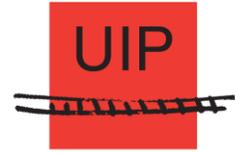


# POSITION PAPER/CONSULTATION RESPONSE

August 2019



## INTRODUCTION

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As a member of ERRAC and the Users Group of IP5 of Shift2Rail, UIP, the International Union of Wagon Keepers, welcomes that rail was included in the list of potential institutionalised European Partnerships as it is a crucial R&I area for the successful delivery on Union priorities jobs and growth, the Digital Single Market, the Energy Union and climate action. With rail standing out as the most carbon-conscious transport mode, the Modal shift to rail is an opportunity to reduce the impact of mobility on the environment and human health. Therefore, it is important that the 9th Framework Programme continues to fund rail research projects fostering the rail sectors competitiveness through new innovative solutions.

## UIP position on the European Partnership for transforming Europe's rail system

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The strength of the S2R JU lies in its ability to overcome market fragmentation by bundling the expertise of major rail stakeholders, partners and research institutions, as well as its ability to ensure sufficient financial resources as a public-private partnership and improve the direct leverage of investments.

This is why, UIP appreciates the efforts of fostering a new generation of European Partnerships to ensure synergies between R&I and the Connecting Europe Facility which shall continue to support the roll-out and deployment of innovative technologies in the rail sector.

In addition, we would like to draw special attention to the following projects which will help the rail freight sector to deliver on the White Paper objectives:

- Intelligent wagon and predictive maintenance with a focus on cargo condition monitoring, wagon design, predictive maintenance;
- Freight Automation on lines and in yards with a focus on automated guided vehicles, automation of disposition processes in marshalling yards;
- Development of functional requirements for sustainable and attractive rail freight with a focus on KPIs for freight, wagon specifications for condition-based maintenance and real time yard management;
- Market deployment of innovative solutions like digital automatic couplers.

Consequently, to enable the advancement and market uptake of the results of Shift2Rail on these projects, it is of tantamount importance that a Shift2Rail follow-up programme is established in the form of a Joint Undertaking. Doing so will also ensure coherence with the scope and depth of the rail research programme as described in the ERRAC 2050 vision paper.

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## [CONCLUSIONS]

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**Against this background, UIP would like to express its preference for Option 2: Institutionalised partnership to create a dedicated administrative structure to coordinate R&I in the form of a joint undertaking (JU).**

**Moreover, the admission process to this JU should be simplified and structured in such a way as to make it easier for small- and medium-sized companies, as well as consortia thereof to join.**

**The involvement of all rail stakeholders is key!**

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Founded in 1950, the UIP – International Union of Wagon Keepers, with its seat in Brussels, is the umbrella association of national associations from fourteen European countries, thus representing more than 200 freight wagon keepers and ECMs with more than 210'000 freight wagons, performing 50 % of the rail freight tonne-Kilometres throughout Europe. The UIP represents the members' concerns at international level. By means of research, lobbying and focused cooperation with all stakeholders and organisations interested in rail freight transportation, the UIP wants to secure on the long term the future of rail freight transport. [www.uiprail.org](http://www.uiprail.org)