



## Press release

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### **UIP Members concerned about additional cost burden resulting from new regulation**

International and cross-border traffic of rail freight wagons has been common and safe practice for decades – within and even outside EU member states – long time before the EU legislation on interoperability and safety entered into force.

Following the more recent EU legislation on interoperability and safety of conventional rail, the placing into service, the registration and operation of the interoperable freight wagons have to follow a new regime, which is laid down in EU Directives and Technical Specifications for Interoperability “TSI”s.

Dr Eckart Lehmann, President of the UIP, states *“on the one hand the new legislation has opened the railway market and namely the freight market in favor of the private wagon keepers, but on the other hand, some of the regulations imposed additional cost burden on the UIP members, which cannot be absorbed by the keepers”*.

Therefore the UIP has taken the decision to establish an internal working group in order to

- investigate the cost impact to the UIP members resulting from existing and future legislation,
- propose the optimum solution to the sector platforms and the EU authorities with the goal to balance the cost and benefit from the point of view of the private wagon keepers

and thus to effectively serve and support the mechanism of impact assessment already in place during the drafting of new EU legislation.

Brussels, 6<sup>th</sup> April 2011

**Union Internationale des Wagons privés \* Internationale Privatgüterwagen-Union \* International Union of Private Wagons**

Founded in 1950, the International Union of Private Wagons, U.I.P. encompasses today 15 national associations within Europe and has its seat in Brussels. It represents keepers, workshops, shippers, users and other parties interested in about 180.000 private rail freight wagons running in Europe. The economic importance of the fleet of private wagons is a combined result of specialization and use of efficient logistics processes such that the total private wagon fleet produces nearly half of all tonne-kilometers carried on rail in Europe