



UIP

International Union of Wagon Keepers

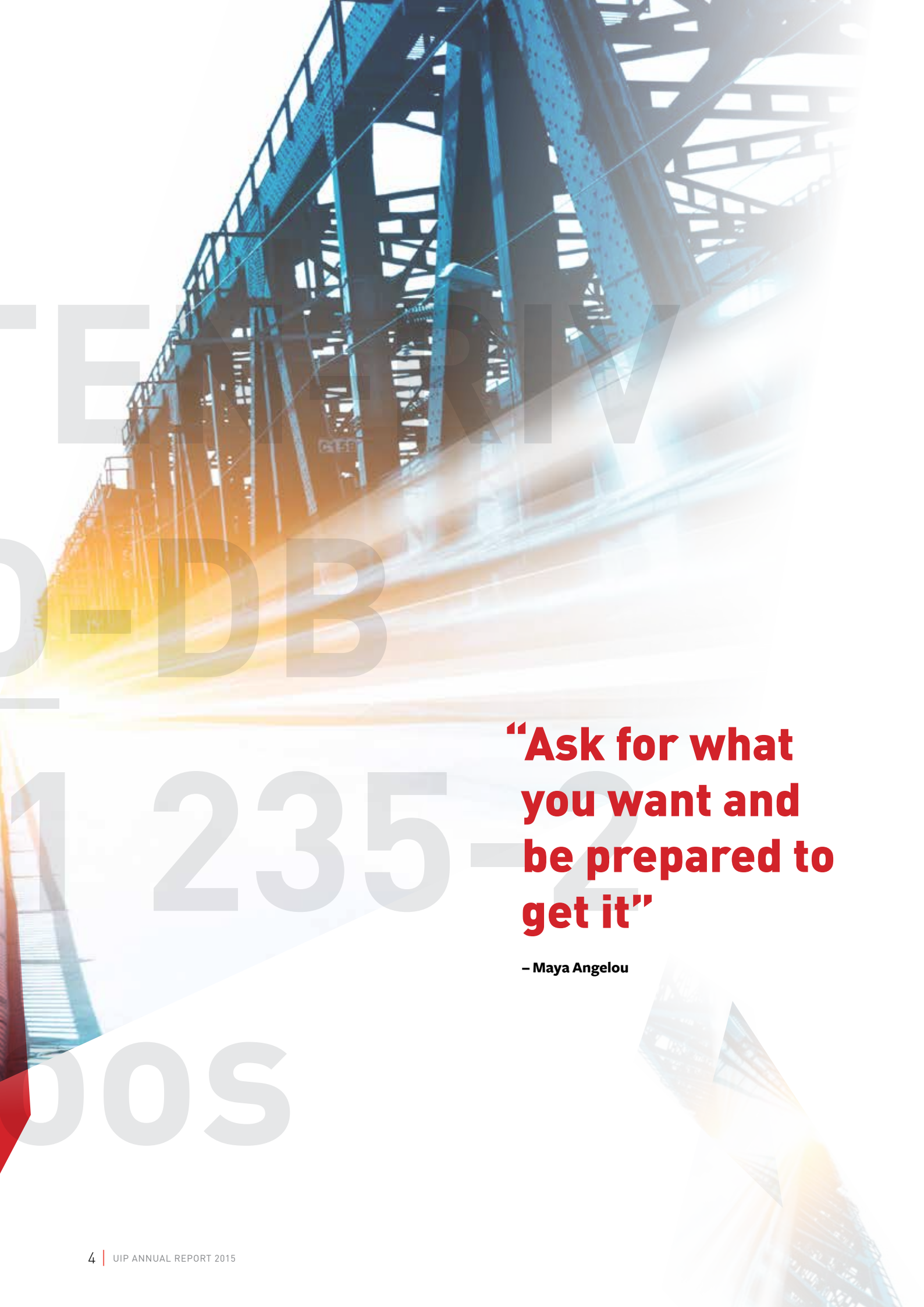
# Annual Report 2015





Preamble	5
Key Facts about UIP	6
Mission and objectives	7
The way we are and the way we work	9
Our activities	12
White Paper 2011 mid-term review brings unclear future	14
4th Railway Package moves forward with preparations on the Technical Pillar	15
Noise reduction raises new challenges	18
EU Financing Framework struggles to commit for development & research & innovation projects for Rail Freight	20
Freight is no longer a shunted issue	21
Research & Innovation should respond to the needs of the customer	22
Digitalisation: a new opportunity for data and information exchange	24
Telematic applications for freight implements Rolling Stock Reference Database RSRD <sup>2</sup>	25
Data Exchange	26
Economic Evaluation and Rail Statistics need reliable data	27
Interoperability & Standardisation: time for alignment	29
Safety begins with developing a safety culture	31
General Contract of Use for Wagons (GCU)	34
GCU Working Group	35
Financial Figures	36
UIP members	37
Abbreviations and Acronyms	38





**“Ask for what  
you want and  
be prepared to  
get it”**

**– Maya Angelou**

# Preamble

## 2015 TAKE STOCK AND LEVERAGE YOUR EXPERTISE

In the past years, the whole Railway Sector has been undoubtedly very active in asking, arguing and putting the emphasis on what decision makers have to deliver for the success of rail freight policy. Today, it remains to be seen if we have been understood and if we were smart and specific enough in getting our messages out. Between 2013 and 2014, UIP concentrated its efforts on producing and promoting constructive and fresh ideas to cope with the challenges of Noise, the 4th Railway Package and Digitalisation. With the formal adoption of the Technical Pillar of the 4th Railway Package by the European Council on 10th of December 2015 and the submission of an EC Staff Working Document on Noise (23rd of December 2015), we have seen progress on important policy topics and the focus will need to move now towards a coherent and coordinated implementation and deployment of the legislative texts by all Stakeholders.

In this context, 2015 was marked by the large numbers of meeting and events to which UIP permanent staff attended advocating for the need of stronger industry cooperation and closer dialogue. Thanks to the work of the Brussels' office and the involvement of the Topical Committees, the past year has also seen the publication of major reports aiming at helping Wagon Keepers and ECMs to respond to the technical challenges of tomorrow:

- UIP Report on the state of play of the Noise discussions at EU and national level
- UIP Technical Note on operational aspects of using LL brake blocks
- UIP Technical Note on wagon markings
- UIP Technical Note on marking of wagons with forced vent valve and vapor return
- UIP Technical Note on marking of wagons flushed with nitrogen

In this 66th Annual Report, we have bundled some details on all UIP's activities and deliverables across the year. We use this opportunity to express our thanks to the dedication of all Topical Committee members and experts, who continuously contribute to the UIP agenda and the related objectives.

As the European Commission puts it forward in its 2016 work program: "There is no time for business as usual". Rail performance has to improve both in terms of cost-efficiency and quality of service. Ultimately, we need to address the challenges of tomorrow as a chance and refrain from the historical attitude of preventing changes, complaining and calling for subsidies.

In a difficult climate where the rise of the extreme and the Euro-sceptics get all the attention, we will continue to defend a European approach to rail policy highlighting the needs and priorities of the Wagon Keepers and ECMs. It is important of coordinate the implementation of the new legal framework at European level in order to ensure that both the administrative burden and the technical barriers are reduced.

There is only one place where success comes before work: in the dictionary. In practice, we will have to double our combined efforts to use the full potential of collaboration, to establish common standards, ensuring that Member States do not create distortion to competition through a patchwork of varying national measures.

For 2016 we look forward to continue being worthy of your trust.

**Dr. Heiko Fischer,**

UIP President, CEO, VTG Aktiengesellschaft



**Gilles Peterhans,**

UIP Secretary General



# Key Facts about UIP

## WELCOME TO OUR WORLD!

UIP is recognised by the European Commission as a Representative Body in the railway sector.

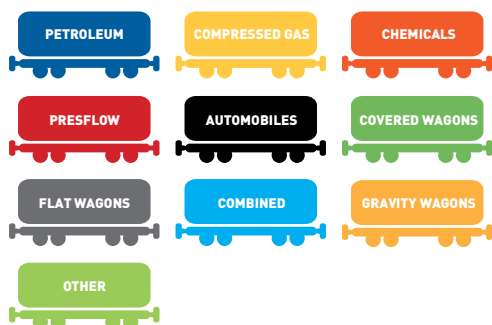
Our members are spread among 14 National Associations around Europe.

UIP participates in approximately 40 Working Groups at European level, where the views and interests of the Keepers are strongly defended.

We support all efforts towards a step change to achieve efficiency gains in rail freight services.



## BRUSSELS



Our members' wagons transport a wide range of commodities from chemicals, automobiles, dangerous goods, construction materials, biomass, grains, and containerised cargo.

# 250



We represent **250** Wagon Keepers and Entities in Charge of Maintenance



Our members have approximately **200.000** freight wagons that produce **50%** of tonne-km around Europe.

# Mission and objectives

Freight wagons are an important means for rail freight transportation. At UIP our priority is to give a voice for Wagon Keepers and those who have a role as Entities in Charge of Maintenance.

Therefore, our **Strategic Objectives** are:

To improve the attractiveness and competitiveness of rail freight services by ensuring fair market conditions between transport modes and fair intermodal competition (freight vs. passenger).

To increase the awareness among policy and decision makers of the role of the Wagon Keepers in the railway system and in the logistics supply-chain.

To develop a common culture for efficient exchange of information and relevant data among the actors in the railway system and the supply chain, including customers, in order to develop an economically sound long-term vision on investments for wagons.

To promote regulatory stability and consistency at EU level that will ensure wagon interoperability and safety, and that will respect the lifecycle of the rolling stock (25-40 Years).





# The way we are & the way we work

**OUR Strategy** is guided by the UIP Presidency and Members of the Executive Board who represent National Associations and Keepers. The Board also acts as the Management Committee of the Association.

## UIP Presidency:

**President:** Dr. Heiko Fischer, (since June 2015)  
CEO, VTG Aktiengesellschaft



**Vice President:** Johannes Mansbart,  
CEO & President of Management Board of GATX Rail  
Europe



**Vice President:** Per-Anders Benthin,  
CEO Transwaggon AG, President of Svenska  
Privatvagnföreningen



## Executive Board:

Bruno Dambrine, (until December 2015)  
ERMEWA Interservices, President Workshop Division



David Zindo, (since December 2015)  
CEO ERMEWA



Dr. Eckart Lehmann,  
UIP President (until June 2015)



Fabrice Walewski,  
CEO, Touax Group, Member of the Board AFWP



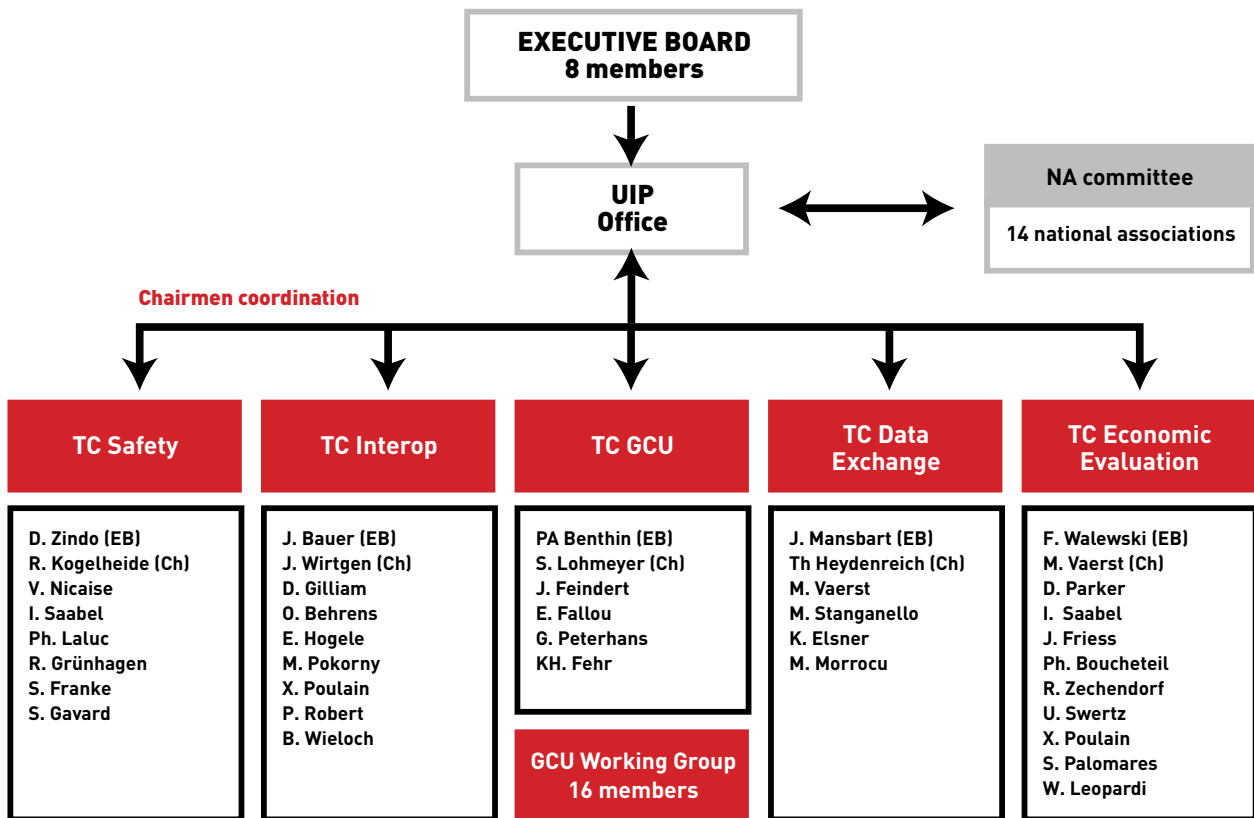
Guido Gazzola,  
VTG Italia, President ASSOFERR



Jürgen Bauer,  
CEO ERR European Rail Rent GmbH,  
Member of Board VPI AT



## UIP - Internal working structure



**OUR outputs** are driven by the input of the National Associations, who present their issues and political priorities at national level, and in return make the liaison with their members on relevant EU topics. Through the UIP National Associations' Committee, we are able to develop a symbiotic relationship, set an ideal platform for exchange of practices and an understanding of the impact of the EU legislation, as well as develop common positions towards the European Institutions and international organisations.

**OUR Activities** are supported by Topical Committees who provide operational and technical expertise on Interoperability, Safety, Data Exchange, and GCU. A transversal Topical Committee Economic Evaluation is responsible for studies and assessments related to costs and investments driven from existing or forthcoming national or EU Policies.



Gilles Peterhans  
Secretary General



Maria Price, DPhil.  
Manager  
European Affairs



Markus Vaerst  
Technical  
Coordinator



Isabelle Brahy  
Secretariat



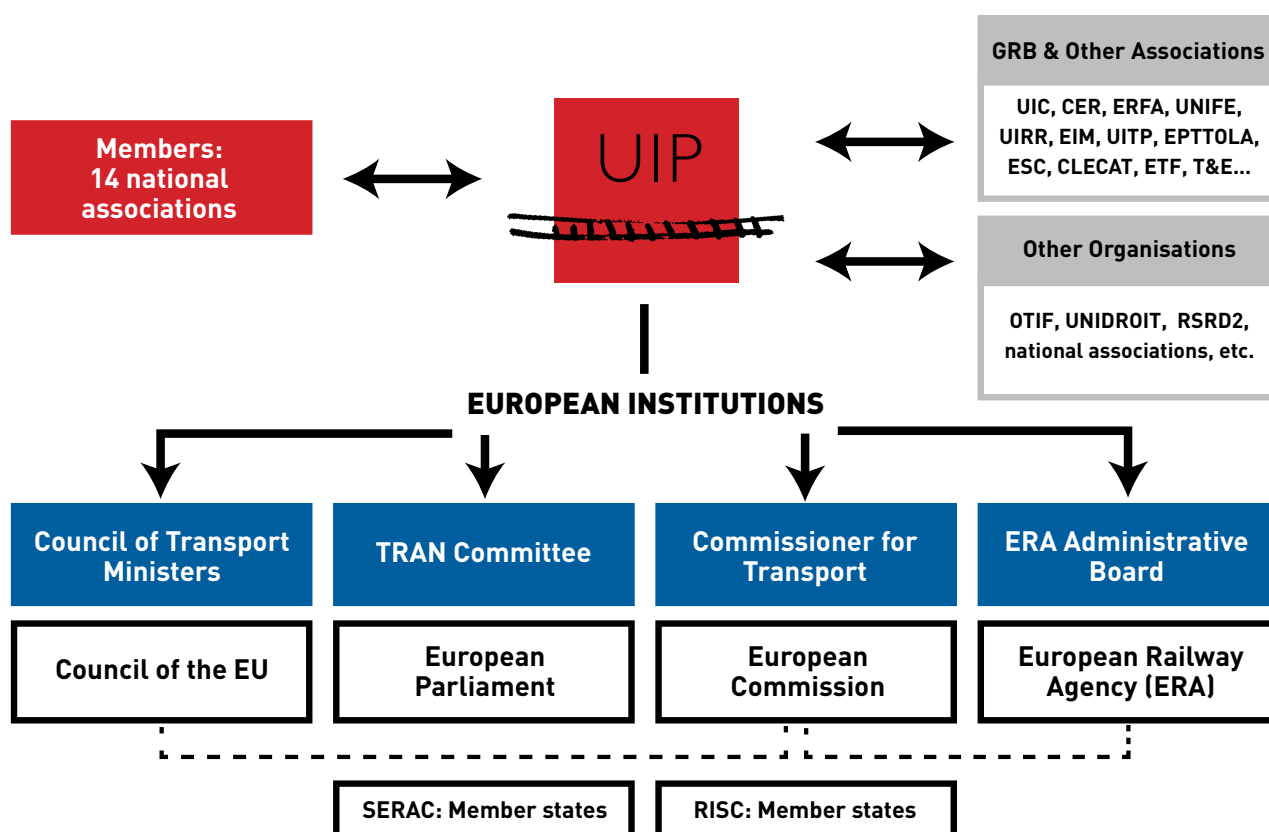
Emmanuel Jamar  
Treasurer

**OUR philosophy** is that through open dialogue, pragmatic and dynamic approaches we can influence EU decision-making towards a Single European Railway Area.

By liaising with members of the **European Commission**, the **Council of the EU**, the **European Parliament** and the **European Railway Agency**, we have been able to bring to their attention the crucial role of the Wagon Keeper in the railway system and in the world of freight transport, digitalisation, rail interoperability and safety, and not the least in the efforts towards noise reduction and environmental sustainability.

We have also deepened relationships with other Representative Bodies of rail and other modes of transport (CER, CLECAT, EBU, EFIP, EIM, ERFA, ESC, ESPO, T&E, UIC, UIRR, UNIFE, etc.) and International organisations such as OTIF.

## UIP - External working structure





# Our activities

A core element of the Keeper's business is its contractual agreement with the Railway Undertaking, called the GCU (General Contract of Use for wagons). For this, UIP has a dedicated role and very close relationship with UIC and ERFA in order to clarify the contractual and legal roles and responsibilities for the Keeper and the RU.

To achieve the set objectives UIP has focused its activities on a number of policy and technical topics which are closely interlinked and reflecting the EU priorities set out in the White Paper 2011 – Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system. The topics are also carefully selected as they are relevant to the strategic and business development of our members, and more concretely the Keepers and the Entities in Charge of Maintenance (ECM).

**For 2015 the policy priorities were:** the 4th Railway Package, Noise, Freight initiatives, Digitalisation, EU Financing, Research and Innovation, and Railway Data.

## EU POLICY







Topic Area	4 <sup>th</sup> RAILWAY PACKAGE	NOISE	FREIGHT	DIGITALISATION	EU FINANCING	RESEARCH & INNOVATION	RAILWAY DATA
<b>Eu Policy Initiatives</b>	Governance Technical	NOISE Abatement Strategy  NDTAC	Measures for Wagon Load Services  EC Rail Freight Plan  CT Directive Freight Corridors	Data  Digital Single European Railway Area  DG Move Data	CEF Ten-T Annual Calls for Freight And Noise  EFSI	Horizon 2020  JU Shift 2 Rail	RMMS Eurostat Railway Statistics TENtec PRIME ERA Safety Report ERA Railway Indicators
<b>Actors Involved</b>	EC EP COUNCIL MS SECTOR	EC MS SECTOR	EC SECTOR	EC SECTOR DTLF	EC EP COUNCIL EIB MS SECTOR	EC SECTOR USERS ACADEMIA ERRAC ERA	EC EP EUROSTAT ERA MS SECTOR
<b>Significance to UIP</b>	Safety, Interoperability Certification and Authorisation processes ECMs	Wagon Retrofitting Plan Scrap Bonus	Revitalise Rail Freight with Business and Market Driven Solutions	TAF Registers Tools for monitoring	Financing for Projects related to Retrofitting of Rolling Stock TAF Implementation	Operational Business Solutions for Wagons, Technical Demonstrators	Dataset for Rail Freight Wagons  Studies  Reports



**The technical priorities for 2015** focused on topics around Interoperability, Registers, Safety, and ECM Regulation, which are also handled at Sector level via the so called Group of the Representative Bodies (GRB) and through a close relationship with the European Railway Agency (ERA) and the National Safety Authorities (NSAs). Furthermore, UIP and its experts from the relevant Topical Committees take part in the ERA Working Parties and Task Force groups which are defined under the ERA Work Programme.

The GRB is a cluster of Associations that represents the rail sector and industry and acts as a platform for exchange and development of common positions and initiatives. In 2015, the GRB welcomed the Network of Notified Bodies (NBRail) for cooperation and open dialogue on assessment related issues.

EU Technical framework - UIP, Sector, and ERA		
<b>ERA Work Programme Budget, Staff &amp; Admin Issues</b>	<b>Sector &amp; ERA &amp; NSA</b>	<b>ERA AB Administrative Board &amp; Sub-Comm</b>
<b>Safety &amp; Interop issues Normal &amp; Urgent Procedure</b>		<b>JNS Joint Network Secretariat</b>
<b>Quality Management Working Parties Issues</b>	<b>Sector &amp; ERA</b>	<b>NRB Network of Representative Bodies</b>
<b>Standardisation CEN/CENELEC</b>	<b>Sector &amp; ESBs</b>	<b>JPC-Rail Joint Programming Committee-Rail</b>
<b>All of the above + Research (ERRAC/S2R)</b>	<b>Sector Associations</b>	<b>GRB Group of Representative Bodies</b>

UIP Participation at ERA level		
Liaison with ERA Director Josef Doppelbauer		
ERA's New Role		One Stop Shop for Vehicle Authorisation and Safety Certification
European Safety Framework		ECM Safety Urgent Procedure Exchange of Safety Related Information Roles and Responsibilities
Interoperability/ Cross Acceptance/ Interchangeable Vehicles TSI Open Points & Deficiencies		Wagon Marking Re-registration Vehicle Authorisation Certification Maintenance Guide Wagon Parts Issues
Registers		TAF Implementation RSRD, Data Exchange Rationalisation of Registers
Economic Evaluation		Railway Indicators Impact Assessment Costs UIP Reports and Studies

# White Paper 2011 mid-term review brings unclear future

On March 10, 2015 the EC launched a Public Consultation on mid-term Review of the 2011 White Paper on Transport “Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system”

The White Paper 2011 is a strategic document that defines the objectives and the work programme of the Commission for the forthcoming policies in transport.

On September 9 the same year the European Parliament presented its mid-term review on the White Paper for Transport for 2011. The goals for this mid-term review were to:

- Assess the progress in implementation of the 2011 White Paper.
- Identify key challenges for transport policy.
- Provide any suggestion for refocusing the strategy in the next years.

There was a general agreement by the Sector and the European Parliament that little has been achieved in transport, particularly in rail.

UIP presented its recommendations to EP Rapporteur Mr Wim Van de Camp and took part in the DG MOVE hearing on November 12, led by Commissioner Bulc, with the following key messages

- Financing and Investments, in particular state funding for infrastructure vs. private funding for the wagons.
- Digitalisation in transport where EC should first assess added-value and socio-economic benefits.
- Innovation to Reality by exploring potentials and responding to real-life needs in the transport sector.
- Noise reduction based on sound regime and appropriate incentives without distortion of competition.

We anticipate that the European Commission will present its report in the first quarter of 2016.



## UIP Recommendations on the White Paper 2011

<b>FINANCING &amp; INVESTMENTS STATE v.s. PRIVATE Where is the incentive?</b>	<ul style="list-style-type: none"> <li>■ Infrastructure development by public funds or co-funding initiatives</li> <li>■ Rolling stock investments should be supported primarily by private funds</li> <li>■ Avoid adding administrative burdens that will create additional costs</li> </ul>
<b>DIGITALISATION Assess ADDED VALUE / SOCIO-ECONOMIC benefits</b>	<ul style="list-style-type: none"> <li>■ Global framework for Exchange of Information</li> <li>■ Support and enhance existing initiatives for freight transport (TAF, RSRD, Tracking and Tracing)</li> <li>■ Existing tools at national and international levels</li> </ul>
<b>NOISE Retrofit/scrap</b>	<ul style="list-style-type: none"> <li>■ Set feasible deadlines for silent wagons</li> <li>■ Consider alternatives if retrofitting is not cost efficient</li> </ul>
<b>INNOVATION TO REALITY</b>	<ul style="list-style-type: none"> <li>■ Respond to the real-life needs for the transport sector, which can be done through Shift2Rail or other EU project initiatives</li> </ul>

# 4<sup>th</sup> Railway Package moves forward with preparations on the Technical Pillar



June 24 2015 marked an important milestone with the last trialogue meeting on the Technical Pillar between the EC, the EP and the Council and led by the Latvian Presidency. Under the Luxemburg Presidency, which followed after, the priority was to reach a compromise within the Council on the Governance Pillar (also referred to as the market pillar, or political pillar). This was finally achieved on October 8 with the following key points:

## GOVERNANCE PILLAR

**COM 2013/26:**  
Normalisation of the accounts of RUs

**COM 2013/28:**  
Opening of the market for domestic passenger transport services by rail

**COM 2013/29:**  
Opening market for domestic passenger services by rail  
Governance of the rail infrastructure

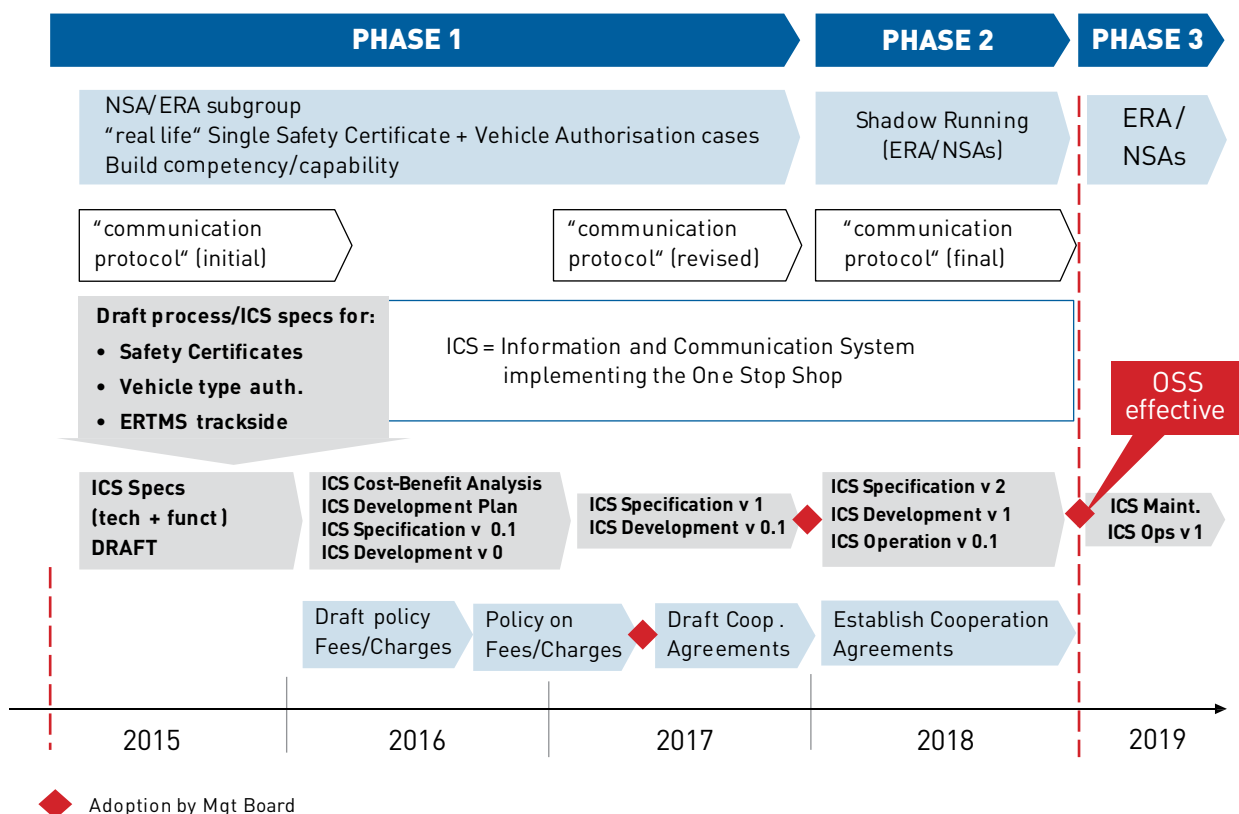
- Any EU train companies would have non-discriminatory access to the network in all EU countries for the purpose of running domestic passenger services.
- Public Service Contracts to be given via competitive tendering, and direct award for smaller markets and networks.
- Safeguards will be put in place to increase transparency between IMs and RUs as well as prevent conflict of interest.
- Infrastructure Managers (IMs) to focus their business on path allocation and Track Access Charges (TAC). Such functions can be outsourced.
- Member States have three years to adapt national provisions.
- Non-discriminatory access to infrastructure to be applied from 2020.

The next challenge, i.e. the trialogue discussions with the European Parliament and the Commission commenced in November. This was a critical step forward as the governance component of the package was delaying the further progress on other legislative texts related to Safety, Interoperability and the future role of ERA, i.e. the so called Technical Pillar.

# The Technical Pillar brings a new approach to vehicle authorisation and single safety certification

With regard to the Technical Pillar, UIP witnessed the launch of new activities towards its implementation and more specifically the preparation of ERA for its future role as One Stop Shop (OSS) for Vehicle Authorisation (VA) and Single Safety Certification (SSC). This preparation process is expected to run in three phases from 2016 until 2018. The European Railway Agency should be fully operational in its new role by 2019.

TECHNICAL PILLAR	
<b>COM 2013/27:</b> ERA Regulation	<ul style="list-style-type: none"> <li>■ One Stop Shop (OSS)</li> <li>■ Board of Appeal</li> <li>■ Fees and Charges</li> </ul>
<b>COM 2013/31:</b> Definition of safety rules at European level (RECAST)	<ul style="list-style-type: none"> <li>■ Single Safety Certificate</li> <li>■ Actors and their roles</li> <li>■ Occurrence Reporting (COR) and Safety Alerts</li> </ul>
<b>COM 2013/30:</b> Harmonisation of interoperability requirements (RECAST)	<ul style="list-style-type: none"> <li>■ Vehicle Authorisation (VA)</li> <li>■ ERTMS Authorisation</li> <li>■ New European Vehicle Register</li> </ul>





In the coming years UIP will focus a large part of its energy and resources in participating in dedicated taskforce management groups to support the mandate of the so called RISC Task Force on Implementing the Technical Pillar of the Fourth Railway Package. This will include the drafting of implementing acts which will become complimentary legal texts to the Directives under the Technical pillar of the 4th Railway Package.

UIP together with GRB Partner Associations have started an open dialogue to develop common proposals and recommendations on the implementing acts.

UIP already acts as a spokesperson on behalf of the rail Sector to the Administrative Board of ERA, where strategic decisions are made regarding the future role of ERA, as well as on the ERA Multiannual and Annual Work Programme. UIP's key role during this preparatory phase is to support and ensure that the deliverables, the new processes, roles, responsibilities and tools reflect the appropriate framework and level playing field for the railway system.

The monitoring of the preparatory work for the 4RP will focus on the following projects

- Single Safety Certificate
- Vehicle Authorisation
- Harmonised Implementation of ERTMS
- Cooperation agreements between ERA and the NSAs
- Information and Communication System implementing the OSS
- Fees and charges
- Board of Appeal
- Competence Management

Under this new legislative text UIP foresees for 2016 the following internal activities with the support of the TC Interoperability, TC Safety and TC EcoEv:

- Explain the process in simple terms under the current and new system of Vehicle Authorisation and Single Safety Certificate. The main objective is to reduce costs and duration of authorisation and certification process. Furthermore, it is important to have a clear understanding on the roles and responsibilities of the different actors involved: Manufacturers, RUs, Keepers Designated and Notified Bodies (DeBos and NoBos), National Safety Authorities (NSAs), the ERA.
- Show the registration process for the wagons as a result of the new approach and ensure that there is a harmonized procedure at EU level.
- Examine the impact of Art. 21 and Art. 27 of the recast Interoperability Directive on the keepers and their business. Article 21 is critical as it covers procedural steps, evidences to be included in the application file, role of the actors, cases for temporary authority, arbitration procedure and Board of Appeal, extension of "area of use", defining cases of renewal and upgrading.
- Examine the way the national legal framework impacts the Keepers.

PROCESS	CHECKS	ACTORS (Roles & Responsibilities)	
		> 1 MS	Only 1 MS
Placing on the market of mobile subsystems	Essential requirements	Applicant	
Vehicle authorisation for placing on the market in area of use	1) Technical compatibility of the subsystem within the vehicle 2) Safe integration of the subsystems within the vehicle 3) Technical compatibility with fixed installations in the area of use	ERA as OSS	ERA or NSA (Applicant's choice)
Check before the use of authorised vehicle	Route compatibility on the basis of RINF	Railway Undertaking	
Supervision	Inter alia: in case of justified doubts, NSA could question the decision of placing in service made by the RU	NSA	

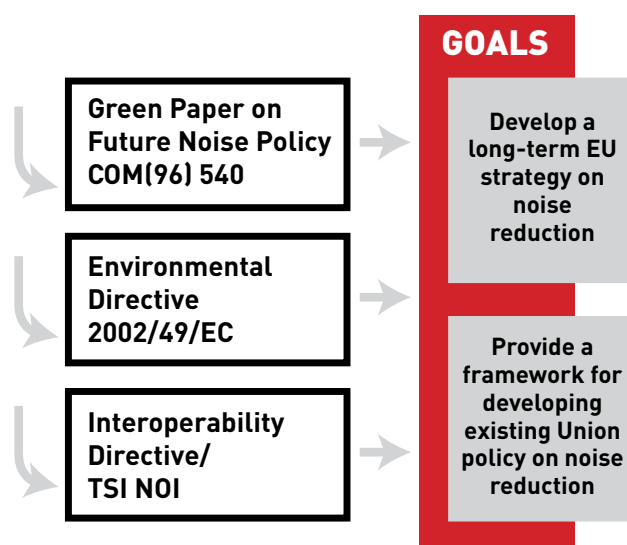
# Noise reduction raises new challenges

Noise is a top priority for the wagon Keepers which are expected to invest a great deal in the retrofitting of their existing wagon fleet. Therefore, UIP focused its activities in supporting the European Commission towards developing an appropriate Noise Abatement Strategy, and setting-up a feasible financing framework for wagon retrofitting via the Connecting Europe Facility (CEF).

UIP was disappointed to see that following intensive, yet promising discussions with the European Parliament and the European Commission, DG MOVE had to put the noise issue on hold and published instead a Staff Working Document, which has no legal binding and does not provide concrete proposals, or a timeframe for the establishment and implementation of a Noise Abatement Strategy.

In the meantime, challenging debates in certain countries on introducing a ban date for freight wagons with cast iron brake blocks or other measures such as speed restrictions confirmed the need for a Europe-wide solution and a step-by-step approach towards noise reduction.

UIP continuously stressed before the TRAN Committee of the European Parliament the fact that pushing for a ban on wagons equipped with cast iron brake blocks by 2020 and only in some regions of Europe would be detrimental to the objective of promoting and increasing rail freight market shares in Europe and addressing the challenges of climate change.



UIP fully supports the objective of reducing rail freight noise and understands the need to increase the pace towards having only TSI noise compliant wagons (retrofitted or new builds) running throughout Europe. Since currently only few MS are considering concrete measures for noise reduction, UIP warns about an increasing risk for unbalanced implementation of noise reduction strategies at national level which will further jeopardise rail freight competitiveness and efficient cross border traffic.

**The EC Regulation on Noise Differentiated Track Access Charges (NDTAC)** under the 1st Railway Package was adopted and came into force on June 16 2015. It introduces a bonus malus system, but remains as a voluntary scheme, which means that Member States are not obliged to have an NDTAC in place. MS who have already introduced NDTAC, i.e. Germany and the Netherlands will be expected to adapt their legacy systems to the new provisions by the end of 2017.



## Rail Noise Reduction – the Challenging Pillars

EU	MS	Industry/Sector	MS
Noise Reduction Action Plans	Noise Reduction at Source	Noise Abatement Measures	Noise Operations Restriction
<p><b>Green Paper on Future Noise Policy COM(96) 540</b></p> <p><b>Environmental Noise Directive 2002/49/EC</b></p> <p><b>NDTAC (1<sup>st</sup> Railway Package)</b></p>	<p><b>MS Noise Abatement Strategy and National Plan</b></p>	<p><b>(TSI NOI)</b></p> <p><b>Rolling Stock retrofitting</b></p> <p><b>Infrastructure upgrade</b></p> <p><b>Agglomerations adaptation</b></p> <p><b>Polluter Pays</b></p>	<p><b>Bans and Restrictions by MS to Rail Sector</b></p>

UIP remains positive that the discussions will continue in 2016 and that the MS and the Sector will work together to find smart solutions for noise reduction following some of the EC Recommendations in the Staff Working Document:

- Noise reduction is a European issue and the current measures are insufficient to ensure a noticeable reduction of railway noise within the next 5-10 years.
- There are inefficiencies and risks linked to uncoordinated unilateral actions by Member States (reverse modal split, bottlenecks, breach of interoperability, and distortion of competition...)
- A holistic approach (internalisation of noise costs by all transport modes) is by far the best performing measure to be taken.
- The NDTAC bonus can be increased to take into account the higher operating costs linked with the use of retrofitted wagons.
- While, national funding programs supporting the retrofitting of freight wagons should be limited to 50 % of relevant investment costs, EU CEF funds should remain complementary to them.
- Noise-related standards of railway infrastructure should be developed due to the fact that noise is created by vehicles and infrastructure together.
- If a revision of the TSI Noise is proposed, a gradual applicability of the noise limit value to the existing freight wagon fleet should be introduced.

43

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# EU Financing Framework struggles to commit for development & research & innovation projects for rail freight

After the UIP published its brochure of **Frequently Asked Questions on EU financing 2014-2020**, the members' interest remained in the EU CEF financing for projects towards noise reduction and retrofitting of rail freight wagons under the TEN-T Annual Calls. In 2015 only two projects were awarded CEF funding, as many other Keepers were reluctant to apply due to an ambiguous call text and large administrative burden during the application process on the one side, and the rather low grant for retrofitting (20%) on the other side.

For this reason UIP met regularly with the European Commission and the INEA (Innovation and Networks Executive Agency) to identify the challenges in the application process for TEN-T projects. UIP welcomed the willingness of the EC to revise the call description in order to create a greater incentive for Keepers to apply and subsequently receive funding through CEF. The EC also assured UIP, that the CEF financial grant should not lead to reduction of percentage of financial commitment at national level. We can expect that the next call for noise related projects will be launched late 2016.

Apart from the Connecting Europe Facility and under the Multiannual Financial Framework 2014-2020, the Council adopted on June 25, 2015 a **Regulation on a European Fund for Strategic Investments (EFSI)** aimed at increasing private investments in transport infrastructure and other strategic sectors of the European economy. This initiative is part of the **Junker "Investment Plan for Europe"** who aims to mobilise **€315 billion in private investments**.

The EFSI Instrument is to complement the Connecting Europe Facility (CEF) and the European Structural and Investment Fund. CEF already provides co-financing grants and financial instruments to support the implementation of the broad range of TEN-T projects, including core network, freight services, ERTMS, and retrofitting for noise reduction. However, it is considered as not sufficient and other alternatives are needed.

EFSI, with financial support by the European Investment Bank, focuses its strategy on three pillars:

- Mobilising finance for investment,
- Making investment reach the real economy,
- Improving the investment environment in the Union.

With regard to transport, and as part of its economic and social policy for 2015, the EC recommendations include a boost in investment:

- For transport infrastructure,
- Towards congestion reduction,
- For the improvement of trade connection and enhancement of competitive transport in the global market.

Despite this new initiative, the railway and other transport sectors became concerned about the possible shift of funds originally dedicated for TEN-T projects (including projects for noise reduction), which would have meant a €2.7 billion reduction from the total dedicated envelope of €26.2 billion.

**For this UIP published a joint press release asking European Council representatives and MEPs not to cut the CEF budget.**





# Freight is no longer a shunted issue

## Wagon Load Services

UIP took part in two stakeholders' meetings in February and April. Together with other Sector Associations (CEFIC, CEPI, CER, CLECAT, EFIP, ESC, and ESPO), it presented to DG MOVE a position paper with policy recommendations on last mile and wagon load services. It proposed considerations towards the improvement of the economic sustainability and competitiveness of wagonload services:

- High quality and capacity of rail infrastructure;
- Track access charges regimes reflecting path quality and speed, without prejudice to current quality standards and without resulting in disproportionate track access charges levels for other rail segments;
- Technical Innovation supported through HORIZON 2020 and Shift2Rail;
- 'Last mile' links to industrial sites, ports and logistics centres;
- Development of new industrial areas near rail networks;
- Development of regional or local "Rail freight communities";
- A role for the coordination committees as proposed in the 4th Railway package as an important tool for a dialogue with authorities at national and/or regional levels in order to discuss the development, maintenance and investment needs of the wagonload infrastructure.

The message was reiterated at the 2nd RAIL FREIGHT DAY 2015 on December 4 in Vienna.



## Combined Transport Directive 92/106

The new European Commission made a commitment towards putting more efforts in the implementation of current legislation and creating a more simplified regulatory framework. For this reason, it also introduced the so called Regulatory Fitness and Performance Programme (REFIT).

The Combined Transport Directive 92/106 was one of the oldest legislations to be examined under the REFIT programme. Unfortunately, DG MOVE could not make a decision and postponed the topic for years to come.

In the meantime, UIP joined forces with CER, EBU, EFIP, EIM, ERFA, ESC, ESPO, FERPORT, INE, UIRR, and UNIFE and participated in Sustainable Transport Modes Roundtable discussions. UIP is in the view that the scope of the CT Directive should include domestic as well as international multimodal transport, i.e. within Member States, between Member States, and between EU MS and Third Countries. If the CT Directive is revised, it should present itself as a policy package with a business solution for the actors of the multimodal supply chain.



# Research & Innovation should respond to the needs of the customer



For Research and Innovation, 2015 was a year of anticipation on the outcome from the selection of the Executive Director for Joint Undertaking Shift2Rail and the approval of its Associated Members. As a result, UIP together with other partners in the Group of Representative Bodies raised its concerns on the significant delays in the setting-up and implementation of the joint undertaking through an **Open Letter to the European Commission**.



Shift2Rail is a Research and Innovation initiative that focuses on rail development and demonstration projects only. It sets itself apart from HORIZON 2020, as it forms public-private partnership between the European Commission, Founding Members (7 Manufacturers and 2 Infrastructure Managers), and 17 Associated Members. HORIZON 2020 remains as the overall EC Framework Programme for transport projects with multimodal and cross-modal approach.

UIP has an interest in being involved in the Joint Undertaking USERS GROUP of Innovation Programme 5 (IP5) whose role is to provide guidelines, present its needs and define requirements for innovation in freight transport and rail freight vehicles. Internally, UIP has also started discussions on the potential opportunities for its involvement and that of its Members in projects under the Shift2Rail.

The establishment of the Shift2Rail raised questions for the future of the European Rail Research Council (ERRAC), which is the European Technology Platform for Rail where strategies on research and development are defined by the railway sector.

Therefore, together with other Associations and industry companies, UIP had to consider the future role of ERRAC not only in the governance structure of Shift2Rail, but also in extending its scope to issues related to new policy priorities under Climate, Energy, and Digitalisation.

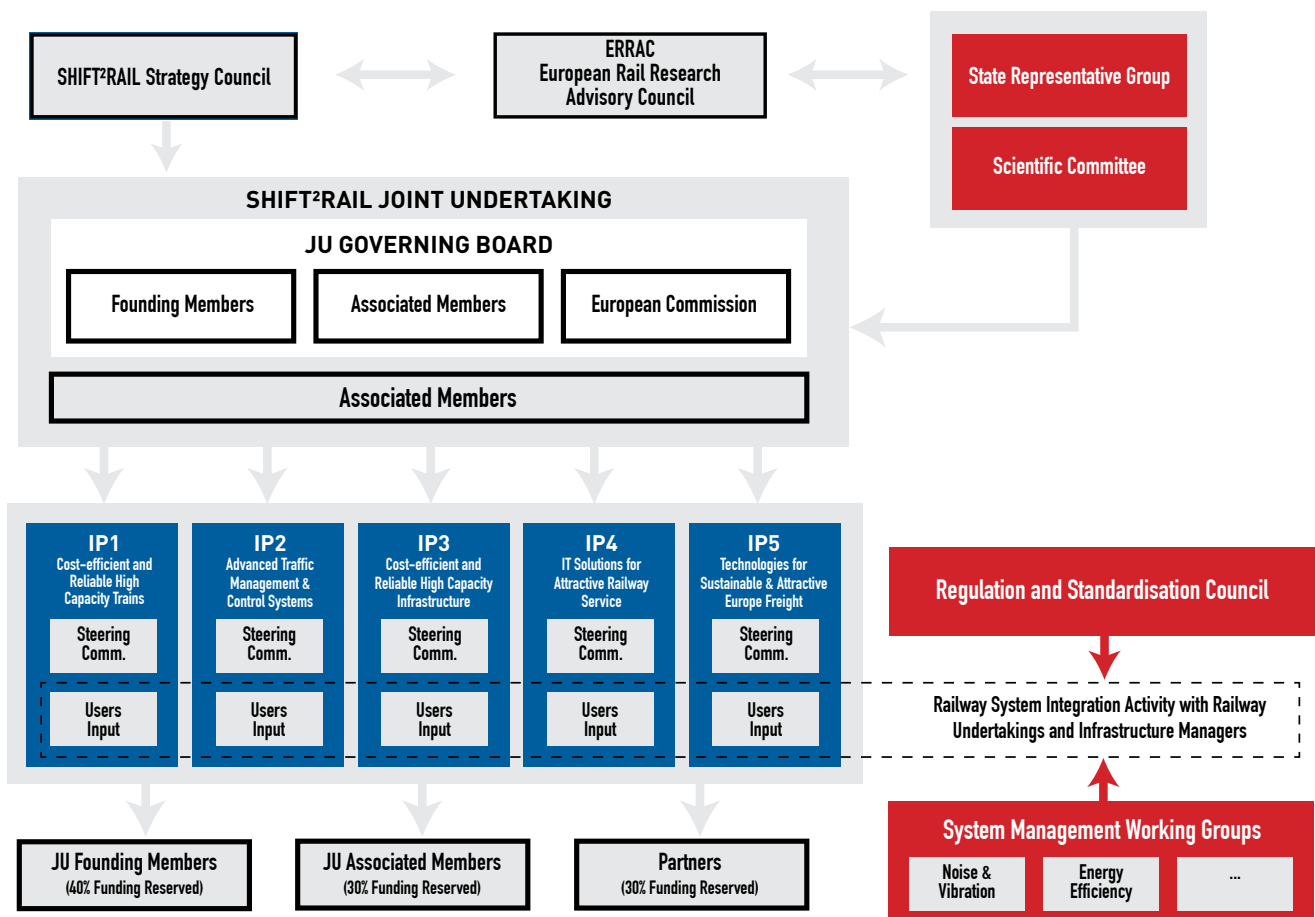
There is still a great concern that research activities are not aligned among the Sector actors and specific national activities, which leads to missed opportunities for studies that can support and respond to the technical and operational needs of our members and our customers. The areas that need most attention are:

- A level playing field for all actors of the railway system;
- Cooperation with other European Technology Platforms (ETPs) which represent other modes of transport and other relevant sectors (i.e. ALICE, WATERBORNE, ACARE).

Another main activity for UIP and ERRAC was the contribution towards the drafting of Roadmaps on Strategic Rail Research and Innovation Agenda developed under FOSTERRAIL Project, which should define the future of rail research priorities. The Deliverables of the FOSTERRAIL Project will be presented in 2016.



# Laeks



# Digitalisation: a new opportunity for data & information exchange

Digitalisation plays a key role in transport where information exchange is of utmost importance to facilitate the transportation of people and goods around Europe. In order to provide competitive and reliable rail freight services, we need to have harmonised processes as well as standardised and innovative tools through which we will achieve more quickly interoperability and help to maintain safety along the rail network.

The European Commission adopted on May 6, 2015 its Digital Single Market strategy (COM (2015) 192), which includes 16 initiatives to be delivered by the end of 2016. These initiatives are grouped in three main pillars:

**Access:** better access for consumers and businesses to digital goods and services across Europe;

**Environment:** creating the right conditions and a level playing field for digital networks and innovative services to flourish;

**Economy & Society:** maximising the growth potential of the digital economy.

In this context and to launch an open dialogue among all modes of transport and Member States, the EC set up a Digital Transport and Logistic Forum (DTLF) on April 9, 2015. The Forum brings together experts from the industry and rail sector who share current practices and forthcoming digital priorities and needs.

UIP believes that having a harmonised process as well as standardised and innovative tools will help us to achieve more quickly interoperability and to maintain safety along the rail network. Therefore, UIP is engaged in an open dialogue with other Sector actors to define common understanding and solutions in areas such as:

- Standardisation
- Creating a climate of trust (Data Protection)
- Recognition of e-transport documents by banks, authorities, insurances
- Access to Data
- Infrastructure
- New Business Opportunities

**6th May - Digital Single  
Market Strategy COM  
(2015)192**

**October - November -  
Digital Transport and  
Logistics Forum (DTLF)  
launched under EC  
Decision (2015)2259**

**October - DG Move  
Discussion Paper  
(with UIP contributions)**





UIP responded to the DG MOVE Discussion Paper on Digital Single European Area and held bilateral discussions with the DG MOVE where it stressed the importance that to start off, digitalisation has to reflect the priorities set in the Single European Railway Area and in promoting better rail freight services for the Customers. As railways play a crucial role in the transportation of people and goods, UIP believes that digitalisation should reflect the top priorities which are:

- Harmonised EU vehicle certification and authorisation
- Vehicle Registration and Marking
- On schedule EU-wide implementation of standardised data exchange (Telematic Applications for Freight – TAF TSI)
- Common guidelines for maintenance
- Harmonised systems for safety

To achieve this, UIP has actively been participating in the development and implementation of Telematic Applications for Freight and in promoting the need for exchange of information via smart tools, such as RSRD².

**The RSRD² is the first encouraging initiative by UIP's Keeper community to solve jointly a common technical challenge at optimum cost/performance ratios. The Keepers see their initiative for open data exchange as serving the whole market and fully supporting the sharing of meaningful data and tools and putting them to service for other market participants, such as RUs, IMs, NSAs, Workshops, Fleet Managers, Forwarders and Shippers.**

## Telematic applications for freight implements Rolling Stock Reference Database RSRD²

2015 was a particularly important year for the implementation of the new Rolling Stock Database, which has to be put in place by all Keepers and RUs which have freight wagon assets by January 2016 as required under the TAF Technical Specifications for Interoperability (TAF TSI).

RSRD² has received high acceptance by the railway sector. By the end of 2015 it had 45 active members (private keepers), additional 25 Keepers were working towards integrating their wagon data, and about 80 companies and organisations (e.g. NSAs) have made queries on wagon data via the RSRD² tool.

The European Railway Agency tested and certified the RSRD² tool for TAF TSI compliance and has since relied on the tool for monitoring and reporting on the TAF implementation on behalf of the Keepers.

Another important milestone for 2015 was the collection of vehicle mileage data from leading incumbent RUs such as DB Cargo, SBB Cargo, RCA, SNCF Fret etc., which is necessary for monitoring and maintenance of rail freight vehicles. Moreover, the German National Safety Authority (EBA) accepted RSRD² as a credible source to provide mileage data for noise bonus applications by keepers which is a requirement under the German NDTAC system.

# Data Exchange

With Digitalisation becoming a priority for the EU Agenda for Growth, the Topical Committee Data Exchange focused its activities for 2015 on:

- Rationalisation of Vehicle Registers at European level (RVRR);
- Implementation of Telematics Applications for Freight;
- Certification of the RSRD<sup>2</sup> as a TAF TSI compliant tool;
- Establishing a closer cooperation with RAILDATA for mileage delivery from incumbent RUs;
- Development of a Message Broker concept, which establishes RSRD<sup>2</sup> as the central Wagon Data Platform in Europe.

Rationalisation of Vehicle Registers which was discussed at the RVRR Working Party of the European Railway Agency proved to be particularly challenging, yet useful, for all actors of the railway sector and National Safety Authorities because it raised many concerns on the harmonisation of the vehicle registration process around Europe.

The priority for UIP was that the outcome of the RVRR process avoids additional burdens for wagon keepers during the wagon authorisation and registration process. Together with CER and EPTOLLA, UIP submitted a position on definition and support of actions improving register data quality, reducing complexity, and harmonising registration processes within Europe.

As RSRD<sup>2</sup> is a tool of Telematic Applications for Freight, the Topical Committee supports the work towards the development of “message broker” concept for TAF TSI RSRD function together with DB Cargo.

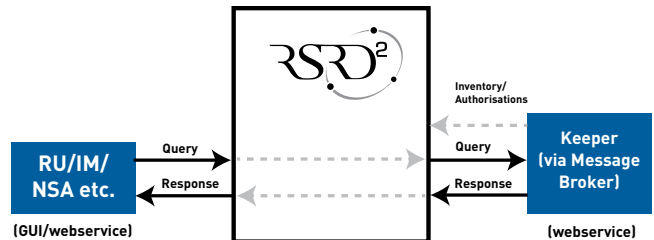


**Chairperson:** Thomas Heydenreich  
(Project Manager RSRD<sup>2</sup>, Germany)

**Pointsman:** Johannes Mansbart  
CEO, GATX Rail Europe (GATX, Austria)

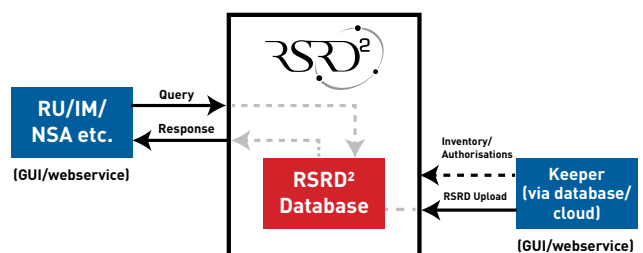
**Participants:** Matthias Morrocu (VTG, Germany)  
Markus Vaerst (UIP, Belgium)  
Karsten Elstner (Kaminski, Germany)  
Mario Stanganello (Mitrag, Switzerland)  
Emmanuel Labalette (CTC, France)

RSRD<sup>2</sup> Message Broker Work Flow handled by the Keeper's own system



► Central repository, one query for wagon data, one interface, GUI and system interface access

RSRD<sup>2</sup> Message Broker Work Flow with cloud stored data



► Central repository, one query for wagon data, one interface, GUI and system interface access

# Economic Evaluation and Rail Statistics need reliable data

At European level, DG MOVE, EUROSTAT and ERA started activities on synergies and streamlining of data in order to avoid gaps, duplication, inaccuracies and inconsistencies. Data is usually provided voluntarily or mandatorily by Member States (Regulatory Bodies, NSAs, or National Statistical Bodies) or the Sector Associations and individual railway actors. The biggest challenge proved to be finding a common understanding on the type of data that is required and the data that can be provided in reality.



## Rail Market Monitoring Scheme RMMS Working Group (DG MOVE)

On July 7, 2015 the European Commission adopted an **Implementing Regulation (EU) 2015/1100 on the reporting obligations of the Member States in the framework of rail market monitoring**. This falls part of Art. 15 of the recast of the 1st Railway Package. The first set of data according to the new Regulation covering the activities of 2015 is expected to be submitted by Member States to the Commission by 31 December 2016. The scope of data that is collected includes:

- Infrastructure charging for passenger and freight services
- Noise abatement measures: general reporting
- Capacity allocation (provided and rejected) for passenger and freight services
- Infrastructure expenditures including freight terminals
- Revenue from passenger and freight services
- Quality of services
- Degree of market opening for passenger and freight
- Employment and social conditions
- Service facilities

UIP is particularly following the reporting by the Member States on the Noise abatement measures, capacity allocation and infrastructure expenditure, which are also important for last mile operations.

Along with the RMMS, DG MOVE has set-up together with a group of Infrastructure Managers a high-level platform called PRIME, who is developing infrastructure related Key Performance Indicators (KPIs) on ERTMS, Safety, Punctuality, etc..

## eurostat

### EUROSTAT Working Group on Rail Transport Statistics

The EUROSTAT Working Group on Rail Transport Statistics involves Member State Representatives, their National Statistical Authorities, and Representatives of the Rail Sector, DG MOVE and ERA. UIP is invited as an observer, but is welcomed to provide opinions on rail freight safety related data.

The priorities for UIP were:

- The revisions of the EU Regulation 91/2003 on Rail Transport Statistics, which proposed the transfer of accidents data from EUROSTAT to ERA, which is mandated to prepare a Safety Report every year.
- A Common Questionnaire which asks for data related to: railway enterprises, investment and maintenance in rolling stock and infrastructure, type of expenditure, goods train movement, hauled vehicle movements-loaded and empty wagons.



## ERA Railway Indicators

The European Railway Agency was given a mandate to develop and define Railway Indicators, which will be used to monitor and assess the implementation and practices by ERA and the Sector in the following 4 STRATEGIC AREAS/ ACTIVITIES:

- Harmonised Safety Framework (incl. questions relevant to ECM)
- Removal of Technical Barriers (related to Vehicle Authorisation)
- Single EU Train Control and Communication System (related to ERTMS)
- Simplified Access to Customers (related to TAF, Registers, Data Exchange)

UIP took part in each of these working groups' discussions and in light of these developments, decided to launch its own initiative for data collection from its members. Since long UIP has been carrying out studies through its Topical Committee Economic Evaluation, therefore this is a logical step forward.

The core work of the TC EcoEv is to anticipate and analyse the economic impact of new rules and regulations on the rail freight sector, especially with regard to freight wagon related issues. The main objective is to evaluate appropriate proposals on how to proactively react to such new rules and regulations, and provide general recommendations and guidelines for the Wagon Keepers on the best way to align their internal processes. In its transversal work the TC EcoEv considers and supports the work of the other four UIP Topical Committees (Data Exchange, GCU, Interoperability and Safety) and coordinates respective issues with them.

As mandated by the UIP Executive Board, TC EcoEv worked on defining a data set that is necessary and obtainable and that can also support the activities of UIP at European level and the National Associations at national level.

Following intense discussions linked to concerns on the commitment to the provision of data, confidentiality, commercial sensitivity, added value, and conclusiveness of data, the TC EcoEv with the approval of the EB reached a compromise to carry out a pilot on the collection of wagon related data that should be based on the number of wagons per Keeper differentiated by the following indicators:

- Wagon Type
- Age (number of cars being up to 5 years, up to 15 years, up to 30 years and more than 30 years old)
- Brake configuration (Cast Iron, K, LL or DISC)
- Payload (22.5t: yes/no)

Within the NOISE policy framework, the TC EcoEv published in March 2015 a comprehensive **UIP Report on “Noise – State of play”** which was disseminated to all National Associations. This report summarises the various initiatives with regard to noise abatement strategies and retrofitting of existing cars (with LL brake blocks) at both European and national levels. These include the Commission Implementing Regulation setting out the modalities to be followed for the application of the charging for the cost of noise effects (NDTAC Regulation); the Commission Communication on mitigating rail freight noise and overview of the already existing NDTAC systems in Germany, Switzerland and the Netherlands.

In addition, the report shares the results of a Survey Study on “retrofitting strategies” which was commissioned by UIP to the external consulting company hwh in 2014.



**Chairperson:** Markus Vaerst  
(Regulation and Technical Affairs, VAP)

**Pointsman:** Fabrice Walewski (CEO TOUAX Group)

**Participants:** Phillipe Boucheteil (AFWP, France)

Johannes Friess (GATX, Austria)

Walther Leopardi (SITFA, Italy)

Mauro Pacella (ASSOFER, Italy – until April 2015)

Derek Parker (Axiom Rail Components Ltd, UK)

Stéphanie Palomares (ERMEWA, France – since March 2015)

Xavier Poulain (TOUAX, France)

Irmhild Saabel (WASCOSA, Switzerland)

Ulrich Swertz (On Rail Gesellschaft für Vermietung und

Verwaltung von Eisenbahnwaggons mbH, Germany)

Rainer Zechendorf (TRANSWAGGON, Germany)

# Interoperability & Standardisation: time for alignment

Apart from the Recast of the Interoperability Directive, UIP with the support of the Topical Committee Interoperability tackled a number of technical and operational issues specific to the rail freight wagons:

- ❑ Modification of wagons with LL-brake blocks,
- ❑ Modification of the TSI Wagon,
- ❑ Markings of wagons,
- ❑ Checks of trapezoidal springs on wagons being operated in Italy, and
- ❑ Introduction of a new European standard freight wagon axle (ESFA).

## Modification of wagons with LL-brake blocks

As mandated by the UIP EB, TC Interoperability issued in June 2015 a **UIP Technical Note regarding the technical and operational aspects to be respected when retrofitting existing wagons with LL Brake Blocks**.

As the number of wagons equipped with LL brake blocks is increasing, new issues were raised regarding the requirement outlined in the UIC Usage Guidelines for composite (LL) brake blocks.

1. It has been required, as a precondition, to have a kink valve installed if wagons are operated in so called “ss-regime”, i.e. with a speed of 120 km/h. As a result TC Interoperability together with TC EcoEV asked the Technische Universität (TU) Berlin to carry out an investigation study and to assess whether this requirement is justified.
2. The same UIC Guidelines contain provisions on inspection intervals for wheel sets with LL brake blocks. TU Berlin was asked in addition to assess the differences between the different types of LL-brake blocks (organic and sinter) concerning the wear and tear of the wheels.

In 2016 the TC plans to open discussions with UIC on the obtained results.

## Modification of the TSI Wagon

The main objective of the revision of the TSI Wagon is eliminating errors, closing of open points and adaption to EU norms that have been revised in the meantime.

It was agreed that Annex C, which describes the requirements for a TEN-GE wagon, will be kept in the TSI Wagon.

A challenge still remains in the so called “modification threshold”. The goal is to create a matrix with specific cases and their evaluations in order to justify the need for a new type approval or putting into service certificate in the cases where a modification for wagon types is made.

## Marking of wagons

Due to modifications in the text of the TSI Wagon, the marking rules changed several times, and were interpreted in different ways. As a result, the Railway Authority of Luxemburg raised concerns regarding possible wrong marking of some new wagons.

TC Interoperability responded to this issue by drafting a **UIP Technical Note for correct marking of the existing TSI wagons**. The objective was to provide a guideline on the way to apply the correct marking on wagons according to the current TSI Wagon.

UIP disseminated its Technical Note to all its members as well as CER and ERFA.





## Checks on trapezoidal springs of wagons in Italy

In 2015 the Italian NSA ANSF demanded that trapezoidal springs older than 30 years have to be checked every 2 years through a non-destructive ultrasonic testing.

The TC Interop together with the Italian National Association ASSOFER held discussions with ANSF where they agreed that trapezoidal springs with a safety coil at the ends of the first leaf of a spring do not have to be checked every 2 years. Trapezoidal springs with the first leaf of high quality steel (e.g. CrV4) still have to be checked.

As most of the discussed leafs are younger than 20 years of age, there are not yet real evidences that the material is more resistant against crack starters than the older one.

## New European Standard Freight wagon axle (ESFA)

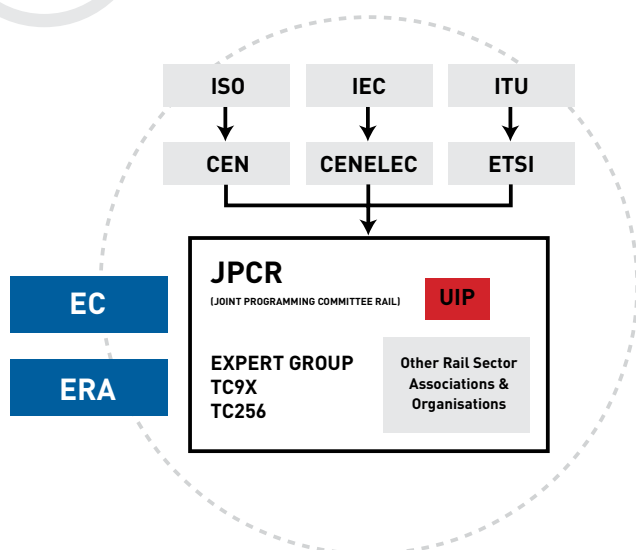
Following discussions from 2013 and 2014, the product concept catalogue with technical criteria for a new European standard freight wagon axle was finalised. Some manufacturers have since developed new axles based on those technical requirements and are currently moving towards dynamic testing and simulations. UIP, with the support of TC Interoperability and TC Safety will continue to follow the developments on this topic.



**Chairperson:** Joachim Wirtgen  
(Head of Safety & Maintenance Systems VTG Rail Europe GmbH)

**Pointsman:** Jürgen Bauer (ERR, Austria)

**Participants:** Oliver Behrens (GATX, Germany)  
Michal Pokorny (Railco a.s, Czech Republic)  
Eugen Högele (BASF, Germany)  
Xavier Poulain (TOUAX, France)  
Dietmar Gilliam (VTG/AE Switzerland)  
Bertram Wieloch (TRANSWAGGON, Germany)  
Markus Vaerst (UIP)



Last year UIP together with GRB promoted the need to align the work done on the TSIs at ERA level and the ongoing work on developing EN Standards. Furthermore, UIP signed an Agreement of Liaison between UIP and European Committee for Standardisation (CEN) with the aim to achieve greater transparency on the work towards EN Standards, where UIP members' experts participate in dedicated working groups TC265 and TC9X.

In 2015 little progress was made in this regard due to the fact that CEN/CENELEC had to focus on its new approach to engaging national experts and to negotiate a new budget with the European Commission.

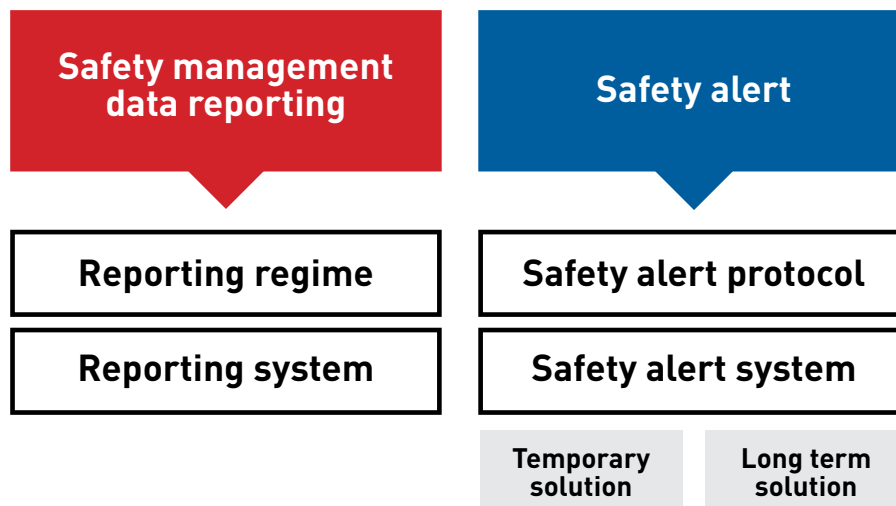
With regard to the alignment of TSIs and European Norms (EN), GRB proposed a standard template on Request for Standards (RFS) which can facilitate the transition of work between ERA and CEN.

# Safety begins with developing a safety culture



Under the 4th Railway Package, the recast of the Safety Directive asks that Keepers and ECMs along with other actors of the railway system report and inform on safety risks related to defect, construction non-conformities and malfunctions of technical equipment and subsystems. The objective is to reach a common European approach to reporting and ensure a continuous achievement of safety performance of the Union Railway System. In addition, the European Railway Agency was mandated by the European Commission to set up a tool that should facilitate this exchange of information among the relevant actors and authorities. For this ERA commissioned DNV to carry out a study and examine the practices in the different Member States and launched a series of workshops with the Rail Stakeholders.

In this context, the biggest challenge in 2015 was to define at a sector level the differences between reporting on occurrences and reporting on safety-related defects (i.e. safety alerts). UIP together with other GRB partners and the Network of National Safety Authorities (NSAs) stressed continuously the fact that before ERA sets up an IT tool, there needs to be a common understanding and harmonised practices at the EU level. As Member States already have their own safety alert systems in place, it is important to assess those before reinventing the wheel. The key priority is to build a common culture for exchange of safety related information between the railway actors.



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Aside from the 4th Railway Package Safety Directive, the UIP activities on Safety spread across the Sector and internationally on a wide range of issues such as Urgent Procedure for incidents and accidents, Dangerous Goods Regulation, Derailment Detection Devices, ECM Regulation 445/2011, CSM Regulation 402/2013 for Risk Assessment, and all other ad-hoc items that were brought forward from the Members.

### **Urgent Procedure**

Through the JNS (Joint Network Secretariat) platform, UIP together with other GRB partners, the NSAs and the ERA work closely to define a common process on reaction to incidents and accidents.

One of the main tasks for 2015 was to set up a Task Force with Points of Contact for the appropriate actors and experts. For UIP this also meant to define its internal processes before it makes any recommendations at sector level.

### **Dangerous Goods**

With regard to Dangerous Goods topics, the TC activities are usually carried out at international level in discussions with OTIF.

An agreement was reached on the necessary improvements in transportation of dangerous goods, and it is expected that they will be implemented in RID (Regulation concerning the International Carriage of Dangerous Goods by Rail under COTIF law) 2017, following an agreement by the European commission.

### **Derailment Detection Devices (DDD)**

2015 marked a revival in the discussion for derailment detection devices. Although not mandatory, there was a visible movement towards intelligent electronic equipment including DDD.

In addition, a Working Group session is planned for 2016 dealing with technical decisions in the US and Canada after accidents with crude oil.

### **ECM Regulation 445/2011**

For the ECM Regulation, 2015 was business as usual for the Keepers, but for ERA it was time to assess the need for extension of scope of the Regulation to all vehicles, i.e. locos and passenger coaches. Although a clear proposal was not presented, it was concluded that in 2016 a revision of Regulation 445/2011 will be launched, which means that the TC will support these discussions at ERA level.

### **CSM Regulation 402/2013 for Risk Assessment**

CSM for Risk Assessment was a challenging issue in 2015 due to the fact that the transitional period ended in May and from that date on in accordance with the Regulation every significant change with safety relevance (organisational, technical, or operational) needs to be verified by risk analysis, and after that, checked by an independent Assessment Body (AsBo).

Initially, to avoid additional costs and double certification, UIP proposed a possible solution for checks and verifications by in-house bodies in certified ECMs. This solution was accepted several years ago, but following the transition period, today such an in-house body is only possible in Belgium and in Switzerland.

Due to the fact that “significant change” was not defined in the Regulation, the consequences are that ECMs have to determine on their own what “significant change” is and then involve a third party Assessment Body.

UIP and the TC experts continuously stressed before ERA the risk that such procedures and freedom of interpretation will only lead to weak implementation, possibly additional certification and additional costs, all of which bring no added value to safety.

For 2016, TC Safety will focus its efforts towards developing a guideline for the ECMs on the interpretation of “significant change” in order to achieve a common understanding at European level.

### Other Ad-hoc items – Technical Notes

In the past different national sector agreements led to differences in the marking of wagons with forced vent valves and systems for vapour return and the marking of wagons flushed with nitrogen. UIP members were concerned that such different markings bear the risk for wrong handling, possible damages of tanks, as well as fatalities when entering the tank.

With the objective to harmonise procedures, the TC published in 2015 two **Technical Notes - Guidelines** for:

- Marking of Nitrogen Flushed Wagons and
- Marking of Vented Tanks



Marking of wagons flushed with nitrogen



Marking of wagons with forced vent valve and vapour return



**Chairperson:** Rainer Kogelheide  
(Chief Technical Officer GATX Rail Germany GmbH)

**Pointsman:** Bruno Dambrine (Ermewa, France)

**Participants:** Stefan Franke (VTG)

Stéphane Gavard (Ermewa, from October 2015)

Roman Grünhagen (GATX)

Phillipe Laluc (Atir Rail)

Valérie Nicaise (STVA)

Charles-Antoine Rivière (Ermewa, until October 2015)

Irmhild Saabel (Wascosa)

# GCU – General Contract of Use of wagons

In 2015, UIP continued to support the development of the General Contract of Use for Wagons (GCU) through its delegation in the Joint Committee and the works of the internal UIP GCU Working Group. During the past year the GCU Joint Committee met three times to discuss issues raised by the GCU Trustee, GCU amendment proposals and the potential impact of ongoing European legislation on the sector and the GCU.

The GCU Joint Committee put emphasis on a further improvement of the GCU administration. 11 signatories were excluded from the GCU on 1st of April 2015 due to recurring non-payment of the fees. The list of excluded members is published on the Website (<http://www.gcubureau.org/notifications>).

In addition, great efforts were put in improving the accuracy of available online information (Appendix 1) and updating the GCU Wagon Database. As a result, the number of wagons included in the internal database decreased to 575'077. The Trustee will continue to monitor the database regularly in order to ensure the coherency and accuracy of data.

In the meantime, the ad-hoc working group of the GCU Joint Committee dealing with the revision of Appendix 4 - "Wagon Damage Report" (WDR) finalised its work on improving the current document template. The new WDR:

- Includes guidelines for filling-up the different fields
- Shall be written only in one of the three GCU languages and
- Shall be completed and distributed electronically.

Once approved by the signatories, the Joint Committee will propose to publish a writable PDF version on the GCU website in 2016.

Regarding the evolution of the European legislation and the on-going discussions on the revision of the TSI Wag, UIP drafted guidelines on how to correctly mark wagons. The GCU Joint Committee remains to decide whether the GCU may also be a platform to communicate on this topic.

After the discussions on modifying Art. 7 of the CUV were closed at OTIF level in 2014, UIC re-launched internal discussions in an ad-hoc working group of the GCU Joint Committee. New amendment proposals for Art. 7, Art. 27 and Art. 15 were then discussed between UIP, ERFA and UIC during the course of the year. As discussions have progressed constructively, we expect negotiations to be finalised in 2016.

We use this opportunity to thank Philippe Boucheteil (AFWP) and Bruno Dambrine (Ermewa) for their contributions and participation to the works of the GCU Joint Committee over the years. For 2016 we welcome Etienne Fallou (CFO, Ermewa) and Gilles Peterhans (General Secretary, UIP) as new wagon keepers' representatives in the GCU Joint Committee.

As it enters its 10th Anniversary UIP will continue to promote the GCU and the sector's ability to act independently in defining rules for the use of wagons without the need for action by the public authorities.



**Chairperson:** Stefan Lohmeyer (General Counsel, VTG AG)

**Pointsman:** Per Anders Benthin (TWA Switzerland/Sweden/SPF EB)

**Participants:** Johann Feindert (GATX Austria, V.P.I. AT)

Étienne Fallou (Ermewa)

Gilles Peterhans (UIP)

Karl-Heinz Fehr (VPI)



# GCU Working Group

For the past nine years, the GCU has become a vital instrument for the balancing of interests within the rail freight sector. The rising number of topics and discussions with concern to the GCU shows impressively its importance and acceptance in the sector.

These circumstances prove that UIP's decision to organise a structured working process for GCU topics and issues was right. The UIP internal GCU Working Group has been operational since 2011. Its main tasks can be divided in two major fields of work:

- The collection and dealing with questions and issues raised by UIP member associations and their members. This also includes drafting UIP amendment proposals to the GCU text.
- The preparation of UIP statements to topics and proposals raised by the other founding GCU associations – UIC and ERFA.



**Chairperson:** Johann Feindert (COO, GATX Rail Austria)

**Pointsman:** Per Anders Benthin (TWA Switzerland/Sweden/SPF)

**Rapporteur:** Karl-Heinz Fehr (VPI Germany)

**Participants:** Johann Feindert (GATX Austria, V.P.I. AT)

Flavien Bouters (ATIR Rail Germany / VPI)

Yan Donval (Transfesa Spain / FAPROVE)

René Harkema (Voestalpine Railpro, Netherlands / NVPG)

Andreas Nolte (TWA Italy / ASSOFER)

Detlef Schlickelmann (WASCOSA Switzerland / VAP)

Jürgen von Rönn (GATX Germany / VPI)

David Tillier (Ermewa France / AFWP)

Markus Vaerst (UIP Technical Coordinator)

Tim Mertens (Evonik Degussa Antwerp NV, Belgium / BEWAG)

Miroslav Meduna (Czech Republic, SPV)

To improve the exchange of information, representatives of the UIP's internal GCU Working Group participate in the technical UIC working groups "wagon transfers/markings" (dealing with Appendices 9 and 11) and "maintenance" (dealing with Appendix 10).

The most important topics treated in 2015 were the following:

<b>New Appendix 4 GCU</b>	The new Appendix 4 GCU provides a standardised and unique form for the wagon damage report (WDR). In the past, Appendix 4 of the GCU was a mandatory, but rather rudimental in terms of the model layout. At the same time, a more detailed wagon damage report was published on the GCU website as a recommendation only. This, however, led to a vast variety of WDR forms used by RUs, which was in contradiction to the ECM requirements that demand – inter alia - for a strict documentation of all damages on a wagon.
<b>Appendix 6 GCU</b>	Three years ago and for the first time after the GCU entered into force in the year 2006 UIP launched a discussion about an increase of the compensation fee for loss of use of a wagon. UIP, UIC and ERFA held a number of ad-hoc meetings debating the issue. Despite the constructive discussions, a compromise was not reached and further meetings are planned for 2016.
<b>Appendix 5 GCU</b>	Appendix 5 defines the calculation of the residual value of a wagon after loss or damage of a wagon. A modified calculation model was developed within the UIP internal GCU Working Group. The model ensures the correct calculation in accordance with the provisions of the Appendix 5. After its presentation in the GCU Joint Committee, the calculation model was published on the GCU website as an additional service.
<b>Art. 23.2 GCU</b>	A recurring and cost driving issue is damages on wheelsets caused by the Railway Undertaking. In this context the compensation for the suffered loss of diameter of the wheels (which also means reduced wheelset lifetime) remains an unsolved problem because RUs deal with it in an inconsistent manner. Some RUs pay lump sum compensation, others pay compensation by millimeter and a third refuse making any payment. UIP, therefore, drafted an amendment proposal changing Art. 23.2 for a clearly defined claim for compensation. While some RUs voted against this proposal, others have expressed their willingness to work on a commonly agreed solution.

# Financial Figures

<b>Results 2015</b>	<b>2014 (€)</b>	<b>2015 (€)</b>
<b>Receipts</b>		
1. Membership fees	647'660	703'493
2. Other receipts	1'040	12'685
3. Interest received	826	1'404
<b>Total</b>	<b>649'526</b>	<b>717'582</b>
<b>Expenditures</b>		
Brussels' secretariat	575'073	634'193
<b>Total</b>	<b>575'073</b>	<b>634'193</b>
<b>Result for the financial year</b>	<b>74'453</b>	<b>83'389</b>
<b>Balance sheet</b>		
	<b>2014 (€)</b>	<b>2015 (€)</b>
<b>Assets</b>		
Available assets		
1. Bank	502'065.90	537'937.98
2. Cash	219.93	122.00
3. Interest, debtors	-	3'474.72
4. Financial assets	23'890.68	19'877.24
5. Fixed assets	10'594.88	54'414.74
Other assets	28'011.34	26'166.95
<b>Total</b>	<b>564'782.73</b>	<b>641'993.63</b>
<b>Liabilities</b>		
1. Capital	112'567.98	112'567.98
2. Result brought forward	253'372.51	327'826.34
3. Debts	124'388.41	118'209.74
<b>Total</b>	<b>490'328.90</b>	<b>558'604.06</b>
<b>Result for the financial year</b>	<b>74'453.83</b>	<b>83'389.57</b>

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

Emmanule Jamar, Treasurer - 31.12.2015

# UIP members

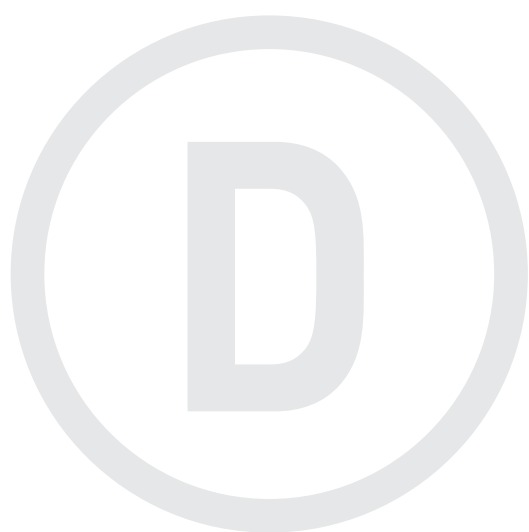
Country		Name of Association	Abb.	Representatives	Homepage	Wagons
Austria		Verband der Privatgüterwagen-Interessenten	VPI	Johann FEINDERT Frank PETUTSCHNIG	<a href="http://www.vpirail.at/">www.vpirail.at/</a>	10 043
Belgium		Belgian Wagon Association	BeWag	Vincent BOURGOIS	<a href="http://www.bewag.be/">www.bewag.be/</a>	2 548
Czech Republic		Sdružení držitelů a provozovatelů železničních vozů	SPV	Michal POKORNY	<a href="http://www.sdruzeni-spv.cz/">www.sdruzeni-spv.cz/</a>	4 972
France		Association Française des Wagons de Particuliers	AFWP	Philippe BOUCHETEIL	<a href="http://www.afwp.asso.fr/">www.afwp.asso.fr/</a>	42 934
Germany		Verband der Güterwagenhalter in Deutschland	VPI	Malte LAWRENZ Jürgen TUSCHER	<a href="http://www.vpihamburg.de/">www.vpihamburg.de/</a>	69 098
Hungary		Magyar Vasúti Magánkocsi Szövetség	MVMSZ	Gábor TURI Csaba SZABO	<a href="http://www.mvmsz.hu/">www.mvmsz.hu/</a>	1 351
Italy		Associazione Operatori Ferroviari e Intermodali	ASSOFERR	Guido GAZZOLA Mauro PACELLA	<a href="http://www.assoferr.it">www.assoferr.it</a>	1 852
The Netherlands		Nederlandse Vereniging Particuliere Goederenwagens	NVPNG	Don VAN RIEL Bas REIJNDERS		1 354
Poland		Stowarzyszenie	SWP	Adam BUTRYN Agnieszka LEWOCKA		4 718
Slovakia		Združení vlastníkov a prevádzkovateľov súkromných kolajových vozidiel	ZVKV	Jaroslav MIKLANEK Peter TOPOLI		4 442
Spain		Asociación de Propietarios y Operadores de Vagones de España	FAPROVE	Luis DEL CAMPO Pablo MANRIQUE	<a href="http://www.faprove.es/">www.faprove.es/</a>	4 782
Sweden		Svenska Privattvagnföreningen	SPF	Staffan RITTGARD Per-Anders BENTHIN	<a href="http://www.privattvagnar.com/">www.privattvagnar.com/</a>	2 904
Switzerland		Verlader Anschlussgleise Privatgüterwagen	VAP	Frank FURRER	<a href="http://www.cargorail.ch/">www.cargorail.ch/</a>	31 799
United Kingdom		Private Wagon Federation	PWF	David BARNEY Robert BROOK	<a href="http://www.pwfrail.org/">www.pwfrail.org/</a>	3 479

# Abbreviations & Acronyms

<b>4RP</b>	Fourth Railway Package	<b>INEA</b>	The Innovation and Networks Executive Agency
<b>ACARE</b>	Advisory Council for Aeronautics Research in Europe	<b>IP</b>	Innovation Programme
<b>ALICE</b>	European Technology Platform on Logistics	<b>ISO</b>	International Organisation for Standardization
<b>ANSF</b>	Agenzia Nazionale per la Sicurezza delle Ferrovie (Italian NSA)	<b>ITU</b>	International Telecommunication Union
<b>AsBo</b>	Assessment Body	<b>JNS</b>	Joint Network Secretariat
<b>CEF</b>	Connecting Europe Facility	<b>JPCR or JPC-Rail</b>	Joint Programming Committee Rail (CEN)
<b>CEFIC</b>	European Chemical Industry Council	<b>JU</b>	Joint Undertaking
<b>CEN</b>	European Committee for Standardization	<b>KPI</b>	Key Performance Indicator
<b>CENELEC</b>	European Committee for Electrotechnical Standardization	<b>LL</b>	Low-low brake block
<b>CEO</b>	Chief Executive Officer	<b>MEP</b>	Member of the European Parliament
<b>CEPI</b>	Confederation of European Paper Industries	<b>MS</b>	Member State
<b>CER</b>	Community of European Railway and Infrastructure Companies	<b>NB-Rail</b>	Association of Notified Bodies (NoBo)
<b>CGU</b>	General Contract of Use for Wagons	<b>NDTAC</b>	Noise Differentiated Track Access Charges
<b>CLECAT</b>	European association for forwarding, transport, logistics and customs services	<b>NoBo</b>	Notified Body
<b>COTIF</b>	Convention concerning International Carriage by Rail (Convention relative aux transports internationaux ferroviaires)	<b>NOI</b>	Noise
<b>CSMs</b>	Common Safety Methods	<b>NRB</b>	Network of Representative Bodies - High level meetings between ERA and sector associations
<b>CT</b>	Combined Transport	<b>NSAs</b>	National Safety Authority
<b>DeBo</b>	Designated Body	<b>OSS</b>	One-stop-shop
<b>DG Move</b>	Directorate-General for Mobility and Transport at European Commission	<b>OTIF</b>	Intergovernmental Organisation for International Carriage by Rail
<b>DTLF</b>	Digital Transport and Logistics Forum - DG Move expert group	<b>PRIME</b>	High level Platform of Rail Infrastructure Managers in Europe - DG Move Expert Group
<b>EB</b>	Executive Board	<b>RailData</b>	International Freight RUs - Information Systems (UIC)
<b>EBA</b>	Eisenbahn Bundesamt (German NSA)	<b>REFIT</b>	Regulatory Fitness and Performance Programme
<b>EBU</b>	European Barge Union	<b>RID</b>	International Rule for Transport of Dangerous Substances by Railway
<b>EC</b>	European Commission	<b>RINF</b>	Register of Infrastructures
<b>ECM</b>	Entity in Charge of Maintenance	<b>RISC</b>	Railway Interoperability and Safety Committee - DG Move Committee
<b>EFIP</b>	European Federation of Inland Ports	<b>RMMS</b>	Rail Market Monitoring Scheme - DG Move Expert Group
<b>EFSI</b>	European Fund for Strategic investments	<b>RSRD</b>	Rolling Stock Reference Database
<b>EIM</b>	European association of independent Rail Infrastructure Managers	<b>RU</b>	Railway Undertaking
<b>EN</b>	EU Norms (standards)	<b>SERAC</b>	Single European Railway Area Committee - DG Working Committee
<b>EP</b>	European Parliament	<b>SSC</b>	Single Safety Certificate
<b>ERA</b>	European Railway Agency	<b>T&amp;E</b>	Transport & Environment
<b>ERFA</b>	European Rail Freight Association	<b>TAC</b>	Track Access Charges
<b>ERRAC</b>	European Rail Research Advisory Council	<b>TAF</b>	Telematic Application for Freight
<b>ERTMS</b>	European Rail Traffic Management System	<b>TEN-GE</b>	Trans European Network - Go Everywhere
<b>ESB</b>	European Standardisation Board	<b>TEN-T</b>	Trans European Network - Transport
<b>ESC</b>	European Shippers' Council	<b>TRAN</b>	Transport and Tourism Committee of the European Parliament
<b>ESFA</b>	European standard freight wagon axle	<b>TSI</b>	Technical Specification for Interoperability
<b>ESPO</b>	European Seaports Organisation	<b>UIC</b>	International Union of Railways or (Union Internationale des Chemins de Fer)
<b>ETSI</b>	European Telecommunications Standards Institute	<b>UIP</b>	International Union of Wagon Keepers (Union Internationale des Wagons Privés)
<b>EU</b>	European Union	<b>UIRR</b>	International Union of Combined Road-Rail Transport (Union International du transport combiné Rail-Route)
<b>EUROSTAT</b>	Statistical office of the European Union	<b>UITP</b>	International union of public transport
<b>FEPOT</b>	Federation of European Private Port Operators	<b>UNIDROIT</b>	International Institute for the Unification of Private Law
<b>GCU</b>	General Contract of Use for Freight Wagons	<b>UNIFE</b>	Union of the European Rail Industry (Union des Industries Ferroviaires Européennes)
<b>GRB</b>	Group of Representative Bodies	<b>VA</b>	Vehicle Authorisation
<b>ICS</b>	Information and Communication System	<b>WDR</b>	Wagon Damage Report
<b>IEC</b>	International Electrotechnical Commission		
<b>IM</b>	Infrastructure Manager		
<b>INE</b>	Inland Navigation Europe		



Tanooos







UIP

International Union of Wagon Keepers (UIP)

Rue Montoyer 23

B-1000 Brussels

tel: +32 2 672 8847

fax: +32 2 672 8114

info@uiprail.org

**[www.uiprail.org](http://www.uiprail.org)**

Twitter: @uiprail

[www.linkedin.com/company/uip-rail](https://www.linkedin.com/company/uip-rail)