail products and the rail industry in general and to be part of an association that promotes rail market growth for sustainable mobility.”
Quick Introduction

Introducing the IRIS Management Centre (IMC)

A new Technical Coordinator

Last February, a new employee has joined the IRIS team. Mr. Maxime Schaub-Crouan is our new Technical Coordinator.

Work experiences

“In 2010, I was intern in a local community, where I made a study and audit on the environmental advisors team. Then, in 2012, a second internship in a consultancy, give me the opportunity to contribute to studies on mobility planning and transport economy.”

Position & main tasks

“I am IRIS Technical Coordinator, in other words I am the link between IRIS and our IT provider. My first responsibility in IRIS Management Center is to follow the transfer of our IT system. I am also editing our booklets, which include all the information about the standard and I participate to several other tasks.

Arrival at IRIS

“I joined IRIS in February 2013 because I was really interested in rail transport and IRIS was a good opportunity for me to work in an international context, meeting people from many different countries.”

Wish for the future

“To make our Portal more easy to use and more adapted to the new size of IRIS (more than 800 certificates today!)”

“I am very proud and motivated to work for IRIS, because I can contribute to a better quality and reliability of our trains!”
<table>
<thead>
<tr>
<th>Tasty Figures</th>
<th>Impressive &amp; Interesting facts from the World of Rail</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>574,8 km/h</strong></td>
<td>The speed records achieved by a TGV in April 2007.</td>
</tr>
<tr>
<td><strong>50 %</strong></td>
<td>The percentage that Europe represents in the worldwide railways market.</td>
</tr>
<tr>
<td><strong>550,000</strong></td>
<td>The number of passengers using the Gare du Nord station in Paris, making it the European's biggest train station in terms of passengers.</td>
</tr>
<tr>
<td><strong>410,000 m²</strong></td>
<td>The surface of JR Nagoya station in Japan, the largest in the world in terms of size.</td>
</tr>
<tr>
<td><strong>2.298 km</strong></td>
<td>The new high-speed line between Pekin et Canton, which makes it the biggest in the world.</td>
</tr>
<tr>
<td><strong>1,484</strong></td>
<td>The number of people using a train in Europe per second.</td>
</tr>
</tbody>
</table>
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Editor
Agathe Marie - IRIS Communication Intern

pictures: Unife members