



International Union of Wagon Keepers a.i.s.b.l.

2011

62nd Management Report



Contents

	page
Management of UIP	2
I. Preamble	3-6
II. New UIP structure	7
III. Report on UIP activities	8-19
IV. The internal life of the UIP	20-21
V. UIP Working Groups	22-24
VI. Congress	25-32
Appendix I Results and balance sheet	33-34
Appendix II Auditors' report	35
Appendix III Members' list	36-37
Annual general meetings	38-39

Cover photographs:
© Ludovic Gra

Management of UIP in 2011

Directors' Committee

President:	Dr Eckart Lehmann (Switzerland)
Vice-Presidents:	Dr Heiko Fischer (Germany) Bruno Dambrine (France)
Secretary General:	Dr Holger Segerer
Treasurer:	Philippe Boucheteil
Members:	Per-Anders Benthin (Sweden), Vincent Bourgois (Belgium), Robert Brook (United Kingdom), Doryan Chernev (Bulgaria), Lubos Conka (Slovakia), Bruno Dambrine (France), Luis Del Campo (Spain), Dr Heiko Fischer (Germany), Dr Eckart Lehmann (Switzerland), Johannes Mansbart (Austria), Nucu Morar (Romania *), Mauro Pacella (Italy), Michal Pokorny (Czech Republic), Gabor Turi (Hungary), Don van Riel (Netherlands)

Management Committee

President:	Dr Eckart Lehmann
Vice-Presidents:	Dr Heiko Fischer Bruno Dambrine
Treasurer:	Philippe Boucheteil
Secretary General:	Dr Holger Segerer
Head of the UIP Delegation in the GCU Joint Committee:	Stefan Lohmeyer
Members:	Per-Anders Benthin, Luis Del Campo, Johann Feindert, Guido Gazzola, Jürgen Hüllen, Josef Küttel, Markus Vaerst

General Secretariat

Secretary General:	Dr Holger Segerer
Avenue Herrmann Debroux 15A B - 1160 Bruxelles	
Telephone:	(+32) 2-672 88 47
Telefax:	(+32) 2-672 81 14
E-mail:	info@uiprail.org
Website:	http://www.uiprail.org

* Romanian Association presently dormant

I. Preamble



UIP Presidium as elected on 8th February 2012:
E. Lehmann, President (centre), B. Dambrine (left) and P.-A. Benthin (right),
Vice-Presidents

Dear members,

2011 was another challenging year for the UIP, its members and the whole rail freight sector. Market recovery after the crisis in the last decade slowed down, and competition with other modes of transport remained challenging. UIP took this into account in its activities during the year 2011. Among those activities, two new UIP working groups started their work in 2011:

- The working group “Economic Impact” investigated the cost impact resulting from the rules and regulations applied to rail

freight cars during the last few years. The work resulted in a comprehensive report which was published in November 2011 and which received a broad attention aiming to intensify the existing dialogue between the sector and the authorities and politicians at international and national levels.

- The GCU working group internally prepared the UIP proposals for a number of amendments/modifications to the GCU and reorganized the “GCU Forum”, thus becoming an effective mirror group for the GCU Joint Committee and its attached working groups.

All other traditional UIP working groups and committees continued their important work of defining and defending the members' interests, as described in the following sections of this report.

UIP presented its views on major topics of relevance to its members at all levels, i.e. with DG MOVE and ERA, in the sector platforms like NRB, GRB, Task Force Maintenance and the Joint Sector Group. This work was accompanied by appropriate press releases:

- DG Move and ERA should adopt a stronger position towards the Member States in ensuring the full transposition of EU laws in the Member States, without diverging interpretations and/or additional rules which prevent the free traffic and interoperability of rail freight cars. This underlines the need for a harmonized European approach to noise related rules such as NDTAC and to funding upgrades for rail freight cars.
- UIP sees the need to review the recent rules and regulations in terms of cost, benefit and safety, based on the published report on economic impact.

- UIP continues to encourage the sector to intensify its cooperation with the authorities, promoting proactive self-regulation rather than allowing these authorities to impose rules and regulations.

During the year 2011 the difficult transition process from the task force maintenance towards a permanent sector platform, the "rail freight focus group", was started. In order to keep the important activities running smoothly, UIP adopted the interim chairmanship for the Joint Sector Group, which is the sector's mirror group of the task force, as long as the permanent platform is not established.

In addition, UIP's successful Congress 2011 took place on 30th September 2011 in Bern, Switzerland, on the theme of strengthening rail freight competitiveness. Three moderators, 15 speakers and 135 participants with international and trans-sectorial background in rail freight engaged in a lively discussion about proactive ways forward, covering a range of topics from interoperability and safety to harmonization of measures, resulting costs and vehicle data exchange.

Last but not least, the RSRD² project successfully passed its design and test phases. The UIP campaign for its promotion resulted in close attention and wide interest for the system in the sector and namely at DG MOVE. The challenge for 2012 will be to perform the transition from a project into a neutral sector platform, open for all interested parties.

We thank personally all members, which contributed to this positive visibility of UIP within the sector.

Within UIP, our new Technical Coordinator Gilles Peterhans started his work in March 2011 and quickly got involved in numerous internal and external activities for UIP.

A UIP task force investigated a more modern and focused structure for the future organization of UIP, and proposed updated statutes and internal rules and regulations. The goal was to adjust to our present and future environment, which demands a more proactive role with faster responses and decisions than in the past, and to integrate UIP and its members by providing greater transparency in the

formulation of our positions and an improved flow of information at all levels. The members of the task force held three meetings and several conference calls and presented a first proposal for a new structure already in March 2011. The subsequent difficult discussions during the year finally resulted in a proposal for new statutes and internal rules for UIP. On 29th September 2011, the General Assembly voted unanimously for this new structure, with a new and smaller Executive Board where there is well balanced representation of the four biggest wagon keepers as well as of the UIP's national member associations.

Each member of the Executive Board is actively managing a defined area of UIP activities. "Topical Committees" have been established as interdisciplinary working teams for specific topics like economic impact, interoperability, safety, data exchange and GCU. The task of each committee is to prepare common UIP positions related to its working topic, thereby generating input for press releases and for external working groups, in particular DG MOVE and the ERA.

A National Associations Committee will be chaired by the UIP Secretary General, bringing together representatives from all UIP member associations, typically their Secretaries General, with a view to achieving better integration and coordinating the operational activities of the UIP and the member associations.

The new presidium, the members of the Executive Board as well as the Committee Chairmen were established during an extraordinary General Assembly and the first meeting of the new Executive Board on 8th February 2012.

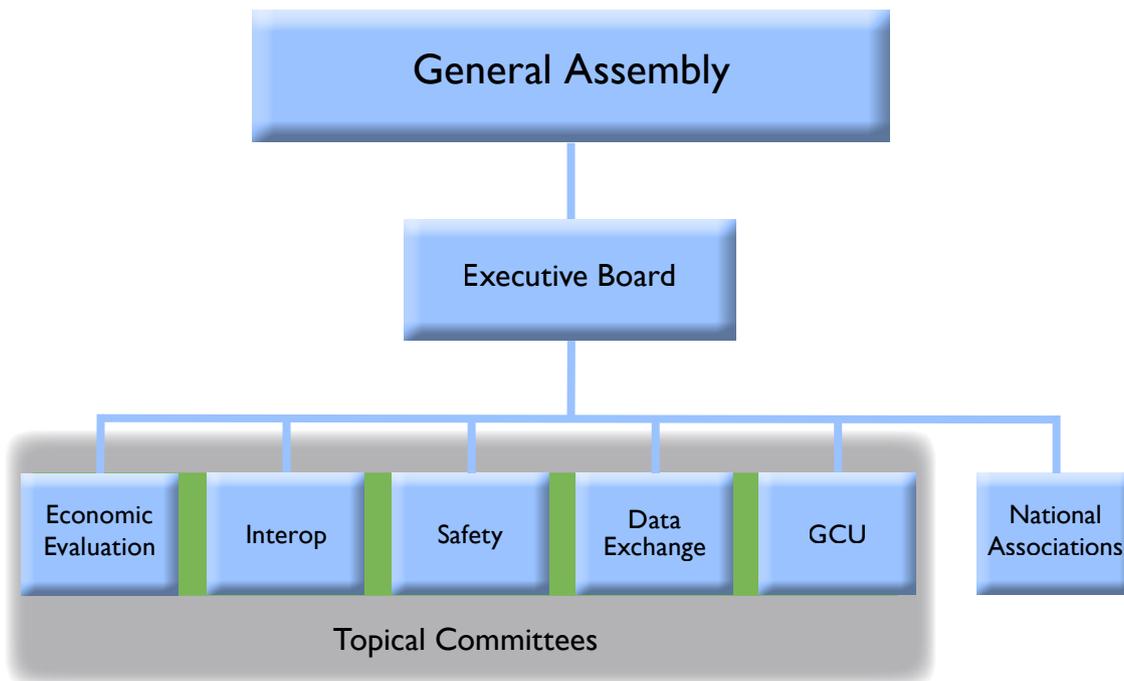
At this occasion, we like to thank all members who supported this important change towards a modernized UIP but at the same time we have to remind, that we need a change in mindset towards the very active cooperation and contribution of all members to make the new structure alive and functioning.

Yours sincerely

Eckart Lehmann
UIP President

Holger Segerer
Secretary General

II. New UIP structure



Executive Board

E. Lehmann	President
P.-A. Benthin	Vice-President
B. Dambrine	Vice-President
J. Bauer	
H. Fischer	
G. Gazzola	
J. Mansbart	
F. Walewski	

Committee Chairmen

Economic Evaluation:	M. Vaerst
Interoperability:	J. Wirtgen
Safety:	R. Kogelheide
Data Exchange:	G. Peterhans
GCU:	S. Lohmeyer
National Associations:	H. Segerer

Status 08.02.2012

III. Report on UIP activities

Overview

During the year 2011, the UIP continued its activities defending the interests of its members on the European level in our relations with DG MOVE, ERA and other important sector associations. Besides the work on the new structure and the successful UIP Congress on 30th September 2011 in cooperation with VAP in Bern, the focus of activities was set on the following:

- Forums of the Representative Bodies
- ECM regulation
- ERA Task Force Maintenance of Freight Wagons
- Development of a new TSI Freight Wagon
- Dangerous goods
- Report on economic impact
- GCU
- RSRD² development and test phase

Forums of the Representative Bodies “NRB” & “GRB”

The sector held four full day meetings of the Network of Representative Bodies (NRB) in Lille at the invitation of ERA. The NRB is the official platform of ERA and the European sector associations, with the participation of the ERA Director and Heads of ERA Units as well as the General Secretaries or Executive Directors of the sector associations. It performs a high level exchange of views and

discussion/solutions of problems in the EU rail sector (financial, political, technical) related to ERA workscope.

In addition, 11 meetings of the Group of Representative Bodies (GRB) took place in Brussels. The GRB is the recognized platform of the European sector associations and thus mirrors the NRB, its main task being to prepare NRB meetings. As the General Secretaries and Executive Directors of the associations participate, this circle reinforces the close links between key players in the sector associations and aims to define common sector positions as far as possible. By nature, only a portion of the topics relevant to the sector as a whole apply to UIP and its members. The most important topics for UIP in 2011 were:

- Request for a GRB observer seat in RISC (recently refused by RISC)
- Discussion of the planned Safety Platform (ToR, structure, participants, character of resolutions)
- UIP report on Economic Impact (presentation by the head of UIP’s working group M. Vaerst at GRB’s December meeting)
- Registers – UIP opinion presented based on the “internal guideline” document released by the UIP management committee
- Future role of ERA and DG MOVE: Sector demand for a stronger position versus member states and NSAs

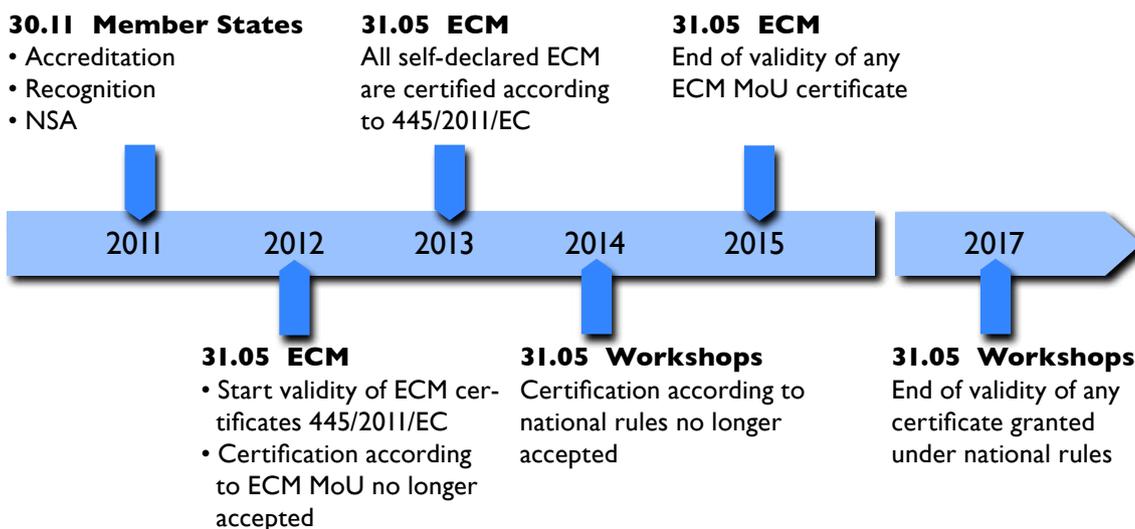
- Revision of the ERA work plan (topics, timing, sector experts required)
- Establishment of an informal but regular contact with ILGRI (informal platform of important NSAs)
- Sector link to JPC-R as advisory platform for EN standards for the rail sector.

Apart from the fact that NRB/GRB contributes a lot to the team spirit amongst the associations and with ERA, the appeal of regular participation for UIP as smaller sector association is that NRB/GRB platforms are one of several channels – alongside direct contact with DG MOVE and ERA, bilateral contacts, existing WGs, press releases, etc. – for putting across UIP opinions and positions, thus helping to present a consistent view of

UIP and/or sector positions, which is important to get things moving in Europe.

ECM Regulation

With the new ECM Regulation 445/2011/EC, in force throughout Europe since 31st May 2011, the certification of Entity in Charge of Maintenance as provided by Safety Directive 49/2004/EC is now reality. For countries outside the EU, equivalent requirements are also in force through the adoption, at the 4th session of the Committee of Technical Experts in Bern (14th-15th September 2011), of the OTIF rules for certification and auditing on Entity in Charge of Maintenance. The relevant deadlines are summarized in the figure below:



Further to the elaboration of the regulation, the UIP representatives have been involved in drafting the sectorial accreditation and certification schemes which provide common requirements on the tasks and obligations of accreditation and certification bodies. The schemes are only mandatory (through EA/MLA) within the member states having chosen the accreditation framework. For the other member states (under recognition or NSA framework), equivalent national schemes have to be developed and provided to ERA for opinion and approval through the EC. Last but not least, an ERA ECM guideline is under consultation and should be released shortly.

Under the provisions of Art. 6 of ECM Regulation 445/2011/EC, the UIP is still playing an active role within the platform for the cooperation of certification bodies and will keep the members informed on relevant further developments.

ERA Task Force Maintenance of Freight Wagons

The ERA Task Force Maintenance of Freight Wagons continued working on the common action plan in 2011, although the formal mandate has actually expired and the final report

was delivered to the European Commission within the given time limit. It was agreed in the short term to have two meetings in 2011 to assure the follow-up to Task Force activities. In fact the Joint Sector Group as the voice of the sector within the Task Force on Harmonisation of Freight Wagon Maintenance (new name) had seven meetings and the Task Force itself three! Without coming back to the details of the discussions on EVIC, EVIC sampling, EWT and the ECCM, it can be said that the Joint Sector Group is currently:

- 1) ensuring the transposition of EWT and ECCM results into European standards (EN 15313)
- 2) working on common maintenance rules for the treatment of overloading issues
- 3) assessing the EVIC measure – and should provide a final report during 2012.

For the long term, the sector organisations and the participating NSAs as well as the Agency expressed the explicit wish to create a permanent structure to deal with future optimal harmonisation in the area of freight transport on the basis of a common approach to risk and cost-effectiveness. As railway freight transport is mainly international, there is today more than ever a strong need to avoid new national rules that could impair interoperability by interrupting movement of freight wagons at the borders.

Furthermore, the present system is mainly working in reactive mode: for instance all actions put in place after the Viareggio accident aimed at avoiding unilateral local measures that could badly harm the competitiveness and inter-operability of freight transport. The European Commission and the Agency consider that a better connection and coordination of different initiatives is crucial and propose setting up a Safety Platform designed to network railway actors including research bodies and NSAs, and also to coordinate freight transport developments proactively with a long term view (target system), while promoting and supporting innovation. The scope of this platform will certainly not be limited to maintenance of freight wagons but will embrace all necessary aspects relevant to railway freight transport. The UIP is participating actively in the current discussions on the terms of reference for such a platform.

Development of a new TSI Freight Wagon

After many meetings and intense discussions, the final draft of the revised TSI freight wagon seems to be widely accepted and should be published in the first half of 2012. The new TSI is much shorter (68 pages) than the old one as many technical details now refer to the relevant EN standards. One long subject

of discussion was the marking (apart from the wagon number as defined in Annex P of the TSI OPE) of freight wagons which are not only “interoperable” but also fulfill the former RIV standards (new Appendix C of TSI WAG). After long discussions even at the level of the European Commission, an agreement on a specific marking (GE or CW) was reached with the Agency and should facilitate the identification of wagon compatibility in the field and ensure safe train operations.

Dangerous goods

The superstructure committee continued its work on dangerous goods and sent representatives to the relevant meetings at OTIF, the European Commission and the Standardization Working Groups.

At the request of the UIP, the “Joint meeting ADR/RID” clarified that:

- modernizations on tanks can be allowed even if the type approval is cancelled (e.g. after 10 years’ general validity)
- such modernizations do not require full scope of assessment. Only the change must be verified in relation to current standards
- and finally such changes need not be generally approved by the issuer of the old type approval.

The topic “How to transport Calcium carbide in Tanks” was taken over from 2010 and finalized with the decision to use L2,5LN coded tanks from 2013 on. Furthermore the implementation of the standards EN 14432 and EN 14433 can be regarded as complete since, with the UIP playing an active role, a transitional period will be implemented in the new RID.

The following topics have been permanent issues for the committee during recent years:

- derailment detection
- BLEVE risks
- drip leakages and
- telematics in dangerous goods transportation.

On derailment detection and BLEVE risks, no significant external decisions were taken in 2011. As in derailment detection the UIP proposed to wait for the final cost-benefit evaluation by ERA (in spring 2012), the position on the proposed additional measures to counter BLEVE risks is strongly negative, as mounting safety relief valves on gas tanks and/or insulating such tanks is seen as creating more risks than safety advantages. Telematics is focused for the moment on road transportation. Only the discussion about preventing drip leakages was nearly finalized. Here CEFIC, supported by the UIP, has drawn up check lists that give advice to the fillers on how to avoid drip leak-

ages. These checklists will be referred to in RID; in 2012 a final decision must be taken on the wording for RID 2013.

An interesting new working topic for the group was the “influence of ECM regulations on transportation of dangerous goods”. It was agreed that all ECM processes define the responsibilities of a wagon keeper regarding proper maintenance in a much more concrete and better way than RID itself. Ideas to refer to ECM in dangerous goods requirements are currently under discussion.

As all working group meetings were organized in conjunction with technical committees, it should be noted that the work of ERA in establishing all ECM papers was mirrored as well.

Working Group “Economic Impact of New Rules and Regulation”

The UIP Management Committee decided in late 2010 to establish a UIP Working Group to identify and quantify the costs for freight wagons as a result of new rules and regulations in the European rail freight sector. The Working Group was chaired by Markus Vaerst (AAE) and eight representatives from Austria, France, Germany, Italy, Switzerland and the United Kingdom participated.

Between May 2011 and September 2011, the Working Group held four meetings and their final report was completed by the end of November 2011 (<http://www.uiprail.org/news.php?id=9>).

The report was published and distributed on a large scale (DG MOVE, ERA, and Sector Associations – i.e. CER, EIM, ERFA, UIC, UIRR and UNIFE), accompanied by several press releases. In addition, its findings were presented on various occasions and there was very positive press coverage.

In its report the Working Group analyzed the most important cost drivers, i.e.:

- 1) Entity in Charge of Maintenance (ECM) certification
- 2) Database for wheelset traceability
- 3) European Visual Inspection Catalogue (EVIC) for axles
- 4) IT systems for Rolling Stock Reference Database (RSRD²)
- 5) Technical provision for wheelset overhaul based on the “European Common Criteria for Maintenance (ECCM)”
- 6) Costs associated with
 - equipping new built wagons with K brake blocks;
 - retrofitting of existing wagons with K- or LL-brake blocks in view of the introduction of Noise Differentiated Track Access Charges (NDTAC).

Based on various reliable assumptions, the six costs drivers identified incur additional costs per wagon & calendar day for an Independent Wagon Keeper (IWK) owning/managing 10,000 wagons ranging between:

- 0.34 € and 1.72 € (for a 4-axle wagon equipped with cast iron brake blocks)
- 2.02 € and 8.43 € (for a 4-axle new built wagon equipped with K-brake blocks)
- 2.97 € and 8.99 € (for a 4-axle existing wagon retrofitted with LL-brake blocks)
- 5.96 € and 12.37 € (for a 4-axle existing wagon retrofitted with K-brake blocks).

Estimated costs for IWKs with 1,000 or 5,000 wagons are even higher.

In addition, significant one-off costs need to be considered for the implementation of the ECM Certification, a wheelset database and RSRD² (Mileage Information).

Assuming that the total costs for a 4-axle wagon represent on average about 20% of total rail freight transport costs, the impacts of the increased wagon costs due to the new rules and regulations versus the total costs for rail freight transport range from 0.35% to 12.56%. This not only threatens overall rail freight competitiveness but places a modal shift towards the rail sector in jeopardy.

Another activity by the UIP WG concerned the implementation of NDTAC.

At national and EU levels, the issue of transaction and administrative costs for different incentive models is vital as well. A respective study commissioned from KCW (Berlin) by several national and international associations was published in June 2011. UIP, together with UIC and ERFA, presented the study in Brussels on 12th July, not only to the press but afterwards to the head of DG MOVE, namely Mr Paquet and his team. On 14th July the three associations published a joint press release, asking the European Commission to consider a direct funding scheme hosted at EU level. This model should consist in a mileage related bonus for retrofitted freight wagons paid directly to the wagon keepers. It would significantly reduce the high administrative costs, which according to the KCW study could amount to 5.8 billion euros, and is also much more likely to achieve the primary objective, which of course is supported by UIP: reducing rail freight noise.

The same position is taken by UIP in the “DERC Working Group of Experts”, which held its first meeting in February 2011 and will advise the Commission’s services on issues related to the implementation of NDTAC across Europe:

While rail track access charging systems differ greatly across Member States, political and

budgetary contexts are not identical, neither is the composition of the freight wagon fleet. The introduction of NDTAC will add another element to these systems. However, a harmonisation of NDTAC is necessary for it to function on a EU-wide scale. Therefore the main aim of the Working Group is to discuss and propose practical solutions on how to harmonise NDTAC schemes across Member States, focusing on financial aspects. In particular, the group will deal with noise emissions from freight wagons, for which incentive schemes for retrofitting, based on NDTAC, are to be set and applied. The group is to develop scenarios for the implementation of NDTAC to be introduced on a mandatory basis through the Recast of the First Railway Package. The group is also tasked with discussing and agreeing general principles for the charging scheme and its financial aspects.

General Contract of Use for Wagons (GCU)

By mid-2011 the General Contract of Use for Wagons (GCU) had been in existence for five years and over this period of time had proven to be a reliable contractual basis for the use of wagons in most freight train operations in Europe.

In this past year, UIP again continued to accompany and support the development of the GCU through the UIP delegation in the GCU Joint Committee and the participation of UIP experts in the GCU working groups.

GCU amendments 2011

2011 saw a number of amendments to the GCU being proposed by the GCU Joint Committee to the signatories and/or already taking effect:

In March 2011 a set of three proposed amendments was sent to the signatories, containing among other minor modifications a proposal for a new Appendix 13 of the GCU introducing a catalogue of small repairs on wagons to be carried out by mobile repair teams instead of sending the wagons to a workshop. This amendment, aimed at speeding up the return of only lightly damaged wagons into circulation, was accepted by a great majority of the signatories and entered into force as of 1st January 2012, while the other minor modifications were accepted unanimously and therefore already took effect on 19th September 2011.

On 1st May 2011 the implementation of the European Visual Inspection Catalogue for

wheelsets (EVIC) into Appendix 10 of the GCU entered into force, following approval in 2010 by a majority of the signatories – in the view of the railway sector, the ERA and the EU Commission an important step towards improving railway safety.

In August 2011 another proposal for an amendment regarding modifications of Annexes I and II of Appendix 9 of the GCU was sent out to the signatories which, following unanimous approval, took effect on 1st December 2011.

A new consolidated text version as of 1st January 2012 containing all the modifications mentioned above is about to be published on the GCU website.

GCU Joint Committee and GCU Bureau

As of the end of 2011, Eric Peetermans (SNCB) retired and was therefore replaced as Co-Chairman of the Joint Committee for UIC/ERFA by Nicolas Czernecki (SNCF). The UIP delegation in the Joint Committee stayed unchanged – Stefan Lohmeyer (VTG, Co-Chairman of the Joint Committee for UIP), Per-Anders Benthin (TRANSWAGGON), Philippe Boucheteil (AFWP, GCU

Auditor), Bruno Dambrine (ERMEWA) and Johann Feindert (GATX).

As the GCU Trustee Pierre Tonon was not available for another term following the end of his current term on 31st December 2011, a new Trustee had to be elected as of 1st January 2012. A sub-committee set up by the Joint Committee interviewed several candidates, among whom Mr Floris Foqué, like his predecessor an engineer and Belgian citizen, was chosen to be proposed to the signatories. This proposal was unanimously accepted by the signatories and Mr Foqué took over the GCU Bureau as of 1st January 2012.

UIP internal GCU Working group

The following 10 (of 14) UIP member associations agreed to nominate a representative for the UIP internal GCU Working Group: Austria VPI, Belgium BeWag, Czech Republic SPV, France AWFP, Germany VPI, Italy ASSO-FERR, Netherlands NVPG, Spain FAPROVE, Sweden SPF, Switzerland VAP.

The UIP internal GCU Working Group started its work on 20th January 2011 with the Kick Off meeting in the VPI Austria premises in Vienna, where the first topics were col-

lected. In 2011 the Kick Off was followed by three further meetings – on 17th May in Hamburg, on 23rd June in Milan and from 18th to 19th November in Geneva.

The duties of the working group are to handle GCU issues which arise in the daily practical work within the UIP member states. The different experiences are to be summarized to form and represent a common UIP position. The UIP GCU forum ceased work and the UIP internal GCU Working Group took over the tasks of the forum, aiming to forge a much closer relationship with the signatories of the GCU. Each national representative took on the role of a contact person within his association to be contacted about any GCU-related questions. The questions are to be solved by the representatives – if not, the topic will be transferred to the working group and will be discussed during the next meeting.

Representatives of the UIP internal GCU Working Group were also delegated to the UIC working groups Appendix 9 and II and Appendix 10. In the meantime the modification of Appendix 9 was finished and published. The UIP delegates participated in several meetings and a good working relationship was established.

The UIP internal GCU working group collaborated on different proposals for amendments from part of the UIC and a good basis of communication lead to a successful development. Requests of UIP members (national associations) were also integrated in proposals for amendments and have been forwarded to the UIC to be discussed.

As a summary, the working group has reached an efficient and successful working spirit.

RSRD² Project

Status of the project

The year 2011 was a year of progress and success for RSRD².

The software development started early in March and was completed in autumn as planned. It was very closely monitored by the project manager and a team of wagon keepers.

In August comprehensive tests were carried out by wagon keepers and the results confirmed the full functionality of the software.

The subsequent RSRD² test phase continues into Q1/2012. The start of the regular op-

eration of RSRD² is scheduled for Q2/2012. During the test phase, a panel of diverse users tested the system under real working conditions. The test users are medium and large sized railway undertakings, shippers and maintenance workshops throughout Europe. The wagon keepers are supplying the data for their wagons into RSRD².

A feed-back workshop was organized in November 2011 with the external test users and the RSRD² received high scores for system availability, functionality and user friendliness as well as quality and quantity of the data provided.

Of course there were also suggestions for improvements. Most of them will be implemented before the start of operation. Examples are extending the data set to include the load limit grids, agreement grid and load measurements (length, width, height, volume).

Furthermore, the web portal data inquiry function will be extended, making it possible to call up to 30 freight wagons at a time. This way the wagon set of a train can be checked in one step.

The requirements of NDTAC (Noise Differentiated Track Access Charges) in Germany were also taken into consideration. As a

consequence the hosted scope of data on brake blocks will be extended. Apart from the classification (Cast Iron, LL, Composite) it will also be possible to give particular type specifications (e.g. composite ABEX 229), the length of the brake blocks as well as the mounting date of LL blocks.

As of January 2012, RSRD² already includes data on about 92,000 freight wagons, which are constantly updated by their respective keepers. It is planned to increase the number of wagons continuously so that by the end of the test phase the system should contain at least 115,000 cars run by private keepers. The aim is to include almost the complete private European wagon fleet in the system by the end of 2012.

System Functionalities

RSRD² has two core functionalities:

- the supply of freight wagon data on authorizations, technical aspects and maintenance
- the collection and compilation of mileage data into consistent vehicle mileage information (the Mileage Calculation Engine/MCE).

The data fields – about 100 per freight wagon – can be up- or downloaded in different ways. RSRD² can be accessed through a web portal or alternatively through automatic interfaces (Web service and FTP) directly from user's IT systems.

Furthermore, RSRD² includes a tool to manage authorization rights that can be set and customized by the wagon keeper for its fleet. This allows a wagon keeper to individually set wagon access rights by wagon numbers, data set fields and time span for each user or user group.

In order to guarantee user friendliness, the RSRD² web portal (www.rsrd2.eu) supports multilingualism. English, German, French and Spanish are already available. Further languages can be implemented on future demand.

The second core function of RSRD² is the collection and processing of mileage data from railway undertakings. Because of the stringent legal requirements on the ECM side, this function is becoming more and more important (for example for preventive vehicle maintenance based on wear and tear). Also the introduction of a noise differentiated track access charge system necessitates a reliable

capturing of vehicle mileage covered by any given freight wagons in a given territory.

In the framework of RSRD² the wagon keepers devoted a lot of attention to the detail required in the input data to ensure a meaningful compilation of consistent vehicle mileage information. On this point there is still a need for further discussion and agreement between keepers and RUs. Nevertheless UIP and its national member associations are actively driving this process in the interest of all keepers.

Generally speaking, only the central MCE can check the validity and consistency of mileage input data (eliminating double counts and filling gaps), as input data are normally delivered by several different RUs and not necessarily in good timely order nor in identical formats. In this respect, the need arises to provide the MCE with the necessary additional detail to enable the system to compile and calculate quality output.

In the first stage, RSRD² collects mileage data and regroups them by wagon, and then communicates the cumulative mileage to the keeper in a standardized format. The next stage of MCE development in the course of 2012 will include checking the incremental data for consistency and filling out information gaps by interpolation.

RSRD² Governance / RSRD² New Commercial Terms

The project management team took a close look at the best form of governance. The intention is to establish a system organisation that will meet the requirements for a neutral platform. Decisions on implementing this concept will be taken in 2012.

Standard conditions of use are being elaborated right now. A distinction will be made between “normal” users (those who download/inquire about wagon data) and the wagon keepers (who upload the data for their fleets). Wagon keepers will have to sign a comprehensive agreement, including *inter alia* obligations relating to the quality and timeliness of wagon data updates and all the commercial terms and conditions of use.

RSRD² is meant to be a “non-profit system”. The user fee should cover operating costs, the implementation of change requests and the reimbursement of development costs (financing). The user fee is presently being calculated for regular operation, but it is not expected to exceed € 2 per car per year, to be paid by the wagon keeper. Requests for data from the system will be free of charge. However, in return RUs are expected to provide meaningful mileage input for the wagons recorded in RSRD² free of charge.

IV. The internal life of the UIP

Annual general meeting

The annual general meeting took place on 29th September in Bern (Switzerland). During this meeting the following points were discussed:

- The minutes of the general meeting of 15th September 2010 in Brussels were unanimously approved.
 - The auditors' report for the year 2010 was published in the management report. The general meeting thanked the auditors for the work effected.
 - The general meeting approved the accounts and balance sheet for 2010.
 - The general meeting gave release to the Directors' Committee for its management.
 - The general meeting reappointed Messrs Xavier Ducluzeau (Ermewa) and Vincent Bourgois (Interferryboats) as auditors for the 2011 financial year.
 - The general meeting approved the budget for 2012.
- Determination of the subscription for 2012: the basic amount per association remains unchanged but the share per wagon will be 3.60 € (instead of 3.40 €).
 - Modifications to the articles of association and internal rules and regulations were proposed and voted unanimously.
 - Since the Bulgarian association had not paid the membership fee, nor made a down payment, the assembly decided that in case of non payment by 31st December 2011, this association would be excluded from the UIP.
 - An extraordinary general meeting will take place on 8th February 2012 in Brussels and the next ordinary meeting will take place in Zurich on 20th June 2012.

Directors' Committee

In 2011 the Directors' Committee met twice: on 29th March in Hamburg and 29th September in Bern.

Management Committee

The Management Committee met three times in 2011. The meetings were held on 28th March in Hamburg, on 30th June in Paris and on 29th September in Bern.

Technical Committees

In 2011, the Infrastructure Committee met in Hamburg on 1st February and 17th May. The Superstructure Committee met in Hamburg on 2nd February and 22nd June and the UIP Technical Committees met together on 28th September in Bern.

Working Groups

The other UIP working groups met according to requirements.

In addition, UIP experts participated in numerous international working groups, as listed under chapter V.

For the Directors' Committee:

The President:	The Secretary General:
Eckart Lehmann	Holger Segerer

V. Working Groups (Status December 2011)

EXTERNAL GROUPS

Issues	Tasks
--------	-------

ERA

Interoperability	
TSI Wagon Revision + TSI scope extension	Different issues including marking, dangerous good, maintenance, interoperability constituent and spare part, application guide
Register of Infrastructure (RINF)	Establishing compatibility with rolling stock
TAF TSI Change Control Management	Help ERA in role of system authority for the TAF ERA technical documents listed within Annexe in the Annex of EC/62/2006 as updated during TAF SEDP
TAF TSI Steering Board	Implementation of EC/62/2006
Register of Authorized Types of Vehicles (ERATV)	Set of authorized types of vehicle
Safety	
Safety Certification and Authorisation	Harmonisation of decision-making criteria regarding the safety procedures
Entity in Charge of Maintenance (ECM) Guideline	Set up of the Application Guide
ECM Working Party / Task Force	Set up of the Accreditation and Certification Scheme
CSM on monitoring	Development of the CSM on monitoring
Cross Acceptance	
Cross Acceptance of Rolling Stock	
Economic Evaluation	
Economic Evaluation	Economic evaluation of ERA activities
General	
ERA Steering Board	
Conformity Survey Group (Railway sector organisations and NB-Rail)	Validating procedures, giving opinions for all questions, clarifying requests related to conformity of TSI

Issues	Tasks
Group of Representative Bodies – GRB	Sector associations' mirror to NRB
Network of Representative Bodies – NRB	Discussions of political and tactical cooperation issues with ERA representatives
ERA Maintenance Task Force	European Rules for EWT, EVIC, ECCM, ...
JSG Maintenance	Sector Committee related to maintenance Task force and subsequent Rail Freight Platform

Standardization

Joint Programming Committee Rail (JPCR)	Coordinate, plan, programme, promote standards in the field of railway standardization
---	--

DG MOVE (and other DGs)

Dangerous Goods	Security and land transport & protection of critical infrastructures
Implementation of TAF TSI – SEDP	TSI implementation: follow up the SEDP Development of UIP Rolling Stock Reference Database
Task Force on Telematic Applications in Rail	Manage ATOS mandate
Retrofitting of existing wagons with low noise composite brake blocks	TSI implementation: follow up particularly the “retrofitting”
Rail Market Monitoring Scheme (RMMS) Meeting of stakeholders and government representatives of EU countries chaired by DG MOVE	Monitoring and discussing developments of the EU rail market
Trade Contract Group of the European Commission	4 th draft of the implementation guide on modernized customs code with effect on empty wagons crossing EU borderlines
DERC Noise WG	EU rules for NDTAC, reimbursement for noise related wagon upgrade/refurbishment

Issues	Tasks
--------	-------

OTIF

OTIF WG TECH	Integrate TSI and Safety Directives in COTIF law
RID (Expert Committee)	Objectives (legal adaptation of RID)
RID: Tank and Vehicle Technics	Evolution of dangerous goods by rail
Joint Meeting ARD/RID	Regulations for dangerous goods transportation
“BLEVE” RID	Protection of wagons against BLEVE effects

GCU

Joint Committee GCU	Supervision of GCU application and administration Evaluation and processing of GCU Interface between GCU and ERA/EU Commission
Permanent Expert Group (PEG)	Carrying out the mandates of the JC
GCU Revision Group	Modification of GCU in consensus with RUs
Maintenance appendix 10	Modification of Appendix 10
Appendices 9 and 11	Modification of Appendices 9 + 11

INTERNAL GROUPS

Infrastructure Committee	Technical mirror of all infrastructure WGs
Superstructure Committee	Technical mirror of all Superstructure WGs, namely RID
Task Force “New UIP”	Draft a proposal for the new structure of UIP
WG “Economic Impact” of new rules and regulation	Investigation of the Economic Impact of all new rules and regulation and namely mirror of DERC Noise WG
UIP internal GCU WG	Operational/practical GCU topics, UIP internal coordination of GCU activities
RSRD ² User Group	Define Requirements and evaluate results during the development of the RSRD ²

VI. The UIP Congress in Bern, 30th September 2011 “How to strengthen rail freight competitiveness”

The UIP Congress 2011 took place on 30th September 2011 in Bern, Switzerland under the motto “How to strengthen rail freight competitiveness”. Proactive ways forward for rail freight were discussed by the three moderators, 15 speakers and 135 participants with an international and trans-sectorial background in rail freight.

Of course the UIP and the sector support all activities aiming at improving safety and interoperability of rail freight after the opening of the market but, in order to ensure a seamless and competitive rail freight market, **it is of primordial importance to secure a real harmonization of measures**, i.e. harmonized interpretation and implementation of international (i.e. European) legislation into national rules of the Member States.

But harmonization is not limited to EU Member States, nor to safety: The Secretary General of the OTIF, **Stefan Schimming**, criticised the obstacles created by custom formalities and called for new international public law to relieve the railway sector and promote transcontinental rail freight transport. This applies to procedures



for custom formalities as well as to complaints and remedies. So far the shortcomings of legal security affected mainly Eurasian transport but Mr Schimming also gave consideration to transparency obligations. The States should agree to allow regulations to enter force over a fixed period of time. If changes are planned, all parties should be informed in due time. The new international public law obligations could be included in the COTIF by means of an appendix. Furthermore, although they don't have the mandatory character of public law, political multiparty agreements should also be met by customs authorities.

At EU level, **Patrizio Grillo**, Deputy Head of DG Move, presented the DG MOVE's goals and achievements, starting with **the need to create a single European railway area**, promoting multimodality and a level playing field for all modes, promoting research and innovation and ensuring real safety and interoperability. This implies correct implementation of the directives by the Member States and the stakeholders, achieving a single certificate for the RUs, deployment and interconnection of registers and gradual replacement of



national rules by EU rules. This necessitates a reinforcement of the ERA in its role and authority. All stakeholders will be consulted and a legislative proposal is planned for the second half of 2012.

Corridors with priority rules are close to the heart of the CER, explained **Libor Lochman**, CER Executive Director. The



expectations in view of the impact of the regulation concerning a European rail network for competitive freight are high. For the time being, IMs are busy setting up their management boards

and the impact is difficult to assess at this point in time. Expectations and concerns are varied among CER members: RUs welcome the possibility to buy paths across countries but fear the multiplication of interfaces, IMs see increased cooperation positively but fear capacity waste and passengers operators fear loss of capacity in peak hours. The main expectations of RUs are long term capacity increase to meet the White Paper target, longer train operations and a clear visibility of infrastructure strategy. Their expectations from the corridors are market and interoperability related. Their clear wish is to be able

to express their expectations directly to IM CEOs and to see the Member States involved in corridor decision-making at ministerial level.



The regulatory framework must reflect the market and incumbents and new entrants could co-exist and co-operate, claimed **François Coart**,

President of the European Rail Freight Association, developing the ERFA's views about liberalisation measures, single wagons and shortliners. The first Railway Package was adopted in 2001 but in 2010 thirteen Member States were still infringing it and it was recast. In ERFA's view the first Railway Package was a good initiative but outdated: no full market opening, limited access for rail compared to road and no full independence. The infringements are leading to a decrease in market share for rail compared to road, competition has slackened because incumbents buy their own competitors and MEPs have postponed their discussions, waiting for decisions in 2012. The recast is pointing in the right direction. ERFA is positioning itself in the short term by challenging the existing system, in the medium

term by giving input to EC on liberalisation measures and in the long term by supporting the White Paper input, organising synergies with forwarders and customers and creating alliances. Mr Coart concluded with a message to the EC: the railway sector is a system, and so is liberalisation. When liberalising, all elements have to be tackled at once. EC must have the political courage to go forward.

Then the Swiss model for effective logistics



solutions was presented by **Nicolas Perrin**, CEO of SBB Cargo. SBB Cargo provides attractive services for its customers in Switzerland, based on punctuality and reliability. It must be

noted that a favourable operating environment facilitates good freight solutions: a performance-based heavy goods vehicle tax, the ban on night-time driving and grants for sidings happily rebalance the appeal of road/rail. Nevertheless the Swiss railway sector will have to meet many and complex future demands: standardised services, regulatory framework, capacity utilisation risks, international networking and innovations. Also, in view of the particular topography of the country and despite short distances, **inter-**

modal transport will become increasingly important for domestic freight.

This requires efforts in the wagonload system with efficient logistics, high volume concentration and effective volume bundling. The domestic combined traffic network should tend towards containerisation and flexible freight solutions should be found at import/export gateways.

Although rail freight perspectives are positive, rail freight noise has a severely negative impact on public acceptance. This can

jeopardize important infrastructure projects and modal shift objectives are at risk.

Markus Vaerst, Director Engineering and Safety at AAE Holding and head of the UIP



working group "Economic Impact", analysed the "NDTAC" (noise differentiated track access charges) applied in Germany and the related costs. The solution is to retrofit the existing fleet of wagons with K or LL-brake blocks, but at what cost? In a nutshell the impact of cost increase within a very short period can be up to 62%. Under such circumstances, how can retrofitting be incentivized? By homologation of the LL-blocks, application

of homogenous NDTACs in the EU, avoidance of systems causing unreasonable high transaction costs, appropriate cost funding by Member States of the EU and avoidance of discrimination and market distortions. Wagon keepers acknowledge the need to reduce rail freight noise and actively participate in the “Europe Train Project” in order to accelerate the homologation of LL-blocks. They commissioned a comprehensive study to determine the transaction costs of different incentive models for retrofitting the freight wagon fleet with composite brake blocks. Finally they are establishing a “Rolling Stock Reference Database – RSRD²”, providing online wagon data to RUs and enabling them to deliver mileage information.

Gavin Roser, Secretary General of the



European Freight and Logistics Leaders Forum presented his association. It advocates long haul cross border routes with one operator, multimodal freight transport geared to customer demand and

using intermodal terminals based throughout Europe without national border constraints or political needs. **Rail freight must also innovate to be more attractive.** To be

considered are the “trucktrains”, designed to carry containers including Hi Cubes & reefers at passenger train speeds, port to port container shuttle, supply chain contracts proffered by the retail sector, etc. If eco-innovation is to stand any chance, fundamental attitudes of stakeholders will have to change and that includes the consumer.

Shippers expect progress or changes in operators’ market, infrastructure, facilities and wagonload services.



Denis Choumert, Chairman of the European Shippers’ Council, detailed the position of the ECS, which represents the users of freight transport

services, that is more than 10,000 companies throughout Europe. He pointed out the obstacles to fair competition: ill balanced capabilities between new entrants (alternate operators) and incumbents, slower pace of market developments following delays in EU corridors and interoperability, limited choice of operators and slow implementation of ECM pan Europe certification. He expressed concerns about infrastructure and the need for more efficient sea-ports to hinterland lanes and trans-loading facili-

ties as well as fairer access to shunting yards and wagon workshops. He was also worried about the wagonload trend and its impact on industry: irreversible destruction of logistic infrastructure, loss of logistic know-how within shippers and operators and negative impact on regional businesses sustainability. As a conclusion, **ECS calls on incumbents to increase customer focus**, review the business model based on collaboration rather than competition and invest in the single wagon model in order to increase reliability of services and lower the supply chain costs.



The European Railway Agency (ERA) will make the existing rules work before creating new additional rules and also strengthen its role and position, stated **Marcel Verslype**, ERA Executive Director, as

he presented the state of implementation of the interoperability regulation. After reviewing the activities of the Agency in 2011, he focused on the revised WAG TSI. The main achievements are a significant clarification of legislation strictly in line with the EU directives, limitation to interoperability related aspects only, promoting functional

requirements instead of technical solutions, an extended scope of wagons which can benefit from mutual recognition of the first authorisation, a geographical scope extended to non-TEN and TEN lines, and the content of UIC leaflets replaced by reference to the relevant clauses in EN standards. Recommendation will be discussed in RISC at the end of November and the plan is for the revised TSIs to be delivered to the EC by end of 2012. As supporting developments in interoperability, the Agency published a report on progress in railway interoperability, created the European Register of Authorisation for Type of Vehicle, carried out an NSA Peer Review on the placing into service of subsystems, and conducted a cross-audit among NSAs.

Jens Engelmann, Head of the ERA Executive Director's office,



set out the further development in the sector after Viareggio. By mid-2012, the main safety developments will be finalised and enter a new phase of dissemination/consolidation and

and **the "Viareggio Task Force" will evolve into a "Safety Platform"** for those with rail safety responsibilities to enable them **to share knowledge and**

coordinate actions, using evidence and analysis. This safety platform will permit a reduction in working groups allowing reallocation of the Agency, NSA, NIB, representative body and expert resources. It will give a strategic direction for all focus groups and working parties, improve the collection of information and data as well as the development of harmonised measures. NIBs are invited to participate on a level playing field at an early planning stage. The objectives of the platform are to monitor the impact of safety directive measures by gathering feedback and evidence, to identify and discuss new measures and review the existing ones in view of safety performance and competitiveness, to share strategic level difficulties in implementing the EU safety framework and to respond dynamically to serious accidents or repetitive incidents. This requires a proactive contribution from all stakeholders!

The ECM and its contribution to increased safety is a priority concern for all wagon keepers. Ueli Ritter, CEO of SCONRAIL, presented this company, which is accredited



as Notified Body for Interoperability, Product Certification Body, Inspection Body and Certification Body for ECM. With the new split of responsibilities since 2006, wagon maintenance is no longer the task of the former state railways and the wagon keepers are fully responsible. So the challenge is: how to achieve the same level of maintenance for all freight wagons all over Europe? This implies standardised procedures for all keepers and necessitates speeding up the legislation process within the EU. For this a Memorandum of Understanding was signed on 14th May 2009 allowing a temporary self-declaration or a certification by an accredited certification body. Soon, only the latter procedure will be permissible and this implies an accreditation scheme with professional experts and a certification committee, as well as a certification scheme with an audit of the management system and inspection of selected processes. For this, complete documentation will be necessary as well as external assessments, self-critical re-consideration of the ECM's set-up, permanent updating to current standards and surveillance audits. In conclusion, ECM certification is the way to increase safety, but bureaucracy should be avoided and there is a need for uniform rules to be set, regardless of national preferences.

The multiplication of registers and data exchanges makes it very difficult for anyone to collect reliable information in real-time. Johannes Mansbart, CEO of



GATX Rail Europe and UIP's pointsman and senior adviser to the RSRD² project, explained the UIP's contribution to electronic data exchange. The revised TAF TSI clearly shows the need to solve the electronic data exchange challenge quickly. The EC/RISC Committee mandated external advisors to take stock of where the European industry stands today. The fulfilment of the Keeper/ECM obligations in vehicle maintenance requires more operating information. Considerable liability is attached to the performance of the ECM. High quality performance/mileage data input is one key ingredient to a quality maintenance system. Thus a functioning system of data exchange is the central hub of an efficient operating risk management for a keeper. The UIP decided to act. Six wagon keepers provided a significant budget and thus allowed the creation of a common/freely accessible IT platform for collection/storage: Interchange of vehicle based information. The RSRD² is the future information platform for all keepers. It will provide vehicle

design and administrative data, mileage data, vehicle tracing and a technical data interface to workshops, noise/track access charges solutions, and incident information exchange. The RSRD² can support the linking of sectional data bases and avoid the multiplication of high service level requirements. It can lift passive data repositories to active/real-time/high volume operation capabilities 24 hours/day and 7 days/week. **RSRD² is efficient, unexpensive, reliable, open, flexible and neutral.** Other interested players in the sector are invited to use the system when it becomes operational in 2012.

Eckart Lehmann, UIP President, summarised the proceedings, highlighting the most important conclusions:

- UIP and the sector support all activities which improve the safety and interoperability of rail freight following the opening of the market.
- UIP supports the so-called recast of the railway package in order to drive the liberalisation of the rail freight market forward.



- For a seamless and competitive rail freight market, UIP and the participants request tangible harmonisation of measures, i.e. the harmonised interpretation and implementation of international (i.e. European) legislation into national rules by the Member States, namely no additional national safety rules imposed by NSAs (overregulation) as well as transparent and effective ECM accreditation rules for certification bodies and faster progress on the harmonisation of rules when putting vehicles into service, including a reliable timeframe.
- UIP and the participants are concerned about the lack of competitiveness of the rail freight sector caused by the regulatory environment in some areas, which generates additional running costs and transaction costs for the wagon keepers compared to the other stakeholders in the rail sector, e.g. non harmonised noise measures without adequate public funding.
- The exchange of vehicle performance data must be improved. UIP is very proactive in developing the so-called RSRD² (Rolling Stock Reference Data Base) at its own expense. UIP expects from the EU authorities a comprehensive concept for the various registers and the related data exchange, harmonised at national and European levels, the effective establishment of a clear obligation for RUs to deliver vehicle performance data including mileage in order to enable the keepers to fulfil their obligations in the ECM regime and to be in a position to claim refunds within the future NDTAC System.
- A proactive attitude towards interoperability and safety issues is needed on the part of all players in the rail freight sector. For the future development of an open and competitive rail freight market, strengthening sector self-regulation must take priority – UIP will not wait until the politicians and legislative administration take action. Sector initiatives and voluntary European Norms (ENs) are vital in this context.
- UIP supports the Commission study on enhancing single wagon traffic.

	2010	2011
	€	€
Receipts		
1. Membership fees	604 456	636 974
2. Other receipts	–	–
3. Interest received	661	285
4. Extraordinary income	–	–
Total	605 117	637 259
Expenditure		
Brussels' Secretariat	623 876	539 035
Total	623 876	539 035
Result for the financial year	- 18 759	98 224

Balance sheet

Appendix I

	2010	2011
	€	€
Assets		
Available assets		
1. Bank	243 943.08	299 544.77
2. Cash	92.21	192.03
3. Interest, claims	–	–
4. Financial assets	23 006.96	23 270.16
5. Fixed assets	21 590.54	14 359.28
6. Other assets	232 907.50	552 101.50
Total	521 540.29	889 467.74
Liabilities		
1. Capital	112 567.98	112 567.98
2. Result brought forward	31 902.47	130 126.66
3. Debts	377 069.84	646 773.10
Total	521 540.29	889 467.74
Result for the financial year	- 18 758.85	98 224.19

31.12.2011
Holger Segerer
Secretary General

To the General Meeting of the International Union of Private Wagons

Acting as auditors and as auditors of the UIP, appointed by the General Meeting on 29th September 2011 in Bern, we have examined the accounts of the International Union of Private Wagons for the 2011 financial year, and report as follows:

Report

Based on supporting documents, we have checked all the receipts and expenditure which are regularly entered electronically into the accounts and we have, as far as possible, submitted them to a material verification.

The 2011 financial year closes with a profit of 98 224 €.

Detail of the receipts and expenditure:

	Expenditure €	Receipts €
Membership fees		636 974
Interest		285
Other receipts		–
Brussels' General Secretariat	539 035	
Profit as at 31.12.2011	98 224	
	637 259	637 259

We have noted that the accounts are accurately kept. We propose that you approve the accounts for the 2011 financial year and give release to the management.

Brussels, in March 2012

The auditors:
signed Vincent Bourgois signed Xavier Ducluzeau

Members' list (Status 31.12.2011)

Appendix III

	Telephone/Telefax/E-mail	N° of wagons
Austria VPI Verband der Privatgüterwagen-Interessenten Am Europlatz 2, Gebäude G, A - 1120 Wien	(+43) 1 - 865 66 850 (+43) 1 - 865 66 8591 office@vpirail.at	6 757
Belgium BeWag Belgian Wagon Association 80, rue des deux gares, B - 1070 Bruxelles	(+32) 3 286 84 30 (+32) 3 218 78 35 info@bewag.be	5 696
Bulgaria BPW Balkan Private Wagons Association c/o EASTRA Ltd., 105, Arsenalski Bulvd. BG - 1421 Sofia	(+359) 2 - 963 13 30 (+359) 2 - 665 558 bpw@bpw-bg.org	350
Czech Republic SPV Sdružení držitelů a provozovatelů železničních vozů, Novodvorska 1698, CZ - 142 01 Praha 4	(+420) 2 - 24 25 49 77 (+420) 2 - 24 25 49 78 spv@telecom.cz	4 101
France AFWP Association Française des Wagons de Particuliers, « Le Stratège » 172, rue de la République, F - 92817 Puteaux Cedex	(+33) 1 - 49 07 25 20 (+33) 1 - 49 07 25 21 Webmaster@afwp.asso.fr	49 507
Germany VPI Vereinigung der Privatgüterwagen-Interessenten Mattentwiete 5, D - 20457 Hamburg	(+49) 40 - 450 50 86 (+49) 40 - 450 50 90 mail@vpihamburg.de	62 996
Hungary MVME Magyar Vasúti Magánkosci Egyesület H - 1037 Budapest, Zay u. 3	(+36) 1 - 368 9614/111 (+36) 1 - 250 6897 mvme@pultrans.hu	1 151
Italy ASSOFERR Italian Association of Railway and Inter-modal Operators, Via Volturmo 2, I - 00185 Roma	(+39) 06 - 48 91 38 99 (+39) 06 - 48 83 028 segreteria@assoferr.it	2 186
Netherlands NVPNG Nederlandse Vereniging Particuliere Goederenwagens, Postbus 284 NL - 3190 AG Hoogvliet Rotterdam	(+31) 10 231 0231 (+31) 10 231 0239 NVPNG@trimodal-europe.nl	2 132

	Telephone/Telefax/E-mail	N° of wagons
Poland *		7 869
Romania ** AVP Asociația Națională a Detinatorilor de Vagoane Particulare din România Str. Plumbuita nr 65, sector 2 - Bucuresti	(+40) 22 41 45 41 (+40) 22 41 45 41 nmorar@ermewa.ro	0
Slovakia ZVKV Združenie vlastníkov a prevádzkovateľov súkromných koľajových vozidiel Stanična 7, SK - 91700 Trnava	(+421) 33 - 5923 112 (+421) 33 - 5923 182 zvk@zelos.sk	4 784
Spain FAPROVE Asociación de Propietarios y Operadores de Vagones de España – c/o Transfesa c/ Musgo nº 1, La Florida, E - 28023 Madrid	(+34) 91 458 60 34 (+34) 91 458 87 57 faprove@teleline.es	5 152
Sweden SPF Svenska Privatvagnföreningen Sövde Gård, SE - 275 96 Sövde	(+46) 416 - 162 66 (+46) 416 - 161 27 info@privatvagnar.com	2 698
Switzerland VAP Verlader Anschlussgleise Privatgüterwagen Postfach 31, CH - 8142 Uitikon/Zürich	(+41) 44 - 491 15 95 (+41) 44 - 491 28 80 furrer.vap@bluewin.ch	20 866
United Kingdom PWF Private Wagon Federation, c/o VTG Rail UK Ltd, Sir Stanley Clarke House - 7, Ridgeway, Quinton Business Park, GB - Birmingham B32 IAF	(+44) 121 421 9180 (+44) 121 421 9184 robert.brook@vtg.com	3 421
Total number of wagons affiliated to UIP as per 1 st January 2011		179 666

* Number of Polish wagons of GATX,
which are represented in the UIP through VPI Austria

** Romanian Association presently dormant

Annual General Meetings

			President	Secretary General
1950	Attisholz	17 th /18 th April	U. Sieber	W. Kesselring
1951	Attisholz	16 th April	U. Sieber	W. Kesselring
1952	Venezia	17 th April		
1953	Carcassonne	28 th May	A. Doucet	W. Kesselring
1954	Bruxelles	15 th June		
1955	Innsbruck	30 th June		
1956	München	11 th May	J. Stoclet	W. Kesselring
1957	Rapallo	17 th April		
1958	Lugano	28 th May		
1959	Blois	22 nd May	W. Körfgen	W. Kesselring
1960	Wien	9 th June		
1961	Bruxelles	25 th May		E.-J. Fert
1962	Madrid	18 th May	M. Rassini	E.-J. Fert
1963	Rotterdam	6 th June		
1964	Lausanne	29 th May		
1965	München	2 nd Sept.	G. Lagardelle	E.-J. Fert
1966	Mogliano Veneto	7 th June		
1967	Stockholm	17 th May		
1968	Nice	24 th June	R. de Garnica	E.-J. Fert
1969	Wien	6 th June		
1970	Knokke Zoute	5 th June		
1971	Den Haag	3 rd June	W. Körfgen	E.-J. Fert
1972	London	15 th June		
1973	Madrid	17 th May		
1974	Hamburg	6 th June	J. de Bruyn	E.-J. Fert
1975	Luzern	12 th June		
1976	Stockholm	17 th June		
1977	Ischia	31 st May	L. Devies	W. Suter
1978	Monte-Carlo	15 th June		
1979	Salzburg	21 st June		

			President	Secretary General
1980	Liège	19 th June	J.M.B. Gotch	W. Suter
1981	Zürich	5 th June		
1982	Amsterdam	4 th June		
1983	Leeds Castle (Maidstone)	23 rd June	Ch. Schlegel	W. Suter
1984	Düsseldorf	22 nd June		
1985	Benalmadena Costa (Malaga)	19 th Sept.		
1986	Stockholm	27 th June	H. Matthies	W. Suter
1987	Berlin	15 th June		
1988	Salzburg	16 th June		
1989	Santa Margherita Ligure	21 st Sept.	J.F. Weerts	W. Suter
1990	Amsterdam	14 th June		
1991	Bruxelles	27 th Sept.		
1992	Cannes	1 st Oct.	G. Amblot	R. Janssen
1993	Lugano	14 th Sept.		
1994	Madrid	21 st Sept.		
1995	Knokke	20 th Sept.	J.F. Weerts	R. Janssen
1996	Stockholm	5 th Sept.		
1997	Praha	4 th Sept.		
1998	Baden-Baden	1 st Oct.	H. Sikora	W. Gehrman
1999	Herfordshire	24 th Sept.		
2000	Venezia	22 nd Sept.		
2001	Sevilla	4 th Oct.	E. Fernández-Fernández	W. Gehrman
2002	Wien	27 th Sept.		
2003	Lugano	19 th Sept.		
2004	Wiesbaden	30 th Sept.	Dr H. Fischer	W. Gehrman
2005	Bratislava	30 th Sept.		
2006	Ravello	29 th Sept.		
2007	Cannes	20 th Sept.	B. Dambrine	W. Gehrman
2008	Brugge	12 th Sept.		
2009	Budapest	18 th Sept.		
2010	Bruxelles	15 th Sept.	Dr E. Lehmann	Dr H. Segerer
2011	Bern	29 th Sept.		