



UIP



International Union of Wagon Keepers

# ANNUAL REPORT 2013







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## 1

# Preamble

## Supporting the efforts towards a Single European Railway Area

In 2013 the European Rail Agenda was marked by intense discussions around the publication of the 4th Railway Package in January. Ensuring that the strengthening of the role of ERA and the recast of the Safety and Interoperability Directives get the necessary attention during the legislative procedure was one of UIP's main activities. During the year, UIP called insistently on the European Institutions to support the development of a modern, flexible and efficient rail freight system. Within the National Association Committee, we worked closely to take advantage of the consultations of the European Commission on "Effective Reduction of Noise" and "EU Coordinated Approach to Research and Innovation" to publish relevant position papers and to become a reliable source of key information.

In order to get a greater impact on the development of policies concerning the rail freight business, UIP also reinforced its presence at external workshops, conferences and seminars and organised an internal Workshop on ECM and CSM, relevant to its members. With the Rail Forum Europe event and the General Assembly Symposium on Noise, we stressed the importance to carefully consider the impact of any new noise related legislation and both existing and future national rail noise abatement programs on transaction, operational and maintenance costs for the rail freight sector.

With the full support of the Technical Committees, UIP undertook also full range of technical activities during the year and provided expert advice to the ERA and the European Commission. Until the submission for vote to the RISC (Railway Interoperability and Safety Committee), we remained heavily involved in lobbying activities in order to ensure that the proposals by ERA and the EC meet and reflect wagon Keepers' needs.

Unleashing the potential of rail freight market will require further efforts and strong cooperation between the stakeholders and with the other Representative Bodies in order to establish common standards through a shared approach.

In the following pages, you will get more insights on all UIP's activities in 2013. For 2014, we will continue to dedicate our work towards ensuring that the fine words about increased cross-border freight traffic and interoperability do not seem hollow. Achieving greater efficiency and better quality of service at an affordable price will remain our priority. This implies transparent, uniform and non-discriminatory rules at European level and goes together with the strengthening of ERA, all of which should aim to reduce decision-making costs and time and to enhance the credibility of long-term policy commitments.

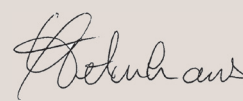
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**„Two things are necessary in our work: tireless endurance and the willingness to throw away something in which one has put a lot of time and efforts.“**

**Albert Einstein**



**Dr. Eckart Lehmann**  
President of UIP



**Gilles Peterhans**  
Secretary General of UIP







## 2

# UIP Mission & Objectives

With its seat in Brussels, and as a recognised Representative Body in Europe, UIP fosters a closer dialogue with policy-makers in the European Institutions and other Sector organisations on topics related to Interoperability, Safety, Standardization, Rail Data, and Research & Innovation.

UIP understands the needs and priorities of the Wagon Keepers and the ECMs and focuses its activities on monitoring, analysing and influencing European and other international policies that may impact the daily business of its members.

## Maintaining wagon safety as key priority for rail freight

UIP has been advocating the interdependence of the different actors of the railway and logistics system and has been promoting the introduction of a European Maintenance Guidelines.

## 4th Railway Package and ECM Regulation bring forward the roles and responsibilities of the wagon Keepers and the ECMs.

UIP recognises that there are still existing gaps in knowledge and experience, as well as misinterpretation of the legislative texts. Therefore, UIP has actively participated at workshops and events around Europe, promoting and clarifying the Keeper and ECM Roles and Responsibilities as defined in contracts & legislation.

## Innovative Communication Strategy

UIP will continue to raise awareness on the business and operational priorities for rail freight and the wagon keepers. Developing key messages to reduce complex rail freight business thoughts to essential nuggets will remain a priority in our communication.

## Wagon interoperability & performance is essential for efficient rail freight around Europe.

UIP has been an active player through the revision and implementation of appropriate TSIs and standards. UIP will continue to advocate & promote the exchange of rail vehicle related data around Europe and within the appropriate legislative framework. UIP remains confident that with the support of the European Commission, the European Railway Agency, and representatives of the Rail Sector, an appropriate Mileage Data Provision Strategy can be developed which is necessary in order to facilitate the maintenance and performance of the rail freight vehicles.

## Data Collection and Economic Evaluation

UIP strongly supports the need for reliable data on rail and rail freight in particular. UIP has been proactive in carrying out studies and report assessing costs and risks derived from investments in rolling stock, maintenance and operational costs as a result of new requirements, standards and related legislation at EU and international levels. UIP is committed to keep this as a priority in its activities for 2014.







# European affairs

## 3.1 4th Railway Package

2013 started in full steam with the EC publication of the 4th Railway Package. The preparatory work which UIP carried out in 2012 was only the beginning of intense dialogues among Sector Associations, the European Parliament, and the European Council.

### 4TH RP

MARKET	<b>COM (2013) 26/2:</b> Normalisation of the accounts of railway undertaking
INFRA	<b>COM (2013) 28/2:</b> Regulation on opening of the market for domestic passenger transport services by rail
	<b>COM (2013) 29/2:</b> Opening of the market for passenger service by rail and the governance of rail infrastructure
ERA	<b>COM (2013) 27:</b> The European Railway Agency (ERA)
SAFETY	<b>COM (2013) 31:</b> Railway Safety
INTEROP	<b>COM (2013) 30: RECAST</b> Interoperability of the rail system within the European Union

### 2013-2015

## UIP Activities

The priority for UIP was, and still is, the so called Technical Pillar, which includes the recast of the Interoperability Directive, the recast of the Safety Directive and the new Regulation for the European Union Agency of Railways (ERA).

UIP took the initiative to engage its members through the TC Chairmen and gathered input and recommendations for amendments to the proposed legislative texts.

UIP put strong emphasis that if we want to see a competitive and transparent European railway market with technical harmonisation, conformity assessment, vehicle authorisation and safety certification at a European level, the streamlining of administrative procedures, setting clear roles and responsibilities, and removing superfluous national regulations should be assured and provided for.

UIP lobbied for a consensus among the Member States represented in the EU Council in order to reach a compromise in defining a proper structure for the sharing of competencies between ERA and the National Safety Authorities (NSAs) for vehicle authorisation and single safety certificate, while at the same time maintain their sovereignty.

Finally, UIP successfully contributed to the inclusion and clearer definitions of wagon keepers and ECMs as additional actors to the RUs and IMs in the safe operation of the railway system.

## 3.2. EU Financing towards a Single European Railway Area

The Connecting Europe Facility (CEF), also established under Regulation (EU) No1316/2013, lays down the general rules for the granting of Union financial aid in the field of the trans-European transport, energy & telecommunication networks. CEF goals in transport are:

- To accelerate investment in the field of trans-European networks and freight services.
- To promote implementation, construction and retrofitting on infrastructure and rolling stock.
- To leverage funding through Project Bond Initiatives, including the European Investment Bank and private-public partnerships.

The priority in 2013 was reaching an agreement

EU SOURCE OF FUNDING	2014-2020 (€ APROX)
CEF	33 billion
Cohesion fund	11 billion from 2017
Transport (TEN-T)	26 billion
ESTIMATED COSTS FOR TEN-T NETWORK	
Whole network	500 billion
Core network	250 billion



among the European Commission, the European Parliament and the European Council on the budget for the Multiannual Financial Framework 2014-2020, which also determined the investments and financial instruments for transport under the Connecting Europe Facility (CEF).

## ■ UIP Activities

The majority of the CEF budget for transport will support the development of the TEN-T infrastructure network.

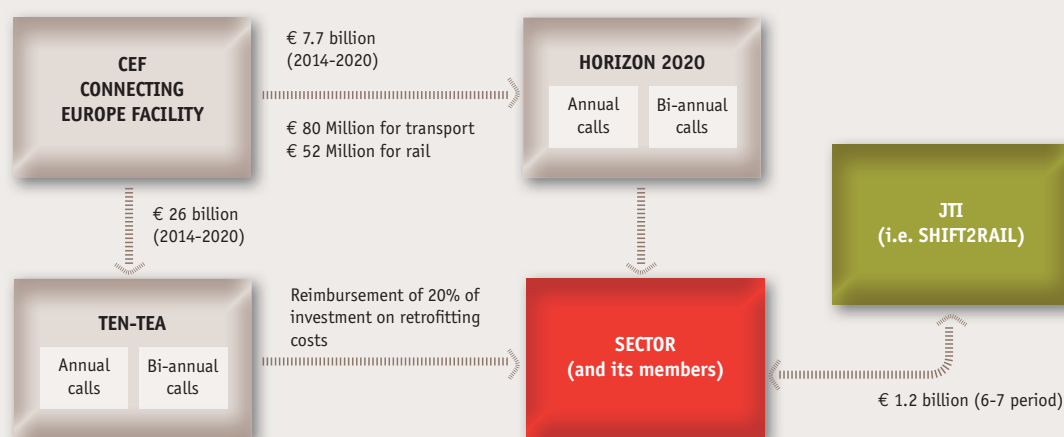
However, the budget also provides for 20% reimbursement of costs for projects towards noise reduction which includes the retrofitting of rail freight wagons.

UIP initiated discussions with the European Commission in the last Quarter of 2013, in order to develop the scope for such projects and identify eligible costs. This should help to eventually launch the appropriate project calls which would provide an instrumental incentive for the wagon Keepers to retrofit.

As this is still in its early stages of development, those discussions are expected to continue in 2014.

CEF will also fund projects for Research and Innovation under HORIZON 2020 and co-fund Joint Technology Initiatives such as SHIFT2RAIL. More information on Research and Innovation is provided in section 3.5.

## EU Multiannual Budget 2014



## 3.3. NOISE: Roadmap, Study and NDTAC

Noise is a key priority for the members of UIP and it remained high on the agenda for 2013 with the following four topics which are closely interlinked:

**1** DG MOVE Roadmap initiative "Effective reduction of noise generated by rail freight wagons in the European Union" was introduced on April 23, 2013. Its purpose was to identify the most appropriate policy solution for the introduction of European measures to reducing noise.

**2** EC commissioned study by COWI supporting the DGMOVE Roadmap Initiative was launched as a result. The objective of this study was to carry out an impact assessment of the costs and benefits from the introduction of a number of possible policy options regarding mandatory noise level limits and Noise Differentiated Track Access Charges as proposed in the EC Roadmap.

For UIP members it is of most importance that the policy solution is also an answer to the current problems which are:

- insufficient existing measures to reduce the level of rail noise,
- unilateral measures blocking interoperability and the Single European Market, and
- different existing regimes for retrofitting subsidies.

**3** NDTAC SERAC group was reinstated replacing the previously known DERC Expert Group in order to examine the existing Noise Differentiated Track Access Charging schemes and to develop a harmonised and standardised EU approach. Although the First Railway Package provides for an optional introduction of NDTAC, the new task for SERAC confirms the strong need for communication and joint efforts between the European Commission, the EU-Member States and the Rail Sector to find a European solution that will promote rail freight transport.

**4** Noise TSI and its Impact Assessment was carried out with major contributions by UIP. The revised version of the NOI TSI aims to identify the basic parameters and to set noise limit values against each parameter which need to be fulfilled during the Conformity Assessment and noise EC certification procedures.

### ■ UIP Activities

*UIP held numerous formal and informal discussions with the European Commission on noise reduction legislative framework at EU level, Noise Differentiated Track Access Charges (NDTAC), and EU funding to support the incentive for noise reduction.*

*On May 29 UIP participated with the joint support of CER, UNIFE and ERFA at a special event on noise at the Rail Forum Europe (a platform set up by 15 members of the European Parliament).*

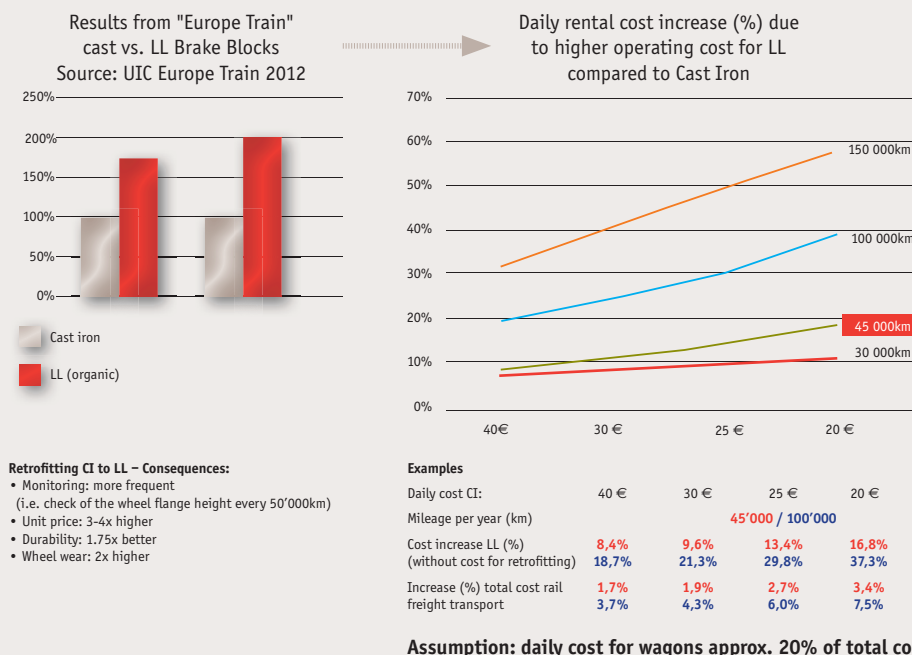
*On June 26 in Brussels UIP held as part of its General Assembly a symposium on Noise Reduction in Rail transport, which brought together representatives from the European Commission DGMOVE, the ERA, CER, UNIFE, ESC, CLECAT, National Associations of the Wagon Keepers and high level representatives of Wagon Keepers.*

*UIP took part in the COWI study questionnaire regarding EU policy measures for noise reduction.*

*UIP also responded to a social consultation by ERA on the then preliminary draft of the TSI Noise.*







There are still many open points with regards to the EC Roadmap and the COWI study. Noise will remain high on the agenda not only for the EC but also the UIP for 2014.

UIP is fully committed to providing expert support from its members and discussing transparently with the EC, the Member States and the Rail Sector while aiming to develop policy solutions for noise reduction without jeopardising the competitiveness of rail transport.

### 3.4. (Single) Wagon load

Like Noise, Single Wagon Load (or more appropriately Wagon Load) was another key priority for the Wagon Keepers 2013.

The rail freight industry in Europe is facing a difficult challenge in continuing to provide Single Wagon Load traffic services in regions around Europe and at cross-border.

In order to enhance the competitiveness of European companies and the railway sector, more attractive and profitable SWL services are required. For this it is also necessary that national, regional and local authorities consider the socioeconomic benefits while at the same time understand the implications as a result of loss of essential business for the rail sector in Europe.

In response to such need the highlight for 2013 was the initiative by the European Commission to launch a study that will carry out an assessment study on single wagon load traffic in Europe and its impact on rail freight.

UIP is committed to providing the necessary expertise and return of experience in an open and transparent manner and remains confident, that with the support of the European Institutions, the Member States, and European Regions many structural and operational obstacles can be overcome and resolved.

#### ■ UIP Activities

UIP held numerous formal and informal discussions with the European Commission as well as PWC to monitor the progress and the direction in which the study is going.

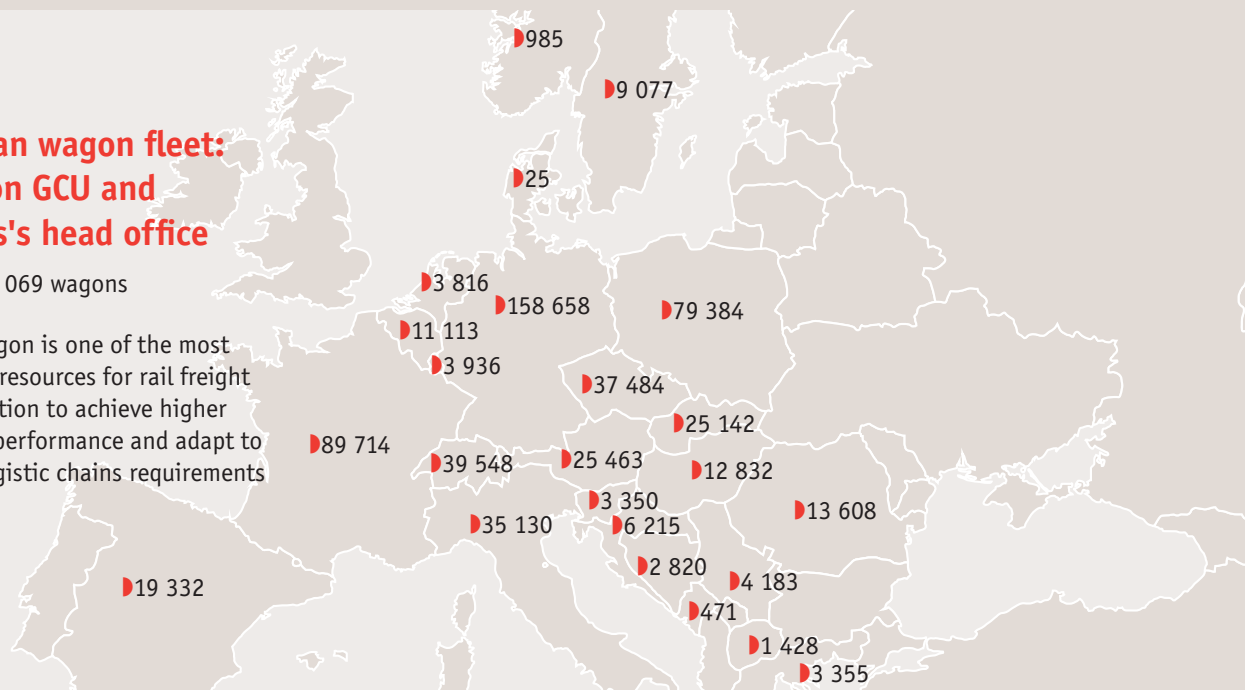
UIP worked closely together with other Sector Associations such as ERFA, the European Shippers Council and CER to build a joint position and lobby.

On November 15, 2013 UIP Secretary General, Gilles Peterhans presented UIP position at the EC Seminar on Single Wagon Load Study which was held in Brussels on November 15, 2013. There he stressed the need to have a sector driven solution and suggested the creation of a SWL platform at EU level for an open dialogue.

### European wagon fleet: based on GCU and Keepers's head office

Total : 587 069 wagons

Freight wagon is one of the most important resources for rail freight transportation to achieve higher economic performance and adapt to modern logistic chains requirements



## 3.5. Standardization

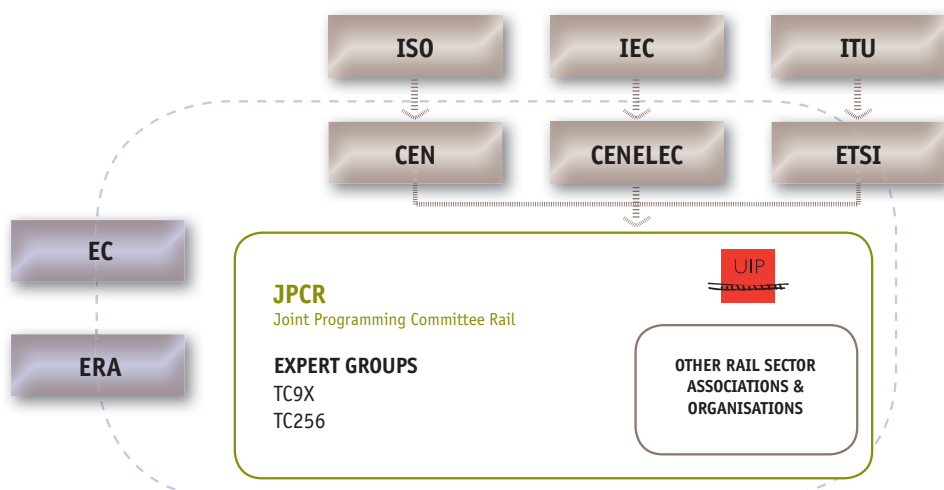
European and international standards, including UIC leaflets play a crucial role in achieving interoperability and improving rail performance around Europe. Therefore, the priorities for 2013 reflected the need for:

- Alignment between the Technical Specifications of Interoperability (TSIs) and European Standards (ENs)
- A closer cooperation between the standardization body CEN/CENELEC and the rail sector which is represented via the Sector Forum Rail known as JPCR.

### ■ UIP Activities

During the year UIP not only re-instated its participation in the JPCR, but it also decided to sign a partnership agreement with CEN/CENELEC following the CEN/CENELEC Guide 25 approved in June 2013.

Such partnership, which comes fully into force from 1st of January 2014, aims at providing more transparent access to the work programme and development of standards in the relevant Technical Committees.





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Habbins<sup>15</sup>

	A	B	C	D
S	38,0t	46,0t	56,0t	64,0t
120	00,0t			

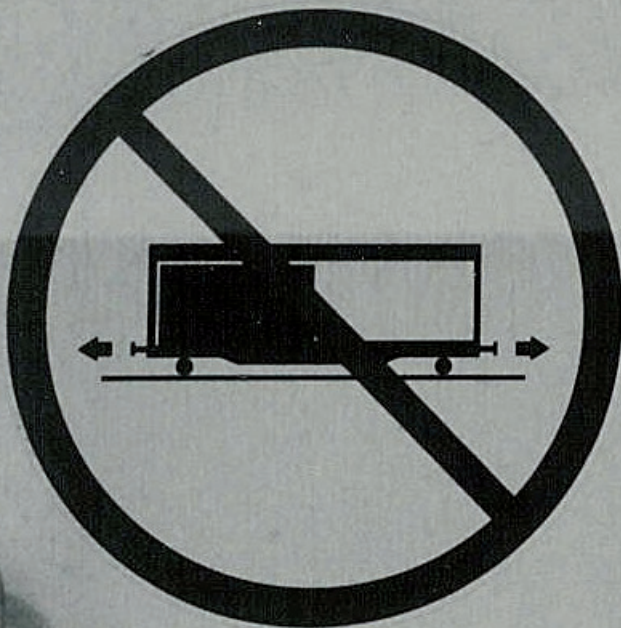


26 000kg

62,4m<sup>2</sup>

22,0m

23,2m



R 60 m

167.2m<sup>3</sup>



## 4

# Research & Innovation

Along with the 4th Railway Package, 2013 can be remembered for the intense discussions on research initiatives at EU level. UIP recognises the fact the in order to achieve a Single European Area, the sector has to deliver, and be more innovative and open-minded towards solutions that support not only technology improvement but also innovative approaches to operations, maintenance and logistic services. Therefore, research can support:

- Ambitious goals to achieve interoperability and maintain safety levels
- Stronger role of the railways as a more active mode in a multimodal transport.
- Increasing demand for the rail sector to perform better and achieve a more competitive and efficient transport for passenger and freight.

## HORIZON 2020

Following the approval of the Multiannual Financial Framework 2014-2020, the new research framework program HORIZON 2020 was finalised. It meant that from the total of 70.2 billion, 9% is allocated for research in transport. Rail research areas include intelligent transport, infrastructure, and new generation rail vehicles.

HORIZON 2020 will support projects under annual and multiannual calls as well as under the new joint initiative SHIFT2RAIL.

## TEN-T Calls

The CEF funding provides for 20 % reimbursement to retrofitting projects towards noise reduction. As a result the EC foresees that such projects can be developed under annual calls of TEN-T.

Towards the end of the 2013 UIP started discussions with DGMOVE to help define the scope and description of the calls. Due to time constraints this work is set to continue through 2014.

## Shift2Rail

At the end of June 2013 the EC launched a consultation on "a proposal for an EU coordinated approach to R&I in the rail sector under Horizon 2020 in support to the completion of the Single European Railway Area". The objective was to assess the problems related to the limited scope of research in rail as identified by the extent

to which the stakeholders opinions on R&I are in line with and support the objectives and envisaged policy measures. This led to the introduction of the proposal for Council Regulation of the Joint Undertaking Shift2Rail.

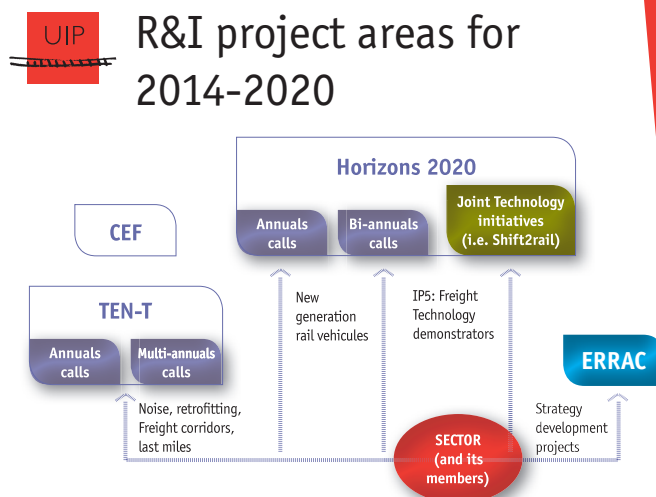
UIP made keen efforts in participating during the sector discussions and negotiations towards the development of the initiative Shift2Rail with the hope that it will provide a platform for its members to participate and contribute in projects that can promote such innovative market- driven solutions for freight transport.

Although the current proposal may not answer to the lack of a system-wide approach to innovation, lack of coordinated participation by the actors from the transport chain, UIP remains positive that the rail sector acknowledges the need to think smart, be pragmatic, and at the same time innovative, cost efficient and efficient, sustainable and satisfactory.

## ERRAC - European Rail Research Council

During 2013 UIP participated in the revision of the Terms of Reference for ERRAC allowing for more effective representation by the rail sector and the academia. This also meant that ERRAC now consists of a Strategic Board as well as a Steering Committee.

With regard to research ERRAC provided proposals for topics of research under the framework HORIZON 2020. It also set up strategies for building relationships with other technology platforms for transport.







## 5

# Internal affairs

UIP believes that its objectives and visions towards efficient rail freight in a Single European Area can be best achieved when there is a harmonized and integrated railway system as well as an open dialogue and common solutions developed jointly by the different actors of the railway system and relevant national and international authorities.

As the main representative of wagon keepers, UIP positions and priorities were strongly defended, considered and discussed with the sector and the European Railway Agency at the so-called Group of Representative Bodies (GRB) and Network of Representative Bodies (GRB and ERA) meetings.

During 2013 UIP took a more active role in the different sector bodies, especially GRB and NRB, in order to promote freight topics and to enhance the cooperation with ERA and the National Safety Authorities (NSAs) within the new Joint Network Secretariat (JNS). The JNS platform aims at:

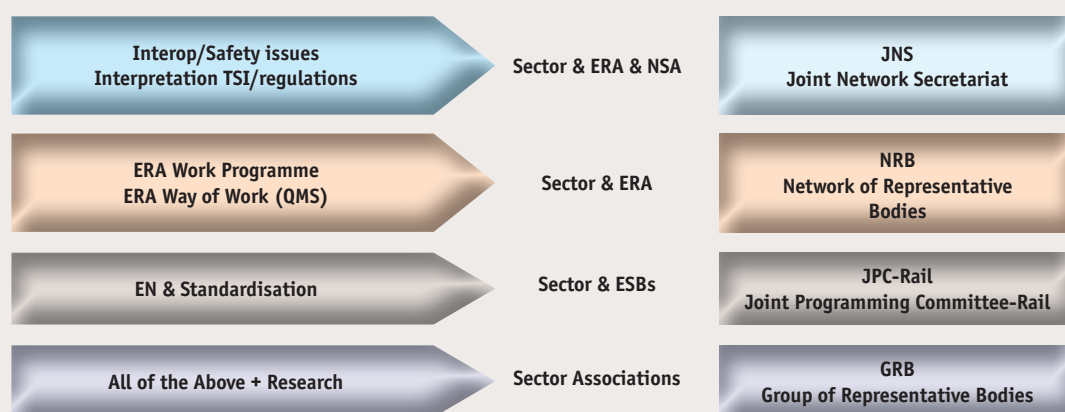
- Proposing a way forward to resolve issues related to the safety regulatory framework
- Developing stronger communication within and between the National Safety Authorities (NSA)
- Introducing and developing a new process at European level for a European Quick Response after accidents/incidents

Through GRB, which remains the core rail sector platform, UIP focused its activities on:

- Developing common views for the technical pillar of the 4th Railway Package
- Preparing common press releases and joint statements on interoperability and safety related topics
- Enhancing ERA's quality management system and assisting the Agency with dissemination workshops on the implementation of the ECM Regulation.

UIP

## Scope & level of participation



### New Sector Dialogue Partners

With the single wagon load on the policy agenda, UIP has made great efforts to involve the rail freight customers, i.e. representatives of the freight logistics and multimodal sector such as the European Shippers Council (ESC), CLECAT and Eurofer in order to draw more attention to the barriers and priorities for efficient rail freight in the supply chain and freight logistics systems.

UIP remains positive that in the coming months and years, such cooperation will be enhanced in order to better influence freight policy through market driven solutions.



## NATIONAL ASSOCIATIONS COMMITTEE



Chairman: **Gilles Peterhans**, UIP  
Secretary General

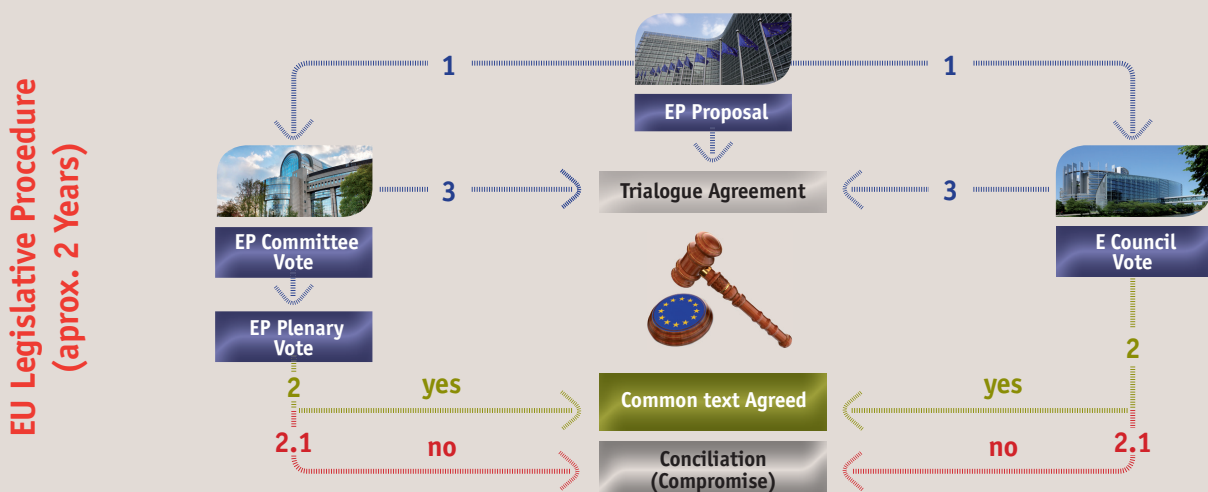
Meeting date	Meeting place
06.03	Hamburg
05.06	Munich
20.09	Rome
03.12	Stockholm

In 2013, the National Associations Committee focused on finalising a common proposal to amend UIP's Internal Rules & Regulations in order to redefine the membership fees scheme. Notwithstanding the role of the Keeper in today's legal framework, the introduction of the ECM concept (Entity in Charge of Maintenance) in EU law with Regulation 445/2011 has widened the existing Keeper's business models. In this context, a lot of UIP's work is today dedicated to supporting and promoting both activities of Keepers and ECMs at European level.

In its work, the NA Committee sought to ensure an open and equal treatment for freight wagons interested parties at European level.

Besides the proposal for a new membership fees scheme, the Committee continued to work towards the development of a common lobbying strategy and coordinated approach on many policy dossiers such as Noise, the 4th Railway Package or Shift2Rail. In its way of work, the Committee formalised round table discussions in order to gather and handle national issues. Finally, the Committee members emphasised the need to define a common information distribution policy to improve information flow and information exchange.


For the years to come, the National Association Committee will concentrate on its important role in shaping EU policy for rail freight by collecting the necessary data to support policy proposals and helping to better understand the priorities, problems, possible solutions and expectations of wagon Keepers and ECMs. In this context, the NA Committee provides the ideal platform to enhance the understanding of EU legislation impacts on wagon Keepers' business and to endorse and promote common positions towards the EU institutions and Member States.



## TOPICAL COMMITTEES

The Topical Committees steer and support UIP's activities on standards and regulation under the supervision of the Executive Board. The overall coordination is done by the respective chairmen who also hold Chairmen Coordination meetings. The activities and open points of each topical committee are presented for discussion to the Executive Board by a Board member appointed to each committee.

### A. TOPICAL COMMITTEE SAFETY

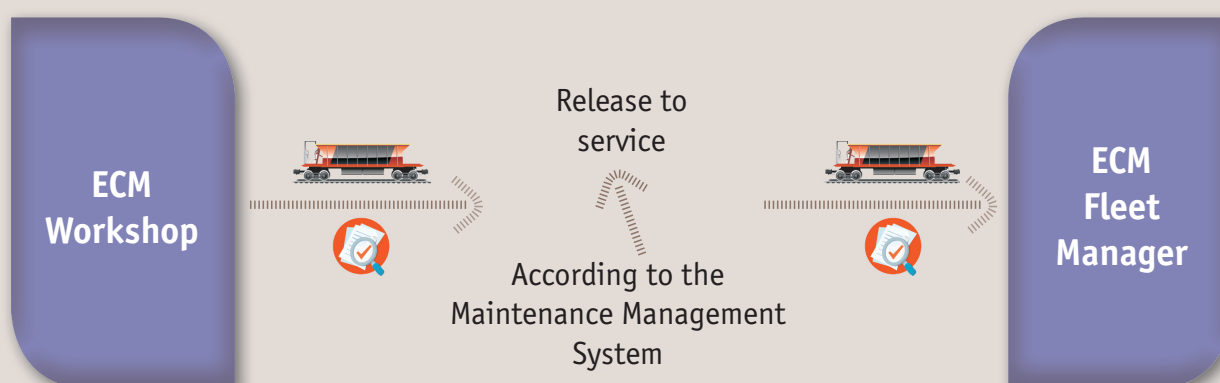
	Meeting date	Meeting place
	05.02	Hamburg
	13.05	Paris
	23.10	Hamburg
Chairman: <b>Rainer Kogelhaide</b> , GATX Chief Technical Officer (CTO) Member of the Management Board of GATX RAIL EUROPE		

Apart from the regular committee meetings, UIP representatives from the Topical Committee Safety attended a number of external working party meetings at ERA and OTIF levels.

### ERA Top issues in 2013

With the ECM Regulation 445/2011 requiring a mandatory certification of the Entity in Charge of Maintenance for all freight wagons by not later than the 31st of May 2013, the members of the Topical Committee Safety were faced with the unclear situation for all those wagons which couldn't be assigned to a certified ECM on time. As a result, bilateral discussions with the NSAs and the involvement of ERA led to a compromise in many Member States allowing for a factice prolongation of the deadline.

In parallel, the Committee representatives finalised a series of common positions in the ERA Task Force on Gap Analysis between ECM Certification and other Certificates and in the ERA Task Force on Requirements for "Release to Service" and "Return to Operation", both of which were launched under the patronage of the ERA ECM Cooperation of Certification Bodies "Working Party".





In August 2013 the ERA finally published the ECM Application Guide and in November 2013, a general ECM workshop was held in Lille with active contributions by UIP speakers. This was part of the dissemination activities of ERA on ECM certification which showed a need to better coordinate the development of rules related to the maintenance of vehicles used for freight transport. To this end, ERA created a Freight Focus Group involving NSAs and sector representatives to facilitate not only a better understanding of the benefits of the ECM certification, but also a processing of safety related issues linked to freight.

With the publication of the new CSM Regulation 402/13 in May 2013 with its transitional time until May 2015, UIP managed to implement the option of "Inhouse AsBos" with ECM that can be recognised during the process of ECM certification. Processes with regard to changes remain to be adjusted in line with this new requirements during 2014. Interpretation of "significant change" in the area of ECM still needs some work.

Due to the sensitive and quite political nature of all accidents, incidents and safety related topics, the Committee was involved in the drafting of a so-called Quick Response Process (QRP) at European level. This new process aims at preventing isolated safety measures from being taken by national actors which could impede EU legal rules and standards, interoperability and safety, or efficiency in rail transport in general.

### OTIF Top issues in 2013

In view of rapid developments in sectors that use the Dangerous Goods Regulations (e.g. the petrochemical, chemical, gas), the implementation of Regulation Concerning the International Carriage of Dangerous Goods by Rail, RID 2013 and development of RID 2015 has been a major topic at OTIF level. The formal process of revising RID every two years should continue to provide users with a safe framework for the carriage of dangerous goods by rail. It is a framework that makes a valuable contribution to minimising negative headlines.

The main topics of discussions relevant to UIP members were:

- Handbrakes on DG-wagons / UIC Leaflet 473
- Transitional provisions for old gas wagons
- Harmonisation of approval requirements class 2 with 3/9
- Dry break couplings
- Waterpressure test on gas tanks
- Crashbuffers for nearly all „Dangerous Goods Wagons“
- Ongoing discussions on Derailment Detection and BLEVE Risks

Further Dangerous Goods topics handled under a self-regulation approach and the work to develop UIP guidelines on a white stripe around tanks as indicator for „automatic venting“ and the marking of wagons flushed with nitrogen will be carried out in 2014.



**B. TOPICAL COMMITTEE INTEROPERABILITY**

Chairman: **Joachim Wirtgen**, VTG AG  
Head of Safety & Management Systems  
Management Committee of Wagon Hire Europe

Meeting date	Meeting place
06.02	Paris
29.08	Ludwigshafen

In 2013, the representatives of the Topical Committee Interoperability were involved in all activities supporting the development of the TSI WAG, the TSI NOISE and their implementation.

Major issues were:

- the closing the open points of design assessment and product assessment of composite brake blocks in the WAG TSI and the introduction of a new marking GE and CW.

According to the “New Approach”, the draft amendment for the TSI WAG will allow for composite brake blocks to become full-fledged ICs, under TSI specifications and with third party assessment by Notified Bodies (NoBos).

To this end, discussions have also taken place at CEN level in order to transfer all technical requirements from the UIC leaflets (i.e. 541-3) into an EN-norm (prEN 16452). However, UIP and sector representatives have expressed some concerns regarding the consequences of restricting the homologation criteria to interoperability and by this, reducing the burden on manufacturers of brake components, but putting a lot of new responsibilities towards Keepers and RUs. What this means is that it will be then up to the Sector to make sure that the authorised composite brake blocks are also appropriate for the foreseen operating conditions (temperature, speed, etc.).

rating conditions (temperature, speed, etc.).

Currently 2 types of LL-blocks are fully homologated: IB116 (organic, manufacturers Becorit and Knorr/Icer) and C952-1 (sintered, manufacturer WabTec).

Besides the work relating to the drafting or amendment of TSIs, the Topical Committee discussed the following additional topics:

- Change of wagon registration after 31st of December 2013
- Product-concept catalogue for a new European Standard Freight wagon Axle – ESFA
- Necessity to have ladders on tank wagons
- Verification procedure for wagon components which are no longer Interoperability Constituents according to Chapter 5 of the TSI WAG (i.e. buffers, draw gears, etc.)

In parallel to the strategic objectives of developing a common approach to maintenance and common sector standards, all the topics mentioned above will remain on the agenda for 2014.

**C. TOPICAL COMMITTEE DATA EXCHANGE**

Chairman: **Thomas Heydenreich**, GATX  
Project Manager RSRD<sup>2</sup>

Meeting date	Meeting place
28.05	Vienna
30.09	Vienna
26.11	Hamburg

For the Topical Committee Data Exchange 2013 was again a year marked with an increase of activities at European level.

On the legislative side, the Committee representa-



tives attended numerous working party meetings at ERA linked to the revision of the TAF TSI and the Change Management Process for the technical files, and at TAF Joint Sector Group meetings aiming at coordinating the sector activities on TAF implementation.

Besides the TAF related activities, the Committee representatives were heavily involved in all the register discussions at sector and institutional levels that followed the publication of the ERA Study on the Coherence and Consistency of Registers in January 2013. In this context, the Committee published in July 2013 a position paper on a European Strategy for an Efficient Exchange of Rolling Stock Data in Rail Freight.

In this paper, UIP proposed a dual and complementary approach to Registers and TAF TSI (RSRD) with a clear focus for the Authorities and the establishment of a central European RSRD by the Sector. With the set-up of a new ERA Working Party dealing with the rationalisation of vehicle related registers, the Committee representatives will continue to advocate for a pragmatic and business driven approach towards the rationalisation of vehicle registers and the TAF TSI deployment.

The major issues on the agenda of the Committee remained, however, the promotion of RSRD<sup>2</sup> and the definition of a viable solution for the collection of mileage data that permits continuous tracing of

vehicle performance over time. The Committee in cooperation with RSRD<sup>2</sup> asbl initiated pilot studies to identify and assess possible sources of vehicle performance data. The studies showed that most Sector Partners do not commit to support both, the Keepers and their ECMs, to fulfil their legal obligations, and the sector safety agenda in delivering high quality vehicle performance data. On the other hand, some of the sources seem overall promising for regular use. The Committee will use the results of the mileage study and Keepers experiences to describe the status quo as well as formulate Keepers' demands on mileage delivery/calculation in 2014.



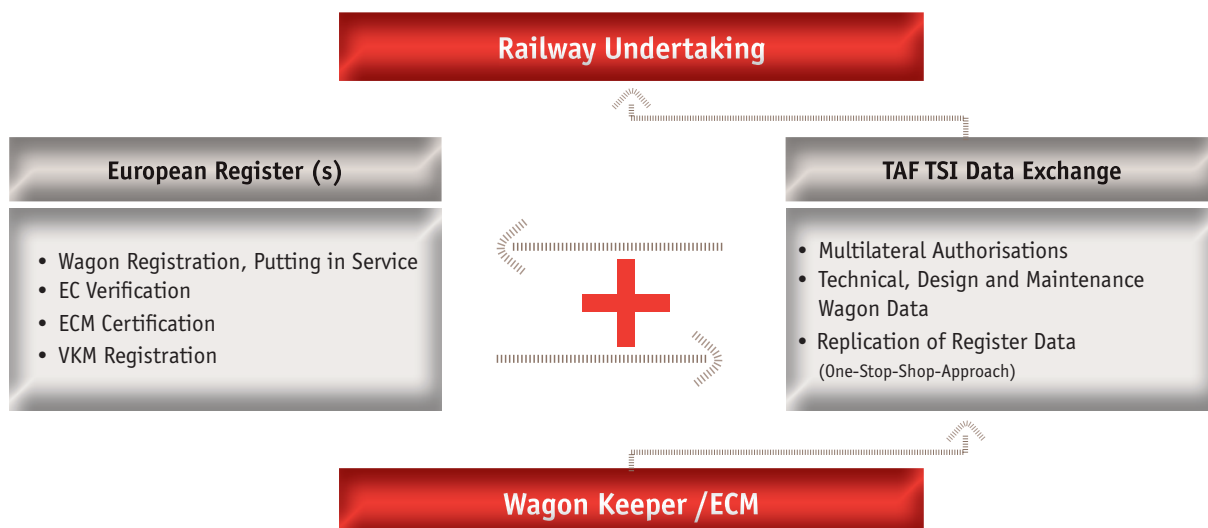
### Promoting RSRD<sup>2</sup> in 2013

In November 2013, RSRD<sup>2</sup> recorded administrative and technical data on more than 143,000 wagons. The number of Wagon Keepers providing data increased from 6 when RSRD<sup>2</sup> was first launched in April 2012 to more than 19. The number of companies accessing the data (incl. RUs, workshops, freight operators, etc.) has risen to more than 55 since April 2012. It was observed that ECM (certificate) and brake block information are of highest importance for the companies. Keepers using RSRD<sup>2</sup> have established processes to provide wagon data, especially as a response to RU queries thus resulting in reduced internal effort.

UIP

## RSRDs could provide register data as one-stop-shop to RUs

### UIP's "Dual Approach"



In 2013, the data catalogue has been enlarged by a number of data fields that serve a meaningful and justified operational purpose, reflecting also the need for a continuous review of the TAF TSI catalogue in a joint sector effort. The plans to connect RSRD<sup>2</sup> to the GCU database were approved and remain on the agenda of the project team for 2014.

With the obligation of Wagon Keepers in Europe to provide data via a RSRD by 2016 and the growing

demand on exchange of wagon data, the project team will continue to work together with UIP in order for RSRD<sup>2</sup> to become a central tool for the wagon keepers to automatically supply other databases and registers, and to administer reports on vehicle performances from various sources.

#### D. TOPICAL COMMITTEE ECONOMIC EVALUATION



Chairman: **Markus Vaerst**, VAP  
Regulation & Technic

Meeting date	Meeting place
23.5	Cologne
13.08	Cologne
22.10	Cologne

After the publication by the EU Commission of a Roadmap on “Effective reduction of noise generated by rail freight wagons in the European Union”, the Topical Committee Economic Evaluation largely contributed to the drafting of UIP’s position paper on Noise. The Committee provided useful data including cost related elements in order to stress the importance to carefully consider the impact of future EU legislation and both existing and future national rail noise abatement programmes on transaction, operational and maintenance costs for the rail freight sector. The Noise topic will remain a priority on Wagon Keepers’ agenda and UIP will continue to ask for appropriate funding, suitable incentive schemes and harmonised implementation across Europe.

On a more technical side, the Committee representatives adapted the cost assumptions on Noise provided for in the UIP 2011 report on “The economic impact of new rules and regulations”. According to the UIC Guidelines on the usage of LL brake blocks, the wheel profiles shall be monitored at regular intervals in order to ensure that the equivalent conicity (a relevant parameter for the wheel/rail contact conditions) do not exceed the value of 0.40. Amongst other provisions outlined in these guidelines the wheel flange height shall be monitored every 50’000 km interval, thus generating additional costs.

Besides the works on the Noise issue, the Topical Committee Economic Evaluation prepared together with the consultancy company, hwh Gesellschaft für Transport- und Unternehmensberatung mbH, a “Comparative study from a competition perspective of mileage-related accidents caused by technical failure in vehicles/rolling stock and resulting in personal injury”. The final report which was published in October 2013 confirmed that although technical failures relating to vehicles are rare in rail freight, they are not impossible. However, they should not become inconceivable and it shall be recognised that the probability of a technical structure to fail is not zero. Based on impact assessments and cost-benefit analysis, the marginal costs of safety improvements should always be balanced.

In parallel, the Committee continued to strengthen its relationship with the ERA Economic Evaluation Unit (also known as Economic Survey Group) and developed a position paper assessing the risks and benefits relating to the development and the introduction of a new “European Standard Freight Axle



(ESFA)". The members of the TC EE agreed that in terms of promoting the new axle, the focus should be put on cost efficiency in order to regain competitiveness. In addition, the Committee also provided support and expertise to the other Topical Committees in all matters related to impact assessment and dealing with financial aspects.

Finally the TC EE developed an "ECM-Questionnaire" that aimed at validating the real costs related to ECM-Certification (e.g. additional employees, cost for certification, etc.) with the estimates calculated in the UIP 2011 report. The Questionnaire was launched late 2013 and the results will be available in 2014.

## Comparison "Rail" - "Road"

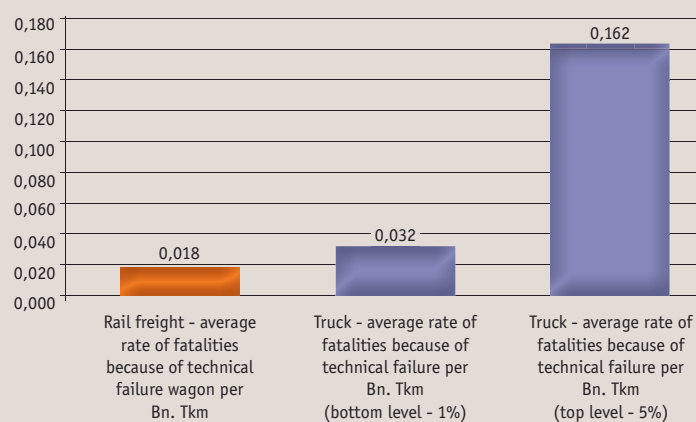
*Average number of persons who died in road or rail freight transport accident due to technical failure of the vehicle per Billion tkm between 2006 and 2013*

Rail: .....0018/Billion tkm

Road:

Minimum value (1%) .....0,032/Billion tkm

Maximum value (5%) .....0,1620/Billion tkm



## E. TOPICAL COMMITTEE GCU



Chairman: **Stefan Lohmeyer**, VTG AG  
General Counsel

Meeting date	Meeting place
13.02	Brussels
27.05	Zug
29.10	Paris

With 634 signatories by the end of 2013, the General Contract of Use (GCU) is a cornerstone of the rail freight regulatory framework. During 2013 and with the support of the Trustee, the Joint Committee members continued to work towards improving

efficiency in administration and communication flows.

By actively promoting the use of the GCU Wagon Database and reminding the importance of the mandatory GCU data, the Trustee managed particularly to achieve a better utilization of the CRM platform by the signatories. Further IT improvements are foreseen for 2014 in order to facilitate data update and data management by the signatories.

Besides the GCU administration, the Joint Committee (JC) approved a full list of agreed amendment proposals from UIC, UIP and ERFA. The new GCU version valid from 1st January 2014 is available under the GCU homepage: <http://www.gcubureau.org>.

In parallel, two major issues relating to the ECM implementation required all the attention of the Joint Committee members in 2013:

- How to provide the link between a wagon number, the Keeper and its certified ECM when the NVRs are not yet fully implemented?

- Is Art. 19 of the GCU allowing RUs to perform small repairs without having a prior Keeper or ECM "authorisation", compliant with the requirements of Regulation 445/2011/EU?

In order to avoid the information gap, the Joint Committee worked out together with the ERA a new Keeper-ECM declaration process and published a guideline at the end of May 2013. The results, including a list providing the link between a Keeper and it(s) ECM(s), and all related documents can be found under the following link: <http://www.era.europa.eu/Document-Register/Pages/keepers-self-declarations.aspx>.

On the issue relating to Art.19 of the GCU, the Joint Committee published on 1st of August 2013 an interpretation note confirming the compliance of this article with applicable EU and COTIF ECM certification requirements. The note is available on the GCU website under the item "RECOMMENDATIONS".

At international level, the OTIF Secretariat undertook in 2013 a couple of initiatives to reform the appendix to the COTIF 1999. The Topical Committee representatives participated in various Working Group meetings together with other Sector and Member States representatives. The discussions relating to the revision of ATMF (Appendix G) and CUV (Appendix D) will continue in 2014.

#### UIP INTERNAL GCU WORKING GROUP



Chairman: **Johann Feindert**, GATX  
CEO GATX Rail Austria - Member of the Management Board of GATX RAIL EUROPE

Meeting date	Meeting place
04.02	Zug
15.05	Paris
01.10	Hamburg

Meeting Date	Meeting Place	UIC Working Group
06/07.02	Paris	Appendix 9/11
06/07.03	Baar	Appendix 10
04.04	Paris	Appendix 9/11
21/22.05	Berlin	Appendix 9/11
28/29.05	Lucerne	Appendix 10
25/26.09	Vienna	Appendix 10
15/16.10	Paris	Appendix 9/11
13/14.11	Hilversum	Appendix 10

The UIP internal GCU Working Group (WG) serves as a discussion platform for the representatives who participate in the different meetings of the UIC working groups.

The aim is primarily to build and provide a common position on the GCU amendments proposals raised by the two technical working groups of UIC that are dealing with Appendix 9 & 11 and Appendix 10.

Besides the discussions on the proposals for amendments relating to Appendix 9, 10 and 11, the Working Group members reached a compromise with UIC and ERFA on a revised version of Appendix 5, concerning the method for calculating the residual value of a wagon, according to which the decision of the keeper to retain or not the ownership on its wagon shall be binding. During the discussions of the last 2 years, the UIP representatives also identified several problems in the application of the GCU at national level and will consider a possible UIC/UIP workshop for 2014.

Despite the fact that since 2006 the legal framework has undergone complex changes, the GCU has proven its value in order for the whole rail freight sector to adapt to the new requirements. In this context, the representatives of the Topical Committee GCU will continue to seek for a good partnership with UIC and ERFA in order to reap the full benefits of the GCU. However, the willingness of all the involved actors to find a compromise and not to insist solely on their own interest will remain an important prerequisite to succeed.







## 6

## Financial Figures

**Results 2013**

	2012 (€)	2013 (€)
<b>Receipts</b>		
1. Membership fees	664'958	647'922
2. Other receipts	-	5'360
3. Interest received	2'030	3'248
4. Extraordinary income	2'370	-
<b>Total</b>	<b>669'357</b>	<b>656'530</b>
<b>Expenditures</b>		
Brussels' secretariat	623'514	579'128
<b>Total</b>	<b>623'514</b>	<b>579'128</b>
<b>Result for the financial year</b>	<b>45'844</b>	<b>77'402</b>

**Balance sheet**

	2012 (€)	2013 (€)
<b>Assets</b>		
Available assets		
1. Bank	314'185.41	449'140.57
2. Cash	729.28	444.05
3. Interest, claims	-	-
4. Financial assets	23'499.25	23'749.30
5. Fixed assets	3'144.48	672.46
Other assets	36'872.00	26'283.80
<b>Total</b>	<b>378'430.52</b>	<b>500'290.20</b>
<b>Liabilities</b>		
1. Capital	112'567.98	112'567.98
2. Result brought forward	130'126.66	175'970.52
3. Debts	89'892.02	134'349.70
<b>Total</b>	<b>332'586.66</b>	<b>422'888.20</b>
<b>Result for the financial year</b>	<b>45'843.86</b>	<b>77'402.00</b>

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

Philippe Boucheteil, Treasurer - 31.12.2013



# Press releases & Publications

## 01.2013 UIP welcomes the publication of the 4th Railway Package

### Press statement

UIP welcomes the publication of the 4<sup>th</sup> railway package and the efforts of the EU Commission towards a single European railway area.

However, in order to achieve the key objectives of the European transport policy including removing administrative and technical barriers and developing easy and harmonised procedures at European level, we expect that the strengthening of the role of ERA and the recast of the Safety and Interoperability directives will get the necessary attention during the legislative procedure.

If we want to see a competitive and transparent European railway market, the technical harmonisation on European level, the streamlining of administrative procedures and the removal of superfluous national regulations should be assured!

Brussels, 31.01.2013

UIP – International Union of Wagon Keepers a.i.a.b.l.

Founded in 1950, the UIP – International Union of Wagon Keepers, with its seat in Brussels, is the umbrella association of national associations from fourteen European countries, thus representing more than 250 keepers with approximately 180.000 freight wagons, performing 50 % of the rail freight tonne-kilometres throughout Europe. The UIP represents the members' concerns at international level. By means of research, lobbying and focused cooperation with all stakeholders and organisations interested in rail freight transportation, the UIP wants to secure on the long term the future of rail freight transport.

## 02.2013 UIP congratulates Johannes Nicolin for European Railway Award 2013

### Press release

#### Johannes Nicolin receives European Railway Award 2013

For the first time since 2007, the European Railway Award recognizes outstanding technical achievement in Rail Freight.

On February 26 in Brussels, the European Railway Award honored the technical achievements of Dr.-Ing. Johannes Nicolin, who has significantly contributed to the technical development of intermodal freight wagons. As Technical Director of AAE, a leading European freight rail leasing company, Dr. Nicolin has always focused on improving freight competitiveness and optimizing performance, and was driven by the need to increase customer value through optimized maintenance and enhanced handling efficiency.

Dr.-Ing. Nicolin has always been a valuable supporter of international harmonization in freight technology and provided expert input towards technical requirements, rules and standards.

The recognition that innovation is possible also in Rail Freight brings the Rail Sector a step forward towards achieving a Single European Railway Area, and acknowledges the role of Rail Freight as an important puzzle piece in the framework of legislation and innovation. Reliable, efficient, and interoperable wagon traffic is fundamental in order to meet customers' needs and expectations. Rail freight in Europe should become even more customer oriented and focus on increasing European and global trade flows, via further market liberalization, environmental awareness, and innovation that support Rail Freight transports towards more competitiveness.

However, developing Rail Freight towards 2050 requires the support not only of the whole Railway industry but also of the European policy makers through EU initiatives for innovation, retrofitting, maintenance and respective funding. UIP and ERA will continue their work to ensure that Rail Freight is not overlooked and remains a high priority on the agenda for the 4<sup>th</sup> Railway package and any innovation related initiatives.

UIP and ERAFA personally appreciate Dr. Nicolin's devotion to rail freight and congratulate him for his achievement and merit!

## 02.2013 Rail Sector publishes a Rail Vision 2050



JOINT RAIL SECTOR PRESS RELEASE – February 2013

### Rail Sector publishes high level vision of rail transport in 2050

*Rail is vital to the well-being of Europe's society and the strength of its economy. To maintain and develop this role in the future, the sector has identified the significant challenges that it needs to meet to protect the social, economic and environmental fabric of society and develop rail as a transport mode.*

(Paris / Brussels, 28 February 2013) In collaboration with a significant number of stakeholder groups, the rail sector on 26 February 2013 launched its pan-sector long term vision for rail. Entitled **Challenge 2050**, this is the European rail sector's shared perception of where the rail system could be by 2050.

**Challenge 2050** sets out to orient and guide the railway sector, as well as policy makers and other stakeholders, to enable the innovation and investment on which sustainable mobility in Europe depends.

The document takes account of the European Commission's 2011 White Paper on Transport but also identifies a significant set of business challenges and makes a commitment to addressing them. It takes cognizance of the ShiftRail initiative and it is anticipated that this document will be a useful focus for the development of ideas for future innovation through the EU Framework Programme "Horizon 2020" either as direct projects or via ERAC and its RailRoute 2050 and the FOSTERRAIL project.

It is intended to encourage delivery of a business-led vision for the sector as a whole, describe how rail will meet the challenges of the modern rail era and to describe the role rail should play in the development of Europe as a global region.

## POSITION PAPER ON NOISE July 2013

### INTRODUCTION

The International Union of Wagon Keepers (UIP) recognises that noise is the most significant environmental burden of rail that affects not only society, but also the performance and perspectives of the whole railway system around Europe. With that in mind, UIP fully understands and supports the objective of reducing rail freight noise, but calls for a unified approach on noise reduction at European level.

This position paper stresses the importance to carefully consider the impact of any future EU legislation and both future and existing national rail noise abatement programmes on transaction, operational and maintenance costs for the rail freight sector. Despite the fact that the level of concerns with regard to rail noise actually differs amongst the Member States, if we want to see a reduction of noise emissions in rail, without jeopardising further rail freight competitiveness and efficient cross border traffic, UIP asks for appropriate funding, suitable incentive schemes and harmonised implementation across Europe in order to promote the retrofitting of the existing wagons fleet.

Share of population affected by railway noise (L<sub>den</sub> >55 dB(A)) in Europe inside and outside agglomeration areas 2010

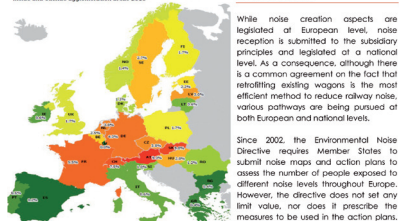


Figure 1-EP TRAN, Study on Reducing Railway Noise Pollution, Clausen et al. 2012, page 18

Page 1 of 4

## POSITION PAPER on a European Strategy for an Efficient Exchange of Rolling Stock Data in Rail Freight July 2013

### INTRODUCTION

UIP generally supports the goals expressed by the European Commission concerning the development of a Single European Railway Area, especially removing administrative and technical barriers and developing easy and common procedures at European level. This is particularly critical and important when it comes to the question of registers.

Following the work of the ERA Task Force on Telematics Applications and in parallel to the discussions on the TAF revision, it became evident that due to the existence of numerous registers for Rolling Stock, there is a need for a register architecture at European level. Most recently at the RISC44 held on January 23 and 24, 2013 in Brussels, Mr. Pontio Gato of DG MOVE reminded of the importance of the registers and invited the sector to consider alternative and best scenarios for each register.

UIP sees this as an opportune time to make public its views and recommendations on "how operational databases such as RSRD could fulfil the sector's needs for operational data and how such databases could interact with the registers" (as mentioned in DVI/BG1 – Recommendation 5, presented and discussed at RISC43).

In the following position paper, UIP presents a recommendation for an efficient, low-cost solution to registers dedicated to Rolling Stock Data. This Position Paper is addressed to the European Commission with the aim to have it taken into account in the preparation of the new ERA Working Party on vehicle registers which is to be launched in September 2013.

### The Dual Approach

In the railway sector there is a demand for up-to-date freight wagon information. RUs need technical, administrative and maintenance data for train preparation and operation as well as safety checks. Keepers and their ECIMs require wagon performance data and defect/damage information from RUs to assure correct maintenance. A certain set of up-to-date vehicle data needs to be regularly exchanged between Wagon Keepers/Maintainers and companies using the vehicles.

There are two sources for such data defined in the European legislation:

- Different decisions on registers, and
- TAF TS (Rolling Stock Reference Database).

Both sources should be seen as being complementary to each other. UIP strongly supports such dual approach to Registers and TAF TS (RSRD). All data exchange related activities are focused and aligned to such approach.

This paper is meant to express clearly UIP's current thinking and can serve to establish similar thinking profiles for other market participants.



Press Release  
Brussels, 30 September 2013

### Will the Council's approach to the Safety Directive stumble at the last hurdle?

The Community of European Railway and Infrastructure Companies (CER), the Association of the European Railway Industry (UNIFE), the European Rail Freight Association (ERFA), the International Union of Wagon Keepers (UIP), the European Passenger Trains and Traction Operating Lessors Association (EPTTOLA), UIC (International Union of Railways), UTP (International Association of Public Transport) and UIRB (International Union for Road-Rail Combined Transport) have persistently highlighted the need to establish the European Railway Agency (ERA) as the one-stop-shop for safety certification in Europe and encourage the Council of the European Union to build on what has been achieved so far. They ask the Council to apply the principles set out in the Interoperability Directive to the Safety Directive.

The European railway undertakings, infrastructure managers, rail manufacturers and suppliers call for a European Railway Agency (ERA) that will act in the future as the EU's single railway authority, and as the one-stop-shop for safety certification and vehicle authorisation. These tasks shall be performed in close cooperation with the National Safety Authorities (NSA), especially in order to assess all remaining national rules.

Nonetheless, an alternative idea has been developed by some Member States for the Safety Directive and is currently under discussion in the transport working group of the Council. According to this alternative, each National Safety Authority (NSA) would act as the one-stop-shop in coordination with the other NSAs concerned. A given NSA - acting as the "lead NSA" - would be the coordinator and responsible for the correct application of processes and for issuing safety certification. This approach fully depends on mutual respect and is likely to fail due to diverging national approaches. In addition, in case of disagreement among the NSAs, there would be no independent appeal body to call upon, therefore decisions could endlessly be left pending because the "equal" parties fail to reach common solutions. The concept of the "lead NSA" will result in the continuity of today's inefficient and long lasting processes for receiving safety certification. The proposal must be rejected in order to overcome a challenging situation and not simply maintain today's problematic framework.

The European railway sector has been calling for the support of European Institutions to create a modern, flexible and efficient railway sector by enhancing the role of the European Railway Agency (ERA). The Agency issuing vehicle authorisations and safety certification, in close cooperation with the National Safety Authorities, would be a significant step forward. In order to perform these new tasks the Agency must be equipped with competent, highly skilled and sufficient staff. Following the "lead NSA" approach would cement the existing unacceptable situation and is moreover an irreversible step back in the wrong direction.

## 07.2013 UIP publishes its position paper on Noise Reduction

## 07.2013 UIP publishes its position paper on Data Exchange

## 09.2013 Rail Sector asks the Council to respect the one-stop-shop approach

04.2013

UIP welcomes DG Move Initiative on Noise Reduction



Press release

25<sup>th</sup> April 2013

UIP welcomes the DG MOVE Initiative "Effective reduction of noise generated by rail freight wagons in the European Union"

UIP recognises that noise is a critical environmental burden that affects not only society but also the performance of the railway system around Europe. Therefore, UIP welcomes the DG MOVE initiative roadmap "Effective reduction of noise generated by rail freight wagons in the European Union" which was published on April 23, 2013.

UIP particularly appreciates and agrees that the objective of this initiative is to carry out an impact assessment of the costs and benefits from the introduction of a number of possible policy options regarding mandatory noise level limits and Noise Differentiated Track Access Charges.

However, UIP would like to stress that the initiated impact assessment should be substantiated and scientifically accurate in order to not only justify the recommended policy options, but to also become the basis for the introduction of an appropriate financial framework (including TSN1 and CER under the Multiannual Financial Framework 2014-2020).

Such solutions should not distort competition either between or within transport modes, and should ensure that the targets of the 2011 White Paper on finding a "common approach for the internalisation of noise and local pollution costs on the whole rail network" can be achieved (COM(2011)144). This also means that we stress in the right direction towards a Single European Noise Abatement Strategy.

Furthermore, the fact that DG MOVE intends to reiterate the former Noise DERC Expert Group into the Noise SERAC (Single European Railway Area) Expert Group confirms the strong need for communication and joint efforts between the European Commission, the EU Member States and the Rail Sector.

As the representative of more than 250 Wagon Keepers in Europe (owning/managing over 180'000 freight cars), noise is one of UIP's key priorities for 2013 and UIP has already taken steps and actions to ensure that there is a pragmatic policy solution combined with a financial framework that provides indispensable incentives for its members to retrofit their existing wagons as one of the objectives of rail freight noise reduction. One such action is an event on noise through the Rail Forum Europe on May 29<sup>th</sup> with the joint support of CER, UNIFE and ERFA.

UIP is fully committed to providing expert support from its members and discussing transparency with the EC, the Member States and the Rail Sector while aiming to develop policy solutions for noise reduction without jeopardising the competitiveness of rail transport.

06.2013

Rail Sector needs the Technical Pillar of the 4th Railway Package



Press Release

Brussels, 5 June 2013

Fourth Railway Package - rail sector needs Technical Pillar

The Community of European Railway and Infrastructure Companies (CER), the Association of the European Rail Industry (ENRICE), the International Union of Wagon Keepers (UIP), the European Passenger Train and Traction Operating Lessors Association (EPTOLA) and the International Association of Public Transport (UITP) wish to confirm their strong support for the Technical Pillar of the Fourth Railway Package and stress the importance and urgency for reaching an agreement between the European Council and the European Parliament on this part of the proposal as laid out in the compromise text prepared by the Irish Presidency in April 2013.

Today's situation is proving challenging for the railway sector and the competitive performance of the railways as a mode of transport. The authorisation and certification procedures are costly and time consuming. The overall authorisation process for vehicles in Europe can last longer than two years, immobilising assets worth EUR 1.2 billion that are waiting for authorisation and cannot be put in service.

The authorisation and certification processes must be simplified as quickly as possible and the European Railway Agency (ERA) must become progressively a one-stop-shop for authorisation and certification. To achieve that, there shall be an evolutionary plan for competences growth at ERA and clear responsibilities for single safety certificate and vehicle authorisation.

The European rail sector regards the simpler and quicker authorisation and certification processes as a pre-condition for achieving the objectives set by the European Commission's 2011 Transport White Paper: increase capacity of the railway system and build the Single European Railway Area. They are furthermore needed to increase the competitiveness of the sector vis-à-vis other modes of transport in order to attract citizens and goods to railways for a sustainable, and potentially carbon-free transport system.

The European rail sector encourages the European Parliament and the European Council to reach an agreement during the current parliamentary mandate, starting from the forthcoming Transport Council meeting on 10 June, and to not miss this historic opportunity to revitalise the European railway system.

CER Executive Director Liber Lochman added: "The discussions about the Technical Pillar are now heading into the right direction and need to be accelerated. CER shares the opinion of the necessity for a stronger European Railway Agency acting as a one-stop-shop and deciding about vehicle authorisation, safety certification and trackside ETMS, while cooperating closely with the national safety agencies."

06.2013

UIP 63rd General Assembly: Symposium on Noise



Press release

UIP holds a Symposium on Noise Reduction at EU level

On June 26 in Brussels UIP held a symposium on Noise Reduction in Rail transport, which brought together representatives from the European Commission DG MOVE, the ERA, CER, UNIFE, ESC, CUECAT, National Association of the Wagon Keepers and high level Wagon Owners. This is the second action by the International Union of the Wagon Keepers following the event on Noise through the Rail Forum Europe on May 29<sup>th</sup> with the joint support of CER, UNIFE and ERFA.

The Symposium which was introduced and moderated by UIP President Dr. Eckart Lehmann, focused on three main topics: the latest development of noise policy of EU level, impact of experience from retrofitting and implementing a national Noise Differentiated Track Access Charges Scheme, and the expectations of the Wagon Keepers towards finding a pragmatic policy solution with a financial framework that can provide an incentive for its members to retrofit their wagons as one of the objectives of rail freight noise reduction.

There is a general agreement/recognition that noise is a critical environmental burden that affects not only society but also the performance of the railway system around Europe. Therefore, it is essential that the Rail Sector and the Member States work together towards noise reduction without jeopardising the competitiveness of rail transport.

This point was particularly stressed by Mr Piotr Knapczak, Policy Officer on Noise of DG MOVE who also reminded that EU legislation (such as the Environmental Directive and the recast of the First Railway package) call for MS to develop action plans and noise provisions. The recently commissioned study supporting the DG MOVE Roadmap Initiative "Effective reduction of noise generated by rail freight wagons in the European Union" aims to provide a policy solution to current problems which include insufficient existing measures to reduce the level of rail noise, unilateral measures blocking interoperability and the Single European Market, and different existing regimes for retrofitting subsidies.

Patricio Gillo

Swiss.....

The UIP Secretary General, Mr Gilles Peltreux UP pointed out that the Wagon Keepers are committed to noise reduction provided that

- Any discrimination and market distortions within the Single European Railway Area are avoided.
- The competitive balance between road and rail is not affected.
- An EU harmonized incentive-driven framework where retrofitted wagons get a compensation regardless of which country they have been registered in is in place.

UIP

VPI

Press Release

Comparative study on road and rail safety in freight transport: Safety levels for rail freight are substantially higher.

(Brussels/Hamburg, 31.10.2013) On behalf of UIP and VPI Germany, hwh Gesellschaft für Transport- und Unternehmensberatung mbH carried out an analysis comparing safety in road and rail freight in Europe for the period 2006 till 2010. The study examines accident statistics records of rail freight in comparison to road freight in general and focuses on the numbers of fatalities and injuries suffered as a result of technical failures in vehicles or rolling stock. The study confirms that existing safety levels for rail freight are substantially higher than they are for road freight.

In recent years all railway actors and especially wagon keepers have been working towards achieving the highest possible safety level in order to meet the expectations of shippers, the general public and the political community. However, although technical failures relating to vehicles are rare in rail freight, they are not impossible, nor should they become inconceivable. It must be recognised that the probability of a technical failure to fail is not zero. Maintaining the safety of the public involves complicated trade-offs and decision-making. Based on impact assessments and cost-benefit analysis, the marginal costs of safety improvements should always be balanced.

All the measures aiming at enhancing rail freight safety in the field of vehicle maintenance have considerably increased the costs of keeping and operating freight cars, as another UIP study in 2011 described<sup>1</sup>. For freight dispatched along the Rotterdam-Genoa corridor, if freight wagon costs increase by 20%, for example, the total costs for transport by rail will be driven up by between 3.8 % and 5.3%, implying a significant deterioration in the competitive position of rail as a mode of transport.

It is of great concern that imposing any further measures and increasing the cost burden in rail freight without generating significant safety benefits will harm the competitive position of rail as a mode of transport, leading to freight traffic shifting to road. In this sense, not only the modal shift forecasts of the 2011 White Paper on transport are at risk but also the safety performance for freight transports as a global system.

Therefore, UIP invites all stakeholders in the rail freight sector as well as EU Institutions to carefully review the safety framework and confirm the safety of rail operations without introducing and imposing additional measures and requirements which do not take into account the trade-off mentioned above!

10.2013

UIP and VPI publish a comparative study on road and rail safety levels



12.2013

Rail Sector recalls the importance to reach an agreement on the Technical Pillar



Press Release

Brussels, 3 December 2013

The Fourth Railway Package's Technical Pillar: a top priority for the railway sector

The Association of the European Rail Industry (UNIFE), the International Union of Wagon Keepers (UIP), European Rail Freight Association (ERFA), the International Union for Road-Rail combined transport (UIRR) and the International Union of Railways (UIC) confirm their strong support for the Technical Pillar of the Fourth Railway Package. They stress the importance and urgency for reaching a sound agreement at the European Parliament as soon as possible. Furthermore, the railway sector calls upon the European Institutions to adopt the Technical Pillar of the Fourth Railway Package before the European elections of May 2014.

The Technical Pillar is a top priority for the European railway sector. It will help make sure that railways remain competitive as a sustainable transport mode and as an industry in and for Europe. The Technical Pillar is a fundamental milestone for the establishment of the Single European Railway Area.

The European railway sector believes that European Railway Agency (ERA) should be the authority for issuing European vehicle authorisation. The agency should function as a one-stop-shop cooperating with the national safety authorities (NSAs). The European vehicle authorisation will be based on the vehicle's compliance with the relevant Technical Specification for Interoperability (TSIs) and sets of national rules for the selected networks indicated in the "area of use".

In the same context, ERA should also authorise the placing in service of trackside ETMS subsystems whereas the NSAs should be responsible for the authorisation of energy, infrastructure and CCS subsystems (including class B train protection systems). In future, the streamlined European authorisation process should be based on a clear set of rules integrating exclusively TSIs and notified national technical rules (NTRs). Under ERA's supervision, Member States must reduce the number of the national technical rules to those that are strictly required for network compatibility. These conditions are a prerequisite for a strong and competitive European railway sector.

The sector fully supports that ERA becomes the authority for the 'Single Safety Certificate' and that the safety certification clearly indicates the "area of operation".

In order to perform its new tasks, it is essential that the Agency is adequately resourced, including the appropriate competence and skills.

Finally, it is of the utmost importance to ensure the shortest possible transition period for the new role of ERA. The railway sector should benefit from the Fourth Railway Package's Technical Pillar as soon as possible, as it will enhance the performance of the rail sector and boost mobility in Europe.

12.2013

UIP highlights the key role of wagons in rail freight



Press Release

Brussels, 12 December 2013

The freight wagon is a key indicator of rail productivity...

There are transport policies in Europe aimed at boosting and developing railway freight transport. There are many statistical data on economic situations and/or transport demands, but we have to consider that rolling stock is the most important asset of railway transport in reaching economic performance and adjusting to logistic chain demands.

Freight wagons are major elements in a modern transport system connecting railway transport and related logistics services. In order to adapt to market trends, railway transport has to improve efficiency by innovating design and the use of freight wagons. According to statistics, the share of freight rolling stock procurement will drop and acquisitions will be focused on replacing obsolete wagons. Also, railway companies (former state-owned) are gradually reducing their rolling stock fleet and the market share of the companies that lease cargo wagons independent owners records rapid growth.

and 22.5-tonne axle load<sup>2</sup> being the preferred solution. However, this implementation is not on the freight transport market! How does it affect the freight transport market?

Rolling stock is the key indicator of rail productivity. It is the key to the "value" of moving trucks of the highways onto the railways. Longer trains and increased axle loads are only part of the solution. The introduction of a perfect loading gauge profile, T800 or UIC GC, throughout the whole network would also allow enhancing infrastructure capacity. Furthermore, the implementation of Regulation 913/2010 on the Freight Corridor is also an important measure at boosting and freight transport. It will provide the conditions of use for the corridor which allow freight trains to run reliably and seamlessly across borders. Rail freight transportation is a system service involving a multitude of players. To increase the market share of rail freight, the whole European Rail sector will need to ensure coordinated action and performance of rail services and focus on enhancing efficiency, reliability and productivity. Furthermore, the question remains if we have appropriate funding for this step change all over Europe. However, cost and freight taxes will also create the need for innovative types of track structures and innovative freight wagon. As UIP, with a view towards the growing infrastructure capacity to meet a single train carrying an average one hundred-tonne weight train by increasing the length of the freight train to more than 25 km. In the UK, the increase of the axle load from 22.5-tonne to more than 25-tonne resulted in annual net benefits exceeding £600m in 2010. These benefits were spread among wagon keepers, customers, operators and infrastructure providers. Wagon keepers benefit from being able to

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<sup>1</sup> Cf. UIP International Union of Wagon Keepers 2011, "Economic Impact of New Rules and Regulations", Final Report, Brussels.

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# Appendix

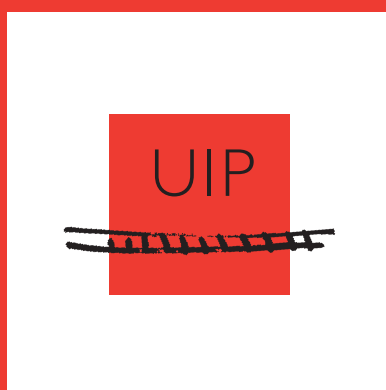
## UIP members 2013

Country		Name of association	Abb.	Representatives	Website	Wagons
Austria		Verband der Privatgüterwagen-Interessenten	VPI	Johann FEINDERT Frank PETUTSCHNIG	<a href="http://www.vpirail.at">http://www.vpirail.at</a>	7 897
Belgium		Belgian Wagon Association	BeWag	Vincent BOURGOIS Stephan ALBERT	<a href="http://www.bewag.be">http://www.bewag.be</a>	3 136
Czech		Republic Sdružení držitelu a provozovatelů železničních vozů	SPV	Michal POKORNÝ	<a href="http://www.sdruzeni-spv.cz">http://www.sdruzeni-spv.cz</a>	4 066
France		Association Française des Wagons de Particuliers	AFWP	Philippe BOUCHETEIL	<a href="http://www.afwp.asso.fr">http://www.afwp.asso.fr</a>	42 103
Germany		Vereinigung der Privatgüterwagen-Interessenten	VPI	Malte LAWRENZ Jürgen TUSCHER	<a href="http://www.vpihamburg.de">http://www.vpihamburg.de</a>	63 240
Great Britain		Private Wagon Federation Section	PWF	Robert BROOK David Barney	<a href="http://www.pwfrail.org">http://www.pwfrail.org</a>	3 616
Hungary		Magyar Vasúti Magánkocsi Szövetség	MVMSZ	Gábor TURI Csaba SZABO	<a href="http://www.mvmsz.hu">http://www.mvmsz.hu</a>	1 077
Italy		Associazione Operatori Ferroviari e Intermodali	ASSOFERR	Mauro PACELLA	<a href="http://www.assoferr.org">http://www.assoferr.org</a>	2 354
Netherlands		Nederlandse Vereniging Particuliere Goederenwagens	NVPG	Don VAN RIEL René HARKEMA		2 289
Poland		Wagony Prywatne	SWP	Adam BUTRYN Adam LESZCZYŃSKI		7 161
Slovak Republic		Združenie vlastníkov prevádzkovateľov súkromných koľajových vozidiel	ZVKV	Jaroslav MIKLANEK		4 598
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>	4 547
Sweden		Svenska Privatvagnföreningen	SPF	Staffan RITTGARD Per-Anders BENTHIN	<a href="http://www.privatvagnar.com">http://www.privatvagnar.com</a>	2 858
Switzerland		Verlader Anschlussgleise Privatgüterwagen	VAP	Frank FURRER	<a href="http://www.cargorail.ch">http://www.cargorail.ch</a>	28 703

# 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</b>	Move 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





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