

INTERNATIONAL UNION OF WAGON KEEPERS a.i.s.b.l

---



# Table of contents

## I. PREAMBLE

Message from the President and the Secretary General	5
---------------------------------------------------------	---

## II. UIP IN 2012

New Staff	7
Internal Working Structure	8
External Working Structure	9
UIP Committees	10
Who is Who Executive Board	11

## III. EUROPEAN AFFAIRS 2012

Budget & Transport Financing	13
Market & Governance	13
Institutional Studies for Future Policies	14
Research & Standardisation	15

## IV. INTERNAL AFFAIRS 2012

Topical Committees	19
National Associations Committee	25

## V. FINANCIAL FIGURES

Results & Balance Sheet	27
-------------------------	----

## VI. APPENDIX

UIP Members 2012	29
Abbreviations & Acronyms	30



# I. Preamble

## 2012 MEETS THE CHALLENGE OF CHANGE MANAGEMENT

**«One should bear in mind that there is nothing more difficult to execute, nor more dubious of success, nor more dangerous to administer than to introduce a new order to things: for he who introduces it has all those who profit from the old order as his enemies, and he has only lukewarm allies in all those who might profit from the new»** Niccolo Machiavelli, The Prince, 1513

Change is uncomfortable, and adapting to change is difficult and messy. But even if in rail transportation the reality of yesterday proves to be wrong today, and nobody really knows what the truth for tomorrow will be, 2012 will be remembered as a year of empowering UIP's structure and individuals to respond to the new challenges in our industry.

Against a background of difficult economic conditions and continuing pressures on public finances, the European Parliament brought forward the revision of the TEN-T Guidelines together with the creation of a real infrastructure fund and the Connecting Europe Facility (CEF), in order to lay down the necessary conditions for funding throughout the European Union. In parallel, the European Commission deepened its work towards the implementation and enforcement of a Single Railway Market. The publication of the 4th Railway Package in January 2013 was the last step towards putting in place new governance structures, market and technical rules that should increase railway competitiveness at European level as described in the 2011 Transport White Paper. With the adoption in October 2012 of the Directive 2012/34/EU, recasting the First Railway Package, the European Institutions finally agreed after 2 years, on new rules to provide legal simplification through consolidation and clarification of the three directives from 2001.

In this context, UIP has given life to its new structure, carried out many activities with the European Railway Agency, and begun developing a close cooperation with the other sector associations such as CER, ERFA, UNIFE and UIC in order to increase the visibility of freight wagon keepers and ensure that rail freight will not be further reduced to a minor part of the railway system.

Thanks to the work of the Brussels' office and the involvement of the Topical Committees' Chairmen, significant progress has been made in enhancing confidence and transparency vis-à-vis our members, the National Associations. In 2012, we tried to give the

Topical Committees and the National Associations Committee a self-governing field within the parameters and values that the UIP Executive Board members have used to define the UIP strategy. Those Committees are at the heart of the UIP's organisation and should be given the chance to innovate, take initiatives and make decisions happen. Addressing the next challenge of ensuring the delivery of content and a quality service will require further commitment from all UIP members and continuous internal and external dialogues to ensure that the wider industry gets a better grip on its costs, whilst delivering the levels of safety, performance and efficiency that freight customers expect.

It's our strong motivation together with the member associations to continue enhancing UIP's profile towards the EU institutions and, by following the political agenda, to seek for harmonised actions on noise reduction and greater consideration for single wagonload traffic. For 2013, we need strong leadership from the Board and must continue pursuing a good collaboration with the other Stakeholders' associations, as well as active partnership with the EU Institutions and the national authorities in order to function as a true Union.

Finally, we'd like to thank all our members, partners, as well as all the UIP representatives for their contributions, their time and willingness to share knowledge and expertise. The hard work and commitment of all remain absolutely crucial. In the following pages, you will find more insight to UIP's activities in 2012.

We look forward to a further fruitful cooperation in 2013 in addressing the next challenges!

Brussels, 29 April 2013

Sincerely Yours



Eckart Lehmann  
UIP President



Gilles Peterhans  
UIP Secretary General



## II. UIP in 2012

### A. NEW STAFF

After 3 years of good and faithful service, Dr. Holger Segerer retired from UIP in December 2012. Gilles Peterhans, former UIP Technical Coordinator, was appointed in September by the Executive Board as the new Secretary General. In accordance with the overall strategy and the new structure of UIP, Maria Price was hired in a new role as Manager European Affairs. Reporting to the Secretary General, she will be responsible for developing UIP's relations to the EU policy institutions and boosting the recognition of UIP as representative body in Brussels.

Gilles Peterhans studied finance and economics at the University of St. Gallen – School of Management, Economics, Law, Social Sciences and International Affairs (HSG) in Switzerland. After his graduation in 2001, he worked as CEO for a Swiss wagon keeper company and a small Swiss railway undertaking. By exercising various duties within the rail freight sector and actively participating in different Associations, Gilles Peterhans has developed not only a comprehensive knowledge of the European and national legal frameworks but also professional experience in rail freight related issues.

Maria Price studied International Relations, Law and Diplomacy in the US and in the UK. She was awarded a Doctorate Degree from Oxford University, St Anne's College. She worked in different modes of transport in the private and public sectors around Europe. Before joining UIP, Maria Price was managing and coordinating the activities of the Expert Working Groups at EIM, the European Association of Independent Infrastructure Managers. Therefore, she has been actively involved in the decision-making processes at EU level and has established strong relations with the European Institutions and the Rail Sector.

With this new staff composition, the UIP Executive Board wants to ensure not only a seamless transition but to also address members' expectations by combining academic skills and professional expertise.



**Gilles Peterhans**  
Secretary General

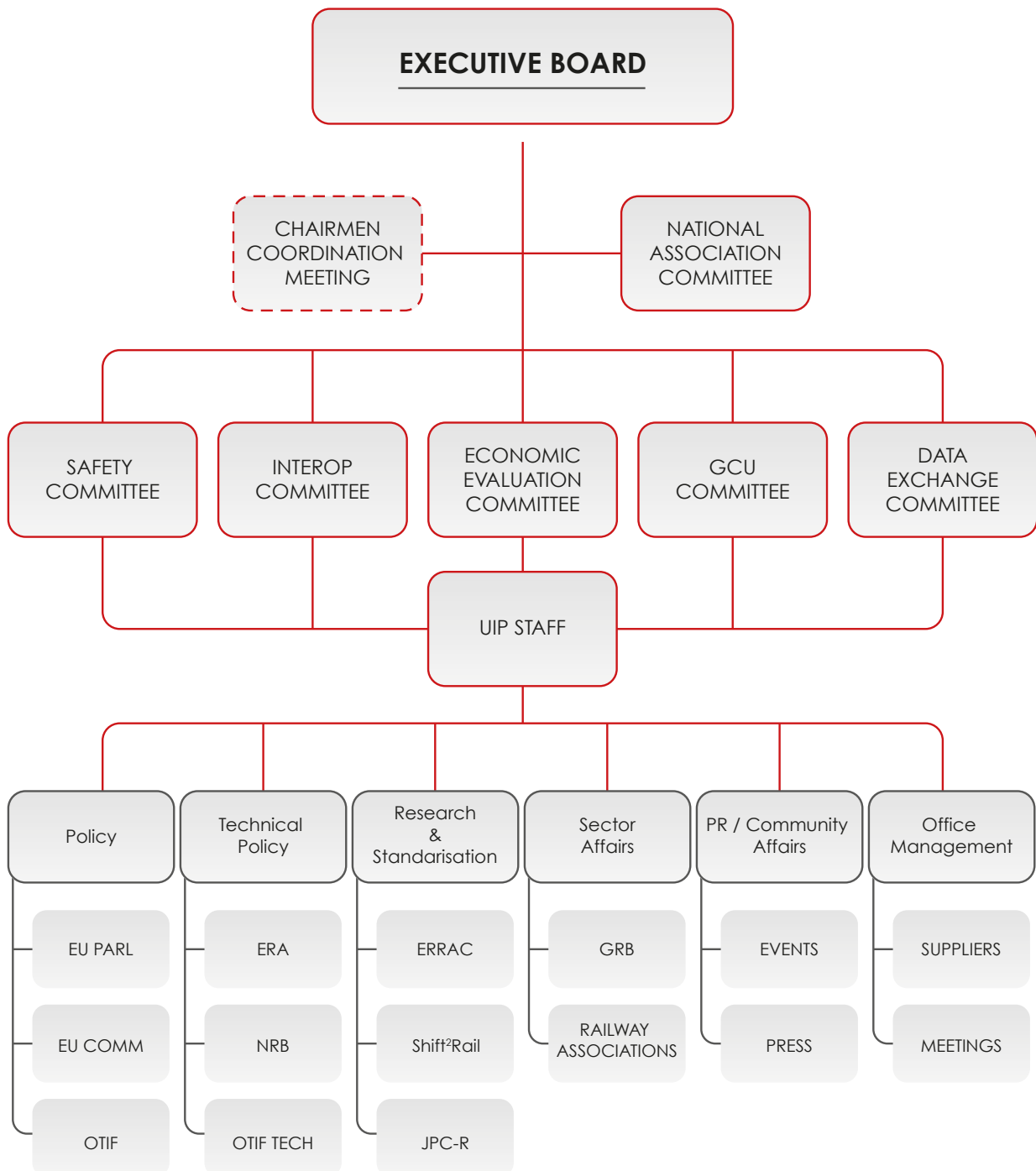


**Maria Price**  
Manager European Affairs

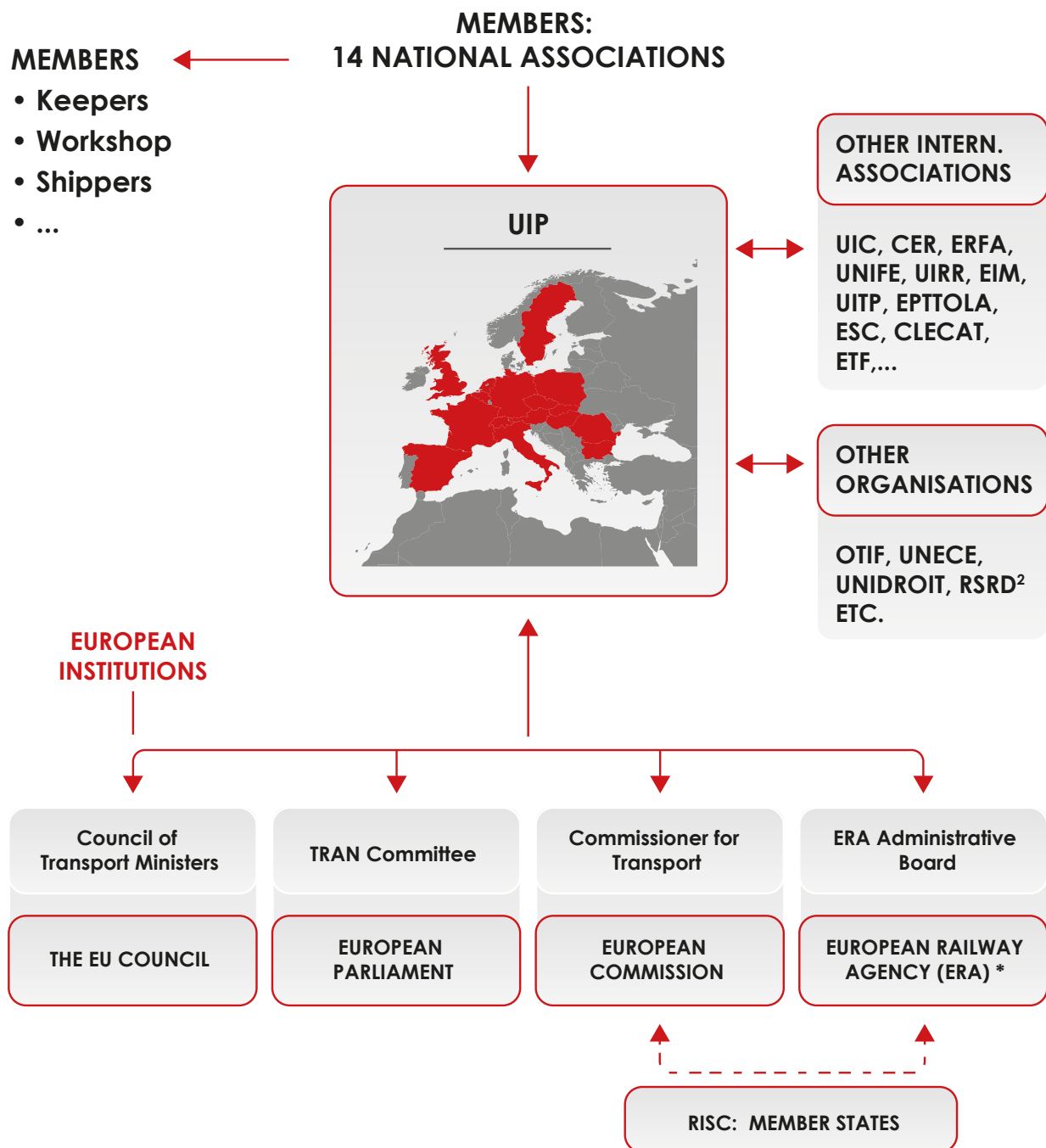


**Isabelle Brahy**  
Office Manager

## INTERNAL WORKING STRUCTURES

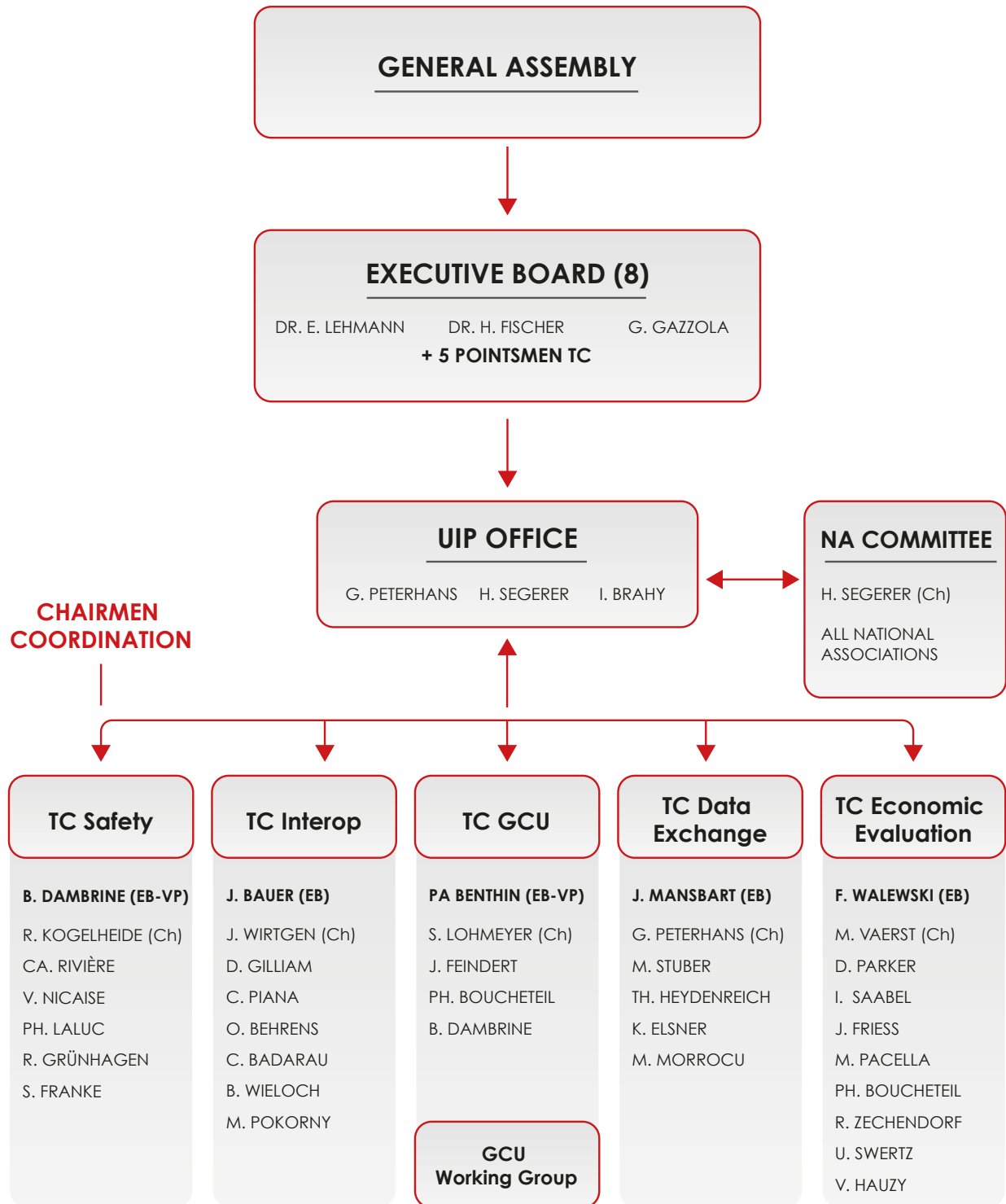


## EXTERNAL WORKING STRUCTURE



\* ERA drafts recommendations for EU COMMISSION on safety and interoperability

## UIP COMMITTEES



EB = Member of UIP Executive Board  
VP = Vice President  
Ch = Committee Chairman

Committee Members as appointed by the Executive Board on 20<sup>th</sup> June 2012

## WHO IS WHO EXECUTIVE BOARD

The **Executive Board** is the highest committee in the UIP's organisation and acts as the management committee for the association. As such it formulates the overall strategies and policies, and is also responsible for ensuring the availability of adequate resources and for the conduct of business in conformity with applicable laws and regulations.

In 2011, the UIP Executive Board established five interdisciplinary **Topical Committees**: Interop, Safety, GCU, Data Exchange and Economic Evaluation. Since February 2012, the Committees are the heart of the operational work of UIP and steer the technical activities. They are composed of one Chairman, nominated by the Executive Board, who manages the Committee, one Pointsman, as representative of the Executive Board taking leadership on the topic and ensuring proper reporting, and up to 6 members (exceptions may be granted by the Executive Board) with appropriate expertise and management skills. In their respective fields of competences, the Topical Committees aim at providing a platform to coordinate the work of experts in external working groups (such as the Working Parties at ERA) and to define and agree on UIP positions on relevant issues.

In addition, the **National Associations Committee** brings together all the UIP members (one representative per Association) and provides the platform for the coordination of the national activities and for consensus-building on relevant topics. As such, the Committee has an important role to play in making recommendations to the Executive Board on UIP's scope of work and priorities, as well as addressing UIP's position nationally while at the same time bringing national issues to European level.

The work in each Committee can be supported, when necessary, by the creation of related Experts Working Groups.

**You can read more about the activities of the Topical Committees and of the National Associations Committee under Chapter IV Internal Affairs.**



**Dr. Eckart Lehmann**  
Supervisory Board of AAE Holding



**Dr. Heiko Fischer**  
CEO of VTG Aktiengesellschaft



**Johannes Mansbart**  
CEO & President of the  
Management Board of GATX  
Rail Europe



**Bruno Dambrine**  
Ermewa Interservices  
Rail Safety Coordinator  
President Workshop Division



**Fabrice Walewski**  
Member of the Board of AFWP  
General Partner & CEO  
of Touax Group



**Jürgen Bauer**  
Member of the Board  
of VPI Austria  
CEO ERR European Rail  
Rent GmbH



**Per-Anders Benthin**  
President of Svenska  
Privatvagnföreningen (SPF)  
CEO of Transwaggon AG



**Guido Gazzola**  
Vice President of ASSOFERR  
VTG Italia srl



# III. European Affairs 2012

During 2012, UIP witnessed intense discussions between the Rail Sector, the European Railway Agency, the European Commission and the European Parliament, recognising the importance to be involved with the European Institutions in order to provide the right framework and the appropriate level playing field.

## BUDGET & TRANSPORT FINANCING

### Connecting Europe Facility (CEF)

Through the Multi-Annual Financial Framework (29 June 2011), the EC proposed a budget of up to €31.7 billion for the 2014-2020 period for the Connecting Europe Facility (CEF) which should promote growth, jobs and competitiveness through targeted transport investments in Europe. The CEF should also help to upgrade transport infrastructure, build missing links and remove bottlenecks.

The money from Connecting Facility Europe will act as leverage for more funding from other private and public investors. To assist with the financing of the CEF, the European Commission has also adopted the terms for the Europe 2020 Project Bond Initiative, which will be one of a number of risk-sharing instruments, upon which the facility may draw in order to attract private financing.

On 18<sup>th</sup> of December 2012, the European Parliament voted on amendments regarding the EC proposal on CEF. Important for UIP vote was that CEF funds can grant up to 20% of the total implementation costs for projects on reducing rail freight noise by retrofitting existing rolling stock.

UIP also recognises the need for coherence between the CEF and the HORIZON 2020 Programme in order to ensure that funding for transport related activities, such as research, innovation, testing and deployment is not reduced. For 2013 UIP remains optimistic that the proposed budget for CEF is approved by the European Council.

June 2012:

UIP SIGNED THE DECLARATION IN SUPPORT OF THE CONNECTING EUROPE FACILITY



## MARKET & GOVERNANCE

### 4<sup>th</sup> Railway Package (4RP)

As a result of the active involvement of the Sector on the revision of the Technical Specifications of Interoperability and discussions towards a simpler process for Vehicle Authorisation, the European Commission recognised the need to recast the current Interoperability and Safety Directives. This also meant that the role of the European Railway Agency needs to be reconsidered and possibly enhanced as the Single European Authority for Vehicle Authorisation.

The above three elements became part of the 4<sup>th</sup> Railway Package which also includes proposed legislation on opening domestic passenger rail markets, and governance and accounts relationships between RUs and IMs.

For 2013, UIP is prepared for active dialogues with the European Parliament and the European Council, and has already taken initial steps towards developing joint positions with other sector organisations.

June 2012:

CER, UNIFE, UIP AND ERFA SHARE VIEWS ON THE FUTURE ROLE OF ERA



July 2012 :

CER, UNIFE, UIP AND ERFA CALL FOR A SINGLE VEHICLE AUTHORIZATION



# INSTITUTIONAL STUDIES FOR FUTURE POLICIES

## EP Study: REDUCING RAILWAY NOISE POLLUTION

In August 2012, the European Parliament published a study investigating the noise situation in Europe and proposing measures towards noise reduction in rail transport. Those included recommendations for setting noise limits, retrofitting wagons with low noise breaking systems, developing and introducing funding schemes supporting the costs for retrofitting, and introducing Noise Differentiated Track Access Charges (NDTAC) which are to be determined based on the noise levels of the wagons.

UIP considers noise a priority; therefore, it understands and supports the intention to minimise noise in freight wagons. It welcomes the initiatives by some EU and non-EU Member States, such as Switzerland, who are already introducing national laws and setting up action plans for silent wagons.

However, UIP, along with other Representative Bodies, such as ERFA and CER published a joint position paper stressing the importance that there should be a harmonised legal framework with a harmonised application of NDTAC, and a phasing period for retrofitting freight wagons. Furthermore, national laws and action plans for retrofitting and introducing NDTAC must be coherent with EU legislation.

UIP is determined to continue advocating its position on noise making sure that the efforts to minimise noise do not stop the circulation of freight wagons around Europe, which would create a reverse effect of modal shift from rail to road, distort competition and threaten the single market.

## EC Study: SINGLE WAGON LOAD

In 2011 the European Commission launched a call for tender on Single Wagon Load Traffic in Europe — challenges, prospects and policy options. The results of the study should help the Commission to identify suitable policy options to support the future development of single wagon load traffic in Europe.

The study is expected to include:

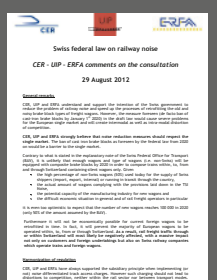
- Analyses of the state of the art in technology for, and organisation and operation of, single wagon load services,
- Observations and assessment of recent and ongoing research activities with relevance for single wagon load traffic, and
- Conceptual scenarios for its development, even taking into account regulatory issues.

The study will focus on the consolidation and deconsolidation of traffic flows in the single wagon load system and will take into account the interaction with other types of rail traffic (trainload and combined traffic) as well as with other transport modes.

UIP appreciates the initiative by the European Commission and intends to follow closely the progress, while at the same time providing expert support towards a suitable and pragmatic policy on single wagon load traffic in Europe.

August 2012 :

### CER, UIP AND ERFA COMMENTS ON CONSULTATION SWISS FEDERAL LAW ON RAILWAY NOISE



## II. European Affairs 2012

## EU INSTITUTIONS & EU SOURCE FUNDING

**Future (2014)**

**HORIZON 2020**

**SHIFT<sup>2</sup> RAIL**

**Existing**

**FP Calls**  
(Framework Programs)

**TEN- TEA**  
Calls

**ERRAC**  
The European Rail  
Research Advisory  
Council

As a result, UIP reacted together with other European transport actors in the sector and academia in a joint press release calling on the European Parliament and the EU Member States to reach an agreement which maintains the share of the Horizon 2020 budget for Transport at €7.69 billion, and to support the European Commission's proposed budget of €80 billion over seven years for Horizon 2020 in the Multi-Annual Financial Framework.

- A cut of the future overall budget for Horizon 2020 to €70 billion and
- A decrease of the budget for Transport Research to 6.9% of the total Horizon 2020 budget.

EUROPEAN ASSOCIATIONS  
COMBINED THEIR VOICES  
CALL FOR AN APPROPRIATE  
BUDGET SHARE FOR  
TRANSPORT RESEARCH  
UNDER HORIZON 2020





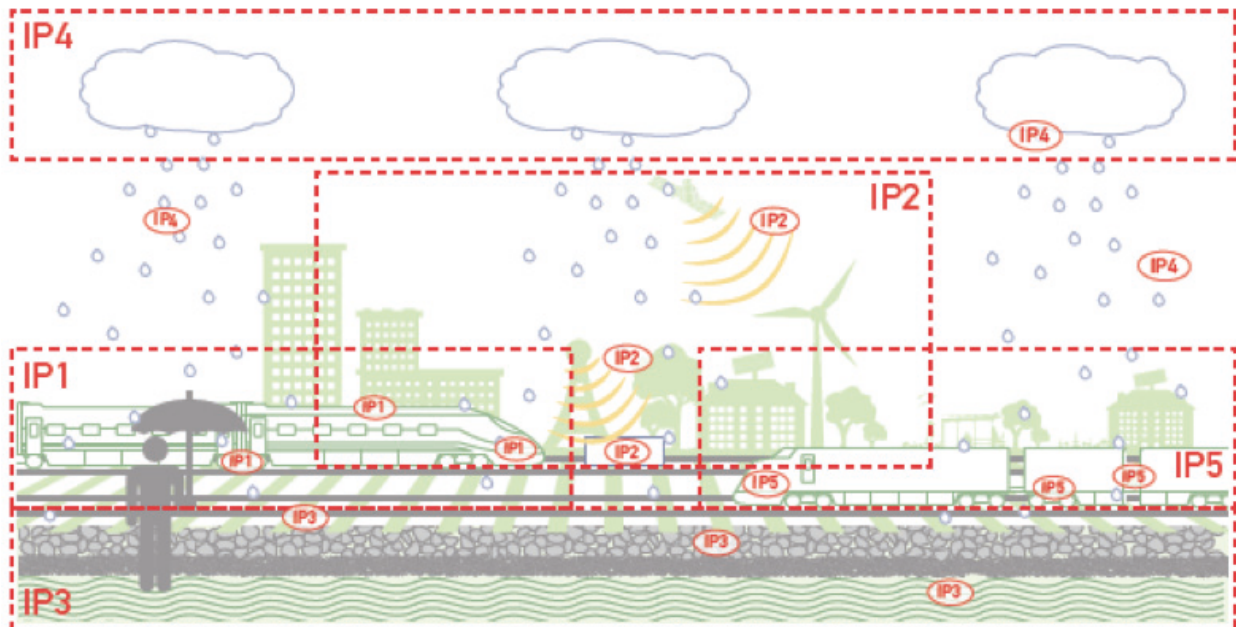
**Shift²Rail** is a new research instrument, initiated by UNIFE as Joint Technology Initiative (JTI) within Horizon 2020, to address the challenges of delivering innovation in rail transportation. The first official proposal was sent to the Commission in July 2012. As an overall activity on standardisation and regulation, this JTI aims at providing a European framework for the rail transport sector to launch major industrial research. Whilst the existing European funded research programmes are running under FP6 and FP7 calls, Shift²Rail should develop and implement a new way of addressing the challenges for innovation in technology and aim at enhancing capacity, increasing service reliability and reducing life cycle costs. Divided in 5 Innovation Programmes, it covers high-speed, urban, suburban, regional and freight rail market. The overall budget is estimated at €1 billion over a period of six to seven years and should be funded jointly by private and European funds.

In 2012, UIP took part in a number of meetings in order to define and assess the content and scope of IP5 related to freight services. Enhancement of capacity,

reduction of operational and maintenance costs and significant increase in reliability have been defined as the major drivers for this Innovation Programme. However, the discussions within the European rail industry and with the EU policy-makers are still ongoing.

According to the proposed SHIFT²RAIL Joint Undertaking (JU), in order to participate in the high-level decision making process (i.e. steering committee), a company needs to sign the SHIFT²RAIL JTI Memorandum of Understanding, commit sufficient resources, time and finances, and accept the Statutes of the Initiative. Once it is launched, any public or private legal entity could join as a Technology Innovation Driver (TID) or an Associated Member.

Recognising the complexity of this instrument, UIP will continue to follow the development of the Shift2Rail initiative and ensure that the interests of the wagon keepers are taken into account and that they may be involved in the SHIFT²RAIL Transverse Activity Steering Committee (TASC).





**ERRAC** (European Rail Research Advisory Council) is an existing rail platform, set up in 2001, which brings together the Rail Sector and Academia to develop joint projects at European level. ERRAC and its members receive private as well as public funds through Framework Programmes and TEN-TEA Calls participation.

<http://www.errac.org/>

Although not directly involved in research, UIP acts as a Member of the European Rail Research Advisory Council (ERRAC). The key priority for ERRAC is to make rail an important topic area for EU funded research. This goal is particularly re-enforced with the introduction of the HORIZON 2020, the successor of the 7th Framework Programme. 2012 marks several milestones for ERRAC activities, which are described below.

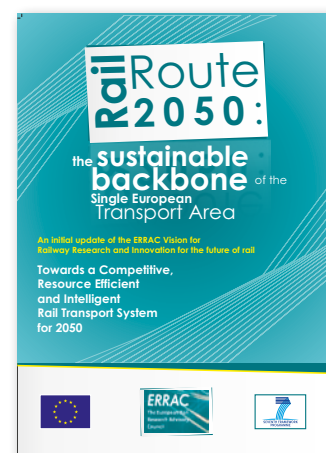
### **ERRAC ROADMAPS were finalised**

The aim of the ERRAC ROADMAPS Project was to set the agenda and describe the targets for research between now and 2020 in the areas of Energy, Noise and Vibrations, Sustainable Design and Procurement, Medium and Long-distance Transport for Passengers and Freight, Urban Mobility, Suburban and Regional Rail Transport, Safety and Security, and Competitiveness. The deliverables explain the need to achieve the targets, the steps that should be considered, the barriers that need to be overcome, and the way forward towards a sustainable European railway system. The ERRAC ROADMAPS Projects deliverables include:

1. ERRAC Energy Roadmap
2. ERRAC Freight Roadmap
3. ERRAC Urban Mobility Roadmap
4. ERRAC Urban, Suburban and Regional Rail Research Roadmap
5. ERRAC Strengthening Competitiveness Roadmap
6. ERRAC Passenger Roadmap
7. Joint ERTRAC/ERRAC Urban Mobility Research Roadmap
8. ERRAC Noise & Vibration Roadmap

### **RAILROUTE 2050**

In November 2012, ERRAC officially handed over the vision document "RAILROUTE 2050" to the European Commission, which establishes a vision to take rail research, development and innovation to a new level. It provides a strategy for research opportunities for a competitive, resource-efficient and intelligent rail transport system that meets the future demands of European citizens, stimulates economic growth, creates European jobs, and strengthens the position of the European rail sector in global competition. It will serve as a basis for the future work of the ERRAC platform.






# IV. Internal Affairs 2012

## TOPICAL COMMITTEES

Since February 2012, the Topical Committees steer UIP's activities on standards and regulation under the supervision of the Executive Board. The overall coordination is done by the Topical Committees' Chairmen through chairmen coordination meetings. To ensure transparency and proper reporting, each Topical Committee (TC) has a representative of the Executive Board, known as Pointsman.

### A. TOPICAL COMMITTEE SAFETY

Meeting Date	Meeting Place	Chairman:	
04.06.12	Hamburg	Rainer Kogelheide, GATX Chief Technical Officer (CTO)	
02.10.12	Paris		

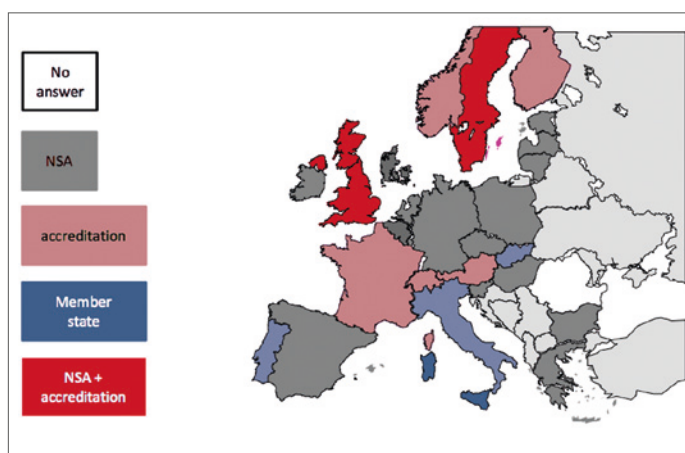
In the scope of the ERA activities related to Safety, the UIP representatives attended different working party meetings in Lille and many workshops around Europe. With the revision of the CSM on Risk Assessment (to be published in the second quarter of 2013), the new CSM on Monitoring (1078/2012/EC) and the ECM Regulation (445/2011/EC) fully in application, the Topical Committee Safety has been concentrating its efforts on following-up the text modifications and the dissemination work enabling better understanding of the system and ensuring the representation of Keepers' interests in the different discussion platforms. Within the ERA platform for the cooperation of Certification Bodies (CB), two new Task Forces were set-up:

- one dealing with the duration of assessments for ECM certification and the analysis of the gaps between ECM certification and other certificates (such as VPI/DB)
- one dealing with the requirements for pre-departure inspection and release to service.

UIP will continue, via its representatives from the Topical Committee Safety, to play an active role in those Task Forces and report on the outcome of the work.

### ECM Certification (deadline for self-certified ECM: 31/05/2013)

Since February 2012, in order to support the implementation of the ECM certification process in the different Member States, ERA organised not only regular meetings on the cooperation of Certification Bodies, but also various dissemination workshops in Spain, Italy, Bulgaria, Serbia, Ireland, France, Belgium, Luxembourg, Poland, Hungary and Macedonia.



However, given the present conditions and besides the efforts of ERA and of the sector to speed-up the process, the reluctance of many Members States to implement and apply European legislation in a timely manner has led to further problems where many ECMs may not be certified in time and the NVRs (as the official source to link wagon number, Keeper and ECM) are not yet working properly in all Member States.

The TC Safety worked also in parallel with the UNECE RID/ADR/ADN Joint Committee, the OTIF RID Expert Committee and all related subgroups on Dangerous Goods Regulation. The group contributed to important topics such as:

- 1) Transitional measures for the use of old gas wagons (built before 1978 and approved under national law)
- 2) Modification of UIC leaflet 573-1 to delete the provision on the necessity to have handbrakes handled from a platform
- 3) Modification of the organisation responsible for the periodic inspection of tanks (from Keeper to ECM)
- 4) Inputs to the ad-hoc Safety subgroup of the OTIF on drafting a proposal for the implementation of minimum safety requirements in OTIF regulations addressing the safe operation of any wagon built according to the new WAG TSI.

Finally, by developing proper working relations with CEFIC, the Committee was able to support the work of the Rail Tech Operations and Tank working groups, and participated on the revision of the CEFIC Guidelines on "Requirements, design and testing of RTC's" which should be published during the second quarter of 2013.

## B. TOPICAL COMMITTEE INTEROPERABILITY (INTEROP)

Meeting Date	Meeting Place	Chairman:
15.05.12	Hamburg	Joachim Wirtgen, VTG AG Head of Safety & Management Systems
30.08.12	Baar	



In the frame of the extension of scope of all TSIs to non-TEN lines, the Topical Committee Interop contributed in 2012 to the final work of the ERA on the revision of the TSI WAG, its Application Guide and the ongoing discussions on the marking GE/CW. The Committee also supported the initiative to update the reference to the EN13103 in the final version of the TSI. At the same time, a major concern in the activities of the Committee was the full revision of the TSI NOISE to include a second step for limit values, to add the infrastructure in the scope and to propose a continuous curve of APL.

### NEW TSI WAG (published on 13<sup>th</sup> March 2013 under 321/2013/EU)

The revised TSI WAG is very different from its predecessor; it relies heavily on the correct application of the EU "new approach" principles. In terms of Interoperability, the new approach implies that any railway subsystem (such as wagon) meets the applicable essential requirements as set out in the Interoperability Directive (2008/57/EC). The approach relies at the same time on the correct application of the Safety Directive (2004/49/EC) by the concerned parties. In this sense, the new TSI foresees 3 levels of compliance:

- a. **Wagon compliant with section 4 only:** focus on high-level functional requirements of 2008/57/EC. It allows for very different technical solutions. This means that the authorisation for placing in service (APIS) needs to be obtained for each EU MS separately because the revised TSI WAG contains three open points and one specific case.

- b. **Compliance with point 7.1.2:** this clause provides a set of additional conditions to be fulfilled, aiming at closing the open points and dealing with the specific case. Fulfilling clause 7.1.2 mitigates the concerns of EU MSs related to the freedom of using different technical solutions as defined under section 4. Compliance with levels 1 and 2 provides the necessary conditions for mutual recognition of the first authorisation in all EU Member States.
- c. **Compliance with Appendix C:** a wagon compliant with Appendix C provides to the RUs the technical evidence on the necessary compatibility requirements to ensure that the train is technically fit for the journey. In short, only a wagon fulfilling this level 3 compliance is equivalent to a former "RIV"- wagon.



Besides the work on the TSIs, the Topical Committee Interop has also been involved in activities relating to the homologation of LL brake shoes and to the closure of the open point "approval of composite brake blocks". Furthermore, it has initiated a follow-up on the development of European Standards (ENs) relevant to the wagon Keepers' business and will continue to monitor the work of the CEN working groups.

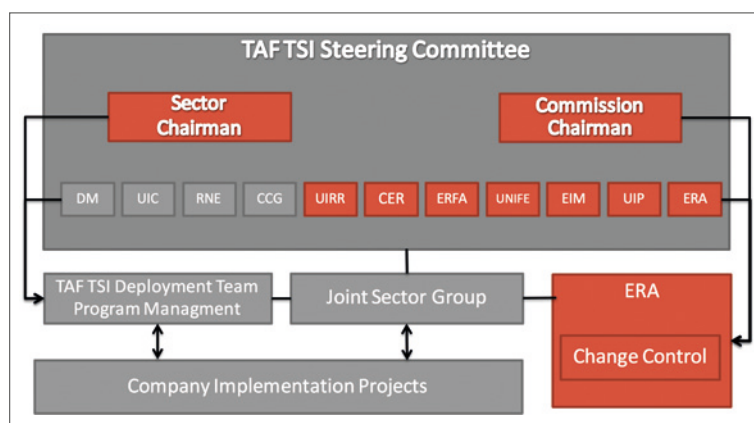
### C. TOPICAL COMMITTEE DATA EXCHANGE

Meeting Date	Meeting Place	Chairman:
21.08.12	Vienna	* Gilles Peterhans, UIP Technical Coordinator
17.11.12	Vienna	



Since the TAF TSI first publication in 2006, UIP continuously stressed the importance of efficient data exchange as a key factor for the competitiveness in rail freight transportation. The creation of a dedicated Topical Committee in 2012 marked the start of a new dawn in this area which coincided with an increase of activities at European level.

On the legislative side, the Committee's representatives attended numerous working party meetings at ERA linked to the revision of the TAF TSI and the Change Management Process for the technical files, as well as Joint Sector Group TAF meetings aiming at coordinating the sector activities on TAF implementation.



The new governance structure, put in place by the Commission in 2012 (328/2012/EU), has required also a strong involvement of Mr Mansbart, in his function as Pointsman of the Executive Board, in the so-called TAF Steering Committee to monitor the strategic developments. In parallel, following the work of the EC Task Force on Telematic Applications in Rail, the on-going discussions about the European register framework led to a new ERA study on the coherence and consistency of the registers. In this context, the Committee representatives participated in different workshops providing inputs on the way to better organise the multitude of existing data registers with relevance to Keepers and related to rolling stock. In cooperation with the RSRD<sup>2</sup> project management team, UIP worked intensely on recommending that RSRD<sup>2</sup> is used by the industry to fulfil numerous defined functionalities in a future streamlined architecture of data registers pertaining to freight vehicles.

\* From 01.05.2013, Thomas Heydenreich takes over chairmanship

Furthermore, on 23<sup>rd</sup> of May 2012, jointly with CER, the Committee organised a sector workshop on RSRD<sup>2</sup> in Brussels which brought together UIP representatives and the representatives of different other associations (UIC, ERFA, and UIRR).



### Promoting RSRD<sup>2</sup> in 2012

2012 marks the beginning of a new era for the RSRD<sup>2</sup> project. For UIP it was always of key importance to ensure the full neutrality of RSRD<sup>2</sup>. As a result RSRD<sup>2</sup> was legally transferred from UIP into RSRD<sup>2</sup> ASBL, a non-for-profit organisation under Belgian law. RSRD<sup>2</sup> now holds records of over 111,000 freight wagons. The number of Keepers in RSRD<sup>2</sup> has now risen from an initial six in 2011 (AAE, Ermewa, GATX, Transfesa, TWA and VTG) to 21 in 2012. Additional 20 wagon Keepers are currently in the testing phase and are expected to reach a decision on participation in RSRD<sup>2</sup> in the next few months. The number of companies accessing the data (Railway Undertakings, maintenance workshops, freight forwarders, etc.) has risen to 35 since April 2012. There has been particular interest from private rail transport companies from Germany and Italy. However, various former State railways, such as SBB Cargo, RCA, Trenitalia, CFL Cargo and DB AG, have also applied for access to RSRD<sup>2</sup>.

The first year of operation has seen various change requests being put forward by the users. The data fields have also been carefully aligned with the requirements of the RUs. This means that the RSRD<sup>2</sup> data catalogue is expected to be enlarged by a number of data fields (for example the properties of the braking system) in 2013. In addition, the number of compulsory fields may be expanded when agreed by the Keepers.

There are plans to connect to the GCU database in 2013. This means that all Keepers who use RSRD<sup>2</sup>, no longer need to update the GCU database. RSRD<sup>2</sup> will transfer the Keepers' wagon lists to the GCU database on a daily basis. UIP and RSRD<sup>2</sup> have initiated talks with National Safety Authorities and the ERA to explore ways of connecting the vehicle registers and RSRD<sup>2</sup>, which should provide for quick updates of registers and reduce costs for the wagon Keepers.

## D. TOPICAL COMMITTEE ECONOMIC EVALUATION

Meeting Date	Meeting Place	Chairman:
19.04.12	Conf Call	Markus Vaerst, AAE AG Director Engineering & Regulatory
25.05.12	Conf Call	
23.10.12	Cologne	



After the publication of the report on the impact of new rules and regulation in November 2011, the Topical Committee Economic Evaluation worked in 2012 on an extension of scope for this report assessing the safety level of rail transport vs. other modes in particular road transport. To this end, Wagon Keepers were asked through the respective National Association to provide statistical data on their fleet and any related rail accident (causing fatalities or injuring people). However, in order to provide a sound analysis on such a difficult and sensitive topic, the Committee will further collaborate with external consultants and should publish a new report at the end of the third quarter of 2013.

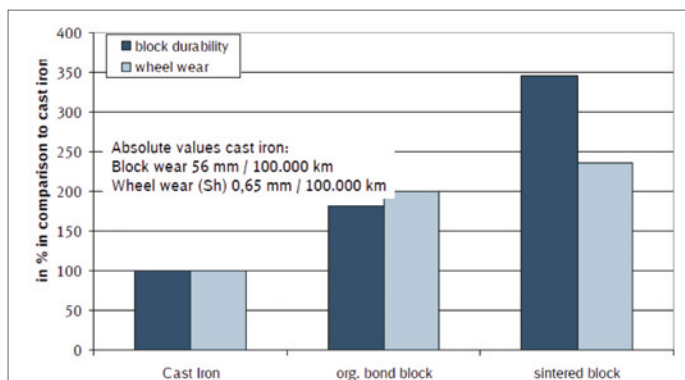
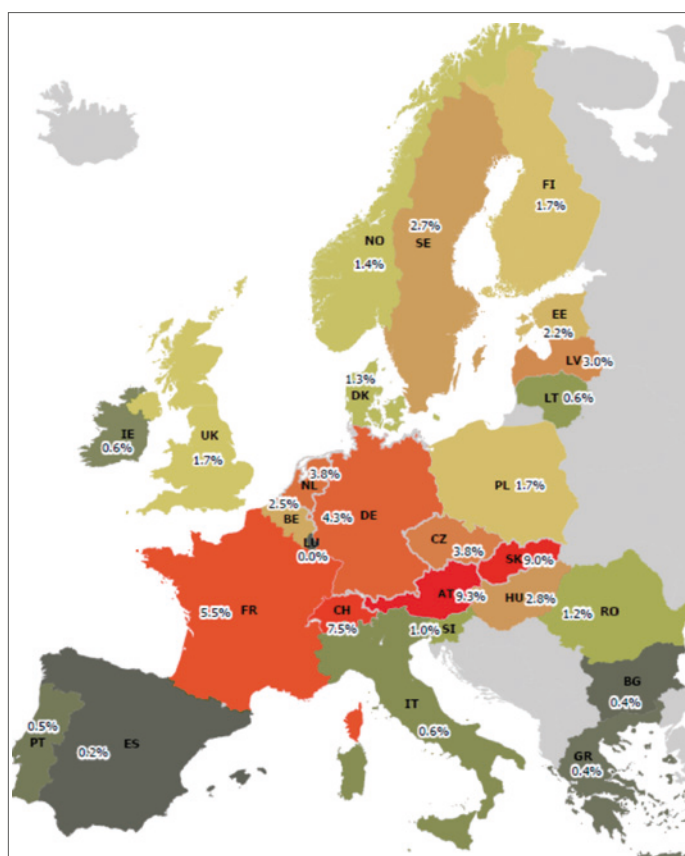
In addition, the Committee provided support and expertise to the other Topical Committees in all matters related to impact assessment and dealing with financial aspects. In this context, the group developed a formula to support the calculation of wheel set costs aiming at facilitating individual Wagon Keepers' business processes. The Committee was also involved in the activities of the ERA on the use of ERATV for the registration of existing vehicle types. In 2012, it intensified its contacts with the ERA Economic Evaluation Unit through the work in the Economic Survey Group. The interface with the ERA EE Unit allowed Committee representatives to disseminate the conclusions of the 2011 report mentioned above to a wide panel of experts which further enhanced the visibility of UIP on technical policy level and the importance of proper regulation on Noise issues for the Wagon Keepers.

### Noise and implementation of NDTAC


The impact of Noise regulation on Wagon Keepers' business not only threatens rail freight competitiveness but it also puts in jeopardy a modal shift towards the rail sector as foreseen in the 2011 Transport White Paper. From this background, the Topical Committee Economic Evaluation was actively involved in various national and international discussions on the introduction of NDTAC, the homologation of LL brake shoes and possible funding sources for the retrofitting of the existing wagon fleet.

For the use of LL brake shoes, some operational constraints are expected based on the results of the EuropeTrain project and a homologation is not foreseen before the second quarter of 2013. In this context, the entry into force of the German NDTAC system and the Swiss determination to introduce a ban of wagons equipped with cast iron brake pads from 1<sup>st</sup> of January 2020, highlighted the need for UIP to address a common policy roadmap at the EU institutional level. The UIP's goal is to ensure a Europe-wide harmonised strategy to support and encourage the sector to retrofit its wagon fleet.

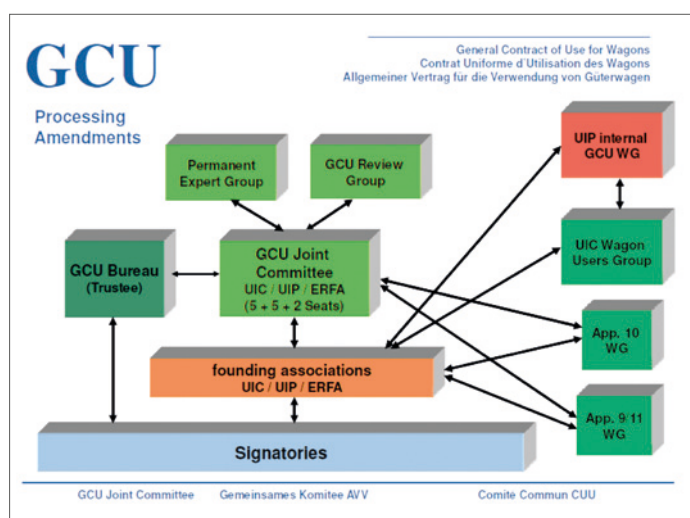
At the same time, the European Commission informed UIP that the expert group dealing with NDTAC schemes may re-start in 2013. Furthermore, a dedicated impact assessment study analysing different policy options to avoid a negative modal shift towards other modes of transport and especially road will be launched. Representatives of the Topical Committee Economic Evaluation will participate in the proceedings and inform in due time.



## E. TOPICAL COMMITTEE GCU

Meeting Date	Meeting Place	Chairman:	
09.02.12	Brussels	Stefan Lohmeyer, VTG AG General Counsel	
19.06.12	Baar		
14.11.12	Mainz		

In 2012, UIC, UIP and ERFA continued to work closely together in order to develop further the General Contract of Use (GCU). The Joint Committee (JC), with the support of the new trustee, Mr. Floris Foqué, made various improvements in the GCU administration and was able to agree on a new Appendix 14 and numerous amendment proposals regarding Art. 2.2, 2.4, 3, 5, 7.4, 19, 22 as well as six amendments in Appendix 9. The new version of the contract and of the appendices are published under the GCU website [www.gcubureau.org](http://www.gcubureau.org) and in force since 1<sup>st</sup> of January 2013



The GCU JC discussed also ways to improve overall efficiency and communication flows. In this sense, an ad-hoc working group is expected to be set-up and to review Appendix 8. Furthermore, the impacts of the introduction of the ECM regulation 445/2011/EU and the requirements from the certification process were intensely discussed.

### UIP internal GCU working group

Meeting Date	Meeting Place
18.01.12	Hilversum
18.04.12	Prague
04.09.12	Madrid

The UIP internal GCU Working Group (WG) aimed primarily at providing a common position on the GCU proposals for amendments raised by the two technical working groups of UIC dealing with Appendices 9, 10 and 11. For this purpose, representatives of this group participated in many different meetings of the UIC working groups. The WG serves further as a discussion platform for GCU interpretations, questions and the development of new proposals for amendments. All UIP members were invited to participate to this WG which is chaired by Johann Feindert and consists of 10 members.

In 2012, the UIP internal GCU working group was heavily involved in the activities of the UIC in order to cope with the high number of amendments. In parallel, new proposals were submitted by UIP concerning the overruling of GCU provisions by some RUs through General Terms and Conditions (Art. 2.3) and the rewording of Art. 15.2 on the mileage delivery issue. Due to diverging opinions expressed by delegates from UIC, and in order

to come to a final decision, further negotiations among the Associations will be necessary on those topics in 2013. Further amendments linked to the use of the GCU languages for the exchange of information between the signatories (Art. 34) or the indexation of the coefficients for the loss of use of a wagon (Appendix 6) are still under discussions.

#### UIC working group meetings with UIP participation

Meeting Date	Meeting Place	UIC Working Group
21/22.02.12	Paris	Appendix 9/11
01/02.02.12	Dresden	Appendix 10
02/03.05.12	Prague	Appendix 9/11
15/16.05.12	Brussels	Appendix 10
26/27.09.12	Luxembourg	Appendix 10
09/10.10.12	Brussels	Appendix 9/11
28/29.11.12	St. Quentin	Appendix 10

In 2006, when the GCU was first enforced, there were 436 signatories. In 2008, their number increased to 586. In November 2012, their number reached 621. The amendment of the GCU as a mean to ensure more interoperability and efficiency in a liberalised European railway market will continue to require a substantial amount of resources and cooperation efforts in 2013 in order to improve the content and ensure proper application

## NATIONAL ASSOCIATIONS COMMITTEE

Meeting Date	Meeting Place	Chairman:	
29.03.12	Budapest	Dr. Holger Segerer, UIP Secretary General	
04.07.12	Cologne		
27.11.12	Vienna		

In 2012, the National Associations Committee proposed a 2-step approach to adapt UIP's fees structure in order to help and encourage smaller Associations. The first step was adopted by the General Assembly on 20<sup>th</sup> June 2012.

Besides the proposal for a new membership fee scheme, the Committee worked also on the development of a joint strategy for lobbying the national Ministries of Transport and collected useful information on the relevant persons, background and positions at national level.



FSCU 792609 7

93

ve-La Praille SA  
tainer Techni

182214 4  
2261

M.G.W.  
TARE  
NET  
CUBE

3 REV LT 18.05.10

Halter:  
SBB Cargo AG  
CH-4065 Basel

Fax: +410561 229 27 24  
Email: waggerei@sbbcargo.com  
Geografische Zone: Schweiz

# V. Financial figures 2012

## RESULTS

	2011 €	2012 €
<b>Receipts</b>		
1. Membership fees	636'974	664'958
2. Other receipts	-	-
3. Interest received	285	2'030
4. Extraordinary income	-	2'370
<b>Total</b>	<b>637'259</b>	<b>669'357</b>
<b>Expenditure</b>		
Brussels' Secretariat	539'035	623'514
<b>Total</b>	<b>539'035</b>	<b>619'114</b>
<b>Result for the financial year</b>	<b>98'224</b>	<b>45'844</b>

## BALANCE SHEET

	2011 €	2012 €
<b>Assets</b>		
Available assets		
1. Bank	299'544.77	314'185.41
2. Cash	192.03	729.38
3. Interest, claims	-	-
4. Financial assets	23'270.16	23'499.25
5. Fixed assets	14'359.28	3'144.48
Other assets	552'101.50	36'872*
<b>Total</b>	<b>889'467.74</b>	<b>378'430.52</b>
<b>Liabilities</b>		
1. Capital	112'567.98	112'567.98
2. Result brought forward	130'126.66	175'970.52
3. Debts	646'773.10	89'892.02*
<b>Total</b>	<b>889'467.74</b>	<b>378'430.52</b>
<b>Result for the financial year</b>	<b>98'224.19</b>	<b>45'843.86</b>

\* reduction due to the transfer of debts and assets to RSRD<sup>2</sup> asbl


31.12.2012  
Philippe BOUCHETAIL  
Treasurer

UIP's financial figures have been examined by the Auditors but are still subject to formal approval by the General Assembly



# VI. Appendix

## UIP MEMBERS 2012

Country	Logo	Name of Association	Abb.	Representatives	Homepage	Number of Wagons
Austria		Verband der Privatgüterwagen-Interessenten	VPI	Johann FEINDERT Frank PETUTSCHNIG	<a href="http://www.vpirail.at">http://www.vpirail.at</a>	7 124
Belgium		Belgian Wagon Association	BeWag	Vincent BOURGOIS Stephan ALBERT	<a href="http://www.bewag.be">http://www.bewag.be</a>	4 907
Czech Republic		Sdružení držitelů a provozovatelů železničních vozů	SPV	Michal POKORNY	<a href="http://www.sdruzeni-spv.cz">http://www.sdruzeni-spv.cz</a>	3 979
France		Association Française des Wagons de Particuliers	AFWP	Philippe BOUCHETEIL	<a href="http://www.afwp.asso.fr">http://www.afwp.asso.fr</a>	39 976
Germany		Vereinigung der Privatgüterwagen-Interessenten	VPI	Malte LAWRENZ Jürgen TUSCHER	<a href="http://www.vpihamburg.de">http://www.vpihamburg.de</a>	62 566
Great Britain		Private Wagon Federation Intl. Section	PWF	Robert BROOK		3 619
Hungary		Magyar Vasúti Magánkocsi Szövetség	MVMSZ	Gábor TURI Csaba SZABO	<a href="http://www.mvmsz.hu">http://www.mvmsz.hu</a>	1 097
Italy		Associazione Operatori Ferroviari e Intermodali	ASSOFERR	Mauro PACELLA	<a href="http://www.assoferr.org">http://www.assoferr.org</a>	2 183
Netherlands		Nederlandse Vereniging Particuliere Goederenwagens	NVPG	Don VAN RIEL René HARKEMA		2 322
Poland		Wagony Prywatne	SWP	Adam BUTRYN Adam LESZCZYNSKI		7 617
Slovak Republic		Zdruzenie vlastníkov a prevádzkovateľov súkromných koľajových vozidiel	ZVKV	Jaroslav MIKLANEK		4 689
Spain		Asociación de Propietarios y Operadores de Vagones de España	FAPROVE	Luis DEL CAMPO Pablo MANRIQUE	<a href="http://www.faprove.es">http://www.faprove.es</a>	5 194
Sweden		Svenska Privatvagnföreningen	SPF	Staffan RITTGARD Per-Anders BENTHIN	<a href="http://www.privatvagnar.com">http://www.privatvagnar.com</a>	2 828
Switzerland		Verlader Anschlussgleise Privatgüterwagen	VAP	Frank FURRER	<a href="http://www.cargorail.ch">http://www.cargorail.ch</a>	28 441

## ABBREVIATIONS & ACRONYMS

<b>APIS</b>	Autorisation for Placing In Service (Interop directive 2008/57)	<b>JSG</b>	Joint Sector Group
<b>APL</b>	Average number of axles per unit length	<b>JTI</b>	Joint Technology Initiative
<b>CB</b>	Certification Body	<b>JU</b>	Joint Undertaking
<b>CEF</b>	Connecting Europe Facility	<b>LL</b>	Low-low brake block
<b>CEFIC</b>	European Chemical Industry Council	<b>MoU</b>	Memorandum of Understanding
<b>CEN</b>	European Committee for Standardization	<b>MS</b>	Member State
<b>CEO</b>	Chief Executive Officer	<b>NB-Rail</b>	Association of Notified Bodies (NoBo)
<b>CER</b>	Community of European Railway and Infrastructure Companies	<b>NDT</b>	Non Destructive Test
<b>CIT</b>	International Rail Transport Committee	<b>NDTAC</b>	Noise Differentiated Track Access Charges
<b>COTIF</b>	Convention concerning International Carriage by Rail	<b>NIB</b>	National Investigation Body
<b>CR</b>	Conventional Rail	<b>NoBo</b>	Notified Body
<b>CSM</b>	Common Safety Methods	<b>NRB</b>	Network of Representative Bodies
<b>CST</b>	Common Safety Targets	<b>NSA</b>	National Safety Authority
<b>DG Move</b>	Directorate-General for Mobility and Transport	<b>NVR</b>	National Vehicle Register
<b>EC</b>	European Commission	<b>OTIF</b>	Intergovernmental Organisation for International Carriage by Rail
<b>ECM</b>	Entity in Charge of Maintenance	<b>PEG</b>	Permanent Experts Group
<b>EIM</b>	European association of indepent rail Infrastructure Managers	<b>PIS</b>	Putting wagons In Service
<b>EP</b>	European Parliament	<b>RailData</b>	International Freight - Information Systems (UIC)
<b>ERA</b>	European Railway Agency	<b>RB</b>	Recognised Body
<b>ERATV</b>	European Register of Authorised Types of Vehicles	<b>RFE</b>	Rail Forum Europe
<b>ERFA</b>	European Rail Freight Association	<b>RID</b>	International Rule for Transport of Dangerous Substances by Railway
<b>ERRAC</b>	European Rail Reserach Advisory Council	<b>RISC</b>	Railway Interoperability and Safety Committee
<b>ERTMS</b>	European Rail Traffic Management System	<b>RIV</b>	Regolamento Internazionale Veicoli - Règlement International pour l'Utilisation des Wagons
<b>ERVID</b>	European Rail Vehicle Information Database	<b>RMMS</b>	Rail Market Monitoring System
<b>ESC</b>	European Shippers Council	<b>RSRD</b>	Rolling Stock Reference Database
<b>ESG</b>	Economic Survey Group	<b>RU</b>	Railway Undertaking
<b>EU</b>	European Union	<b>TAF</b>	Telematic Application for Freight
<b>EVIC</b>	European Visual Inspection Catalogue	<b>TEN</b>	Trans European Network
<b>FP7</b>	Seventh Framework Programme	<b>TF</b>	Task Force
<b>GCU</b>	General Contract of Use for Wagons	<b>TID</b>	Technology Innovation Driver
<b>GRB</b>	Group of Representative Bodies	<b>TRAN</b>	Transport and Tourism Committee of European Parliament
<b>IM</b>	Infrastructure Manager	<b>TSI</b>	Technical Specification for Interoperability
<b>IP</b>	Innovation Programme	<b>UIC</b>	Union Internationale des Chemins de Fer
<b>ISAB</b>	Independent Safety Assessment Body	<b>UNECE</b>	United Nations Economic Commission for Europe
<b>ITRE</b>	Industry, Research and Energy Committee of European Parliament	<b>UNIFE</b>	Union of the European Rail Industry
<b>JNS</b>	Joint Network Secretariat (ERA)	<b>UTP</b>	Uniform Technical Prescriptions (OTIF)
<b>JPCR</b>	Joint Programming Committee Rail (CEN)	<b>VKM</b>	Vehicle Keeper Marking

**Address of the Association:**

International Union of  
Wagon Keepers (UIP)  
Ave. Herrmann Debroux 15A  
B-1160 Brussels  
Tel: +32 2 672 8847  
Fax: +32 2 672 8114  
[info@uiprail.org](mailto:info@uiprail.org)  
[www.uiprail.org](http://www.uiprail.org)