



Meetingplace | Conference | Railway Trade Fair



Meetingplace | Conference | Transport Trade Fair

Updated programme



8-10 OCTOBER
2013

CONFERENCE PROGRAMME

Seminars during Elmia Nordic Rail and Elmia Future Transport

**The Programme Council for Elmia Nordic Rail
and Elmia Future Transport comprises:**

Stefan Aldborg, Bombardier Transportation Sweden AB

Jan-Olof Björklund, Swedish Rail Industry Group, SWERIG

Guy Ehrling, Swedish Shippers' Council – for transport buyers

Louise Hopkinson, TÜV SÜD Danmark ApS

Jan Erik Kregnes, Norwegian National Rail Administration

Tage Larsson, Swedish Transport Administration

Michelle Marcher Lidén, Alstom Transport AB

Jörgen Nyström, Elmia AB

Mikael Prenler, Forum for Nordic Railway Association, NJS

Ulrica Widegren, Elmia AB

Christel Wiman, Association of Swedish Train Operating Companies

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IRJ
International Railway Journal

Framtidens Infrastruktur
FÖR KONSURRENSKRAFT OCH HÅLLBARA TRANSPORTER

CONTENTS!

NEW CONFERENCE FORMAT – AND THE MINISTER WILL BE HERE!

We are proud to present the conference programme ahead of Elmia Nordic Rail and Elmia Future Transport 2013 – the big meeting-place for anyone involved in the railway and future transport.

The Programme Council has been working for over a year to put together the most interesting and relevant conference programme possible – and we think we've succeeded. The subjects presented have both breadth and depth – and bring together large parts of the industry's expertise. We are, of course, particularly proud that Sweden's Minister for Infrastructure Catharina Elmsäter-Svärd will be attending the fair (read more in Key seminar 1).

This year we have changed the format of the conference. Rather than a single main seminar, we are highlighting three relevant subjects in a key seminar each, one on each day of the conference.

We have also compressed the number of trade seminars. These carefully selected subjects have been brought together under different themes to add depth in each area and perspectives from more speakers. We hope that this will help you the participant get even more out of our conference.

Browse and read through our programme. We are convinced there are subjects that will increase your knowledge about the infrastructure and transport of today and tomorrow.

Welcome to Elmia on 8-10 October!

Mikael Prenler

Chairman, Elmia Nordic Rail and Elmia Future Transport Programme Council

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TUESDAY 8 OCTOBER

KEY SEMINAR 1, 13.00–14.30

FUTURE INFRA- STRUCTURE IN THE NORDIC REGION

The Nordic countries are investing heavily in improving their transport systems and thereby strengthening their competitiveness and conditions for growth. In Denmark the government and opposition have agreed on major infrastructure projects for the future. Meanwhile the governments in Norway and Sweden have proposed transport plans with significantly higher investment than before.

At the same time there are many questions regarding the future. How do we co-ordinate the investments so that the level of service is not hindered by national borders? Now can the Nordic region open up to the continent? Is investment in increased maintenance enough to meet future needs regarding functioning transport for passengers and freight?

No decisions have yet been taken regarding high-speed rail in either Denmark, Norway or Sweden – will we ever see it happen?

NEW NATIONAL PLAN IN SWEDEN

Catharina Elmsäter-Svärd, Sweden's Minister for Infrastructure, Ministry of Enterprise and Energy
Torbjörn Suneson, head of Society division, Swedish Transport Administration
Per Bondemark, Vice President SSAB EMEA and Chairman of the Swedish Shippers' Council

NEW TRANSPORT PLAN IN NORWAY

Representative of Norway's Ministry of Transport and Communication
Elisabeth Enger, Director General of Norwegian National Rail Administration
Erling Sæther, President of the Confederation of Norwegian Enterprise (NHO) Logistics and Transport

RAILWAYS OF THE FUTURE IN DENMARK

Michael Svane, Transport CEO, Confederation of Danish Industry Transport
Jesper Hansen, CEO, Rail Net Denmark

Moderator: *Anders Karlsson, TRAFIKFORUM/Transport Logistik iDag magazines*

The key seminars
will be held in
Swedish with
interpretation
into English.



Catharina
Elmsäter-Svärd



Torbjörn
Suneson



Per Bondemark



Elisabeth Enger



Erling Sæther



Michael Svane



Jesper Hansen



Anders Karlsson

TRADE SEMINARS

THEME: INTRODUCTION OF ERTMS IN THE NORDIC COUNTRIES

Moderator: Per Olof Lingwall, Board Member Forum for Nordic Railway Association, NJS

FS13: TUESDAY 8 OCTOBER 14.45–15.25

What are the plans for the introduction in Denmark?

This session will give a presentation of the roll-out plans for the Danish signalling programme and account for the choice of suppliers. Furthermore it will give a status of the programme including the audited budget estimate, which was 4,8 mia. lower than the original estimate.

Lecturer: Morten Søndergaard, Banedanmark

THEME: FREIGHT STRATEGY 1

Moderator: Jan Bergstrand, Swedish Transport Administration

FS16: TUESDAY 8 OCTOBER 14.45–15.25

Goods corridors in EU

In the EU currently nine international Rail Freight Corridors are under establishment, of which six will become operational by November this year. These corridors form the rail backbone of the Trans-European Transport Network (TEN-T) and are complemented by the Green Corridors. Focus will be on the general conceptual approach and framework, the areas of activities, the finance and the benefits for the users of the corridors.

Lecturer: Gerhard Troche, European Commission

EXHIBITOR SEMINARS

US2: TUESDAY 8 OCTOBER 10.00–10.40

Electromagnetic interference from different AC railway feeding systems

The mitigation of electromagnetic interference from AC railway feeding systems is mostly discussed from two aspects:

- Reduction of the emission by means of return conductors, booster transformers and autotransformers.
- Immunization of trackside equipment against EMI.

These aspects will be considered shortly, but the main

EXHIBITOR SEMINARS

focus will be on the impact of double sided feeding vs single sided feeding and low frequency vs industrial frequency. These system choices have a direct and large impact on EMI and have a potential to reduce these problems so much, that no special efforts as booster transformers or improved immunization are necessary. Converter feeding also for industrial frequency is an attractive alternative, allowing for double sided feeding and protecting the public grid from phase unbalances and other interference. Also the question of frequency is addressed, the default choice of industrial frequency for all new electrifications can be questioned.

Lecturer: Thorsten Schütte

Exhibitor/host company: Atkins Sverige AB. Stand: B02:99

US5: TUESDAY 8 OCTOBER 10.00–10.40

Energy Effective Rail Vehicles

Bombardier present Energy Saving technology and design. Cutting edge technology creates great potential for decreasing the energy consumption of railway vehicles. The seminar presents technical solutions and design for energy-saving trains/vehicles.

Lecturer: Johan Palm

Exhibitor/host company: Bombardier Transportation

Stand: B02:50

US9: TUESDAY 8 OCTOBER 11.00–11.40

Outstanding propulsion and control system integration creates superior train reliability

Bombardier presents how smooth integration of the drive train with the complete train control system and the on-board sub systems can work with the customer's maintenance management system to deliver excellent train reliability and availability.

Lecturer: Magnus Jonasson

Exhibitor/host company: Bombardier Transportation

Stand: B02:50

US12: TUESDAY 8 OCTOBER 16.45–17.25

Simulation used for training, validation, design and optimization

Simulation systems are used routinely for the training and competence management of control room staff on UK railways. High fidelity systems that emulate the interlocking and control systems can also be used to validate infrastructure and operational change prior to implementation. This presentation reviews how such systems are being used to increase operational reliability, reduce project risk and enhance railway capacity.

Lecturer: Tim Gray

Exhibitor/inviting company: MSE Weibull, TRE. Stand: B05:98

US15: TUESDAY 8 OCTOBER 16.45–17.25

Effective and efficient Risk analysis

In order to facilitate effective and efficient risk analyses, COWI has developed a methodology that systematically exploits reuse of results between projects. This methodology is based on the fact that the similarities between railway projects greatly outnumber the differences. This lecture presents COWI's approach, theoretically as well as through experiences from real projects.

Lecturer: Rune Winther

Exhibitor/host company: COWI. Stand: B06:50

US18: TUESDAY 8 OCTOBER 16.45–17.25

Products from Skoda for the Swedish and Scandinavian market

Modern trams 15 T ForCity, that you can see in Riga, are easily able to withstand temperature differences + / - 40°C. ŠKODA also produces electric double-deck unit type 675, which today carries passengers on the main railway lines in Ukraine. During the European football championships in Ukraine this year, ŠKODA vehicle proved to be an ecological, useful, rapid and operative transport vehicle. ŠKODA VAGONKA a.s. established itself also on the Finnish market. In 2004, ŠKODA developed, produced and delivered four axle diesel railcars for challenging climate conditions in central Finland.

Lecturer: Tetr Šrámek

Exhibitor/host company: Škoda Transportation

Stand: B07:100

WEDNESDAY 9 OCTOBER

KEY SEMINAR 2, 13.00–14.30

MARKET OPENING IN THE NORDIC REGION – AND EU

In Sweden railway services are completely open to competition. Deregulation in other Nordic countries has not gone so far, particularly when it comes to passenger traffic. Denmark and Finland are now both facing a more open market for rail services. According to the European Commission's proposed Fourth Railway Package, all national passenger traffic markets must be open to competition by 2020.

The Commission would also like to see a complete separation between infrastructure managers and operators as a main principle. There are strong trends in the opposite direction. France, for example, has plans to integrate the infrastructure manager and national rail operator SNCF.

What does the future hold for the railway market? How can a system with a lot of operators be made as uncomplicated as possible, for example when it comes to approving vehicles?



Keir Fitch



Gunnar
Alexandersson



Staffan Hultén



Anders Karlsson

THE FOURTH RAILWAY PACKAGE

Keir Fitch, DG Move, Cabinet of Vice President Siim Kallas, European Commissioner for Transport

DEREGULATION OF THE SWEDISH RAILWAY FROM AN EU PERSPECTIVE

The deregulation and re-regulation of the Swedish railway has been under way for 25 years. In recent years the focus has been on opening the whole network to competition, with full effect from the end of 2011. There have also been organisational changes, such as the formation of the Swedish Transport Administration. Furthermore, several changes in regulations have been brought about by EU rules and directives. This talk gives a historical overview and description of the current situation with potential areas for improvement, based on the ongoing government report into the organisation of the railway.

Gunnar Alexandersson, Doctor of Economics, Report into the organisation of the railway

SWEDEN'S PUBLIC TRANSPORT ACT AND COMPETITION

Commercial traffic is both a winner and a loser in Sweden's new Public Transport Act. The main gain is that they can run commercial intra-regional services. The main loss is that the regions get to run inter-regional traffic services. These services have knocked out commercial rail services along the West Coast trunk line. The major dilemma for commercial railway companies is that they are both competing with and providing subsidised services. On the Stockholm-Uppsala route, for example, SJ is competing with itself as the company runs subsidised commuter trains and commercial rail services.

Staffan Hultén, Associate Professor, Stockholm School of Economics

Moderator: *Anders Karlsson, TRAFIKFORUM/
Transport Logistik iDag magazines*

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will be held in
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EXHIBITOR SEMINARS

US25: WEDNESDAY 9 OCTOBER 9.00–9.40

Trackbed Evaluation: Optimising Maintenance and Renewals

The quality of track, continued track component performance and subsequent maintenance are highly dependent upon trackbed condition. This is well recognised in the international railway industry with trackbed performance seen as a key factor in the deterioration and whole life cost of railway tracks, and ultimately safety of the line at high speeds. The presentation explains how URS uses a range of novel investigation and asset management techniques to develop bespoke maintenance and renewal programmes for sections of rail infrastructure. Regular condition surveys together with appropriately timed and designed interventions help to optimise planned maintenance and minimise the need for unforeseen repairs. The financial, management and safety benefits of this approach, which is suitable for public or privately owned infrastructure, are substantial. The approach called "Total Route Evaluation" can be applied to ongoing programmes of site specific renewals to major route/network upgrades.

Lecturer: Matthew Brough

Exhibitor/inviting company: URS Infrastructure & Environment UK Limited

Stand: B09:24

US26: WEDNESDAY 9 OCTOBER 10.00–10.40

Total Cost of Ownership

The balance between remediation and prevention is a classic problem in the maintenance work. This seminar describes how this affects the total cost.

Lecturer: Lars-Ove Mogren, Bombardier Transportation Stockholm, Poul Schram, Bombardier Transportation Copenhagen

Exhibitor/host company: Bombardier Transportation

Stand: B02:50

US30: WEDNESDAY 9 OCTOBER 16.45–17.25

Truly Uninterrupted Train-to-Ground Communication

A data communication system (DCS) for railway applications provides both ground-based and onboard applications with a solution for exchanging information where and when it's needed, irrespective of the position of the train. The usual DCS architecture for railway applications is an integrated Ethernet-IP network that includes a wired backbone network, wireless wayside network, and onboard network, with the onboard network handling communications between all communication-based train controller (CBTC) sub-systems. A CBTC must be protected by a robust security system and requires continuous communication in circumstances where roaming is an unavoidable reality and occurs at very high speeds. For this reason, fast secure roaming and complete redundancy for a DCS are fundamental requirements for achieving smooth CBTC operation.

Lecturer: Axel Luedecke, Moxa

Exhibitor/host company: Cat AB

Stand: B03:11

US32: WEDNESDAY 9 OCTOBER 15.45–16.25

MIRF (Mobile Intelligent Routing Framework)

The MIRF software is a full-stack framework that helps customers develop multiple-WAN routing application on wireless computers. Faster, Easier, and Shortens Customer Development Time and Simplified Coding.

Lecturer: Matthias Laubner, Moxa

Exhibitor/host company: Cat AB

Stand: B03:11

US34: WEDNESDAY 9 OCTOBER 14.45–15.25

Optimized track and switch grinding without possession time

For centuries rail grinding has been time consuming and troublesome to plan and execute due to expensive and inflexible track possession times, often resulting in Maintenance

Managers being one step behind the development of rolling contact fatigues. But, thankfully, times are changing. For some time now Vossloh Rail Services offers revolutionary preventive and corrective grinding methods for both switches and tracks providing grinding not only in sync with the timetable but also at a very high level of quality. With flexible hand held units all wear parts in the switches can be ground, if necessary, in combination with qualified repair welding. The track is naturally ground with a superior grinding quality by means of High Speed Grinding in speeds up to 80km/h resulting in a dramatically increased rail life cycle and an acoustically optimized rail.

Lecturer: Konstantin von Diest

Marcel Taubert

Exhibitor/host company: Vossloh Rail Services

Stand: B06:20

US35: WEDNESDAY 9 OCTOBER 15.45–16.25

How do our future trams better meet the needs of passengers?

Bombardier provide an industry outlook on the development of future trams. The outlook is based on how best to meet passenger's needs both in terms of demographic changes and passengers' preferences.

Lecturer: Gotthard Singer

Exhibitor/host company: Bombardier Transportation Vienna

Stand: B02:50

US36: WEDNESDAY 9 OCTOBER 16.45–17.25

The TRAXX – locomotives, experiences and future development

Experiences of service with TRAXX locomotives on the Nordic market will be presented. Also future development of the TRAXX locomotives such as diesel locomotives and dual mode locomotives will be presented.

Lecturer: Mattias Nemitz

Exhibitor/inviting company: Bombardier Transportation Zürich

Stand: B02:50

THURSDAY 10 OCTOBER

KEY SEMINAR 3, 13.00–14.30

FROM TRAIN CHAOS TO TRAIN ORDER AND A ROBUST RAILWAY

Train delays have major consequences. People's days are thrown into disarray, companies' supply chains are broken and products do not reach customers just in time.

The media often depict Sweden's train system as being in constant chaos. Yet Swedish Transport Administration statistics show that punctuality is improving and 97% of all passenger trains and 83% of all freight trains were delayed by a maximum of 15 minutes last year.

So how bad really are things on the Swedish railways? Are they as bad as the headlines claim? And above all – when will the railway be considered equally reliable as road transport?

TRANSPORT ANALYSIS – FROM TRAIN CHAOS TO TRAIN ORDER

Is the so-called train chaos a genuine problem or a media construction? The Transport Analysis organisation provides decision-makers with relevant information; the starting point is the transport policy goal to provide long-term sustainable transport which is efficient in terms of public finances. Transport Analysis introduces this key seminar by giving an idea of the extent of train delays in different parts of Sweden.

Fredrik Lindberg, Statistician, Transport Analysis

TRAIN CHAOS – MYTH OR REALITY?

Signal faults, overhead line faults, a bag at a station, short circuits, missing train drivers and so on. A simple fault in a large system and everything falls apart? How can a simple fault have repercussions across the whole country? Commuters pay with time and society with money when transport services come to a halt. Are the problems really that big, or do other factors come into play? They are counted in costs to society, time and falling passenger numbers, but is this the actual reality, and what can be done to address the problems?

Alex Landex, Lecturer, Technical University of Denmark, Department of Transport

VULNERABILITY IN THE SWEDEN-DENMARK-CONTINENT CORRIDOR

How important parts of Sweden's trade and industry are affected by a derailment in Denmark.

Mats Erkén, Managing Director, ScandFibre Logistics AB

VULNERABILITY IN THE FREIGHT TRANSPORT SYSTEM

Mats Nyblom, Managing Director, Hector Rail

VULNERABILITY IN THE PASSENGER TRANSPORT SYSTEM

Jonas Skovgaard, Head of SJ Traffic Management, SJ AB

PANEL DEBATE

Concluding discussion with the lecturers and Morgan Rehn, Head of Unit Swedish Transport Administration

Moderator: *Ingemar Lundin, Senior Consultant, Ilunakonsult*



Fredrik Lindberg



Alex Landex



Mats Erkén



Mats Nyblom



Jonas Skovgaard



Ingemar Lundin

The key seminars will be held in Swedish with interpretation into English.

THEME: SAFETY AND SECURITY

FS43: THURSDAY 10 OCTOBER 9.00–9.40

Train Passenger Safety

To attract a broad group of passenger, the comfort of being safe onboard the train is an essential factor. In this seminar a researcher and an industrial designer describe how the train interior should be designed to obtain passenger comfort from a passenger safety perspective.

*Lecturer: Olle Lundberg, Lundberg Design
Matthias Marggraf, Bombardier Transportation
Germany*

FS44: THURSDAY 10 OCTOBER 10.00–10.40

Active and passive safety for LRV

Safety for LRV passengers concerns people outside and inside the vehicles. Many cities determine their public transport decision on how well the public traffic can be integrated in the cities.

The seminar touches base on how good internal and external technical design and equipment safeguard all citizens.

*Lecturer: Matias Cindric, IndustrialDesign
Gotthard Singer, Bombardier Vienna*

FS45: THURSDAY 10 OCTOBER 11.00–11.40

From forensics to real-time surveillance

The transportation sector is fairly unique in its complexity. Incidents happen throughout the disparate areas of a transit system all of the time. Whereas analog CCTV was essentially seen as an investigative tool (used after the event), ongoing developments in network video technology mean that cameras now play a crucial role in the prevention and reduction of the effects of incidents as well as increasingly becoming effective business and operational tools.

Lecturer: David Thomasson, Axis Communications UK Ltd

US42: THURSDAY 10 OCTOBER 11.00–11.40

State-of-the-art ultrasonic inspection systems for wheel set components and rails

Wheels and axles of trains are exposed to high dynamic stress which may result in cracks and other damage and eventually lead to a higher risk of accidents. Early detection makes it possible to trace minor deficiencies, while improving safety and raising long-term cost efficiency.

As established market leader for automated ultrasonic testing systems, NDT Systems and Fraunhofer IZFP has become a player in the railroad market with a comprehensive range of innovative products for rails, railroad wheels, wheel sets and axle inspection.

These automated ultrasonic inspection systems inspect wheels and axles in the maintenance and production process. High flexibility, easy integration in maintenance revision cycles, short testing times, easy data analysis as well as quick and complete readout of results are the prime features of our products.

*Lecturer: Wolfgang Kappes, Fraunhofer IZFP
Andreas Knam, NDT System & Services
Exhibitor/host company: BL Consult
Stand: B05:21*

US44: THURSDAY 10 OCTOBER 10.00–10.40

Ensuring ERTMS development in the Nordic countries

The roll-out of the re-signalling of the entire Danish railway network is on its way. Norway is heading in the same direction and large projects are also in planning in Sweden.

Alstom have equipped a large part of the signalling systems in Europe with safe and effective onboard and trackside ERTMS signalling solutions.

Alstom will present the Danish re-signalling project and how this and other European experiences can be applied to the Nordic environment.

*Lecturer: Christian Algreen Ussing
Exhibitor/host company: Alstom
Stand: B03:68*

Welcome to the party!

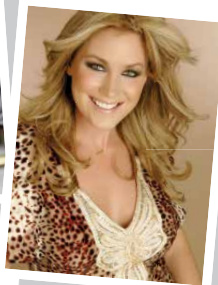
This year will be the tenth anniversary for Elmia Nordic Rail, and we're celebrating with gold, glitz and glamour.

On Wednesday October 9th we are setting the stage for the Nordic Rail Gala Dinner at Elmia – an evening with firstclass food, entertainment and music. The hostess for the evening is Sarah Dawn Finer, who will not only be performing herself, but will have the pleasure of introducing the artists Jessica Andersson and Magnus Carlsson.

Order tickets

Order tickets from elmia.se/nordicrail or elmia.se/futuretransport. But don't delay. The venue has a maximum capacity of 1,600 (compared to the 2,400 tickets sold for the Nordic Rail Buffet at the previous fair).

Tickets cost SEK 595 if you have purchased a Conference Package. The Gala Dinner ticket alone costs SEK 1,250 (exc. VAT).



WE ARE NOT
HOLDING THE TRADITIONAL
NORDIC RAIL BUFFET THIS YEAR
BUT A
**GALA
DINNER
INSTEAD!**

OCTOBER 9TH
19.30
WELCOME!

Menu

WELCOMING DRINK



STARTER

Seared Salmon Shichimi Togarashi with soy mayonnaise and Scallop Saint-Jacques, with horseradish-spiced cucumber and crisp white radish.

Wine: Classic Riesling, Peter Lehmann Wines, Australia



MAIN COURSE

Minced spring chicken from Tocka Gård with sage cockerel sausage. Cherry gravy with potato terrine and prästost ('priest's cheese'), topped with fresh herbs and a vegetable garnish (artichoke heart, parsley root purée, tomato, carrot and green asparagus).

Wine: Suri Barbera D'asti, Piedmont, Italy



DESSERT

Chocolate mousse with raspberry frappe and meringues.

Wine: Beaume de Venise, France

Coffee

IMPORTANT INFORMATION!

CONFERENCE PRICES

Pre-ordered tickets may be collected when registering at Elmia. Prices exclude VAT.

Conference SEK 2,500

Gala Dinner ticket with conference package SEK 595

Gala Dinner ticket alone SEK 1,250

Matchmaking 9–10 October SEK 2,250

Includes participation in the matchmaking event, lunch and afternoon coffee on the Wednesday, one ticket to the Gala Dinner, morning coffee and lunch on the Thursday.

Admission to the fair

Admission free to anyone who works in the industry and to anyone with an entry card. Other visitors pay SEK 200 including VAT. Price includes admission to the fair and all exhibitor seminars.

Registration

Please register at elmia.se/nordicrail or elmia.se/future-transport. Registration is binding. Participants may register until the start of the programme, depending on availability. Await confirmation from Elmia. Conference fees are paid by invoice.

CANCELLATION

In the event of cancellation by 5 September 2013, 40% of the fee will be charged. In the event of cancellation after 5 September 2013, the whole fee will be charged. Registration may be transferred to another person in the same company/organisation.

HOTEL ACCOMMODATION AND TRAVEL

Book accommodation and travel in plenty of time! Destination Jönköping will help you with your accommodation and travel arrangements. Make your bookings at: destinationjonkoping.se or by phone on +46 36 10 71 71.

CONTACT

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TRADE FAIR OPENING TIMES (CET)

Tuesday 09.00–17.30

Wednesday 09.00–17.30

Thursday 09.00–16.00

FURTHER INFORMATION

elmia.se/nordicrail

elmia.se/futuretransport



What do you think about the programme?
What questions would you like to ask
the speakers?

facebook.com/elmianordicrail

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