



Source: International Union of Railways, UIC

## FIVE QUESTIONS TO

**Ignacio Barron de Angoiti**

High Speed Director, International Union of Railways, UIC

### Biography

### Ignacio Barron de Angoiti

Born in Zaragoza (Spain), 15 August 1956. Married, 3 children.

#### STUDIES

1993 – MBA (Development of Managers) at IESE Business School, Madrid.

1982 – Civil Engineer (“Caminos, Canales y Puertos”), Technical University of Catalonia, Barcelona.

#### PROFESSIONAL EXPERIENCE

##### Experience at the International Union of Railways (UIC):

- From June 2007: Director of High Speed, Metre Gauge and Coordinator of Latin America Region of International Union of Railways.
- Among other functions, organizes the annual UIC’s Training in High Speed Systems and, every 3 years, the World Congress in High Speed Rail.
- 1997 – June 2007: Senior Advisor in High Speed, UIC Headquarters, Paris, representing Spanish Railways.

##### Experience at RENFE (Spanish Railways):

- 1994 – 1997: Manager in major Passenger Stations Division (Madrid Region).
- 1991 – 1994: Operation Manager in High Speed Stations (Madrid-Atocha).
- 1990 – 1991: Senior Advisor for South American business Area, at the International Affairs Division.
- 1990 – 1987: Chief of Technical Studies at the Direction of Communications.
- 1987 – 1988: Planning and Management Controlling Direction.
- 1981 – 1987: Commercial Department.

#### OTHER PROFESSIONAL EXPERIENCES

1979 and 1980: Internships in civil engineering/public works companies.

#### LANGUAGES

Spanish, French, English



**Ignacio Barron de Angoiti**  
UIC High Speed Director

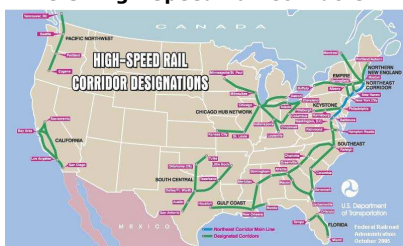




## Five questions...

## HSR in Northern America... where and when?

### U.S. High-Speed Rail Corridors



Source: Federal Railroad Administration  
<http://www.fra.dot.gov/us/content/203>

### Transport-Expertise.org

Rail in Northern America (United States and Canada) is still far from high-speed... Could we expect to see a high-speed rail infrastructure in the next couple years (either progressive implementation, or directly 200+ mph)?

If yes, according to you, where would be the most probable place(s)? When could we expect to see it?

### Ignacio Barron de Angoit

**In my opinion, the first high-speed project in any country or region must start by an "easy" project.**

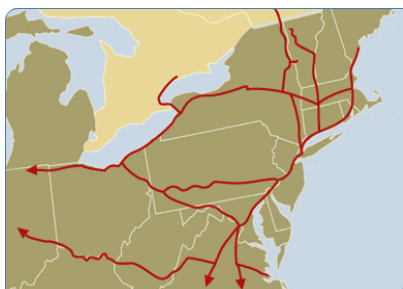
**Ideal conditions for high-speed are two important population areas separated by 300 miles (+/-) in a flat land and without population in between.**

**So the first of this kind of projects in the United States of America should be chosen within the most similar conditions to these, especially because Society must know in deep what really high-speed is.**

### Acela Express - Northeast Corridor



### Amtrak Service - Northeast Corridor



Source: Amtrak  
<http://www.amtrak.com/>

### Transport-Expertise.org

Amtrak Northeast corridor, with its Acela operation, is the only part of the U.S. passenger rail network that has been shown financially profitable. According to American transport officials, the area is almost totally urbanized from Washington to Boston and there is "almost no right of way available to build a high-speed rail line" along the existing rail tracks. We think there still is a way to plan the construction of either a new or a renewed infrastructure.

From your point of view, what do you think would be technically possible to do to build a high-speed rail line between these East Coast metropolitan areas?

### Ignacio Barron de Angoit

**Yes, everything is possible. The question is to know at what cost.**

**The conception of a new high-speed line in the Northeast corridor (or in any other corridor) must be adapted to American way of life, and consequently, not necessarily with the same criteria and parameters as European lines.**

**Anyway the cost will be elevated but it is necessary to balance with the benefits for Society.**





**California HSR project map**



Source: California HSR Authority  
<http://www.cahighspeedrail.ca.gov/>

**Proposition 1A**

The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century will appear on the November 2008 ballot in California.

Prop. 1A asks voters to approve the issuance of \$9.95 billion of general obligation bonds. This would partially fund a \$40 billion, 800-mile high speed train under the supervision of the California High-Speed Rail Authority.

**Transport-Expertise.org**

We presently living in a period of world financial crisis, and California State has a very high debt level. However, voters will decide fate of high-speed rail project in California on the November 4, 2008 ballot...

What would you think the conditions of success be for this mega-project?

**Ignacio Barron de Angoit**

**The first one, to conceive and present a good project (I suppose this point is already ok).**

**Second, to convince all public authorities that they must be involved in the project. Not necessarily from the financial point of view, but at least by giving a strong support, and maybe by establishing some concessions or benefits to promoters.**

**And third, with a very important communication campaign. This is essential for any high-speed project, in order to be understood by Society.**



**Transport-Expertise.org**

Regulation in Europe will open national markets to competition in 2010, for international routes at first and domestic ones afterwards in 2016.

From the UIC point of view, what could European operators be bringing in the high-speed rail projects development in the United States or Canada (operational and technical experience, best practices, financing, etc.)?

**Ignacio Barron de Angoit**

**Of course and not only due to European liberalization process. The United States of America can (and will) benefit from their large experience in high-speed operation.**





## Transport-Expertise.org

If you had one advice for transport officials to develop their high-speed rail projects, what would you say?

### Ignacio Barron de Angoit

**I should repeat once again the High Speed principles:**

**1. High speed is a system and consequently it must be considered all the elements (infrastructure, track, rolling stock, maintenance policy, station, marketing, etc.)**

**2. High speed is totally similar but totally different in all around the world. Consequently it must be adapted to real necessities and preferences of each region or country.**

**As a conclusion of conclusions, first of all we have to imagine the system already in operation, and then to start the development of, one by one, all the elements.**

**Good luck!**

## HSR Coverage

## Recent articles published on Transport Expertise

### High-Speed Rail coverage on the Transport Information Group

- In brief: SNCF to test 350+ kph high-speed trains, Oct. 19, 2008
- SNCF to acquire 20 pc of the Italian railroad NTV, Oct. 14, 2008
- In brief: Call for proposals for Nimes and Montpellier rail bypass, Oct. 1, 2008
- Rhône to Rhine HSR line will be delivered on time, Aug. 11, 2008
- Western extension of the HSR network toward Brittany, Jul. 30, 2008
- Future HSR line to Brittany: local governments participate in the funding, Jul. 1, 2008
- Cargo Rail Express: does it ring a bell?, Jun. 27, 2008
- In brief: High Speed Rail will invade Poland by 2020, Jun. 11, 2008
- Matthieu Desiderio joins High Speed Rail Canada, May 31, 2008
- High Speed Rail: Internet connection on board Thalys trains, May 27, 2008
- France-Spain High Speed link starting in 2009, May 7, 2008
- Deutsche Bahn: To be or not to be... privatised?, Apr. 23, 2008
- French rail: unfinished reform, uncertain strategy?, Apr; 17, 2008
- Eurotunnel and Eurostar 2008 1Q results: positive!, Apr. 16, 2008
- SNCF: recent unexpected and future expected moves, Apr. 14, 2008
- SNCF recent moves: toward privatization of freight activities?, Apr. 11, 2008





## About UIC

### **Union Internationale des Chemins de Fer, UIC:**

16 rue Jean Rey  
75015 Paris

Tel.: +33 1 44 49 20 20  
Fax: +33 1 44 49 20 29

Website: <http://www.uic.asso.fr/>

## *International Union of Railways*

The International Union of Railways (UIC) is the worldwide organization for international cooperation among railways and promotion of rail transport at a global level. Founded in 1922, it currently gathers 201 members on all 5 continents, among them railways, rail operators, infrastructure managers, railway service providers, public transport companies, etc. Further UIC maintains close cooperation links with all actors of rail transport, including industries, railway associations and public authorities.

The UIC main missions are to promote rail transport across the world in order to cope with current challenges of mobility and sustainable development, by enhancing international cooperation between its members, building a consistent railway system and achieving projects of global dimension.

The UIC objectives are to facilitate exchange on best practices among members (benchmarking), to support members in their efforts to develop new business opportunities, to propose new ways for improving economic performance of the rail network, to achieve interoperability, create new world standards for railways (including common standards with other modes) and to develop centers of competence (technology, safety, management, ...).

The UIC key tasks are to enhance technical cooperation, rail system coherence and interoperability by:

- putting forward specifications and standards to standardization bodies
- acting as a technical platform to support the work of railway stakeholders
- lead or coordinate international rail cooperation projects which fit together with its core technical tasks
- defining common provisions and recommendations intended for its members
- concluding agreements with intergovernmental organizations and other trade organizations responsible for transport matters or which cooperate with the railways

In 2007 six UIC Regional Assemblies (Asia, Africa, Europe, Middle East, North America and South America) were founded to respond to the regional needs of our members.

Today UIC is active in global projects, which are of potential benefit to all UIC members, and in various regional projects concerning the rail subjects: technology and research, infrastructure, planning and sustainable development, passenger, freight, high speed etc.

Source: [International Union of Railways \(UIC\)](#)

