



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

# 2010

## *61<sup>st</sup> Management Report*





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# Management of UIP

## Directors' Committee

President:	Bruno Dambrine (France) (until 14.09.2010) Dr Eckart Lehmann (Switzerland) (from 15.09.2010)
Vice-Presidents:	Dr Heiko Fischer (Germany) Johannes Mansbart (Austria) (until 14.09.2010) Bruno Dambrine (France) (from 15.09.2010)
Secretary General:	Dr Holger Segerer
Treasurer:	Philippe Boucheteil
Members:	Per-Anders Benthin (Sweden), Vincent Bourgois (Belgium), Doryan Chernev (Bulgaria), Lubos Conka (Slovakia), Bruno Dambrine (France), Luis Del Campo (Spain), Dr Heiko Fischer (Germany), Johannes Mansbart (Austria), Nucu Morar (Romania), Mauro Pacella (Italy), Geoffrey Pratt (United Kingdom) (until 14.09.2010), John Jagger (United Kingdom) (from 15.09.2010), André Suter (Switzerland) (until 14.09.2010), Dr Eckart Lehmann (Switzerland) (from 15.09.2010), Gabor Turi (Hungary), Don Van Riel (Netherlands), Martin Vošta (Czech Republic)

## Management Committee

President:	Bruno Dambrine (until 14.09.2010) Dr Eckart Lehmann (from 15.09.2010)
Vice-Presidents:	Dr Heiko Fischer Johannes Mansbart (until 14.09.2010) Bruno Dambrine (from 15.09.2010)
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 (from 15.09.2010), Johann Feindert, Guido Gazzola (from 15.09.2010), Jürgen Hüllen, Josef Küttel, Geoffrey Pratt (until 14.09.2010), Markus Vaerst (from 15.09.2010)

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# I. Preamble by the President

UIP Presidium (15.09.2010):  
from left to right  
Dr H. Fischer (Vice-President), Dr E. Lehmann (President) and B. Dambrine (Vice-President)



Dear Members,

2010 was another challenging year for the rail industry in general and also for UIP and its members.

The transport market as a whole, especially on rail, has not yet fully recovered from the economic crisis, although rail freight transport and wagon leasing business did pick up during 2010 compared to the previous year.

Amongst a number of fields where UIP has been very active in pursuing its members' interests, there was the follow-up to the

impact and consequences of the accident in Viareggio in 2009:

By implementing the EVIC program for visual inspection of wheel sets during maintenance, where UIP played a major role, the sector organizations in the ERA Maintenance Task Force and the related Joint Sector Group (JSG) demonstrated their ability to establish harmonized rules for the common benefit of the rail freight sector.

Joint efforts such as these towards self-regulation will have to be stepped up in future, wherever necessary, to enhance our competitiveness further and to maintain the safety

of the rail freight sector by adopting a more proactive approach than after Viareggio, when the sector had to respond with self-regulation in the form of EVIC and EWT rules. As a consequence, UIP will uphold and, indeed, intensify its participation in joint sector committees such as the Group of Representative Bodies (GRB) and the Rail Freight Platform, which will succeed the ERA Maintenance Task Force in 2011.

Although EVIC and the EWT measures were approved by the ERA and the Railway Interoperability and Safety Committee (RISC), which means that they were approved by all member states, in Italy political pressure led the national NSA to impose additional requirements for spring maintenance and wheel set traceability.

Quite apart from the fact that non-harmonized rules of this kind often damage the interoperability of rail freight traffic in Europe, and are clearly at odds with a free and seamless rail market, the requested measures either were technically worthless or could not be introduced within the prescribed time frame. Here UIP took the lead in a special initiative, along with its national member association ASSOFERR, the other sector organizations and DG MOVE, persuading the Italian authorities to withdraw their national rules.

As a logical consequence,

- UIP proposes tasking the European Rail Agency (ERA) in future with closely monitoring the activities of national NSAs in order to ensure that no more special national rules are introduced, that any existing rules of this nature are revoked, and that harmonized EU regulations, i.e. TSIs, are interpreted and implemented equally in all member states.
- UIP is very much in favour of stronger co-operation within the sector towards proactive self-regulation wherever it is needed, reflecting the situation in other transport modes. UIP has started to lobby for this idea and will press ahead with these activities in coming years. Together with other sector associations, the UIP has proposed the future role for the ERA, and this will be a topic of ongoing discussion in 2011.

Besides this, UIP has been very active in numerous fields of importance to its members, namely the regulations for ECM certification, the ongoing activities in GCU committees and WGs, and also the work devoted to the RSRD<sup>2</sup> database as a consequence of TAF TSI requirements.

Turning to the internal life of UIP, as your new president I want to thank the members repre-

sented by the General Assembly for electing and supporting me as successor to Bruno Dambrine. We all thank Bruno Dambrine for his spirited and excellent work during his 3-year term in a challenging environment, and especially during the last 15 months following Viareggio.

In addition, the end of 2010 brought a change in the post of UIP's Technical Coordinator. We thank Charles-Antoine Rivière for his work as first Technical Coordinator and cordially welcome Gilles Peterhans in this function.

I consider it one of my most important personal tasks to adjust and modernize the structure of UIP in order to better

- cope with our present and future environment, which demands a more proactive role with faster responses and decisions than in the past;
- integrate UIP and its members by providing greater transparency in the formation of our positions and an improved flow of information on all levels.

A dedicated UIP Task Force has been set up and is working on a sound proposal which should be available for your review and discussion later in 2011.

Yours

Eckart Lehmann  
UIP President

## II. Eulogy

2010 witnessed the demise of Walter Suter, who had been the very dedicated Secretary General of the UIP from 1977 until 1990. Deeply appreciated for his excellent and energetic management of our association during all these years, Mr Suter remained our honorary

Secretary General and sustained an unswerving interest in the activities of the UIP. The UIP paid tribute to his personal engagement and great humanity with a moment's silence during its General Assembly on 15<sup>th</sup> September 2010 in Brussels.



# III. Report on UIP activities

## Overview

The UIP was again very active in 2010, covering topics important for the railway sector and its members. Although our association is comparatively small, our positions and opinions are appreciated by all the players, notably in DG MOVE and the ERA as well as the other sector associations representing railway undertakings, managers of infrastructure, manufacturers and others. Key topics of interest in 2010 have been:

- As reported in UIP Newsflash 03-2010, the UIP is fully integrated in the Group of Representative Bodies (GRB) created in 2010 as the official voice of the sector in dialogue with the European Commission and the ERA.
- Continued activities in the Maintenance Task Force and the Joint Sector Group (JSG), including EVIC implementation. In 2011 the Task Force is to be transformed into a permanent sector platform for rail freight traffic.
- Certification of ECMs, the three options being “self-declaration”, certification under the so-called “MoU”, and certification according to the Safety Directive.
- TSI for freight wagons (WAG) with its new revision, including an additional wagon category to cover all kinds of existing freight wagons.
- Task Force on TSI telematics for freight (TAF) and the related RSRD<sup>2</sup> project, which will enable wagon keepers to fulfil the legal requirements.
- General Contract of Use for wagons (GCU), where various updates have been implemented. In addition, a major milestone was achieved with the functional GCU database created in the last quarter of 2010.
- Special emergency activities together with ASSOFERR and the sector in response to the difficult situation in Italy with regard to single wagon traffic, spring maintenance and wheel set traceability.
- UIP’s internal working groups, namely the Technical Committees on infrastructure and superstructure, which served as a platform to prepare and share UIP positions. Two new internal working groups have now been launched to discuss operational GCU matters and the economic impact of new legislation, and these will become operational in 2011.

## Group of Representative Bodies

The Group of Representative Bodies (GRB) includes key European rail sector associations, such as CER, EIM, ERFA, UIP, UIRR, UNIFE and others. In 2010 it replaced a former unofficial sector platform and it is now recognized by the European Commission and the ERA as the official voice of the sector. UIP's active participation is important in the light of two principal objectives:

1. to obtain a competent and full view of all sector activities,
2. to influence the sector as part of a coordinated approach along with other associations, which potentially adds much more weight to our arguments than the "stand-alone" position of a smaller association.

The GRB is backed by a steering committee and a preparatory working group, where the UIP is also represented.

During its first year of existence, the GRB has already produced several letters and position papers, sent to the EU Commission and the ERA, namely on:

- the future role of the ERA, with the UIP and the sector requesting a stronger role

for the ERA towards national safety authorities in order to avoid diverging interpretations of European laws and to remove or block conflicting or additional national rules;

- revision of the WAG TSI, with special emphasis on wagon categories and related specification requirements;
- corrective action in relation to TSI deficiencies, with the sector asking for a fast procedure to correct specific failures in the documents;
- early in 2011 there was a position paper on cross-acceptance and vehicle authorization, requesting lower authorization costs, faster introduction of new designs, greater transparency, faster cross-acceptance for already authorized vehicles, elimination of superfluous national rules, etc.

In addition, joint sector presentations have been prepared and submitted at most of the important meetings with DG MOVE and the ERA, confirming and demonstrating the strong will of the sector to organize its own affairs more actively in the future. This is very much in line with the UIP approach, i.e. taking proactive action rather than waiting for the authorities to impose regulation on the sector.

## UIP Technical Committees

In 2010, the [UIP Technical Committees](#) (Infrastructure Committee chaired by Joachim Wirtgen and Superstructure Committee chaired by Rainer Kogelheide), met three times: twice (in Hamburg and Rome) for 1-day sessions and once (in Brussels) for a 2-day session. 12 associations were represented by 20 experts.

### Infrastructure Committee

Building on 2009, the [Infrastructure Committee](#) was highly involved in the [ERA Maintenance Task Force \(ERA TF\)](#) and the related [JSG](#) (or “sector mirror group”), which includes representatives from CER, UIP and ERFA. This work was very intense, and during 21 meeting days (nearly two meetings per month) the JSG prepared sector proposals for the [European Visual Inspection Catalogue \(EVIC\)](#), [European Wheelset Traceability \(EWT\)](#) and the [European Common Criteria for Maintenance \(ECCM\)](#). Parallel to this, the ERA TF met three times, with representatives of the ERA and the NSAs discussing the sector proposals, which were finally accepted in full by the authorities (NSAs) in December 2010:

[EVIC](#), with axle checks in workshops based on the criteria listed in the EVIC catalogue and the application of related measures. EVIC results have to be recorded by the keeper and are made available to the JSG for dissemination to the NSAs. The final goal is to check 100% of the axle fleet within 6 years (and 4 years for RID wagons). After 6 months of application, more than 300 000 axles have been already checked. Even if EVIC application is not binding legally, it will nevertheless be implemented in the GCU (entry into force on 1<sup>st</sup> May 2011).

A sampling program with additional tests is simultaneously carried out by some keepers, with a view to testing the relevance of EVIC (compliance of EVIC criteria with detection of cracks). First results are expected in April 2011.

[EWT](#) is a harmonized European set of 47 axle data (maintenance, design) which must be collected by keepers and made available to NSAs on request. Traceability did, indeed, emerge as a key safety issue after Viareggio.

As a second consequence of the Viareggio accident and despite efforts to harmonize

the European rules, keepers faced a difficult [situation in Italy](#). Many specific requirements were imposed by the national authority, jeopardizing and even preventing rail freight traffic in Italy. The UIP, in cooperation with the JSG and with the strong support of ASSOFERR, met the ANSF on frequent occasions. At the very end of 2010, a compromise was struck with the Italian authority over the traceability of type A wheel sets and maintenance of trapezoidal springs: all wagons not equipped with 20 t (UIC type A) axles and wagons which do not fall under RID or which are not carrying RID goods can continue to operate in Italy from 1<sup>st</sup> January 2011 onwards, but the keepers must apply the European Wheelset Traceability system. This had to be confirmed to the RUs (Italian and European) by the keepers before 31<sup>st</sup> December 2010.

For 20 t RID / RID carrying wagons, the Italian RUs have to carry out sampling checks on trains (only for these wagons) from 1<sup>st</sup> January 2011 onwards. The wagons can continue to operate. These measures do not apply if the RU has already received all relevant (dynamic) data from the keeper. Here again, keepers must apply the EWT solution.

The JSG will set up an EWT implementation monitoring system for Europe in the first

quarter 2011. ANSF has reserved the right to re-introduce all former measures if the sector does not fulfill its commitments.

Another matter of importance to the UIP in 2010 was drafting the [Entity in Charge of Maintenance \(ECM\)](#) regulation. Three workshop meetings in Lille, two bilateral meetings between UIP representatives and the ERA, and two internal UIP meetings were held in order to promote the UIP position. As a consequence, most of the rules voted by Member States at the RISC meeting in December 2010 reflect UIP positions, including ECM requirements, conditions for sub-contracting tasks, the split of responsibilities between RUs and ECMs, relations with RUs, and the definition of accreditation criteria. Entry into force is now scheduled for spring 2011 with mandatory certification in 2013.

From March to November 2011, the ERA will work on the draft of a related Application Guide. In proactive fashion, UIP began its internal work on proposals for this document in December 2010 and plans to present these ideas at the kick-off meeting of the official ERA working party.

Concluding the revision of the [TSI for Wagons \(WAG TSI\)](#) was another important issue for

UIP's technical work. Apart from finalizing open points and eliminating errors, UIP lobbied for the adoption of appropriate solutions to managing interoperability components and spare parts, an implementation strategy for upgrading and renewing wagons and, together with CER, the creation of a category compatible with "go-everywhere wagons", re-introducing the former RIV wagon as far as possible. This additional category should ensure wagon "interchangeability", in that RUs do not have to check their technical specifications before composing the train, since the marking ensures known configurations, which is not the case with the standard TEN wagon. The discussions with ERA and DG Move will continue in 2011.

### Superstructure Committee

Key issues were also dealt with by the [Superstructure Committee](#) in relation to "Dangerous Goods":

The [revision of RID 2009](#) was discussed, including the introduction of bio-diesel, the new classification of calcium carbide UN 1402, and interferences between the RID and ECM regulations.

UIP proposed a new text for transition periods, which will be considered at forthcoming

meetings. These proposals are very important for UIP, as otherwise gas wagons built before 1978 will no longer be usable because their shells will be too thin.

UIP also drew attention to the 10-year validity of type approvals, which may jeopardize the financial feasibility of new construction projects, and will propose new wording in 2011.

The idea of the [RID/ADR Joint Committee](#) to introduce a Derailment Detection Device as mandatory for the most dangerous products in RID was discussed and finally postponed until 2013. Depending on the ERA's response to risk analysis, new decisions will need to be taken. UIP lobbying stressed the importance of the derailment issue, pointing out that before investing significant financial resources, which will only be done once, it is vital to be sure that the optimum solution is chosen.

The [BLEVE WG](#) also continued during 2010.

Discussions were held with CEFIC (Association of the Chemical Industry) and the Petroleum Industry to evaluate measures relating to drip leakages in tank wagons, and this should lead to the publication of "a best practice leaflet" for the loader/unloader, proposing the right procedures for avoiding or minimizing any problems experienced.

## General Contract of Use (GCU)

Having become the market standard for the operation of rail freight wagons in Europe a number of years ago, the GCU not only saw another increase in numbers in 2010 – its signatories totalled 650 by the end of the year – but also received growing attention in the political field. With coverage estimated at over 90 percent of European rail freight traffic, the GCU is increasingly viewed by the EU Commission and ERA as a potential instrument to support and complement ongoing EU legislation for the rail freight sector, with the advantage of providing greater flexibility than the regular legislative process. This is highlighted, for example, in the text of EU Regulation 1158/2010, which refers to the GCU as an “appropriate contractual arrangement” to ensure that every vehicle has an Entity in Charge of Maintenance (ECM) to take responsibility for vehicle maintenance in accordance with the EU Railway Safety Directive.<sup>1)</sup>

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<sup>1)</sup> Commission Regulation (EU) No 1158/2010 of 9<sup>th</sup> December 2010 on a common safety method for assessing conformity with the requirements for obtaining railway safety certificates, Recital no. 3.

UIP continued to accompany and support the development of the GCU through its delegation in the GCU Joint Committee and the participation of its experts in numerous working groups.

## GCU Joint Committee

The GCU Joint Committee, set up under the contract as the “guardian” of the GCU and composed of representatives from UIP, UIC and ERFA, the founding associations of the GCU, again focused in 2010 on ongoing development of the GCU and continuous dialogue with the EU Commission and ERA on related matters. The committee continued to be chaired by Stefan Lohmeyer (VTG/Co-Chairman for UIP) and Eric Peetermans (SNCB/Co-Chairman for UIC).

Under the contract, the Joint Committee has the right to propose – by unanimous decision – amendments to the GCU which are then distributed to the signatories by the GCU Bureau for the voting procedure.

The first major amendment to the GCU introduced in 2010 was the implementation of the GCU Wagon Data Base (WDB), which was accepted unanimously by the signatories

by 30<sup>th</sup> June 2010 and started operating on 1<sup>st</sup> October 2010. The WDB enables not only railway personnel in the field but also any other interested party to easily check whether the keeper of a wagon is a signatory of the GCU by entering the wagon number via a public access tool on the GCU website. Apart from its originally purely operational purpose, the WDB is now considered an important tool for railway undertakings to verify in the context of their safety certification that appropriate contractual arrangements with wagon keepers are in place.

The second major amendment was the integration of the European Visual Inspection Catalogue (EVIC) for wheelsets into the GCU. The proposal followed a recommendation by the Joint Sector Group participating in the ERA Task Force on wagon/wheelset maintenance which was set up by after the accident in Viareggio in 2009 to improve and demonstrate railway safety. Taking into account the temporary character of EVIC, provision was made that EVIC will cease to apply under the GCU once the GCU Joint Committee concludes by unanimous decision that such application is not needed anymore due to changed circumstances. This proposed amendment was accepted by a vast majority

of the GCU signatories by 31<sup>st</sup> October 2010 and will take effect as of 1<sup>st</sup> May 2011.

Representatives of the Joint Committee, UIP among them, continued throughout the year to meet regularly with the ERA Safety Unit to discuss current issues potentially relevant to the operation of wagons under the GCU, including railway safety certification, interim solutions for the certification of ECMs and the development of National Vehicle Registers.

#### **UIP internal GCU working group**

In order to further improve the coordination of GCU issues within UIP, the Management Committee of UIP decided to set up an internal working group on GCU issues. The task of the working group is to discuss these issues from an operational point of view, draw up proposals for amendments to the GCU, discuss and develop UIP positions on amendments proposed by others and support the work of the UIP delegation in the GCU Joint Committee. Johann Feindert (GATX), who chairs the working group and is also a member of the UIP delegation in the GCU Joint Committee, requested and received from the national member associations of UIP nominations of experts for the new working group, which will start its work in early 2011.

## Rolling Stock Reference Database (RSRD<sup>2</sup> Project)

2010 was a very active year marked by tangible progress in the development of RSRD<sup>2</sup>.

It is a legal requirement of TAF TSI that Keepers must make available to RUs/IMs technical design and administration data pertaining to their fleet of freight wagons.

UIP has decided to develop a European software solution for Private Keepers in order to avoid costly and ineffective multiple efforts by Member States. The working title for the database under development is the Rolling Stock Reference Database<sup>2</sup>.

In 2010 a project management team was set up, which then started to implement the project. The Management Committee and the Director's Committee were updated regularly by Johannes Mansbart, who undertook to supervise the project for UIP.

2010 brought the following milestones:

- The business requirement specifications for RSRD<sup>2</sup> were developed, documented and approved.

- The functionality was expanded to include an authorization mechanism for controlled access to RSRD<sup>2</sup> as well as a pilot application for the collection of performance data of vehicles ("Mileage Calculation Engine/MCE").
- The software development partner for UIP was selected based on qualitative and commercial considerations.
- The necessary contract work was undertaken for the software development and subsequent operation of the system for a 5-year period.
- Financial budgets were drawn up and approved, and funding was committed by 6 Private Keepers.

This means that at the beginning of 2011 the RSRD<sup>2</sup> development work was ready to go, and within a period of 6 months testing of the software and eventual rollout is expected, independently of the execution of the Common Interface and other components of the Strategic European Deployment Plan (SEDP).

Funding for the project can be viewed as strictly separate from UIP's budget and the



funding Keepers have accepted financial responsibility for the successful implementation of the project in the market. It is expected that the project funding will be recouped from user fees, based on actual usage and fleet size.

UIP's progress on the RSRD<sup>2</sup> project must be viewed as very timely, taking a leading role in compliance with industry discussions and developments. With regard to ongoing developments in the field of enhanced quality management / vehicle safety / maintenance system responsibility, RSRD<sup>2</sup> has the potential to become an important "electronic link" between the Private Keepers/ECM and RUs/IMs/Workshops as well as National Safety Agencies and European Supervision Bodies.

The importance of compiling actual vehicle performance data (mileage) from various data sources has in the meantime been fully appreciated by the railway industry, as evidenced by a number of incumbent RUs who are cooperating with UIP by contributing performance data for vehicles in the territories for which they are responsible.

UIP is in close alignment with the European Commission, which has triggered a thorough review of existing software solutions / data exchange needs for the Rail Freight Industry. UIP expects that RSRD<sup>2</sup> will be integrated into an overall solution in the European Rail Industry for the electronic exchange of operating data, an initiative that must be viewed as key to increasing rail freight's modal share.

## IV. The internal life of the UIP

### Annual general meeting

Two general meetings took place on 24<sup>th</sup> March in Zurich (Switzerland) and on 15<sup>th</sup> September in Brussels (Belgium).

During the first extraordinary meeting, the extension of the Management Committee was decided.

During the second meeting, the following points were discussed:

- The minutes of the general meetings of 18<sup>th</sup> September 2009 in Budapest (Hungary) and 24<sup>th</sup> March in Zurich were unanimously approved.
- Dr Eckart Lehmann was elected new President of the UIP.
- Mr Bruno Dambrine and Dr Heiko Fischer were elected Vice-Presidents of the UIP.
- A resolution was adopted to entrust the new President with the setting up and chairing of a task force “the new UIP”.
- The auditors submitted the 2009 report. The general meeting thanked the auditors for the work effected.

- The general meeting approved the accounts and balance sheet for 2009.
- The general meeting gave release to the Directors’ Committee for its management.
- The 60<sup>th</sup> management report – covering the 2009 financial year – was approved.
- The general meeting reappointed Messrs Xavier Ducluzeau (Ermewa) and Vincent Bourgois (TRW) as auditors for the 2010 financial year.
- The general meeting approved the budget for 2011.
- Determination of the subscription for 2011: the basic amount and the share per wagon remain unchanged.
- The next general meeting will take place on 29<sup>th</sup> September 2011 in Bern (Switzerland).

### Directors’ Committee

In 2010 the Directors’ Committee met twice: on 24<sup>th</sup> March in Zurich and 15<sup>th</sup> September in Brussels.

## Management Committee

The Management Committee met four times in 2010. The meetings were held on 23<sup>rd</sup> March in Zurich, on 1<sup>st</sup> July in Brussels, on 14<sup>th</sup> September in Brussels and on 23<sup>rd</sup> November in Zurich.

## Technical Committees

In 2010, the UIP Technical Committees met together on 10<sup>th</sup> February in Hamburg and 10<sup>th</sup> May in Rome. The Infrastructure Committee also met in Brussels on 13<sup>th</sup> September and the Superstructure Committee also in Brussels on 14<sup>th</sup> September.

## Working Groups

The other UIP working groups met according to requirements.

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

For the Directors' Committee:

The President:	The Secretary General:
Eckart LEHMANN	Holger SEGERER

## V. Working Groups (Status December 2010)

### EXTERNAL GROUPS

Issues	Tasks
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#### 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	Establishing compatibility with rolling stock
Safety	
Safety Certification and Authorisation	Harmonisation of decision-making criteria regarding the safety procedures
Certification of Entity in Charge of Maintenance (ECM)	Set up of the Application Guide
Certification of Entity in Charge of Maintenance (ECM)	Set up of the Accreditation 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
Group of Representative Bodies – GRB	Discussion 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

Issues	Tasks
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## Standardization

Joint Programming Committee Rail (JPCR)	Coordinate, plan, programme, promote standards in the field of railway standardization Responsible as well for CEN/TC 256 (Railway Applications)
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## 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
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 <sup>th</sup> 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

## OTIF

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

Issues	Tasks
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## 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 (UIC group) appendix 10	Modification of Appendix 10
Appendices 9 and 11 (UIC WG)	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”	Drafting 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
UIP GCU Forum Support Team	Administration and support (answering questions, giving advice) of the UIP GCU Forum
RSRD <sup>2</sup> User Group	Define Requirements and evaluate results during the development of the RSRD <sup>2</sup>

**Receipts**

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

**Total****Expenditure**

Brussels' Secretariat

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

2009	2010
€	€
562 553	604 456
—	—
3 393	661
—	—
565 946	605 117
585 950	623 876
585 950	623 876
- 20 004	- 18 759

## Balance sheet

Appendix I

	2009	2010
	€	€
<b>Assets</b>		
Available assets		
1. Bank	154 497.48	243 943.08
2. Cash	346.66	92.21
3. Interest, claims	—	—
4. Financial assets	17 765.74	23 006.96
5. Fixed assets	16 400.88	21 590.54
6. Other assets	88 465.96	232 907.50
<b>Total</b>	<b>277 476.72</b>	<b>521 540.29</b>
<b>Liabilities</b>		
1. Capital	112 567.98	112 567.98
2. Result brought forward	50 661.32	31 902.47
3. Debts	114 247.42	377 069.84
<b>Total</b>	<b>277 476.72</b>	<b>521 540.29</b>
<b>Result for the financial year</b>	<b>- 20 003.89</b>	<b>- 18 758.85</b>

31.12.2010  
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 15<sup>th</sup> September 2010 in Brussels, we have examined the accounts of the International Union of Private Wagons for the 2010 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 2010 financial year closes with a loss of 18 759 €.

Detail of the receipts and expenditure:

	Expenditure €	Receipts €
Membership fees		604 456
Interest		661
Other receipts		—
Brussels' General Secretariat	623 876	
Loss as at 31.12.2010	18 759	
	<hr/>	
	605 117	605 117

We have noted that the accounts are accurately kept. We propose that you approve the accounts for the 2010 financial year and give release to the management.

Brussels, in February 2011

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>Am Europlatz 2, Gebäude G, A - 1120 Wien</p>	<p>(+43) 1 - 865 66 850</p> <p>(+43) 1 - 865 66 8591</p> <p>office@vpirail.at</p>	6 006
<p>Belgium</p> <p>BeWag – Belgian Wagon Association</p> <p>80, rue des deux gares, B - 1070 Bruxelles</p>	<p>(+32) 3 286 84 30</p> <p>(+32) 3 218 78 35</p> <p>info@bewag.be</p>	7 197
<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>Czech Republic</p> <p>SPV – Sdružení držitelů a provozovatelů železničních vozů, Novodvorská 1698, CZ - 142 01 Praha 4</p>	<p>(+420) 2 - 24 25 49 77</p> <p>(+420) 2 - 24 25 49 78</p> <p>spv@telecom.cz</p>	6 296
<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>	41 643
<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>	62 303
<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>	1 127
<p>Italy</p> <p>ASSOFERR – Associazione Operatori Ferroviari e Intermodali, Via Panama 62, I - 00198 Roma</p>	<p>(+39) 06 - 48 91 38 99</p> <p>(+39) 06 - 48 91 95 81</p> <p>segreteria@assoferr.it</p>	2 500
<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>	1 879

	Telephone/Telefax/E-Mail	N° of wagons
Poland *		7 998
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 Stanična 7, SK - 91700 Trnava	(+421) 33 - 5923 112 (+421) 33 - 5923 182 zvk@zelos.sk	5 002
Spain FAPROVE – Asociación de Propietarios y Operadores de Vagones de España – c/o Transfesa c/ Musgo n° 1, La Florida, E - 28023 Madrid	(+34) 91 458 60 34 (+34) 91 458 87 57 faprove@teleline.es	5 199
Sweden SPF – Svenska Privatvagnföreningen Sövde Gård, SE - 275 96 Sövde	(+46) 416 - 162 66 (+46) 416 - 161 27 info@privatvagnar.com	2 705
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	7 805
United Kingdom PWF – Private Wagon Federation Intl. Section 22 Bittel Road, Barnt Green GB - Birmingham B45 8LT	(+44) 1214 - 452 437 (+44) 1214 - 452 437 john.jagger@dsl.pipex.com	4 102
Total number of P-wagons affiliated to UIP as per 1 <sup>st</sup> January 2010		162 762

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

## Annual General Meetings

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

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

## Invitation UIP Congress 2011





CONGRESS - KONGRESS - CONGRÈS  
In cooperation with VAP



# **“How to strengthen rail freight competitiveness”**

30.09.2011 - 01.10.2011  
Bern, Switzerland





## Invitation

The next UIP congress will take place on 30th September 2011 in Bern.

Since the last UIP congress in 2007, the rail environment has evolved considerably. Relationships between players in the sector have been changing as they close ranks to face the challenges.

Although rail freight transport is increasing, the rail freight market has not yet recovered from the economic crisis and the double-digit decline in all related business.

Environmental issues are in the spotlight more than ever. Freight transport needs rethinking, not only in terms of the modal split, but also in terms of safety, effective total costs and quality of life.

For rail transport this implies reviewing priorities so as to increase capacity, promote efforts to maintain or create sidings and apply an effective, pragmatic approach to noise abatement. All this calls for a package of measures that are harmonized across Europe.

Of course, safety remains the principal issue. Rail is and will remain the safest means of transport, but after the terrible accident of 2009 in Italy the immediate reaction in several European countries was to request additional non-harmonized safety measures. This lack of uniformity was jeopardizing international rail transport. In close cooperation with the sector, the EU Commission and the ERA laid the basis for a framework. The work done by the Task Force and the Joint Sector Group, resulting in implementation of the European Visual Inspection of Wheelsets during maintenance (EVIC), showed that the sector is able and willing to take whatever action is needed to agree on harmonized rules for the benefit of rail freight.

This idea of an active sector, working to define essential self-regulation rather than waiting for authorities to impose rules, needs strengthening in the future so as to increase competitiveness and quality of service.

We look forward to welcoming you in Bern, where you can participate in presentations by insiders representing different players in the rail freight sector, and we hope you will contribute to achieving our common goals.

## Einladung

Der nächste UIP Kongress wird am 30. September 2011 in Bern stattfinden.

Das Umfeld der Bahn hat sich seit dem letzten Kongress 2007 erheblich verändert. Die Beziehungen zwischen den verschiedenen Akteuren innerhalb des Sektors haben sich angesichts der Herausforderungen vertieft und gefestigt.

Trotz der kürzlichen Wiederbelebung des Bahngüterverkehrs konnte sich der Schienengüterverkehr noch nicht vollständig von der Wirtschaftskrise und dem damit verbundenen Verkehrsrückgang in zweistelliger Prozenzhöhe erholen.

Umweltanliegen stehen zunehmend im Fokus. Gütertransport bedarf neuer Ansätze, nicht nur betreffend des Modalsplits, sondern auch in Bezug auf Sicherheit, Kosteneffizienz und Lebensqualität.

Dies zwingt den Bahnsektor, die Prioritäten vor allem im Hinblick auf die Erhöhung der Infrastrukturkapazitäten, den Erhalt und Neubau von Industriegleisen und eine effektvolle und pragmatische Lärmreduktion neu zu setzen. Ein europaweit harmonisiertes Massnahmenpaket tut Not.

Sicherheit bleibt natürlich prioritäres Ziel. Die Bahn ist und bleibt das sicherste Transportmittel. Aber nach dem tragischen Unfall 2009 in Italien reagierten einige europäische Staaten mit zusätzlichen, nicht harmonisierten Sicherheitsauflagen. Dieser Mangel an Vereinheitlichung bedrohte den internationalen Bahngüterverkehr ernsthaft. In enger Kooperation mit dem Bahnsektor legten die Europäische Kommission und die ERA die Basis für ein neues System. Die Arbeit der Task Force und der Joint Sector Group brachte den Umsetzungseisfadens für den europäischen Sichtprüfungskatalog von Radsätzen bei der Instandhaltung (EVIC) hervor und zeigt, dass der Sektor zum Nutzen des Bahngüterverkehrs fähig und bereit zur Schaffung vereinheitlichter Regeln ist.

Diese Vorstellung eines aktiven Bahnsektors, der wesentliche Selbstregulierungen vornimmt statt auf staatliche Vorschriften zu warten, muss vermehrt Realität werden, um die Wettbewerbsfähigkeit und Qualität des Bahnverkehrs zu stärken.

Wir freuen uns, Sie in Bern begrüßen zu dürfen. Insider werden Ihnen die Sichtweise der verschiedenen Akteure des Eisenbahngüterverkehrssektors präsentieren, und wir hoffen, dass Sie zur Erreichung unserer gemeinsamen Ziele beitragen werden.

## Invitation

Le prochain congrès de l'UIP aura lieu le 30 septembre 2011 à Berne.

Depuis le dernier congrès de l'UIP en 2007, l'environnement ferroviaire a considérablement évolué. Les relations entre les acteurs du secteur ont changé quand ils ont dû serrer les rangs pour affronter les nouveaux défis.

Malgré une augmentation du transport ferroviaire, le marché du fret n'a pas encore surmonté la crise économique et le déclin à deux chiffres dans toute cette part de l'économie.

Les enjeux écologiques sont plus que jamais sous les feux de la rampe. Le transport de fret doit être repensé et pas seulement en termes de répartition modale mais aussi en termes de sécurité, coût réel total et qualité de vie.

Pour le transport ferroviaire, ceci nécessite de revoir les priorités afin d'augmenter la capacité, de soutenir les efforts en vue de la sauvegarde ou de la création d'embranchements, et d'avoir une approche efficace et pragmatique de la réduction du bruit. Tout ceci demande un ensemble de mesures qui soient harmonisées à travers toute l'Europe.

Bien sûr, la sécurité reste l'enjeu principal. Le rail est et restera le moyen de transport le plus sûr mais, après le terrible accident de 2009 en Italie, la réaction immédiate dans plusieurs pays européens a été de réclamer des mesures de sécurité supplémentaires et non harmonisées. Ce manque d'uniformité compromettait le transport ferroviaire international. En collaboration étroite avec le secteur, la commission européenne et l'ERA ont jeté les bases d'un encadrement. Le travail accompli par la Task Force et le Joint Sector Group, qui a abouti à la mise en œuvre du catalogue européen d'inspection visuelle des essieux (EVIC) a démontré que le secteur est désireux et capable de prendre toutes les actions nécessaires de façon harmonisée pour le bien du fret ferroviaire.

Cette idée d'un secteur actif, qui travaille à la définition d'une autorégulation essentielle au lieu d'attendre que les autorités imposent des règles, doit être renforcée dans le futur afin d'augmenter la compétitivité et la qualité du service.

Nous nous réjouissons de vous accueillir à Berne où vous pourrez participer aux présentations des gens de terrain représentant les différents acteurs du fret ferroviaire et nous espérons que vous contribuerez à la poursuite de nos buts communs.



# PROGRAMME

## "How to strengthen rail freight competitiveness"

We are pleased to invite you to the next UIP Congress in Bern. The beautiful Kultur-Casino will serve as our location for this year's sessions of current issues and lively discussions. We are looking forward to welcoming you in Switzerland.

### Friday 30<sup>th</sup> September 2011

**From 10:00 till 16:00**

**Accompanying persons:**

Excursion in the picturesque region of Gruyère with the visit of the famous Cailler Chocolate museum.

**8:00 - 9:00** Registration at Kultur-Casino

**9:00 - 9:45** Opening and welcome by the  
UIP President, Dr Eckart Lehmann

**9:45 - 12:45** Politics & Market

**14:00 - 15:45** Operation, Safety & Interoperability

**16:00 - 17:00** Conclusion & press communication

**20:00** Cocktail

**20:30** Gala dinner:  
Honoured by the presence of the Swiss  
Minister of Transport, Mrs. D. Leuthard

### Saturday 1<sup>st</sup> October 2011

From 9:30 till 16:30 common excursion to Interlaken and the lake of Brienz

**The event has been divided into different packages for maximum flexibility.**

- |  |           |
|--|-----------|
| ▪ Standard package<br>(including participation to the congress sessions, the cocktail and gala dinner) | 1'215 CHF |
| ▪ Special package: Congress sessions on Friday only  | 975 CHF   |
| ▪ Excursion on Friday: for accompanying person   | 120 CHF   |
| ▪ Excursion on Saturday: per person  | 190 CHF   |

**Part I:****Moderator: Dr H. Fischer (VTG)****9:45 - 11:00**

- Mr P. Grillo (DG Move) "Present and upcoming European legislation for rail freight safety and interoperability"
- Ms M. Heiming (ERFA) "Trends in rail freight liberalization"
- Mr N. Perrin (SBB Cargo) "Sustainability and efficiency of rail freight transportation in Europe – The Swiss model for effective logistics solutions"

Coffee break 11:00 - 11:30

**Part II:****Moderator: Dr E. Lehmann (UIP)****11:30 - 12:45**

- Mr M. Vaerst (AAE) "Noise differentiated Track Access Charges – Target oriented requirements"
- Mr G. Roser  
(PANTRAK TRANSPORTATION LIMITED)  
Also Secretary General of European Freight & Logistics Leaders Forum  
"European Rail – Priorities to 2015"
- Mr D. Choumert (ITALCEMENTI GROUP) "Rail as preferred freight transport mode if..."

Lunch break 12:45 - 14:00

**Moderator: Mr B. Dambrine (ERMEWA)**

- Mr M. Verslype (ERA) "Implementation of the Interoperability Regulation"
- Dr J. Engelmann (ERA) "Further development in the sector after Viareggio"
- Mr U. Ritter (SCONRAIL) "ECM Certificate – the way to increased safety?"
- Mr J. Mansbart (GATX) "UIP's contribution to the data exchange solutions of the future"
- Mr N. Czernecki (SNCF) "TSI Wagon and putting into service of freight wagons"

Coffee break 15:45 - 16:00