



UIP

*Union Internationale des Wagons Privés  
Internationale Privatgüterwagen-Union  
International Union of Private Wagons*

2008

*59<sup>th</sup> Management Report*

## Contents

	page
Viareggio	I
Management of UIP	2
I. Preamble by the Chairman	3-5
II. Report about UIP activities	6-12
III. The internal life of UIP	13-14
IV. House of Rail conference “Sidings and Last Miles” of 28 November 2008	15-18
Appendix I Results and balance sheet	19-20
Appendix II Auditors’ report	21
Appendix III Members’ list	22-23
Annual general meetings	24-25

The tragic rail accident in Viareggio on 29 June has deeply saddened and shocked UIP and its 16 national member associations all over Europe.

Looking forward and determined to contribute to continuously improved safety in European rail freight traffic, UIP is extremely concerned that (1) the way the investigation of the accident is currently being conducted in Italy and (2) the reactions on a national level to the accident in several EU Member States may not be in accordance with the principles laid out in directive 2004/49/EC on safety on the Community's railways and may therefore require action by the Commission.

Without an open and transparent investigation procedure, the timely drawing of the necessary conclusions from this accident for the improvement of railway safety Conference called by the Vice-President of the European Commission could be endangered.

UIP is willing to participate with all its know-how and expertise to this Conference and fully agrees with its subject: "Railway Safety: the way forward".

Johannes MANSBART  
CEO GATX Austria  
Vice-President UIP

Bruno DAMBRINE  
President ERMEWA Ferroviaire  
President UIP

Dr Heiko FISCHER  
CEO VTG  
Vice-President UIP

## Management of UIP

### Directors' Committee

President:	Bruno Dambrine (France)
Vice-Presidents:	Dr Heiko Fischer (Germany) Johannes Mansbart (Austria)
Secretary General :	Wolf D. Gehrmann
Treasurer:	Philippe Boucheteil
Per-Anders Benthin (Sweden), Vincent Bourgois (Belgium), Doryan Chernev (Bulgaria), Gyözö Czitó (Hungary), Bruno Dambrine (France), Emilio Fernández-Fernández (Spain), Dr Heiko Fischer (Germany), Andrzej Kwiek (Poland) (until 12 September 2008), Johannes Mansbart (Austria), Jaroslav Miklánek (Slovakia), Nucu Morar (Romania), Mauro Pacella (Italy), Geoffrey Pratt (United Kingdom), Manfred Schubert (Czechia), André Suter (Switzerland), Don van Riel (Netherlands)	

### Honorary title

Honorary Secretary General:	Walter Suter
Honorary President of UIP Commission:	Christian Schlegel

### Management Committee

President:	Bruno Dambrine
Vice-Presidents:	Dr Heiko Fischer / Johannes Mansbart
Treasurer:	Philippe Boucheteil
Secretary General:	Wolf D. Gehrmann
Head of the UIP Delegation in the GCU Joint Committee:	Stefan Lohmeyer
Members:	Jürgen Hüllen, Josef Küttel, Per-Anders Benthin, Johann Feindert, Geoffrey Pratt

### General Secretariat

Secretary General:	Wolf D. Gehrmann
Avenue Herrmann Debroux 15A B - 1160 Bruxelles	
Telephone: (+32) 2-672 88 47	E-mail: <a href="mailto:info@uiprail.org">info@uiprail.org</a>
Telefax: (+32) 2-672 81 14	Website: <a href="http://www.uiprail.org">http://www.uiprail.org</a>

# I. Chairman's remarks

For the UIP 2008 ended with both positive and negative feelings.

On the one hand, UIP's efforts for the recognition of the wagon keeper in European legislation turned out to be successful. Even if the persistent distinction between the wagon keeper and the entity in charge of maintenance, ECM, will create a sort of two-tier market in the future, the recognition of the keeper as actor has been legally and factually effected.

On the other hand, the economic situation due to the financial crisis is less positive. Even if at the end of 2008 it had not yet reached all the rail market, this will certainly be the case in 2009. The UIP wagon-using sectors, like the chemical and automotive industries but also the steel industry and bulk transport, have experienced abrupt and strong downturns, above all in the fourth quarter of 2008, affecting the logistics chain.

The economic crisis will not only risk weakening certain actors in our sector and cause the positive results obtained with the deregulation of rail freight to be lost but will also risk moderating the success and initiatives obtained by the UIP team, in particular our Secretary General, Wolf Gehrman.

However, the UIP has shown in the past and will show in the future that it is capable of overcoming crises, whether they are political or, as we have seen, "technical" and "in application".

I will ask you to review the various UIP activities, both technical and political and relational.



## **The entity in charge of maintenance (ECM)**

The principle of the ECM and therefore the recognition of the wagon keeper contains two items which the UIP teams and the UIP experts have patiently sought to impose for over five years: first, the general contract of use, grouping some 700 000 independent freight wagons and the so-called historical and independent rail undertakings, that is over 95% of the actors on this market; then the inclusion in the directive of the concept of "Entity in Charge of Maintenance". Even if this solution is a compromise obtained with difficulty from the Commission and the national safety authorities by the actors in the sector, it allows a better equilibrium in the future. Ini-

tially, voluntary certification and subsequently mandatory certification of the ECM which ERA must finalise before 2010.

## **Noise**

2008 was marked by intensive consultations by the European Commission on the measures for the reduction in noise made by freight wagons. The UIP defended its position with regard to incentives to be made by the European Commission for a rapid re-equipment of wagons. Its arguments were supported by other actors, in particular ERFA (European Rail Freight Association) but also the UIC (Union Internationale des Chemins de Fer) and the CER (Community of European Railways).

On 10 October 2008, nearly all the sector (UIP, ERFA, EIM and UIRR) published a joint statement following the publication of the European Commission communication (Com 2008/432). Given the economic crisis, the financial efforts demanded from freight wagon keepers must be equivalent to those of other transport modes, since the competitiveness of rail freight must not be threatened by measures having a major impact on the budget of independent keepers or the RUs.

2009 should allow the associations in the sector to find a solution with the Commission to resolve the problems of the reduction in rail noise in the best conditions.

## **The Freight Wagon and Operations TSIs**

The application on 1 July 2009 of the Wagon TSI as amended will allow the difficulties of the first Wagon TSI (cross acceptance) to be solved to a great extent, and this is an item of primordial importance for the UIP.

In 2008, the UIP experts continued to work very efficiently with the European Railway Agency to correct the errors and vagueness in the first version of the TSIs.

The result, which is capital for the UIP, was the introduction of cross acceptance in the OPE and WAG TSIs, allowing a single acceptance for new wagons throughout Europe as from 1 July 2009.

However, further work on both TSIs still remains to be done in 2009.

## **The TAF TSI (RSRD)**

The Rolling Stock Reference Database, an obligation for keepers, can only work correctly in connection with the other key items of the TAF TSI.

The UIP has forcefully defended its determination to avoid the lack of commonly accepted guidelines for WIMO architecture obstructing decentralised development efforts and possibly leading to delays in TAF TSI implementation. This lobbying, effected by the UIP with its ERFA partners, had a first success since there will be a review of WIMO architecture by the European Commission (DGTREN). It is to be hoped that in 2009, the European Commission will closely follow the development of this TSI and that account is taken of wagon keepers' interests.

## **House of Rail**

In 2008, the activities of the House of Rail met with great success. With its partners ERFA (European Rail Freight Association), F & L (Freight & Logistics Leaders) and CRE (Cargo Rail Europe), but also IBS (Interessengemeinschaft der Bahnspediteure), our association

was able to reinforce its arguments and widen the spectrum of its activities having a direct or indirect impact on the wagon keeper's business.

Thus, in 2008, the most important subjects on the UIP's working agenda were:

- Individual wagon traffic
- Wagon keepers
- Private sidings
- Track access charges.

At the conference organised by the House of Rail in November 2008 on sidings and last miles, we prepared the ground for the installation of a European policy for first and last miles, indispensable for the reinforcement of rail freight transport.

The House of Rail project increasingly turns out to be a vector of success in the interest of the UIP and its members and must be strengthened and widened in 2009!

Yours

Bruno DAMBRINE  
Chairman of the UIP

## II. Report about UIP activities

UIP activities in 2008 concentrated once more on the recognition of the wagon keeper's position in the amendments of the European legislation. In a common position the sector (UIP, UIC/CER, ERFA) agreed that responsibility for proving maintenance should lie exclusively with the wagon keeper. This view was likewise shared by the European Parliament but opposed by Commission and Council which consequently were against an obligatory certification of the keeper as well.

Another problematic issue became the controversial discussion between the stakeholders of the centralized or decentralized structure of the planned creation of a Wagon and Intermodal Unit Movement Database (WIMO) to be established in the framework of the implementation of the TAF TSI (SEDP).

As in 2007 the technical activities focused in 2008 mostly on the activities of the European Railway Agency requiring more and more UIP resources.

The House of Rail succeeded in strengthening its forces and initiated a European approach on sidings/last miles policy crowned by the end of the year with a successful conference.

### **EU political agreement on responsibility of wagon keeper and his obligatory certification**

In the context of a co-decision procedure, the European Council and the European Parliament (EP) reached a compromise on the new wording of the Rail Safety Directive (2004/49/EC) and on the regulation concerning the European Railway Agency (n° 881/2004) in July.

The amendments imposed by Parliament concern above all:

- that each vehicle before being put into service is assigned to an entity in charge of maintenance (ECM) and such entity must be entered in the national vehicle register;
- that such ECM might be a railway undertaking, an infrastructure manager or a wagon keeper;
- that in case of freight wagons, the ECM will have to be certified by an accredited body.

For the UIP the new wording of the EU texts represented a significant development in Community law for which it stood up for years. At the side of railway undertakings, wagon keepers play now as well their specific role in Community law.



However the UIP was not quite satisfied with the statement of the keeper's responsibility diluted by the concept of an "entity in charge of maintenance" and which in its opinion would introduce unnecessarily an uncertainty in rail transport. To the UIP's mind there is no difference between "keeper" and "ECM". The keeper bears the responsibility that maintenance is carried out according to the rules, even if he can sub-contract this work. It will be a future task of UIP to try to end the duality between keeper and ECM in the next revision of the EU directives.

Further efforts of UIP concentrated in 2008 on the introduction of the voluntary certification of the ECM in the framework of a Memorandum of Understanding concluded between EU Member States.

This agreement would offer an interim solution until the entry into force of a binding certification system of the modified safety directive expected for 2012.

### **Future Rolling Stock Reference Databank (RSRD) and organization of the European data processing system**

Railway Undertakings, Infrastructure Managers and wagon keepers were requested to

submit a strategic European development plan (SEDP) which contemplates the full transposition of TAF TSI by the end of 2013. The UIP used 2008 for the preparation of a wagon databank (RSRD) as required by the TAF TSI. This databank will allow European wagon keepers to meet their data delivery obligations under the TAF TSI. This RSRD will be linked by a common interface with a common structure of rail operation data-processing systems which as far as possible will present rail operation events in real time (WIMO). UIP had unfortunately to notice that the concept of the central WIMO, as originally required by the TAF TSI, has been rejected by the major market actors which wanted to keep existing operating systems. UIP sees in such a decentralized system a danger for the accessibility of data relevant for wagon keepers, like e.g. mileage data.

For this reason, in agreement with the partners of the House of Rail the UIP requested the involvement of the EU Commission in order to discuss the WIMO architecture. The UIP and ERFA reservations and those of certain Member States led the European Commission to invite the associations involved to a discussion (September) and to mandate a neutral study verifying the importance of a central database for the functioning of the TAF TSI.

## European Railway Agency

ERA's work is grouped round three main units: Interoperability, Safety and Cross Acceptance.

The UIP participation in the Interoperability Unit was directed in particular to the intermediate revision of the WAG TSI. The work ended at the end of 2008 with the introduction of the "polyvalent" wagon in the Wagon TSI and the implementation of cross authorization scheduled for 1 July 2009. At the same time, four sub-groups continued to revise the present WAG TSI. The OPE TSI has also been revised, in particular Annex P with wagon numbering management. Finally, the working group on the certification of maintenance workshops finalised the proposal in 2008. A Commission decision is planned for the end of 2009.

In particular, in 2008 the ERA Safety Unit continued the development of its recommendation concerning the safety management system (SMS) and also finalised its recommendation on common safety methods (CSM).

The Cross Acceptance Unit was created in 2008. Its purpose is to establish "correspondence tables" between the various national rules in presence to cover the open items in the TSI.

While in 2008 the UIP participation in ERA work was considerable, in 2009 it appears to

be even more time and expert-consuming. The new Agency regulation published at the end of 2008 provides for the creation of five working groups presenting an interest for UIP members: certification of the ECM, drafting the SMS guidelines, creation of an infrastructure register, creation of a register for the types of wagons authorized and partial revision of the Noise TSI.

## European Commission (DG TREN)

The new version of the **Interoperability Directive** (2008/57/EC) came into force on 19 July. As key items for UIP are noticeable:

- New definition of the "keeper": Person or entity which uses, as owner or other authorized person, a vehicle and is registered as such in the National Vehicle Register.
- Simplification of the authorizations for putting wagons into service.
- Each Member State must keep a Vehicle Register for vehicles which are authorized on its territory.

In July the Commission presented a new rail package of **initiatives to make transport more ecological**.

In this framework a communication on the reduction of noise due to rail transport was

published. In view of the little enthusiasm of the EU and Member States to grant subsidies, the communication gives preference to the introduction of differentiated track access charges. For this purpose DG TREN ordered by the end of the year a survey on the harmonized imposition of noise differentiated track access charges.

Mid 2008 the EU sent formal notice to 24 Member States regarding their failure to implement the First Railway Package legislation properly.

## **The General Contract of Use (GCU)**

The creation of a multilateral contractual standard for the use of rail freight wagons at which UIP contributed substantially must be called a success. More than 600 signatories including all relevant wagon keepers and railway undertakings in Europe had joined the GCU with over 700 000 rail freight wagons in 2008.

The GCU Joint Committee consisting of 12 members (5 experts UIC and UIP, 2 experts ERFA) and of 2 Co-Chairmen (Stefan Lohmeyer, VTG-UIP and Eric Peetermans, SNCB-UIC) acts as a platform for the coordination of the interests of independent wagon keepers and railway undertakings and is accompanying the further development of the contract. As the

GCU Joint Committee only takes unanimous decisions, a high degree of acceptance of its decisions in the rail sector is guaranteed.

Considering the ongoing development of European railway legislation a working group within the Joint Committee was initiated and concentrated in 2008 on issues where a consensus could be obtained quickly. The working group reached results in two fundamental amendment proposals, simplification and shortening of the rules of procedure of Appendix 8 and clarification of the responsibilities of the wagon keeper in line with the new EU legislation (interoperability and safety). Both amendments were to be communicated to the signatories in 2009.

### **UIP GCU Forum**

Since end of January 2008 a UIP GCU Forum on the UIP website has been operational offering access to UIP members. Its aim is to provide the private wagon keepers who have signed up to the GCU with assistance to issues in connection with the interpretation and application of the GCU.

## **Superstructure Committee**

In 2008 the two meetings of the UIP Superstructure Committee in Zurich and Rome were chaired by Rainer Kogelheide, GATX Rail Germany GmbH.

The committee addressed the following points regarding work on further legal developments in the dangerous goods sector:

- Changes to the calculation of the minimum wall thickness in tanks
- Interpretation of dynamic load requirements in the tank wall
- Measures to reduce risks related to gas tank explosions (BLEVE)
- Problems with drip leaks
- Introduction of a tolerance deadline during the interim review.

Certain UIP amendments led to a minimum wall thickness of 6 mm being re-introduced for tanks made of mild steel S 355 as from 2011. Several changes to standards had led to a new, undesirable wall thickness of 6.3 mm.

Other more topical issues were tackled, e.g.

- Validity of tank authorization when changing a registration
- Territorial principle of authorizations and their mutual recognition.

The new version of the TPED on 1.1.2011 and associated parallel RID amendments were also on the agenda. The Superstructure Committee felt that changes to the authorization (European approach) should not remain restricted to class 2, but that the tank authorization procedures for transporting class 3-6.1, 8 and 9 materials should also be adjusted in order to

guarantee complete free movement throughout Europe. A proposal from the committee on this subject was correctly identified as topical. However, since these requirements will not be introduced before 2011 it was postponed in the RID until more gas tank experience is available. The committee will be returning to this issue.

The growing number of standards quoted in RID/ADR but also in TSI was addressed as an increasing problem. Quoting these standards in law makes them mandatory, even though this was often never the intention of the standards, and problems of authorization can therefore occur if there is a variation, e.g. if the measurements are different.

After the Superstructure Committee organized a workshop on “Degrees of Cleanliness” in 2007, in 2008 it worked on a Guide to Using the Tables, which will probably be adopted and published in 2009.

## Infrastructure Committee

The Committee, chaired by Claude Piana, AFWP, met twice during 2008 with the participation of representatives from some ten national associations. The UIP Newsletter reflected this, and fuller reports or certain working documents may be consulted on the UIP website.

These meetings were characterized by the realisation that the introduction of the new rail environment had gained speed, with the result that there was an overloaded agenda, participants who were not always aware of the latest developments and their consequences and also a requirement for the UIP to have representatives available in the various sectors.

The arrival of Charles-Antoine Rivière has allowed these difficulties to be efficiently offset to a large extent, in particular by his strong involvement in the preparation of the meetings, by providing information on a regular basis, his participation in numerous working groups and good overall co-ordination.

The reorganisation of the Technical Committees adopted at the last Directors' Committee meeting should also have a positive impact on the work and its co-ordination.

Over the past nine years, the subjects have changed and the evolution into a Technical Committee should allow better adaptation and a greater reactivity.

Only five years ago, the Committee essentially handled technical UIC questions or the relations of owners with the registering railway undertakings.

Today it is more a question of relations with the European Commission, DG TREN in particular, of participating actively and following

the work of the European Railway Agency without, however, neglecting the GCU technical questions, those concerning the reduction in railway noise or the standardisation work.

These meetings are the occasion to exchange national experiences on relations with the new authorities, including the National Safety Agencies, and to contemplate joint positions.

Contacts with national authorities allow associations to share the UIP positions, permitting direct action by the UIP.

At the September meeting, participants had synthesis leaflets prepared by the Technical Co-ordinator, allowing them to dispose of a minimum of information on the subjects on the agenda.

The meeting was organised in two parts, the first concerning current questions meriting a discussion, or even the adoption of a position. The second part was informative, taking the form of presentations and questions and answers.

Certain subjects brought up at the beginning of the year came to a conclusion with the publication of the new interoperability directive, amongst other things respecting the conditions of authorisation of putting a wagon into service, and a corrigendum to the safety directive with the introduction of a new Article 14 bis "Maintenance of vehicles".

There was also the decision relating to the amendment of the wagon TSI and the operation TSI, Appendix P, allowing cross authorization as from July 2009.

However, certain provisions are still to be clarified.

The revision of the wagon TSI will continue, with some points concerning us more particularly like its probable extension to the network as a whole, its restructuring, the preparation of an application guide, maintenance, the question of spare parts or modifications which may require a new authorisation to put the wagon into service.

Certain subjects like cross acceptance which could concern wagons not complying with the amended TSI, or those connected with the safety directive, SMS, CSM, CST, will be redirected to the Superstructure Committee.

The technical questions connected with the reduction in rail noise also subsist, whether for new or existing wagons.

And, of course, the consequences from the technical standpoint of the “officialisation” of the keeper, the ECM and its certification, an important point being the maintenance system, for which the Directors’ Committee

has asked for a certain form of harmonisation to be considered, both with regard to the file associated with the application to put a wagon into service, management of the maintenance plan and the supply of maintenance manuals or booklets to the workshops.

The work will now continue under the chairmanship of Joachim Wirtgen, to whom it is appropriate to say “All the best”.

## House of Rail

Representatives of UIP, ERFA, F & L, IBS and CRE met in February 2008 in Madrid and agreed to reinforce the structure of the House of Rail. In future a spokesman would represent the House of Rail at the EU and European institutions and associations. He will be assisted by the secretariat of one member association.

The activities of the House of Rail resulted in several position papers and a conference “Sidings and Last Miles” organized on 28 November. Under the topic “Do we need a European policy for the first and last miles?” 140 experts from all over Europe gathered with representatives from the European Commission and the European Parliament (see point IV).

### III. The internal life of UIP

#### Annual general meeting

The annual general meeting took place on 12 September in Bruges (Belgium). During this meeting, the following points were discussed:

- The minutes of the general meeting of 20 September 2007 in Cannes were unanimously approved.
- The 58<sup>th</sup> management report – covering the 2007 financial year – was approved.
- The auditors submitted the 2007 report. The general meeting thanked the auditors for the work effected.
- The general meeting approved the accounts and balance sheet for 2007.
- The general meeting gave release to the Directors' Committee for its management.
- The general meeting reappointed Messrs Xavier Ducluzeau (Ermewa) and Vincent Bourgois (TRW) as auditors for the 2008 financial year.
- A vote took place on amendments to the UIP articles of association. The amendments were unanimously accepted.
- Designation of the members of the Directors' Committee and the representatives entitled to vote by the national associations:
  - Per-Anders BENTHIN (SPF – Sweden)
  - Vincent BOURGOIS (BeWag – Belgium)
  - Doryan CHERNEV (BPW – Bulgaria)
  - Gyözö CZITÓ (MVME – Hungary)
  - Bruno DAMBRINE (AFWP – France)
  - Emilio FERNÁNDEZ-FERNÁNDEZ (FAPROVE–Spain)
  - Dr Heiko FISCHER (VPI – Germany)
  - Andrzej KWIEK (IGTL – Poland)
  - Johannes MANSBART (VPI – Austria)
  - Jaroslav MIKLÁNEK (ZVKV – Slovakia)
  - Nucu MORAR (AVP – Romania)
  - Mauro PACELLA (ASSOFERR – Italy)
  - Geoffrey PRATT (PWF – United Kingdom)
  - Manfred SCHUBERT (SPV – Czechia)
  - André SUTER (VAP – Switzerland)
  - Don VAN RIEL (NVPK – Netherlands)
- The general meeting approved the budget for 2009.
- Determination of the subscription for 2009: the basic amount and the share per wagon remain unchanged.
- In 2009, the general meeting will take place on 18 September in Budapest.

## **Directors' Committee**

In 2008 the Directors' Committee met on 3 April in Vienna and 12 September in Bruges.

## **Management Committee**

The Management Committee met three times in 2008. The meetings were held on 15 January in Zurich, on 2 April in Perchtoldsdorf and on 11 September in Bruges.

## **Committees**

In 2008, the main UIP committees respectively met:

“Infrastructure”: on 22 January and 18 September in Brussels;

“Superstructure”: on 23 May in Zurich and 10 October in Rome.

## **Working Groups**

The other UIP study and working groups met according to requirements.

In addition, UIP experts participated in several international working groups.

For the Directors' Committee:

The Chairman:	The Secretary General:
Bruno DAMBRINE	Wolf D. GEHRMANN



## IV. The House of Rail conference "Sidings and Last Miles"

A European policy for the "first and last miles" in rail transport is indispensable to reinforce rail freight transport. This was one of the most important conclusions of the House of Rail conference held in Brussels on 28 November.

"Sidings" and "last miles" are as important as motorway access roads and are essential for individual wagons and full trains. Well over half the rail freight transport in Europe begins on private sidings. Their appreciable decline over the last few years has worsened the situation of rail competition vis-a-vis road haulage. In addition, a firm which wants to transport its goods directly through a siding must not only bear heavy investment but also the development risks of a rail installation. Road transport does not have such obstacles to accede to the road network.

This is why it seems important to eliminate these barriers by an improvement of the framework conditions and financing programmes at the European and national levels.

Possibilities of support already exist in a few European countries and have turned out to be extremely efficient instruments for the costs of the transfer of transport from road to rail.



At the European level, there is so far no initiative or political approach aimed at changing this unsatisfactory state of affairs. Whereas the main European rail corridors monopolise the attention, the "first and last miles" on the other hand have a tendency to slide into forgetfulness. No one is looking after them, no one feels responsible for them.

It is for this reason that the partners in the House of Rail decided to organize a conference in Brussels on 28 November on the theme "Do we need a European policy for the first and last miles?" and invite some 140 experts from all over Europe, with representatives from the European Commission and Parliament.

After being greeted by the HoR spokesman, the UIP Chairman Bruno Dambrine, the morning session, directed by the UIP Secretary General, Wolf Gehrmann, aimed at collecting information from international speakers to give a picture, so far nonexistent, of the situation of the “first and last miles” at the European level.

Ministries, regulation authorities, logistics firms, railway undertakings (RUs), customers and wagon keepers spotlighted various aspects of the question and allowed the following conclusions to be drawn:



### **Improvement of the framework conditions**

- A satisfactory definition of “last miles” does not exist. Their definition is nevertheless indispensable for the future European measures.
- The European definition of a global network including the “last miles” does not exist. As a starting point to reach customers’ goods, TEN-T is not enough.
- Town and country planning support for the creation of sidings does not exist (except in Switzerland).
- Construction and management costs are borne by the operators of the sidings; road hauliers do not have such costs for the “last miles”.

### **Too great a complexity is off-putting for potential customers for the transport of their goods**

- The multiplicity of interfaces (RUs, infrastructure managers (IMs), national authorities) complicates the support measures.

- The Austrian centralisation model (“One Stop Shop”) could offer a solution.
- The standardisation of contracts entered into between the managers of sidings and the RUs and IMs would be a great help.
- Fees for the “first and last miles” are disproportionately high.
- Third-party access to the sidings is problematic.
- There is no way of obtaining information on the sidings in Europe.

### **Necessity for programmes supporting the transfer from road to rail**

- The costs of points for sidings (the siding/network connection) are also partly borne by the sidings and thus increase the financial charge.
- The financing programmes, which only exist in a few European countries, show an appreciable transfer of transport from road to rail.
- National financing, generally limited to 50%, should be increased.

The afternoon session was a discussion led by the ERFA Secretary General, Monika Heimig. This allowed approaches to political, financial and technical-administrative solutions on the basis of the results of the morning session to be sought.

### **Political reflections**

- During the morning session, the Commission had already announced a reinforcement of the European legislation on access, in the context of the reformulation of the first rail package. Availability and non-discriminatory access to the infrastructure of the last miles are considered indispensable.
- A standardisation of the conditions of access and use at the European level would certainly be very useful but difficult to effect because of the lack of information.
- Taking the last miles into consideration in the TEN-T programme and in the rail freight network with a view to promoting the necessary arrangements is generally recommended.
- It is necessary to adapt the conditions for access and use to those for road transport.

- The number and quality of the sidings and last miles have an immediate effect on individual wagon traffic. It would be difficult for this to take place without direct access to the sidings.
- Obligatory sidings for new production and warehousing complexes are desirable but can only be imposed at the national level.

#### Financial reflections

- The Commission will now offer the sector up to 60% of European subsidies for the investments in sidings, on the basis of the subsidy directive revised for the TEN-T encouragements.
- The creation of a central body (“One Stop Shop”) for the progress of the application procedure is generally well received.
- Access to the last miles is subject to the prescriptions of directive 2001/14 (Articles 7 and 8), according to which the principle of marginal costs applies. The Commission has the intention of giving the mission of

examining the fees to the regulation authorities.

#### Administrative and technical reflections

- Given the last of available information on the first and last miles at the European level, the Commission proposes to include the corresponding information in a European infrastructure register (Article 35 of directive 2008/57) which should be kept by a neutral institution.
- The inclusion of the first and last miles in the TAF TSI is left for discussion in the context of the SEDP programme, whose transposition is the industry’s responsibility.

Emilio Fernández-Fernández, member of the F & L board, noted the unanimous interest for a European policy of “first and last miles” and announced measures following this conference. A **strategic European approach by the House of Rail to the “first and last miles”** is foreseen for 2009.

**Receipts**

1. Membership fees
2. Other receipts
3. Interest received
4. Extraordinary income

**Total****Expenditure**

Brussels' Secretariat

**Total****Result for the financial year**

2007	2008
€	€
501 538	509 650
—	—
850	5 646
—	—
502 388	515 296
365 219	498 733
365 219	498 733
137 169	16 563

## Balance sheet

Appendix I

	2007	2008
	€	€
<b>Assets</b>		
Available assets		
1. Bank	233 385,89	245 053,52
2. Cash	170,36	272,46
3. Interest, claims	–	–
4. Rental guarantee LOMATFER	185,32	185,32
5. Various	1 393,03	18 011,49
<b>Total</b>	<b>235 134,60</b>	<b>263 522,79</b>
<b>Liabilities</b>		
1. Capital	112 567,98	112 567,98
2. Result brought forward	54 101,97	70 665,21
3. Debts	68 464,65	80 289,60
<b>Total</b>	<b>235 134,60</b>	<b>263 522,79</b>
<b>Result for the financial year</b>	<b>137 168,77</b>	<b>16 563,24</b>

31.12.2008

Wolf D. GEHRMANN  
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 12 September 2008 in Bruges, we have examined the accounts of the International Union of Private Wagons for the 2008 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 2008 financial year closes with a benefit of 16 563 €.

Detail of the receipts and expenditure:

	Expenditure €	Receipts €
Membership fees		509 650
Interest		5 646
Other receipts		—
Brussels' General Secretariat	498 733	
Benefit as at 31.12.2008	16 563	
	<hr/>	
	515 296	515 296

We have noted that the accounts are accurately kept. We propose that you approve the accounts for the 2008 financial year and give release to the management.

Brussels, in February 2009

The auditors:

signed Vincent BOURGOIS signed Xavier DUCLUZEAU

## Members' list

## Appendix III

	Telephone/Telefax/E-Mail	N° of wagons
<p>Austria</p> <p>Verband der Privatgüterwagen-Interessenten VPI</p> <p>Kunigundbergstraße 40, A - 2380 Perchtoldsdorf</p>	<p>(+43) 1 - 865 66 85</p> <p>(+43) 1 - 865 66 8591</p> <p>info@gatx.at</p>	4 877
<p>Belgium</p> <p>BeWag – Belgian Wagon Association</p> <p>100, avenue du Port, B - 1000 Bruxelles</p>	<p>(+32) 3 286 84 30</p> <p>(+32) 3 218 78 35</p> <p>chantal.museur@vtg.com</p>	2 327
<p>Bulgaria</p> <p>BPW – Balkan Private Wagons Association</p> <p>c/o EASTRA Ltd., 105, Arsenski Blvd.</p> <p>BG - 1421 Sofia</p>	<p>(+359) 2 - 963 13 30</p> <p>(+359) 2 - 665 558</p> <p>bpw@bpw-bg.org</p>	500
<p>Czechia</p> <p>SPV – Sdružení držitelů a provozovatelů železničních vozů, Na Folimance 21, CZ - 120 00 Praha 2</p>	<p>(+420) 2 - 24 25 49 77</p> <p>(+420) 2 - 24 25 49 78</p> <p>spv@telecom.cz</p>	6 075
<p>France</p> <p>AFWP – Association Française des Wagons de Particuliers, « Le Stratège »</p> <p>172, rue de la République, F - 92817 Puteaux Cedex</p>	<p>(+33) 1 - 49 07 25 20</p> <p>(+33) 1 - 49 07 25 21</p> <p>Webmaster@afwp.asso.fr</p>	43 661
<p>Germany</p> <p>Vereinigung der Privatgüterwagen-Interessenten VPI</p> <p>Schauenburger Straße 52, D - 20095 Hamburg</p>	<p>(+49) 40 - 450 50 86</p> <p>(+49) 40 - 450 50 90</p> <p>mail@vpihamburg.de</p>	52 128
<p>Hungary</p> <p>MVME – Magyar Vasúti Magánkosci Egyesület</p> <p>H - 1037 Budapest, Zay u. 3</p>	<p>(+36) 1 - 368 9614/111</p> <p>(+36) 1 - 250 6897</p> <p>mvme@pultrans.hu</p>	1 174
<p>Italy</p> <p>ASSOFERR – Associazione Operatori Ferroviari e Intermodali, Via Agostino Depretis 65, I - 00184 Roma</p>	<p>(+39) 06 - 48 91 38 99</p> <p>(+39) 06 - 48 91 95 81</p> <p>segreteria@assoferr.it</p>	3 915
<p>Netherlands</p> <p>NVPG Nederlandse Vereniging Particuliere Goederenwagens, Postbus 284</p> <p>NL - 3190 AG Hoogvliet Rotterdam</p>	<p>(+31) 10 231 0231</p> <p>(+31) 10 231 0239</p> <p>NVPG@trimodal-europe.nl</p>	1 687



	Telephone/Telefax/E-Mail	N° of wagons
Poland IGTL – Izba Gospodarcza Transportu Ladowego ul. Twarda 30, PL - 00-831 Warszawa	(+48) 22 - 697 91 16 (+48) 22 - 697 93 12 igtl@igtl.pl	10 450
Romania AVP Asociatia Nationala e Detinatorilor de Vagoane Particulare din Romania Str. Plumbuita nr 65, sector 2 - Bucuresti	(+40) 22 41 45 41 (+40) 22 41 45 41 nmorar@ermewa.ro	500
Slovakia ZVKV Združenie vlastníkov a prevádzkovateľov súkromných koľajových vozidiel – Jaroslav Miklánek Stanična 7, SK - 91700 Trnava	(+421) 33 - 5923 112 (+421) 33 - 5923 182 zvk@zelos.sk	4 740
Spain FAPROVE – Asociación de Propietarios y Operadores de Vagones de España Alberto Alcocer, 46 – ático A, E - 28016 Madrid	(+34) 91 458 60 34 (+34) 91 458 87 57 faprove@teleline.es	5 376
Sweden SPF – Svenska Privatvagnföreningen Sövde Gård, SE - 275 96 Sövde	(+46) 416 - 162 66 (+46) 416 - 161 27 info@privatvagnar.com	3 109
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	7 417
United Kingdom PWF – Private Wagon Federation Intl. Section “Homelea”, Westland Green, Little Hadham GB - Herts SG11 2AG	(+44) 1279 - 843 487 (+44) 1279 - 842 394 geoffrey.pratt@btconnect.com	2 881
Total number of P-wagons affiliated to UIP as per 1 January 2008		150 817

## Annual General Meetings

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

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