

The background of the entire page is a detailed wireframe illustration of a mechanical assembly, likely a part of a train or industrial machinery. It features various components such as pipes, structural beams, and a large circular flange with bolts. The wireframe is rendered in a light gray color, creating a technical and industrial feel.

UIP

International Union of Wagon Keepers

Annual Report 2014

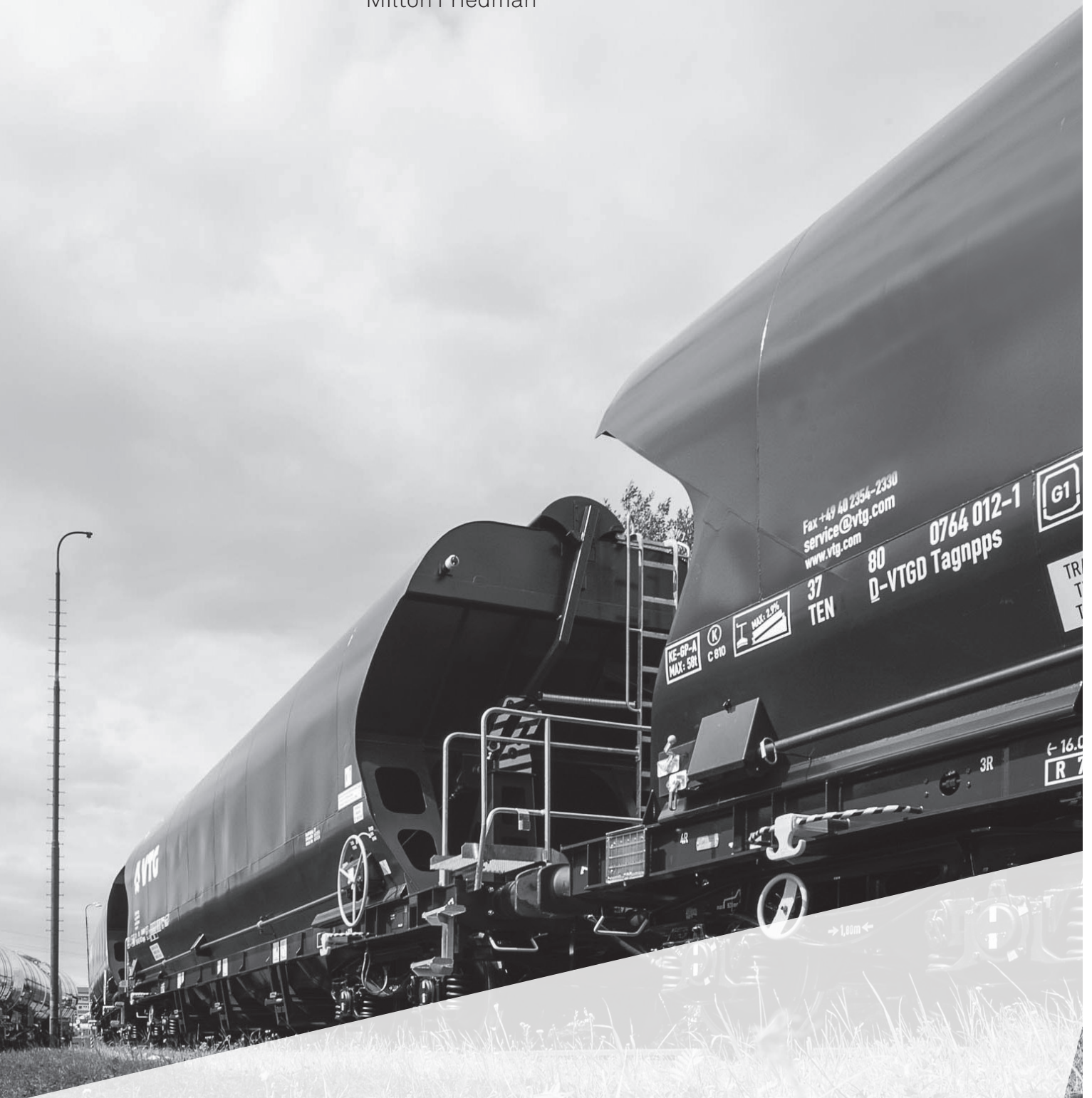


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“ One of the great
mistakes is to
judge policies and
programmes by
their intentions
rather than their
results ”

Milton Friedman



I. Preamble

Between renewal and continuity

2014 was an important year of renewal for the European Institutions starting with elections of the European Parliament in May 2014 and leading to the appointment of a new Commission, and Ms Violeta Bulc, as the new Transport Commissioner, at the end of the year. In this context, UIP renewed its political calls to support the development of a modern, flexible and efficient rail freight system. Our annual Symposium in June offered a unique opportunity to openly discuss the weaknesses in today's rail freight transportation system and the need for political and financial support at EU level. To promote and provide incentives to achieve quick-wins for rail freight, we concluded by highlighting the importance for all actors involved to move forward on sharing information efficiently, not only as a means to streamline information flows, but also as a way to increase our performance.

2014 was also quite a milestone for the European Railway Agency (ERA) which celebrated its 10th anniversary with a 2-days conference in Lille, to which UIP was well represented. We'd like to use this opportunity to once again thank ERA's outgoing Executive Director, Marcel Verslype, for his remarkable efforts in establishing the Agency and developing its role as a partner in the European rail freight business. We look forward to working closely with Josef Doppelbauer, former Chief Technical Officer at Bombardier Transportation and Chairman of ERRAC, elected new Executive Director, when he starts his term in 2015.

Throughout the course of the year, UIP has made great strides to ensure continuity. With all Board members re-elected for a new three-years term, we will continue to invest all our efforts in developing UIP's activities and making a greater impact on relevant policies. Investing in rail freight remains a long-term business and as decisions have ramifications that last for decades, it's becoming more important than ever for UIP to stay abreast of all policy and technical discussions. With the needs and priorities of the Wagon Keepers and ECMs at the heart of our works, some of the highlights for 2014 include:

- Clarifying the role and responsibility of the Keepers in designating ECMs
- Assessing the UIP fleet development in terms of noise reduction and addressing the role of the Keeper as the "one bearing the costs"
- Aligning the TAF TSI data catalogue to the needs of the industry and proposing a pragmatic solution for the exchange of information required by the ECM Regulation
- Agreeing on a standard mileage message within the Sector
- Promoting a European version of the VPI maintenance guide
- Bringing the discussions on the application of Art. 7 CUV "back into the sector"

Our Annual Report provides you with details on the many activities our staff and all involved representatives delivered in 2014. We also take this opportunity to express our gratitude to the invaluable presence, input and work of all the Topical Committees Chairmen and members, who once more contributed to improving upon the quality and range of UIP's activities.

Delivering success by results and not by intention will require the rail community to further harness knowledge, technology and innovation in an already very squeezed market, but despite the challenges, we look forward to fostering a closer dialogue with all stakeholders and policy makers in order to avoid as far as possible well-intended policies with bad results. We wish you a pleasant reading of our Annual Report 2014 and look forward to sharing new horizons in 2015.

Sincerely yours

Dr. Eckart Lehmann
UIP President



Gilles Peterhans
UIP Secretary General





2. Mission & Objectives

Asset investments will only be attracted for projects with revenue streams that are isolated from risks over which we have little or no control.

As an international organisation, UIP represents the interests of wagon Keepers and Entities in Charge of Maintenance (ECM) via 14 National Associations. As such we act as a single voice for a European fleet of about 200.000 rail freight wagons producing more than 50% of all tonne-kilometres around Europe.

To promote the interests and priorities of freight wagon Keepers and ECMs, UIP focuses on developing a close dialogue with its members on both political and operational levels. In monitoring, analysing and influencing European and other international policies, we always put freight wagons first as one of the most important resources for rail freight transportation to achieve higher economic performance and adapt to modern logistic chains requirements.

As a recognised Representative Body in Europe, with its seat in Brussels, we maintain close interchanges with policy-makers in the European Institutions and other Sector organisations on all the topics related to Market developments, Interoperability, Safety, Standardization, and Research and Innovation. UIP aims to support all efforts towards a step change to achieve efficiency gains in rail freight services.

In 2014, UIP defined five strategic priorities in response to the upcoming challenges of the industry:

- Promote an European harmonisation of maintenance rules
- Promote European solutions for noise abatement and retrofitting
- Increase awareness of rail freight performance in safety terms
- Ensure the collection and exchange of consistent data between the actors
- Define relevant indicators to support UIP's positions and messages

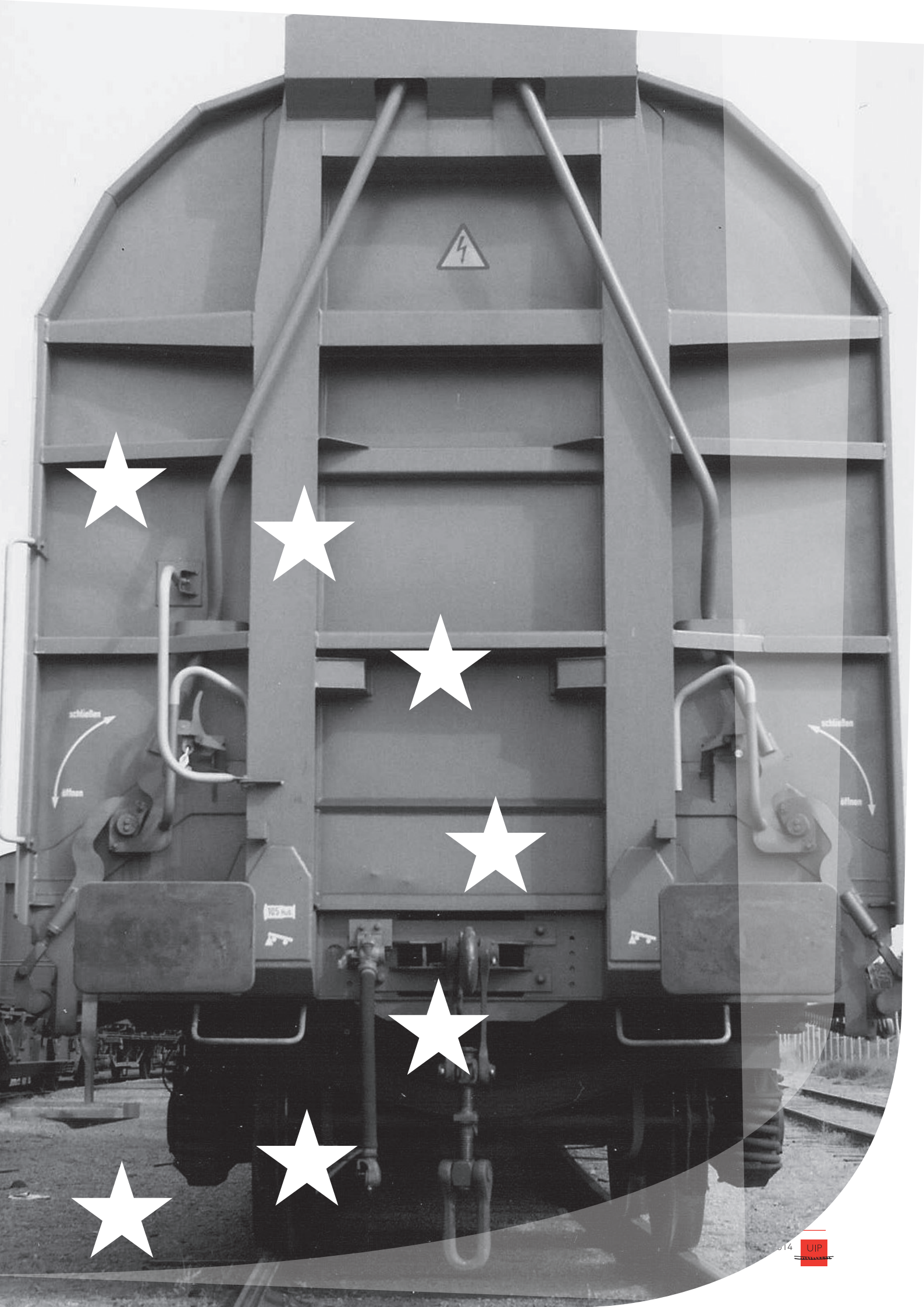
With the Topical Committees at the heart of our operations, UIP will continue to focus on the defined targets and to continue raising awareness before the EU Institutions and the Rail Sector on the business and operational priorities of rail freight and especially the wagon Keepers.

TOWARDS POLICY MAKERS

- Provide and ensure regulatory stability and consistency
- Set up an EU Financial framework and dedicated programs that support and incentivise retrofitting or scrapping of wagons for SMEs
- Ensure fair market conditions between transport modes and fair intramodal competition (freight vs passenger)
- Respect the life cycle of Rolling Stock (25-40 yrs) and equipment when imposing new regulations and requirements
- Ensure obligation for efficient data exchange in the railway system and the supply chain

TOWARDS OTHER STAKEHOLDERS

- Focus on becoming more competitive (reliability, pricing & customer orientation) by improving productivity, efficiency and service quality
- Optimising wagon performance and specifications (i.e. heavier and faster) has to be supported with reliable and suitable infrastructure
- Ensure better communication and efficient data exchanges



3. European Affairs

2014 marks a new start for the European Union with Newly-appointed Commissioners and European Parliament

A month after his keynote speech at the UIP General Assembly Symposium on June 12, the German MEP Mr Michael Cramer (Greens-EFA) was re-elected to the European Parliament and nominated as the new Chairman to lead the Transport and Tourism Committee at the European Parliament. Mr Cramer has a long standing and active role in shaping EU policy on transport, including being a rapporteur for the revision of the Safety Directive.

On November 1 2014, Transport Commissioner Kallas passed the torch to the newly appointed Transport Commissioner Violeta Bulc along with a number of pending issues that still need much attention. Such include: the Fourth Railway Package, Noise, Freight transport and project development and implementation under the European Financial Framework.

Both the European Parliament and the European Commission with its newly elected President Jean-Claude Juncker have also set a challenging task to review the EU financial envelope including its budget for 2015, which may have an impact on financing programmes for transport and rail freight in particular. Negotiations continue in 2015.

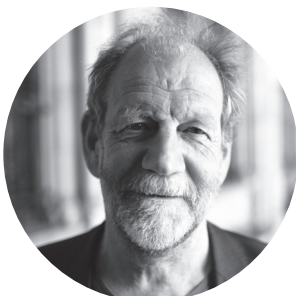
Another change within the European Institutions was the new appointment of the Executive Director of the

European Railway Agency, Mr Josef Doppelbauer. As of January 2015 he replaces Mr Marcel Verslype, who successfully led the Agency for two mandates starting in 2007.

Mr Doppelbauer is a veteran to the Sector with extensive experience as CTO of Bombardier and as an active player in the EU arena on ERTMS, Shift2 Rail and as Chairman of the European Rail Research Council (ERRAC).

UIP is very pleased with the choice of these new leaders who have passion and drive for transport in Europe, and is confident that many positive changes for rail freight will come forth during their mandates.

As a Representative Body of Wagon Keepers and Entities in Charge of Maintenance (ECMs), one of the UIP objectives is to build a strong position in the political arena at EU and international levels, advocating the interests of its members as important players in the railway system, particularly for rail freight.



Michael Cramer
(Greens-EFA)



Violeta Bulc
Transport Commissioner



Jean-Claude Juncker
President of the European
Commission



Josef Doppelbauer
Executive Director of the
European Railway Agency

The 2014 work programme of UIP under EU Affairs focused on six priority topic areas: 4th Railway Package, Noise, Freight, EU Financing and CEF, Research and Innovation, and Railway Data.

Topic area	4 TH RAILWAY PACKAGE	NOISE	FREIGHT	EU FINANCING	RESEARCH & INNOVATION	RAILWAY DATA
EU Policy Initiatives	Governance Technical	Noise Abatement Strategy NDTAC	Wagon Load Services Rail Freight Plans CT Directive Freight Corridors	CEF TEN-T annual Calls for Freight and Noise EFSI	Horizon 2020 JU Shift2Rail	RMMS Eurostat Railway Statistics TENtec PRIME ERA Safety Report ERA Railway Indicators
Actors Involved	EC EP COUNCIL MS SECTOR	EC MS SECTOR	EC SECTOR	EC EP COUNCIL EIB MS SECTOR	EC SECTOR USERS ACADEMIA ERRAC ERA	EC EP EC COUNCIL EUROSTAT ERA MS SECTOR
Significance to UIP	Safety, Interoperability Certification and Authorisation Processes, ECMs	Wagon Retrofit- ting Plan Scrap Bonus	Revitalize Rail Freight with Business and Market Driven Solutions	Financing for projects related to retrofitting of Rolling Stock, TAF Implemen- tation	Operational/ Business Solutions for Wagons, Tech- nical Demons- trators	Dataset for Rail Freight Wagons, Stu- dies, Reports

These policy priority areas are chosen carefully as they can have a significant impact or give an added value to the operational environment and daily business of UIP's members and freight wagon Keepers. In today's environment, it is important to define a simplified framework in order to keep a clear view on the 'BIG PICTURE' whilst being able to assess and focus our activities on topics that are relevant.

A comprehensive EU transport policy will only be successfully developed and implemented when it is supported with the right impact assessments. That's why we have included cost-benefit analyses and reliable railway statistical data as a relevant policy area.

Each policy area has a different scope, context, legislative weight, and timeline of progress and development but in principle they are based on the same initiatives:

- new or existing legislative proposals that require a revision or an implementing act (e.g. Safety and Interoperability Directives)
- a Public Consultation that will lead to the development of a new legislative text or recommendation (e.g. Wagon Load and last mile questionnaires)
- a new or revised Framework Programme or Master Plan for implementation based on existing legislative text (e.g. 2011 Transport White Paper)

These initiatives can be provoked by pressure (incl. successful advocacy and lobby) from the Member States, the Sector (incl. Representatives Bodies), Interest Groups, the MEPs and the European Commission. Therefore, it is also these same actors who heavily debate the need to regulate, standardise, and harmonise certain activities.

4th Railway Package

The 4th Railway package remained high on the agenda for UIP. Although the European Parliament voted on the whole package in June 2014, it was a challenging year for the European Council who achieved very little during the Greek and Italian Presidencies.

All efforts towards making progress on both the Governance and Technical Pillars occurred in a two-fold approach. The Greek Presidency managed to reach a political agreement on the Technical Pillar by June 2014, which meant that the Italian Presidency had the remaining task to lead the Council members to a compromise on the legislative text of both Pillars and to commence discussions with the European Parliament and the Commission on the Technical Pillar.

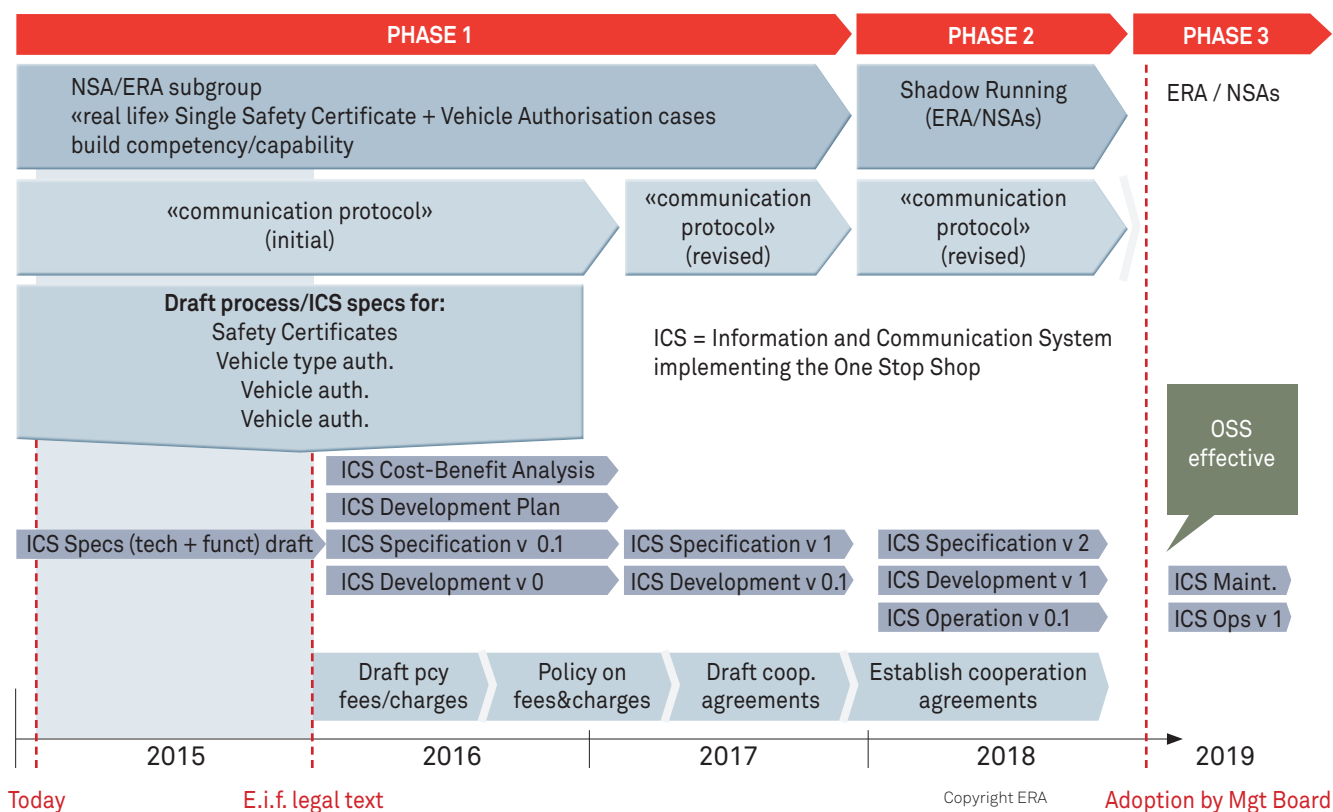
UIP recognises the importance of the further opening of the internal rail market and the necessity to improve the performance of infrastructure management as proposed in the Governance Pillar. However, UIP continued to voice the fact that if we want to achieve a real competitive and transparent European 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.

The Technical Pillar must be sound, coherent and facilitate the implementation of a single safety certificate, a harmonised vehicle authorisation process and an enhanced role of ERA. Fortunately, the Member States finally recognised the strong need for a consensus in the EU Council, in order to reach a compromise in defining a proper structure for the sharing of competencies between ERA and the NSAs while maintaining the subsidiarity principles.

For that, sector organisations, NSAs and ERA will have to work even closer together to develop an implementation framework for the new role of the Agency, based on an Information and Communication System of implementing the One Stop Shop in a step-by-step cost-efficient transition.

The UIP mission remains to ensure a better understanding within the Institutions and other stakeholders of the role the wagon Keepers and the ECM play within the railway system and this legislation.



Railway Noise

In parallel to the negotiations on the 4th Railway Package, UIP paid particular attention to the regulatory developments on noise and was heavily engaged in close dialogues with the European Commission in the following critical areas:

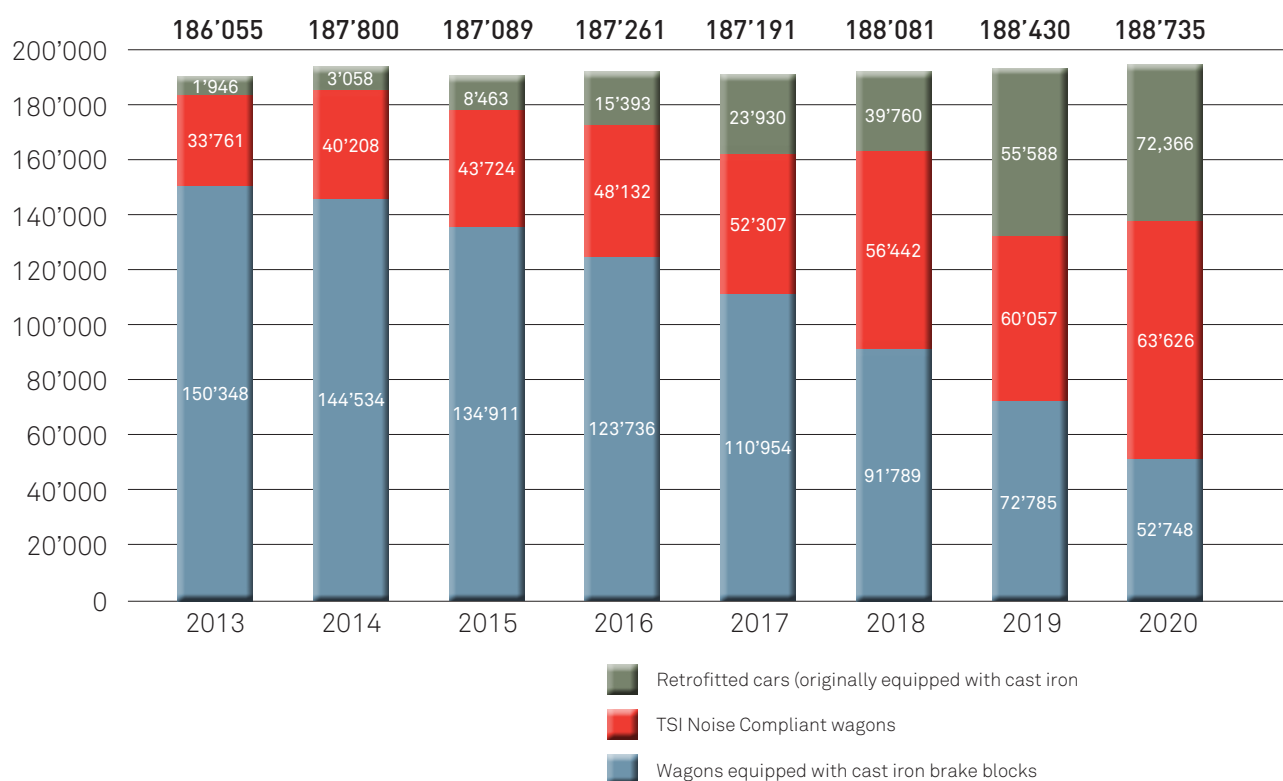
- The completion and Member State vote at RISC on the TSI Noise
- The drafting process of the Implementing Act for Noise Differentiated Track Access Charges Scheme as an annex to the Recast of the First Railway Package 2012/34/EU.
- The development of Noise Policy Roadmap defining the appropriate Single European Noise Abatement Strategy
- TEN-T calls for projects funded under the Connecting Europe Facility Financing Instrument on retrofitting of rolling stock towards noise reduction

UIP appreciates the efforts of the European Commission and the European Railway Agency towards setting up harmonised technical requirements (TSI Noise) to encourage retrofitting in the European Union (CEF, NDTAC) and towards the

publication of a roadmap defining appropriate policy measures and harmonised objectives via the Commission Implementing Regulation.

In this context, UIP took the initiative of assessing how the fleets of the independent wagon Keepers will develop over the next few years. We wanted to deliver solid facts and figures on the amount of wagons with cast iron brakes which will remain in service up to 2020. The data will also help us to justify the need for further measures at a European level if we really want to achieve the goals of the 2011 Transport White Paper.

Acknowledging, the uncertainties on what may be proposed or imposed at national level and the difficulties of claiming NDTAC bonus or of imposing lease increases, UIP will continue to handle Noise as a priority topic stressing at all policy levels the importance of providing further funding support and incentives towards noise reduction. Furthermore, if we want to achieve a real reduction of the noise emissions in rail freight transportation, it will be of utmost importance to ensure a system approach and to include not only freight wagons but also rail infrastructure and the emissions of locomotives in the discussions.



Freight

The rail freight industry is facing the challenge of providing sustainable, efficient and competitive services. With the ongoing economic instability and changing geopolitical priorities in Europe, the rail operators and infrastructure managers have been prioritising their investments and national plans to passenger and high-speed rail services. Yet, in parallel, there is political pressure to increase rail freight transportation and reduce environmental pollution.

During 2014 the European Commission and the Rail Sector recognised that freight performance and rail freight competitiveness depend on a number of factors:

- The development of regional or local 'Rail freight communities'
- Improvements in the economic sustainability of rail freight services

- Political will and commitment from the Member States to support and secure investments in rail infrastructure incl. last mile
- Innovation for improving the use of available infrastructure, and increasing the attractiveness of rail freight services for the customer.

As a result, both the European Commission and the Sector rolled up their sleeves and started a dialogue to find solutions and incentives for both the Rail Sector and the Member States to put freight on their political agendas and to introduce and implement projects that will boost rail freight and make it an attractive and competitive mode of transport. In this context, UIP has been advocating for the shaping of a market oriented and business driven freight transport policy that will revitalise rail freight services making them reliable and competitive for the customers.

FREIGHT EVENTS

On June 12th in Brussels, UIP held a symposium on **INCREASING EFFICIENCY IN RAIL FREIGHT**, bringing together high level and operational representatives of the European Commission DG MOVE, the ERA, OTIF, CER, ESC, UIRR, National Associations of Wagon Keepers and ECMs.

The UIP Symposium offered an open discussion on the weaknesses in rail freight transportation and the need for political and financial support at Member State and EU levels to promote and provide incentives to achieve quick-wins for rail freight. All agreed that it is time to rethink the business model of freight transportation along the supply chain, and to seek solutions to reduce costs and time-to-market for rail freight services therefore making rail more competitive as well as more efficient as a mode of transport.

During the conference, Dr. Gerhard Troche, Policy Officer at DGMOVE presented the approach of the EC study on Wagonload mandated to PWC and defining the following goals:

1. Assess the importance of the single wagon load (SWL) for shippers and for rail as a transport mode;
2. Identify the main obstacles hampering SWL traffic growth;
3. Define measures that would promote a positive development of the SWL market, and
4. Identify possible supporting policies.

Wagon Load (aka single wagon load) services play a crucial role to complex logistics chains, allowing customers using last mile infrastructure and marshalling yards to dispatch goods to a much larger number of destinations than the full-trainload offer, particularly in dense industrial areas.

Dr. Eckart Lehmann, President of UIP, concluded the discussions by highlighting the importance for all actors involved in rail freight transport to move forward on sharing information among themselves, not only as a means to streamline information flow, but also to provide quick-wins in increasing efficiency in rail freight.



FREIGHT EVENTS

“The Commission will continue its efforts to find practical measures to improve daily operations and promote innovative solutions for sustainable and attractive European rail freight services”

**Mr. Olivier Onidi,
DG MOVE**

On 27 and 28 November, the European Commission held the EUROPEAN RAIL FREIGHT DAYS CONFERENCE in Brussels

Transport Commissioner Violeta Bulc identified infrastructure congestion, bottlenecks, and insufficient cross-border cooperation as key factors preventing rail freight from delivering its full potential. However she remained positive that ongoing and forthcoming EU funding and regulatory initiatives would help to solve these issues. Such are the Technical Pillar of the 4th Railway Package, a harmonised implementation of the rail freight corridors, Connecting Europe Facility, ERTMS, Shift2Rail and the new investment plan announced by Commission President Juncker.

At the conference, UIP and wagon keepers representatives were invited to speak during the Rolling Stock session moderated by Marcel Verslype, outgoing ERA Director. The discussions covered a large scale of topics from TSI related ones to Shift2Rail and the intelligent wagon. Freight wagon keepers' representatives and UIP stressed the importance of coherent legislation, keeping the already complicated system simple and by “not reinventing the wheel”.



On December 4, UIRR organised a round-table conference on the Revision of the Combined Transport Directive with representatives of the Parliament and of DG Move.

UIP believes that the enhancement of multimodal transport is one way to promote rail freight. Therefore it actively participated to the open dialogue with the sector associations such as UIRR, CER, EFIP, EPSO, and EBU representing the so-called sustainable modes of transport.

In 2014 two initiatives, Directive 63/53 on Weights and Dimensions and Directive 92/106 on Combined Transport, remained on the EU political agenda. While the Combined Transport Directive is anticipating a preparatory phase for a future revision, the Directive 63/53 was voted on by the European Parliament and submitted to the European Council for deliberation.

UIP joined the above mentioned associations in raising common concerns. We stressed, in particular, the need to keep the modal-shift targets of the 2011 EU Transport White Paper as the guiding principles for EU freight transport policymaking, including new legislative proposals. Furthermore, we asked the European Commission to consider defining a real level playing field across modes by ensuring that the internalization of external costs is done in full and fair proliferation of the user-pays and polluter-pays principles in every Member State.

European Financial Framework

Multiannual Financial Framework (MFF) 2014-2020 was established to support a set of programmes that reflect the European political priorities outlined in the White Paper, including:

- implementation and deployment projects under the Trans-European Transport Network (TEN-T),
- transport, energy and IT infrastructure projects under Connecting Europe Facility,
- Research and Innovation under HORIZON 2020 and
- Joint Technology Initiatives such as Shift2Rail.

It also supports administrative structures such as the INEA (Innovation and Networks Executive Agency) designed to launch application procedures, evaluate projects, and execute and monitor the realisation of the defined or approved projects under their relevant programmes.

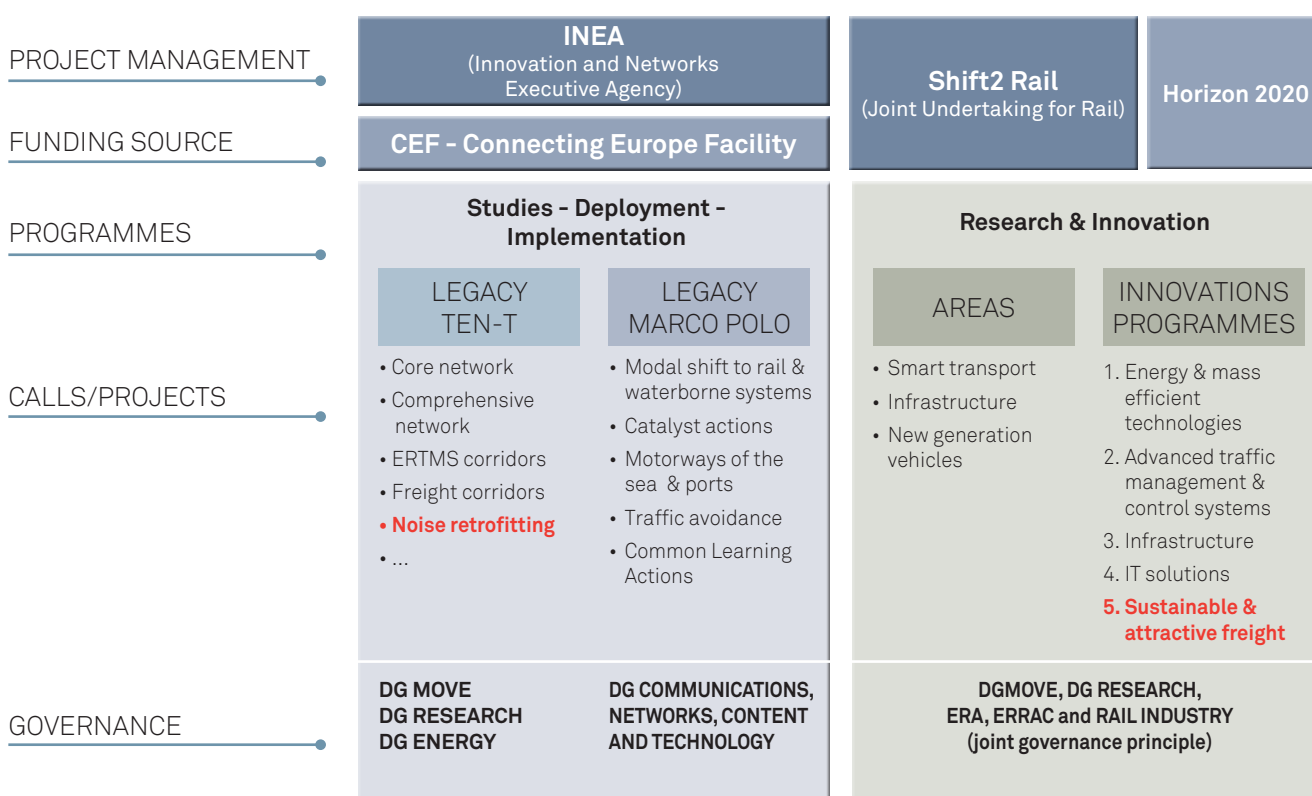
With the introduction of the EU MFF for 2014-2020, one could begin to see the tip of the iceberg of the future potential for EU financial support towards activities in rail transport, including freight. Depending on the programme type and the co-funding principle, the budget combines contributions by the EU, the Member States and the Sector.

Financial framework for rail under MFF 2014-2020

In March 2014 the EC presented the European Parliament with an overview of the approved project proposals under the annual and multiannual TEN-T programme for 2013. The members of the Parliament expressed concerns that the approved projects are not well balanced geographically and that some projects may not reflect the real priorities of the White Paper, or that budget may be allocated to projects that may not be worth the investment.

During the preparatory stage of the calls description for annual calls under the TEN-T 2014, the priorities for UIP and its members were projects related to the retrofitting of rolling stock towards the reduction of noise, and projects encouraging rail freight services. UIP raised its concerns before the European Commissions on the definition and scope of eligible costs.

Upon the introduction of the first call in September 2014, UIP could not ignore the fact that there are existing barriers and challenges to successfully participate in EU co-funded projects. Due to a complex administrative application procedure, there is a risk that the wagon Keepers will be given little incentive and support to retrofit, or that state aid will be reduced.



UIP remains optimistic that in 2015 talks with the European Commission will lead to alternative solutions and way forward which will facilitate the participation on EU funded projects and support the sector activities towards noise reduction.

UIP produced for its members a Frequently Asked Questions Brochure aiming to provide them with the current overview and clear understanding of the EU budget figures, EU Programmes supported by EU funds, and funding options for projects of interest.

Research and Innovation

A part from improving the EU regulatory framework, and in order to achieve a Single European Area, the rail sector has to be more innovative and open-minded towards solutions that support not only technology improvement, but also innovative approaches to operations, maintenance and logistic services. This requires both, a short-term and a long-term vision, strategic planning and delivery in order to address existing challenges and barriers in our members' daily business.

The research and Innovation activities for 2014 faced a big challenge on identifying project areas due to the separation of calls under two main initiatives HORIZON2020 (H2020) and SHIFT2RAIL Joint Undertaking (S2R).

H2020 is the new Research and Innovation Programme following Framework Programme 7. It is also the EU financial framework supporting Research and Innovation activities in the Joint Undertaking Shift2Rail.

Shift2Rail is a rail sector initiative adopted on June 16 2014, focusing on innovation, testing and demonstration research activities. It will operate

as a private-public partnership in the form of Joint Undertaking receiving private (€470 million) as well as public (EU) funding (€450 million). Following its adoption, the European Commission drafted and presented a Master Plan describing the form and conditions of participation, as well as the process and governance structure of the Joint undertaking.

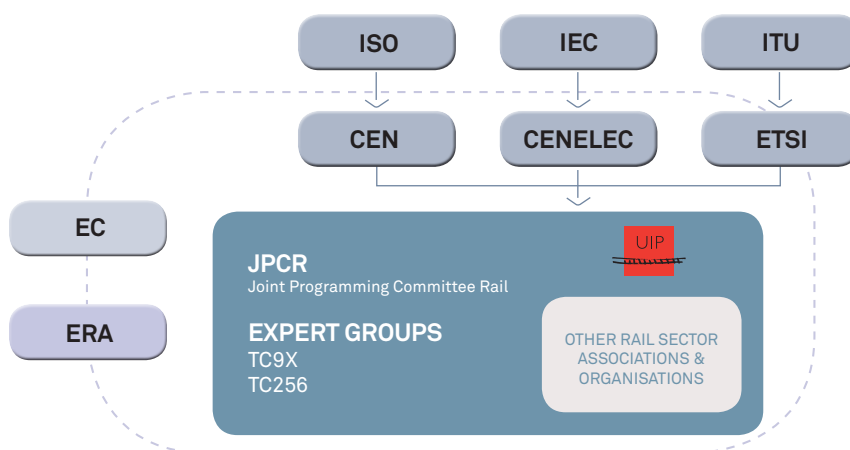
While Shift2Rail JU will focus on rail only projects, HORIZON 2020 is expected to support transport projects that have multimodal or cross-modal approach. In this research framework, UIP will try to liaise with the participating stakeholders and associations and in particular with EUROCC, a RU consortium.

Standardisation

In January 2014, UIP signed an Agreement of Liaison with CEN. CEN, which is the European Committee for Standardisation, continues in its role proposing, editing and adopting European Standards and other technical deliverables in the electro-technical field for products and services brought on the European market. The Liaison agreement allows for greater transparency in the work towards developing ENs as well as the contribution of UIP experts on the work programme related to specific working groups such as TC265 and TC9X.

In the meantime, UIP have remained an active member of JPCR, which is the high level platform for the Sector and CEN to discuss strategies and policies related to rail standardization.

However, liaising with both CEN Technical Committees, its working groups and JPCR, bears the challenge of defining how exactly UIP and its members will deal with activities on standardisation in the years to come.



Sector Affairs

Achieving an integrated railway system in a Single European Railway Area is only possible when there is an open dialogue among the different actors of the railway sector towards common and pragmatic solutions. UIP takes part in a number of sector-based bodies and platforms in order to advocate its members' positions, and promote freight related topics. Furthermore, by working closely with the Sector, UIP works to actively build joint positions, giving a stronger voice for the rail sector before national and international institutions and authorities.

The GRB is the core operational body bringing together all associations of the railway sector (UIP, ERFA, UNIFE, CER, EIM, UITP, UIRR and EPPTOLA) and providing a dynamic platform for developing joint positions on Interoperability and Safety, relations with the European Railway Agency, EU regulatory framework (including the Technical Pillar of the 4th Railway Package), standardisation and research. Through GRB, UIP focused its activities on:

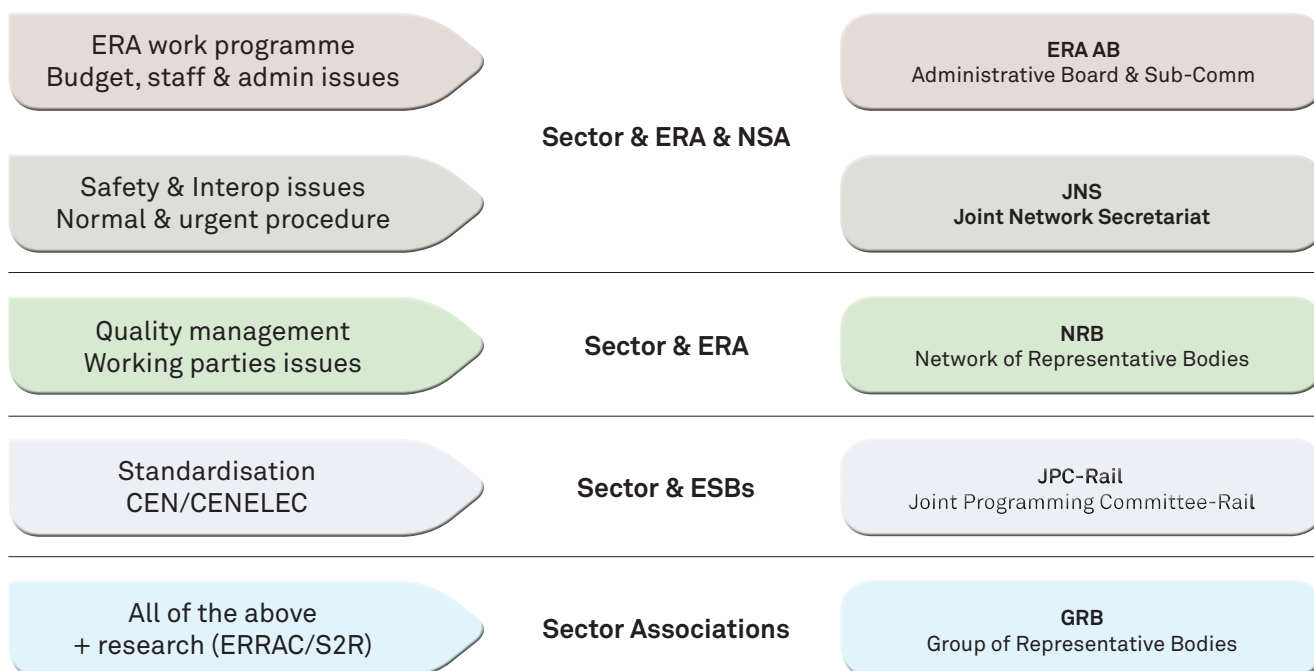
- The completion of the Technical Specifications of Interoperability (TSIs)

- The alignment of the TSIs with EN standards at technical and strategic levels.
- The simplification of the process for Authorization for Placing in Service
- Development of an harmonised Safety Framework

NRB provides an open dialogue platform between the GRB and the European Railway Agency on on-going and future Work Programmes reflecting technical and policy objectives for Vehicle Authorization, Safety Certification, Registers, Telematic Application, Economic Evaluation and Cross Acceptance.

In order to facilitate the relationship and exchange of information between the rail sector, the European Railway Agency, and the National Safety Authorities, the JNS was set up to discuss issues such as:

- Safety and Interoperability regulatory framework
- Stronger communication within and between the National Safety Authorities (NSA).
- New process at European level for Quick Response





4. Internal Affairs

Executive Board and UIP staff

The Executive Board is the highest committee in the UIP's organisation and acts as the management committee for the association. It formulates the overall strategies and policies and is responsible for ensuring the availability of adequate resources and for the conduct of business in conformity with applicable laws and regulations. Moreover, the Board is empowered to take all the necessary measures and actions required to achieve the objectives and to support the policies of the UIP.

In 2014, the General Assembly renewed the mandates of all Board members for a period of 3 years. The elected representatives nominated then Emmanuel Jamar from VTG France as the new UIP treasurer and GCU auditor, replacing Philippe Boucheteil, in both functions. We use this opportunity to thank again Philippe for his excellent and dedicated work during his commitment in numerous roles at UIP.

The Executive Board decided in an extraordinary but short meeting to elect the following Presidents and Vice-Presidents:

- Presidents: Dr. Lehmann for the period of 2014 – 2015, Dr. Fischer for the period of 2015 – 2017
- Vice-President for the Keepers: B. Dambrine for the period 2014 – 2015, J. Mansbart for the period of 2015 – 2017
- Vice- President for the National Associations: Per-Anders Benthin for the period of 2014 – 2017

Due to the increasing complexity and the high number of topics on UIP's technical and policy agendas, the Board decided as well to reintroduce a Technical Coordinator as part of UIP's permanent staff. To this end, Markus Vaerst joined UIP in the second half of 2014 and in a new role, through which he will provide oversight, inputs and support to UIP's technical policy agenda and work in close coordination with the Chairmen of the Topical Committees to:

- facilitate comprehension and the distribution of information relating to the works of the committees and general technical policy developments;
- support the committees' chairmen in drafting and/or editing reports of activities;
- plan and implement strategic guidance on key areas in coordination with the chairmen.



Gilles Peterhans
Secretary General



Maria Price
Manager
European Affairs



Markus Vaerst
Technical
Coordinator



Isabelle Brahy
Secretariat



Emmanuel Jamar
Treasurer

The Committee of the National Associations mainly addresses UIP's positions nationally while bringing national issues to European level. As such 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.



Meeting Date	Meeting Place
25.03	Warsaw
23.09	Berlin
12.12	Palma de Mallorca

In 2014, the Committee focused its work on coordinating positions in response to consultations relating to:

- the post-Marco Polo programme
- the PWC Study on Single Wagon Load and
- the future of the Combined Transport Directive 92/106/EEC.

Those initiatives were launched by the European Commission to support its works towards revitalising rail freight services by defining new policies based on best practices. In the responses, UIP and the National Associations called upon the European Institutions, the Member States and the European Regions to consider appropriate structural and effective long-term financial measures either through the future MARCO POLO programme, or through a dedicated programme under the TEN-T to support the wagon load offer in Europe. In order for wagon load services to become flexible, quicker, more reliable and competitive, the Committee proposed as well to focus on:

- Enhancing communication between shippers, logistics providers, wagon Keepers, operators and Infrastructure managers

- Building upon the implementation of TAF TSI to foster transparent and efficient data exchanges
- Proposing dedicated and simple funding frameworks for last-mile infrastructures
- Setting the track access charges to reflect path quality and freight priority

Besides the policy topics, the Committee was heavily involved in ensuring inputs and feedbacks to the works of the Topical Committees and dealt in particular with:

- Data collection for the Topical Committee Economic Evaluation relating to the internal questionnaires on fleet development towards noise reduction and the costs of ECM certification
- Responding to the ECM ex-post questionnaire from ERA
- Promotion activities for the market uptake of RSRD2
- Providing feedback on amendment proposals to the GCU Expert Group

Furthermore, with the aim of developing European Maintenance Rules, the Committee brought new supporters to the VPI maintenance guide and contributed to the progress towards the definition of European maintenance standards. In the year to come, the Committee will continue its work on shaping common policies for rail freight and formalising a common information distribution policy to improve information flow and information exchange.

Topical Committee Safety



Chairman:
Rainer Kogelheide, GATX

Chief Technical Officer (CTO)
Member of the
Management Board
of GATX RAIL EUROPE

Meeting Date Meeting Place

06.05	Paris
21.10	Hamburg

During 2014 the Topical Committee Safety continued its activities at international level following all the works of the UNECE RID/ADR/ADN Joint Committee, the OTIF RID Expert committee and the related subgroups on Dangerous Goods Regulation (RID). The Committee representatives contributed to a wide range of challenging topics such as:

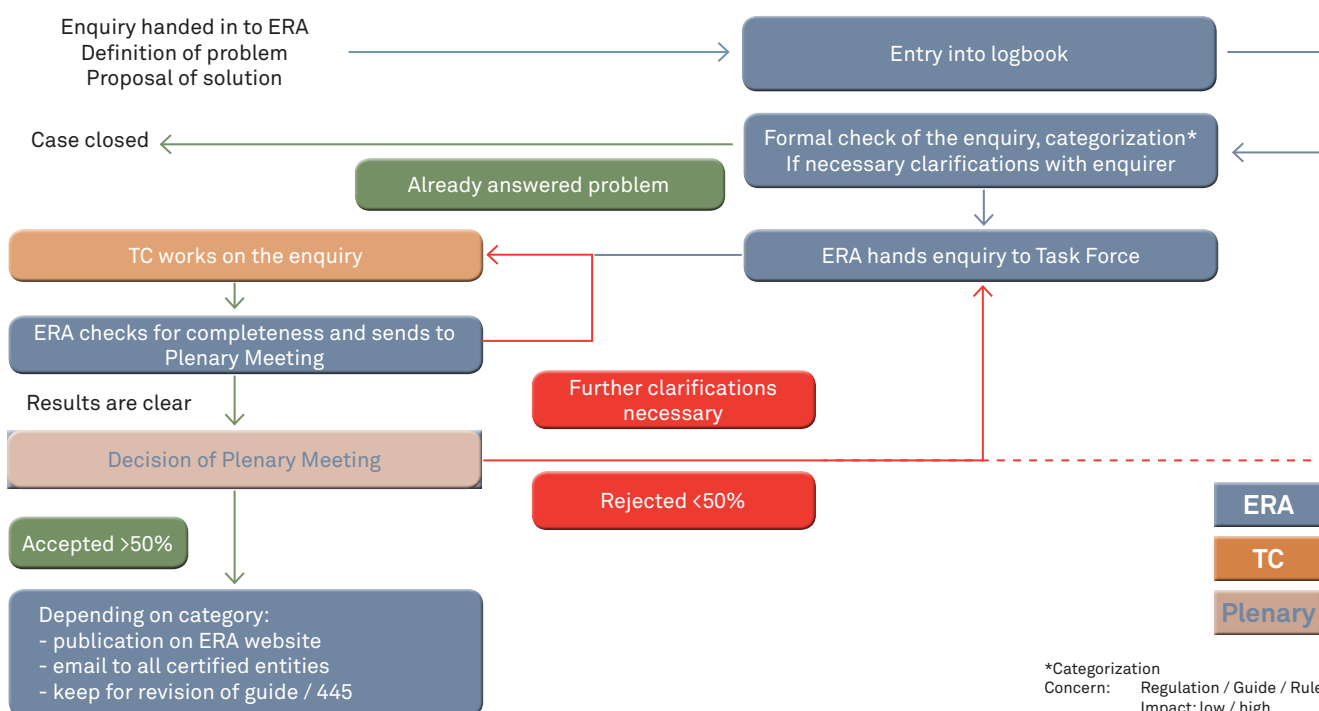
- the highly sensitive derailment detection devices discussions

- the introduction of the ECM in dangerous goods regulation and
- the proposal for retrofitting dangerous goods wagons with crash buffers.

In parallel with the publication of the new RID 2015, the Committee decided to finalise two technical notes on the markings of “wagons with forced vent valve and vapour return” and “wagons flushed with nitrogen”.

At European level, the Committee followed intense discussions on Risk Acceptance Criteria (RAC) both for design targets (risk assessment) and the transport of dangerous goods. Even though the outcome of the discussions on RAC for the transport of dangerous goods remains unclear, an agreement was found on RAC for risk assessments and an amendment of the CMS (402/2031) is planned for 2015. That said, the newly defined RAC will not apply to purely mechanical systems, e.g. axles. For those, it's still recommended to either use the “code of practice” or “reference system” approach with statistical data from operations, rather than to demonstrate a quantified functional failure rate based on the results of a predictive study.

How to formalise a recommendation issued by an ECM Certification body ?



The Committee worked as well on a wide range of topics related to the ECM Regulation (445/2011) and its implementation. Within the ERA platform for the Cooperation of Certification Bodies (CB), two new Task Forces were launched in order to:

- Define a common European framework for assessing the capability of certified ECMs to manage subcontractors
- Define a structured and systematic approach at European level to formalise the recommendations of ECM certification bodies on non-conformities

The conclusions of these Task Force activities should be described by ERA in corresponding reports in 2015. The results will be used as inputs for the planned revision and extension of the scope of Regulation 445/2011 or as amendment to the ECM Guidelines in the related parts. UIP will continue, via its representatives from the Topical Committee Safety, to play an active role within the Task Forces and inform on the outcomes of the works either via the minutes of the Committee meetings or dedicated documents.

Under the auspices of the ERA, the Committee was also heavily involved in the works of the newly created Freight Focus Group. This activity, referenced as task 3.7 in the 2014 Work Programme of the Agency, has been set up as a coordination group involving representative bodies (RBs) and NSAs to address needs related specifically to rail freight transport and in particular to ECM certification and the harmonisation of maintenance.

The overall objective for this group is to foster a common implementation of the risk-based approach in order to avoid inconsistencies in imposing new prescriptive rules which can make ECM certification

useless and, consequently, generate unnecessary cost increases for rail freight transport.

Beside this, more detailed objectives have been defined starting from “Identifying standards to support the management of competences of technical skills such as joining techniques or non-destructive tests (NDT)” to “Supporting the Agency for preparing the revision of the ECM Regulation and subsequent accreditation schemes”.

In 2014, two new concerns related to the activities of the Topical Committee Safety were brought in for discussion with the National Safety Authorities (NSAs):

- Results of the DNV Study on “Freight Wagon Axle Failure” and development of the European Standardized Freight Axle “ESFA” concept
- Follow-up on measures for the mounting of new wheels and the maintenance of trapezoidal springs following the Brixen and Ancona accidents.

First results on how to proceed with those two topics are expected in 2015.

Within their Network, the NSAs raised a concern on the implementation of Art. 5 of the ECM Regulation and on the way the Sector currently handles the exchange of safety related information. This topic has since been handed over to the Freight Focus Group and will trigger further discussions on a structured process for the information flows and on the tools to be used.

Finally, with the integration of the so-called Quick Response Process (QRP) as Urgent Procedure within the structure of the Joint Network Secretariat, there is no doubt that for 2015, the number of topics on the agenda of the Topical Committee Safety will continue to grow and impact heavily the safety strategy of every wagon Keepers and ECM.

Other Causes of Freight Wagon Derailment

3 DNV GL © 2014 09October 2014

	Lower Bound x10 ⁻⁹	Failure Rate x10 ⁻⁹	Higher Bound x10 ⁻⁹	Relative failure rate to fatigue failure of an axle
Fatigue failure of an axle leading to a derailment per freight wagon operating hour	2.1	3.5	8.4	1
Hot Box (axle bearing) failure leading to a derailment per freight wagon operating hour	4.5	7.6	18	2.2
Operational (misloading) failure leading to a derailment per freight wagon operating hour	3.6	6.2	15	1.8
Infrastructure (track geometry) failure leading to a derailment per freight wagon operating hour	15	26	62	7.4

Topical Committee Economic Evaluation



Chairman:
Markus Vaerst, VAP
Regulation & Technic

Meeting Date Meeting Place

29.10 Hamburg

Given the importance of the discussions on “rail freight noise” in different Member States and at European level and in order to enable UIP to base new arguments and positions on solid facts and figures, the main work of the experts of the Topical Committee Economic Evaluation for 2014 focused on the development of a questionnaire and a process for the collection of data regarding the strategy of individual wagon Keepers in terms of noise reduction. In order to ensure the anonymity of the answers,

the Committee mandated hwh, Gesellschaft für Transport- und Unternehmensberatung mbH, to conduct an online survey and to report generally on the responses. The results including underlying assumptions and state-of-play on the noise topic will be summarized in a written report in 2015. Furthermore, the TC EE experts decided unanimously that based on the defined format a follow-up report after two years should be considered.

In addition to the work on noise, the Topical Committee Economic Evaluation concentrated on finalising the UIP report on “ECM certification costs” aiming at validating the real costs related to the ECM certification (e.g. additional employees cost of certification bodies, etc.). The real figures report was a follow-up on the estimates calculated in the UIP 2011 Economic Impact Report. The responses from 74 companies, covering approximately 85% of UIP’s wagon fleet, confirmed to a large extent the assumptions of 2011. The Committee may review or extend the scope of the report once significant changes to the ECM certification scheme occur or once the cost impact of the implementation of the Risk Assessment Bodies (AssBo) in the CSM can be evaluated.

Results ECM ex-post costs assessment 2014

Comparison Questionnaire / Final Report	Cluster 1 < 1'000	Cluster 2 < 5'000	Cluster 3 < 10'000	Cluster 4 > 10'000
Wagons (average):	221	2'698	6'000	20'364
Additional Staff (w.a.):	2,5	2,7	3,0	5,5
Cost 1 FTE (w.a.):	31'177	53'026	50'000	74'636
Cost initial Certification – 5 years validity of Certificate (w.a.):	13'829	23'343	3'600	31'388
Cost initial certification per year (20% of above figure):	2'766	4'669	720	6'278
Surveillance per year (w.a.):	4'600	7'047	2'250	21'550
Cost Staff per year:	77'423	143'929	150'000	410'500
Total Cost per year:	84'789	155'644	152'970	438'328
Total cost per wagon and year:	384	58	25	22
Total Cost per wagon and day (average):	1,05	0,16	0,07	0,06
Final Report (November 2011)	1'000 wagon	5'000 wagons	10'000 wagons	
Total cost per year:	78'750	155'875	233'500	
Total cost per day:	0,22	0,09	0,06	

As in 2013, the Committee was also heavily involved in the works of the ERA Economic Evaluation Unit through the Economic Survey Group and successfully presented the results of the ECM ex-post assessment to a wide panel of experts, fostering wide ranging discussions on the subject. In parallel, UIP provided valuable inputs to the development of the new Terms of Reference for the ERA Working Party in particular on the need to coordinate the data collection activities with the ones of the European Commission, EUROSTAT, the type of assessments (early, ex-post, ex-ante) and the involvement of the stakeholders in preparing impact assessment reports for the RISC.

UIP played an active role in the definition of Railway Indicators, which was a new and primary task of the Agency in the second half of the year. With the definition of appropriate Railway Indicators, the Agency aims to monitor not only its own performance, but also the progress towards achieving the objectives for interoperability and safety (ex. reducing time and costs for vehicle authorization). The Railway Indicators will reflect the following 4 strategic areas activities of the Agency:

- harmonisation of the Safety Framework
- removal of Technical Barriers

- single EU Train Control and Communication System (ERTMS)

- simplified Access for Customers

The Topical Committee Economic Evaluation also supported the works of the other Topical Committees by providing sound economic analysis and impact assessments on arising subjects. This included assessing:

- the costs and benefits of mounting and using GPS and sensor devices to track wagon mileage
- the impact of “wheel set flats” on noise emissions
- the costs of mounting and using Derailment Detection Devices (incl. retrofitting)
- the costs and operational impact of removing ladders or of having ladders designed/retrofitted in a way which makes it nearly impossible to be used by unauthorized people

For the upcoming year, the Committee will continue to focus on defining and collecting the necessary data to support UIP’s policy proposals and to help towards a better understanding of the priorities, problems, possible solutions and expectations of wagon Keepers and ECMs.

Topical Committee Interop



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

Meeting Date	Meeting Place
15.01	Hamburg
04.07	Prague

In 2014, the representatives of the Topical Committee Interoperability continued to work towards the strategic objective of developing a common approach to maintenance and common sector standards.

They were also involved in developing further the product concept catalogue for a new European standard freight axle.

In parallel, the Committee successfully drafted a common proposal in order to re-introduce the possibility to re-register wagons in the NVR decision. Based on an in-depth analysis of the way the first European Vehicle Number (EVN) is allocated and registered in a National Vehicle Register (NVR) today, the Committee proposed together with CER, ERFA and EPTTOLA, a simplified process for the change of the EVN and its transfer to another NVR.

In order to remain efficient both in terms of cost and time for the Sector and the NSAs, the new process will allow for a wagon to be easily re-registered if it has not been technically modified. First discussions with ERA have already taken place in the frame of the ERA Working party on the Rationalisation of Vehicle Registers (RVRR).

After ERA deemed it necessary to carry out a limited revision of the TSI WAG published in 2013, the representatives of the Topical Committee Interop were also involved in the works of the reactivated Working Party. Apart from a review of the technical scope and of specific cases, the Group will have to deal with following issues:

- the closure of the 3 open points linked to axle bearing condition monitoring, test conditions for on-track tests as set out in the EN 14363 and the variable gauge wheelsets issue
- the possible integration of RID technical requirements falling in the scope of the TSI.
- the review of the references to standards mentioned in the TSI
- mistake correction and integration of amendments, ERA technical opinions/advices and RFS
- the review of the conditions in clause 7.1.2 and appendix C and
- the review of the Application Guide

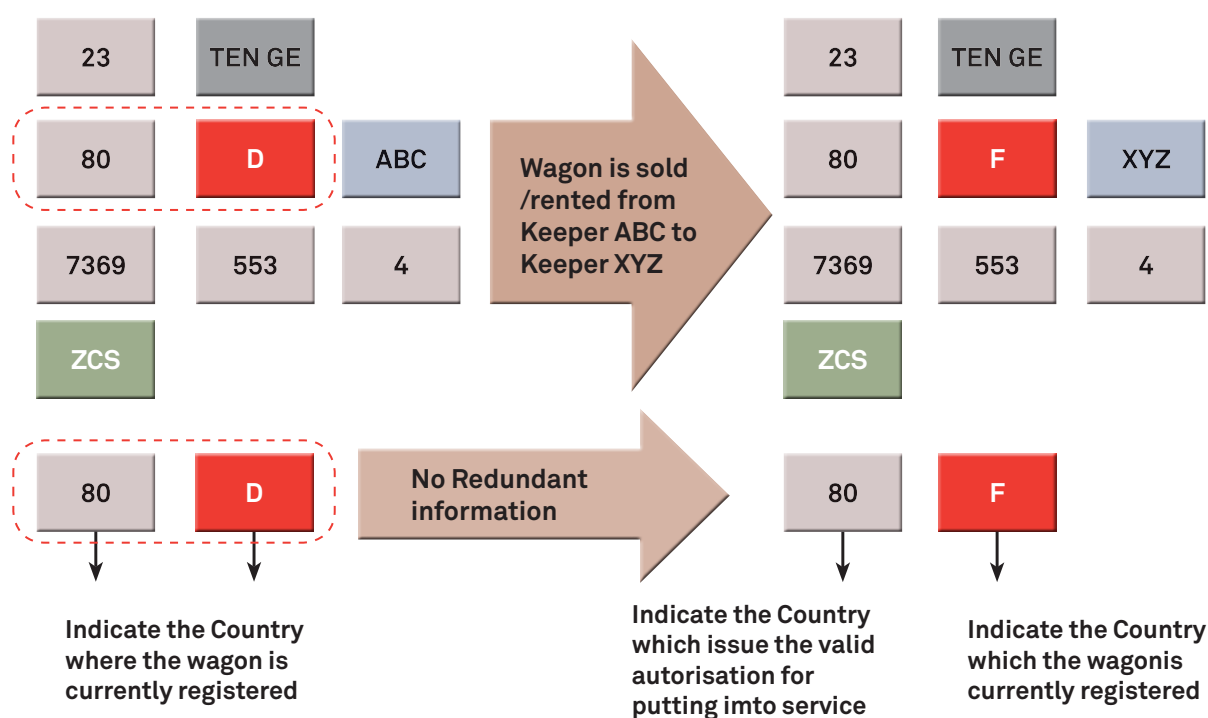
In addition, during the first Working Party meeting, the NSA Luxembourg raised a concern on the marking of wagons. Their analysis of the legal provisions

and their 'real life' application showed the need to consider a European « action plan » to ensure wagons are correctly marked. In order to avoid any national measures, UIP issued in November a first recommendation to the National Associations on the issue. In parallel, the Committee decided to lead the task of drafting appropriate guidelines with the aim to facilitate the correct application of the wagon marking provisions in force for Wagon Keepers.

The Topical Committee Interop dealt also with the following topics:

- technical constraints linked to the retrofitting and use of LL brake blocks
- standardized suspension devices for mobile ladders
- trapezoidal springs and the demands of ANSF
- electrification, brake and telematics for freight wagons

For 2015, the Topical Committee Interop will continue to engage actively and constructively with the Agency and the other stakeholders on the topics mentioned above and to provide guidance and best practices on the technical issues of the wagon Keepers and ECMs.



Topical Committee GCU



Chairman:

Stefan Lohmeyer, VTG AG
General Counsel

Meeting Date Meeting Place

11.02 Mainz

10.06 Zürich

04.11 Hamburg

With 135 companies being RUs and Keepers, 184 pure RUs and 326 pure Keepers, the General Contract of Use (GCU) remains more than ever the cornerstone of the rail freight regulatory framework. During 2014, the mandate to Mr. Floris Foqué as trustee was renewed for another three year term. In its works towards improving the flow of information, the trustee was able with the support of the Joint Committee to deploy a new Customer Relationship Management (CRM) tool. The new system, which is integrated into the website, will facilitate data update and data management by the signatories and shall allow for efficiency gains in the communication and invoicing process. Besides the re-election of Mr Foqué, Mr Emmanuel Jamar de Bolsee, from VTG France, was confirmed as new GCU auditor, replacing Mr Philippe Boucheteil.

UIP, UIC and ERFA continued their works towards improving the general coordination and enhancing their collaboration on necessary modifications of the contract. In this sense, the three associations decided to:

- publish the list of corrected obvious mistakes (<http://www.gcubureau.org/obvious-mistakes>) and a calculation model for Appendix 5 (<http://www.gcubureau.org/calculations>) on the GCU's website
- introduce a rolling list to follow the status of proposed amendments and a monthly administrative report to be provided by the trustee.

Besides the administration of the contract, the Joint Committee was heavily involved in the discussions at OTIF level relating to the revision of the CUV (Appendix D) and of the ATMF (Appendix G). With the aim of clarifying the relationship Keeper – ECM in both, the process of authorisation and for the use of freight wagon, the OTIF Revision Committee adopted during its 25th session in June 2014 the modifications to the article 2 (definition of “Keeper”) of Appendix D – CUV and to the articles 2, 3a to 8, as well as 10 to 20 of Appendix G – ATMF.

An additional proposal to modify Art. 7 CUV (Liabilities for damages caused by wagons) was introduced on OTIF level by France but not further discussed due to an intervention of the European Commission. UIP stated at this occasion that from its position a need for modifications of Art. 7 CUV and corresponding Art. 27 GCU had not been demonstrated and in any case requests for such fundamental modifications would require satisfactory analysis and discussion within

the sector, preferably within the GCU community, prior to being brought up on an international regulatory level.

In a meeting initiated by the European Commission in November 2014 in Brussels, the participating Member States and the Commission supported this approach for further discussions, if any, at GCU level and therefore did not consider a modification of Art. 7 CUV to be a potential point for the agenda of the next OTIF General Assembly in September 2015.

GCU Bureau
General Contract of Use for wagons
Contrat Uniforme d'utilisation des wagons
Allgemeiner Vertrag für die Verwendung von Güterwagen

Home Join Who Contact Login

Home
Notifications
Contract
Amendments in process
Corrected Obvious Mistakes
Amendment history
Recommendations
Signatory search
Wagon search
Calculations acc. App. 5

Welcome to the renewed GCU site

The General Contract for Use of Wagons (GCU) is a multilateral contract based on the international convention COTIF 1999 and Annex CUV. The GCU specifies the mutual rights and obligations of Wagon Keepers (K) and Railway Undertakings (RU) with regard to the use of rail freight wagons as a means of transport throughout Europe and beyond. Since its start in July 2006, the GCU has grown to an impressive network of more than 600 signatories across 20 countries, with more than 600,000 wagons currently declared in the GCU wagon database.

This website is the primary source for all contractual information on the GCU. You can download the latest version of the contract and find information on the history of previous amendments. You can look for contact information of other signatories or identify the Keepers of specific wagons by entering the wagon numbers in the publicly accessible GCU Wagon Database.

In addition to the website, each signatory has received a personalized login to the GCU data-platform. Via the data-platform the signatory can manage its contact information and register the wagon numbers of its fleet. Providing accurate information is mandatory under the GCU and each signatory is responsible to manage and update its own information.

I hope that the renewed GCU site provides easy access to the GCU information. Don't hesitate to contact me for additional information, inquiries or feedback.

Floris Foqué, Trustee

Powered By SIGNON V1.2.25

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

30.01	Hanau
10.04	Milan
04.06	Vienna
16.09	Helsingborg

The internal UIP GCU Working Group (WG) aims primarily at providing a common position on the GCU amendments proposals raised by the two technical working groups of UIC dealing with Appendix 9&11 and Appendix 10. For this purpose, representatives of this group are participating to the different meetings of the UIC working groups listed above.

In 2014, numerous amendment proposals regarding Appendix 9, 11 and Appendix 10 were debated, agreed and published in the new GCU version in force since 1st January 2015. However, many proposals raised by UIP, concerning the overruling of GCU provisions by some RUs through General Terms and Conditions (Art. 2.3) or a rewording of Art. 15.2, still remain open as UIC has not yet been able to reach an unanimous position.

For this reason and according to the procedure foreseen in Appendix 8, the UIP internal GCU Working Group decided to look for the support of 25 signatories

in order to put forward an amendment proposal for Art. 23.2 ("reimbursement of loss of wheel set life"). However, the proposal didn't receive a majority support with some major RUs who voted against it. Following this experience, the Working Group decided to follow a different and more efficient process by holding initial negotiations with the "big" RUs before submitting the final proposal to the Signatories

The Working Group will continue to provide inputs and to follow on the issues relating to:

- a modification of Appendix 6 (Compensation for loss of use)
- the review of Appendix 4 (Wagon damage report)
- its amendment proposal for Art. 30 (interests for delayed payments)
- a proposal for a clear definition of administration costs

Furthermore and in relation to the overall objective of developing a common understanding and harmonised rules, the Group has set-up a small Task Force in order to draft a programme for UIP internal initiative on GCU schoolings. UIP members believe that there is a need to ensure a common application and interpretation of the GCU. Therefore a Task Force has been mandated to collect the documentation used for national training sessions and to develop a harmonized "GCU schooling" programme for wagon Keepers being members of the National Associations.

The amendment of the GCU as a mean to provide consistency and efficiency in a liberalized European railway market requires a substantial amount of resources. In this context, the UIP internal GCU Working Group will continue its efforts towards providing timely and appropriate feedbacks to arising proposals and towards supporting the National Associations in ensuring a proper application of the rules.

Meeting Date Meeting Place UIC Working Group

04/05.02	Paris	Appendices 9/11
27/28.03	Zvolen	Appendix 10
01/02.04	Metz	Appendices 9/11
03/04.09	Basel	Appendix 10
07/08.10	Paris	Appendices 9/11
19/20.11	Kutna-Hora	Appendix 10

Topical Committee Data Exchange



Chairman:

Thomas Heydenreich,
Project Manager
delegated by GATX
Project Manager RSRD²

Meeting Date Meeting Place

26.02 Hamburg

12.11 Zürich

Since 2012, the Topical Committee Data Exchange continuously acknowledges the importance of efficient data exchange as a key factor for the competitiveness and efficiency of rail freight transportation. With the publication of the new TAF TSI in December 2014, repealing the regulation from 2006, the European Commission set also another signal in its determination to move from a fragmented and national approach to a seamless information exchange across the whole European railway system.

In this context, the Committee representatives were heavily involved in providing appropriate inputs to the

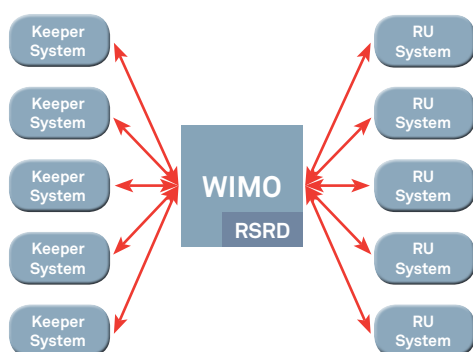
Change Control Management process of ERA in order to update the TAF TSI data catalogue for the Rolling Stock Reference Database (RSRD). In fact, when the TAF TSI was first introduced in 2006, Keepers were “authorising” wagons via national RUs and as such the RSRD was technically conceived as part of RUs WIMOs. This was applied and possible before the liberalisation and the existence of independent Keepers.

The Topical Committee Data Exchange didn't work only on aligning the architecture of the database to the real needs of the data exchanges between RUs and Keepers, but it also drafted a new data scheme for the RSRD. Based on the return of experience with RSRD2 and in order to enhance the use of such databases, the Committee coordinated with the other representative bodies an enlargement of scope and the integration of:

- Data fields for the exchange of information required by the ECM regulation
- Information related to the retrofitting with composite brake blocks, required for noise bonus and noise track access charge systems
- Necessary operational master data to enable RUs to draw up wagon lists and braking sheets.

Rolling Stock Reference Database in TAF

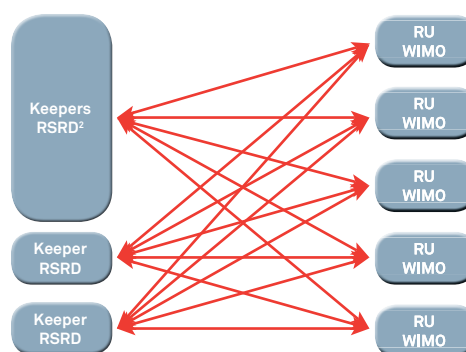
TAF Document Description



Central WIMO

- Complete fleet data upload (RSRD)
- Authorisation management to RUs
- Wagon tracking and tracing
- Mileage Data processing

Reality



RU-internal WIMOs:

- Data Exchange RSRD(s)-WIMOs)
- Authorisation management to RUs
- Mileage Data exchange

Following the publication of a position paper on the provision of Vehicle Performance Data in May 2014, the Committee representatives were also able to agree on a standardised mileage message within the TAF TSI Joint Sector Group, as the collaborative working space where TAF TSI stakeholders meet (www.taf-jsg.info). In its paper, UIP formulated a clear demand on wagon performance data and asked from the Sector for concerted actions to develop standards for the calculation and delivery of consistent vehicle performance data formats. A first milestone was reached with the definition of the common “mileage message”. The Topical Committee Data Exchange will continue its efforts towards defining data quality requirements and sharing consistent information across Europe in a liberalised market to help lowering vehicle downtimes and operating costs.

During the year, the representatives of the Topical Committee Data Exchange attended also numerous ERA Working Party meetings on the Rationalisation of Vehicle Related Registers (RVRR) and the reporting on TAF TSI implementation. Even if at ERA level, the identification of appropriate measures to improve data quality and accessibility of registers seems to be a challenging task, the Committee will continue to advocate for a pragmatic and business driven approach towards the Rationalisation of Vehicle Related Registers and the TAF TSI deployment.

Promoting RSRD2 in 2014



In the last two years, the number of Wagon Keepers providing data via RSRD2 increased to 34, representing a fleet of more than 115'000 wagons. Also on the users' side, the number of companies accessing the data (incl. RUs, workshops, freight operators, etc.) has risen to more than 80.

In 2014, the project team fully implemented the GCU interface, allowing the Keepers who use RSRD² to automatically update their wagon information in the GCU database without efforts and leading to an increase of data quality in the GCU database. UIP and RSRD² are still in talks with National Safety Authorities and the ERA to explore ways of connecting the National Vehicle Registers (NVR) and RSRD², for the sake of quick updates of registers and of reducing costs for the wagon Keepers. Furthermore, the implementation of the new TAF TSI wagon dataset developed under the TAF Change Control Management process and the agreed standard wagon performance message will be part of the developments planned for 2015.

In this context, RSRD2 also intensified its contacts with RailData and with several Infrastructure Managers for both the mileage delivery and the NDTAC issues. With the objective of identifying weaknesses and risks in the mileage calculation process but also with the aim of defining and prioritizing measures to improve data quality, RSRD2 proposed to establish a joint working group with RailData to work in a first step towards a list of gaps and a catalogue of measures. After several meetings to discuss the data, the interfaces, access rights and legal aspects linked to the use of RSRD2, the cooperation with DB Netz (DE), ProRail (NL), SBB Infra (CH) and the Swiss Federal Office of Transport (BAV) is foreseen to develop further in 2015.

With the obligation of Wagon Keepers in Europe to provide their wagon data via a RSRD by 1st of January 2016 and the growing demand on exchange of wagon data, the project team will continue to work together with UIP in order for RSRD² to become a primary tool for the wagon Keepers, that can automatically supply other databases and registers, and to administer reports on vehicle performances from various sources.

Selection of RSRD2 Users:

Keepers: AAE/VTG, ERMEWA, GATX, TRANSFESA, TRANSWAGGON, MITRAG, HOLCIM, MOSOLF,...

Railway Undertakings: DB SCHENKER RAIL, SBB CARGO, TRENITALIA, CAPTRAIN GROUP, LOKOMOTION/ RAIL TRACTION COMPANY, CROSSRAIL, EUROPORTE, RHEINCARGO, LOTOS KOLEJ,...

Forwarders/Lessees: BASELL, CHEMOIL, BTT, OMV, SHELL, TOTAL, STEELTRACK, TRANSPETROL etc.

National Safety Authorities: BAV, EBA, ANSF, EPSF,...

Others: Notified Bodies, Workshops, Terminal Operators,...



5. Financial Figures

Results	2013 (€)	2014(€)
Receipts		
1. Membership fees	647'922	647'660
2. Other receipts	5'360	1'040
3. Interest received	3'248	826
Total	656'530	649'526
Expenditures		
Brussels' secretariat	579'128	575'073
Total	579'128	575'073
Result for the financial year	77'402	74'453

Balance Sheet	2013 (€)	2014(€)
Assets		
Available assets		
1. Bank	449'140.57	502'065.90
2. Cash	444.05	219.93
3. Interest, claims	-	-
4. Financial assets	23'749.30	23'890.68
5. Fixed assets	672.46	10'594.88
Other assets	26'283.80	28'011.34
Total	500'290.20	564'782.73
Liabilities		
1. Capital	112'567.98	112'567.98
2. Result brought forward	175'970.52	253'372.51
3. Debts	134'349.70	124'388.41
Total	422'888.20	490'328.90
Result for the financial year	77'402.00	74'453.83

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

Emmanuel Jamar, Treasurer - 31.12.2014

01/2014

UIP Press release common Weight & Dimensions. Directive

Press statement

UIP welcomes the publication of the 4th 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.l.s.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 190.000 freight wagons, performing 90 % 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.

Annual General Meeting 15A
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04/2014

UIP Position Paper on Wagon Load Services

Wagon Load Services are vital for efficient rail freight performance and need to be promoted by the Rail Sector, the Shipping Industry, and EU Policy

EXECUTIVE SUMMARY

UIP, International Union of Wagon Keepers, presents the following position paper with regards to the initiative by the European Commission to carry out a study through PIVC that will:

1. Assess the importance of the single wagon load (SWL) for shippers and for rail as a transport mode;
2. Identify the main obstacles hampering SWL traffic growth;
3. Define measures that would promote a positive development of the SWL market, and
4. Identify possible supporting policies.

Efficient freight transport is essential for maintaining and increasing European competitiveness and remaining in line with the EU agenda on the environment, growth and jobs. Wagon Load (aka single wagon load) services play a crucial role to complex logistics chains, allowing customers using last mile infrastructure and marshalling yards to dispatch goods to a much larger number of destinations than the full-trainload offer, particularly in dense industrial areas.

In recent years, the decline of wagon load services has become a threat to industry's competitiveness, leading to decrease in revenues in the railway sector and hindering a much encouraged modal shift to rail in support of the 2011 EU Transport White Paper.

Wagon load is a business related activity and a responsibility for the rail sector and logistics operators; therefore everyone is committed to finding solutions. However, the European Commission has a clear role in setting up the appropriate framework for dialogue and financing conditions, thus keeping freight on the political agenda of the Single European Railway Area. This also means that in order to promote a positive development of the wagon load market, there needs to be a commitment by the actors involved, a greater transparency of services to shippers, appropriate infrastructure capacity and access, and a smart financial framework through CEF and Regional Funds that will support innovative solutions towards a system that will reduce operational as well as fixed costs. It is under those conditions that wagon load services will become flexible, quicker, more reliable and less expensive.

INTRODUCTION

As independent freight wagon owners, UIP members recognise that rail is the preferred mode choice for the chemical, steel, paper & pulp, dry goods, white/brown goods and automotive industries, as well as dangerous goods. Road transport could provide the required services, but in most cases, the costs for such services over long distances are too high. Moreover, many shipments are too heavy for road transportation and in some countries, certain hazardous products are only permitted to be transported by rail. Therefore, many companies transporting such materials, as well as others that use rail transport are more and more dependent on services that are aimed at handling quantities that only require one or a few wagons. This is particularly the case for the so called last mile operation.

DRAFT VERSION

Wagon Load Services 1

07/2014

UIP Joint letter with GRB on ERA's work programme



GRB Assessment of the ERA 2015 Annual Work Programme

Date: 27.06.2014

Reference Document: European Railway Agency - Draft Work Programme: 2015 - Draft 3 - 06.06.2014

Author(s): The Group of Representative Bodies (GRB)

The Group of Representative Bodies (GRB) welcomes the ERA prioritisation of outputs. Building on this proposed prioritisation, the GRB recommends to classify further outputs as "significant". These activities identified as "top priority" or "high priority" are recommended to be quickly developed and implemented, and appropriately resourced.

GRB would like to take this opportunity to reaffirm its support to develop a multi-annual work programme taking into account the tasks and responsibilities of the Agency as outlined in the 4th Railway Package's Technical Pillar.

GRB pleads to sufficiently reflect the preparation of the implementation of the technical part of the 4th Railway Package with the European Railway Agency becoming the one-stop-shop for vehicle authorisation and safety certification.

Prioritisation

WP-Project	GRB Priority Indication
01.01 EC Task Force for a Single Safety Certificate	Top Priority
01.02 Networks and information exchange	High Priority
01.03 Safety Monitoring	Medium Priority
01.04 Audit & Assessment programme	High Priority
01.05 Improving Safety Performance	Medium Priority
01.06 Promoting transparency and reduction of National Safety Rules	High Priority

GRB Assessment of the ERA 2015 Annual Work Programme

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08/2014

UIP Report on cost assessment of ECM certification

Version / Status	V 3.0 / approved
Date	28.07.2014
Author	Markus Vianet

Economic Assessment of ECM Certification: A Report by UIP Topical Committee Economic Evaluation

1. Background

In its Final Report "Economic Impact of New Rules and Regulations" (November 2011) UIP identified several cost drivers having significant impact on the wagon keepers' business and as such on rail freight competitiveness.

Amongst them, costs for the ECM Certification, required under the Commission Regulation (EU) 440/2011, also known as ECM Regulation, contribute to a considerable part of the increased costs for Wagon Owner / Keepers.

When drafting the Final Report in 2011, UIP assumed that Keepers with less than 1'000 wagons and / or few employees will most likely enter into service agreements with third party ECM rather than undergoing the whole and complex process of certification themselves. However, at that time information regarding the costs for such agreements was not available, therefore cost estimates were based on the following assumptions (Table 1):

ECM Certification	Frequency	Size Reference	Quantity	Costs	One off costs	Recurring costs per annum
Initial Certification including IT setup	1	-	-	-	50'000 € to 100'000 €	-
Servelliance (by Certification Body)	yearly	-	-	-	-	2'500 € to 6'000 €
Renewal (by Certification Body)	every 4 years	-	-	5'000 € to 10'000 €	-	1'250 € to 2'500 €
Additional employees (ECM / SMEs)	Full-Time Equivalent FTE	1-3	75'000 €	-	-	75'000 € to 225'000 €

Table 1: Cost estimates for ECM Certification (November 2011)

Based on these assumptions UIP estimated the average annual costs for ECM Certification as shown below:

- > 1'000 wagons: 78'750 €, i.e. 0,22 € per wagon and day;
- > 5'000 wagons: 155'875 €, i.e. 0,09 € per wagon and day;
- > 10'000 wagons: 233'750 €, i.e. 0,06 € per wagon and day.

6. Press Releases & Publications

04/2014

UIP Press article on Competition and collaboration.psd



NEUES AUS BRÜSSEL

Wettbewerb und Zusammenarbeit

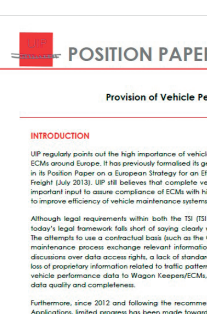
Auf die Abgeordneten des neuen EU-Parlaments warten wichtige Aufgaben. Obwohl die Politik parteiübergreifend das Ziel „Mehr Verkehr auf die Schiene“ propagiert, kämpfen sie mit vielen Schwierigkeiten auf der Suche nach Antworten auf die großen Herausforderungen im Schienenverkehr. Um den klassischen Güterverkehrsverkehr attraktiver und wettbewerbsfähig zu machen, müssen neue Weichen gestellt werden. Dabei ist der Güterverkehr eine der wichtigsten Ressourcen und ein zentraler Hebel insbesondere mit Blick auf die Anforderungen moderner Logistikketten im Güterverkehr. Das neue EU-Parlament wie auch ab Herbst die neue Kommission werden auf dem Weg zur Stärkung des Schienenverkehrs eine zentrale Rolle spielen. Sie müssen geeignete Rahmenbedingungen für den Schienenverkehr schaffen und diesen Chancen im Wettbewerb auf der Straße verbessern. Somit führen wir langfristig nur noch Güterzüge bei entsprechend reduzierten Modalsplit.

Wolke der Reise geht, hängt entscheidend vom aktuell diskutierten 4. Eisenbahnpaket ab. Werden Zulassungsverfahren tatsächlich vereinfacht und beschleunigt? Arbeitet die europäische Eisenbahngesetzgebung schneller, berechenbarer und kostengünstiger? Bei der Frage der Lärmschutzmaßnahmen eine neue europäische Kombination aus staatlicher Förderung, marktgerechten Anreizen und anschließend greifendem Ordnungsrecht helfen. Bei den Innovationsstrategien, wie der Shift2Rail-Initiative, sollte es in erster Linie um mehr Effizienz im Betrieb gehen und um Produktivitäts- und Qualitätsfortschritte.

Gilles Petrus
Generalsekretär
Internationaler Verband der Wagnereisenbahnen
UIP

05/2014

UIP Position Paper on vehicle performance



POSITION PAPER

May 2014

Provision of Vehicle Performance Data

INTRODUCTION

UIP regularly points out the high importance of vehicle performance data for Wagon Keepers and ECML around Europe. It has previously formalised its general demand on vehicle performance data in its Position Paper on a European Strategy for an Efficient Exchange of Rolling Stock Data in Rail Freight (July 2013). UIP still believes that complete vehicle performance data in high quality is an important input to assure compliance of ECML with highest standards of vehicle maintenance and to improve efficiency of vehicle maintenance systems.

Although legal requirements within both the TSF (EU OPE 4.2.2.3) and the ECML Regulation exist, today's legal framework falls short of stating clearly which data should be exchanged and how. The attempts to use a contractual basis (such as the GCU) to ensure that all parties involved in the maintenance process exchange relevant information have failed due to complex authorisation discussions over data access rights, a lack of standards for data quality and formats and a fear of loss of proprietary information related to traffic patterns. Only very few Railway Undertakings deliver vehicle performance data to Wagon Keepers/ECMLs, and those who do, take no responsibility for data quality and completeness.

Furthermore, since 2012 and following the recommendations of the EC Task Force on Telematics Applications, limited progress has been made towards achieving a common European solution for the mileage calculation for Rolling Stock (see recommendation 12 of OES/2014/EN/01, handled by RSC3).

UIP believes that the time has come to demand a revision of the legislation applying to data exchange in order to achieve a coherent and full territorial coverage of performance (input) data exchange for freight vehicles.

This paper formulates the following demands for the provision of vehicle performance data and addresses the European Commission, Rail Safety Authorities and Sector Organisations.

REQUIREMENTS ON VEHICLE PERFORMANCE DATA

It is a proven fact that wear and tear of a freight vehicle strongly depends on travelled mileage as well as on actual performance. Therefore, Wagon Keepers/ECMLs need to consider both. Performance focuses, in addition to mileage, on the loading conditions of the vehicle, which is usually measured in ton-kilometres. A useful indication of the vehicle performance can be deduced from the split between travelled mileage when empty and travelled mileage when loaded.

The need for vehicle performance-based maintenance/inspection intervals and preventive maintenance activities is growing significantly. This is mainly due to increasing vehicle utilisation as

Page 1 of 4

06/2014

UIP Press release on increasing efficiency in rail freight



Press announcement

UIP debates Increasing Efficiency in Rail Freight

The performance of rail freight transport is slowly recovering since 2009 economic crisis reaching 17.4% of the modal share for rail freight, according to the EU Statistical Pocketbook 2013. However, it remains competitive for inland and in most place after road and maritime (short sea shipping) transportation.

An increasing demand by customers for greener logistics, faster and reliable delivery of goods, and ambitions for expansion of their market to Eastern Europe and beyond, make it necessary to bring rail freight back on track. This means that together, the sector and the European institutions have to refine the business model of freight transportation along the supply chain and to seek solutions to reduce costs and time-to-market for rail freight services making rail more competitive as well as more efficient as a mode of transport. On June 12 in Brussels, UIP held a symposium on INCREASING EFFICIENCY IN RAIL FREIGHT, bringing together high level and operational representatives of the European Commission DG MOVE, the ERA, OTIF, CER, ESC, UIRK, National Association of Wagon Keepers and ECMLs.

The Symposium offered an open discussion on the weaknesses in rail freight transportation and the need for political and financial support at Member State and EU levels to promote and provide incentives to achieve quick-wins for rail freight. The key messages coming through the discussions are summarised below.

Mr. Olivier Onidi, Director of European Mobility Network at DG MOVE, confirmed that the challenges for the railway sector to become more competitive include cutting costs, to increase productivity and to provide new added-value services. Through CER, InfraRail initiative and putting forward a stronger role for ERA on interoperability and safety issues, the Commission will continue its efforts to find practical measures to improve daily operations and promote innovative solutions for sustainable and attractive European rail freight services.

To succeed, Mr Onidi asks the railway actors to support the European Commission in defining the proper framework and to put forward ad-hoc projects which have potential.

According to the European Shippers Council (ESC), there is a growing interest among shippers for rail transportation. Policy Advisor **Mr. Laurie d'Haeseleer**, believes in competition, however, unless progress is made in simplifying the business procedures to ensure reliable door-to-door transport, customers will not be attracted to rail freight services and will be forced to choose other modes of transport that offer cheaper, flexible and faster services. A stronger cooperation among RUS and other actors is necessary if rail wants to respond to the increasing demand for the provision of reliable and timely information. In all other cases, appropriate infrastructure financing towards sidings and terminals is an essential prerequisite for efficient rail freight services.

09/2014

UIP Joint Letter Assoferr to ANSF



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→ General Direction for Rail Transport
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00157 – Roma

RFI – Italian Rail Infrastructure Manager.
→ CEO
→ Safety Department
Piazza della Croce Rossa, 1
00161 – Roma

All authorized RUS for Freight Transport

Rome and Brussels, 25th September 2014


Dear Mr Gargiulo,

We are writing in reference to your letter ANSF 00589/14, dated 14th August 2014. You have previously received our correspondence relating to the train accident in 2012. To avoid any ambiguity or misunderstandings, and for convenience, you will find enclosed a copy of those letters.

UIP, the International Association of Wagon Keepers and ECMLs, shares your opinion that the derailment in Brien and, in particular the results of the investigation process, are relevant and require thoughtful discussions at European level. However, having read the NIB report, we are very surprised about the

11/2014

UIP FAQ on EU funding programmes



EU Funding 2014-2020

Frequently Asked Questions

The rail freight industry is facing the challenge to provide sustainable, efficient and competitive services. With the ongoing economic instability and changing geopolitical priorities in Europe, the rail operators and infrastructure managers are prioritising their investments and national plans to passenger and high-speed rail services. Yet, in parallel, there is political pressure to increase rail freight transportation and reduce environmental pollution such as noise.

The European Commission and the Rail Sector recognise that freight performance and rail freight competitiveness depend on a number of factors: vehicles that meet the needs of the customer, smart and innovative logistics, flexible transport optimising the exploitation of market segments, and political will and commitment from the Member States to support and secure investments in rail freight.

As a result there are already initiated dialogues to find solutions and incentives for both the Rail Sector and the Member States to put freight on their Work Programme Agendas and to introduce and implement projects that will boost rail freight and make it an attractive and competitive mode of transport.

With the introduction of the EU Multiannual Financial Framework for 2014-2020, one could begin to see the tip of the iceberg of the future potential for EU financial support towards activities in rail transport, including freight.

This **Frequently Asked Questions** communication aims to provide you with the current overview and clear understanding of the EU Budget figures, EU Programmes supported by EU funds, and funding options for projects of your interest. Simply click on the question of interest and you will be taken to the relevant answer section.

The **Frequently Asked Questions** is developed on the basis of information from 2013 and 2014 and may be subject to further update. It should be noted that as majority of EU funds are managed at national or regional levels, the national, regional or local authorities often provide the necessary additional information and support facilities.

12/2014

UIP Press release on Combined Transport Directive



Press Release

Directive 93/26 should be the legislation governing transport by more than one mode

The industry associations of intermodal and combined transport, as well as inland navigation and railways continue to endorse the modal-split targets of the 2011 EU Transport White Paper. These should remain the guiding principles for EU freight transport policymaking, including new legislative proposals, which should all be assessed as to their contribution towards achieving these aims.

The Directive 93/26 concerning the establishment of common rules for certain types of combined transport of goods between Member States is one of the oldest pieces of European transport legislation still in effect today. Therefore the initiative by the European Commission DG MOVE for a public consultation related to the Directive was welcomed by the sector.

Transport chains optimised to the criteria of simultaneous economic and ecological sustainability are rarely unimodal. Quite on the contrary, they are based on the collaboration of rail, inland waterway and short sea shipping, which mostly rely on first and last mile road transport. The collaboration of different modes of transport and of several different actors including those responsible for transport between the modes, makes intermodal/combined transport appear more complex compared to pure road transport. Nevertheless the exceptional socio-economic performance of these multimodal transport-chains, such as greater resource efficiency, less congestion and pollution, lower emissions, fewer accidents, etc, make these forms of freight transport a good choice for both consignors and the society at large, also worthy of note for the European legislator.

Support for intermodal/combined transport is a horizontal challenge, which touches on a number of European policies beyond the scope of the Combined Transport Directive 93/26. The underlying associations emphasize the horizontal approach needed when addressing these transport-chains which rely on several modes of transport and on different points in between.

- Infrastructure:** the new TEN-T Guidelines rightly follows a multimodal approach. This needs to be reflected in the concrete corridor work-plans. The Connecting Europe Facility can also play an important role in providing funding for transport infrastructure and equipment, thus enhancing the productivity of this activity.
- ICT solutions:** Logistics chains that cover more than one mode require smart combination across modes. This can be facilitated through simplified administrative and customs procedures (i.e. initiatives in the area of e-freight). EU support should be available for ICT and other solutions that allow better planning, coordination and bundling of cargo flows.
- Level playing field across modes:** the internalization of external costs across modes, full and fair proliferation of the user-pays and polluter-pays principles in every Member State.

7. UIP Members

Country		Name of association	Abb.	Representatives	Website	Wagons
Austria		Verband der Privatgüterwagen-Interessenten	VPI	Johann FEINDERT Frank PETUTSCHNIG	http://www.vpirail.at	8 845
Belgium		Belgian Wagon Association	BeWag	Vincent BOURGOIS Stephan ALBERT	http://www.bewag.be	2 728
Czech		Republic Sdružení držitelů a provozovatelů železničních vozů	SPV	Michal POKORNÝ	http://www.sdruzeni-spv.cz	4 797
France		Association Française des Wagons de Particuliers	AFWP	Philippe BOUCHETEIL	http://www.afwp.asso.fr	39 355
Germany		Vereinigung der Privatgüterwagen-Interessenten	VPI	Malte LAWRENZ Jürgen TUSCHER	http://www.vpihamburg.de	67 128
Great Britain		Private Wagon Federation Section	PWF	Robert BROOK David Barney	http://www.pwfrail.org	3 434
Hungary		Magyar Vasúti Magánkocsi Szövetség	MVMSZ	Gábor TURI Csaba SZABO	http://www.mvmsz.hu	1 137
Italy		Associazione Operatori Ferroviari e Intermodali	ASSOFERR	Guido GAZZOLA Mauro PACELLA	http://www.assoferr.org	2 135
Netherlands		Nederlandse Vereniging Particuliere Goederenwagens	NVPG	Don VAN RIEL Bas REIJNDERS		1 442
Poland		Wagony Prywatne	SWP	Adam BUTRYN Agnieszka LEWOCKAI		4 689
Slovak Republic		Združenie vlastníkov prevádzkovateľov súkromných koľajových vozidiel	ZVKV	Jaroslav MIKLANEK Peter TOPOLI		4 731
Spain		Asociación de Propietarios y Operadores de Vagones de España	FAPROVE	Luis DEL CAMPO Pablo MANRIQUE	http://www.faprove.es	4 396
Sweden		Svenska Privatvagnföreningen	SPF	Staffan RITTGARD Per-Anders BENTHIN	http://www.privatvagnar.com	2 982
Switzerland		Verlader Anschlussgleise Privatgüterwagen	VAP	Frank FURRER	http://www.cargorail.ch	29 690

8. Abbreviations & Acronyms

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



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