



UIP



INTERNATIONAL UNION
OF WAGON KEEPERS

Annual Report

2016



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**"An optimist does not
refuse the negative side
of things, but refuses to
dwell on them."**

Alexander Lockhart

Preamble

During the past years, our common sense has been severely questioned. In 2016, the vagaries of political changes and the real and destructive effects of terror attacks across Europe reminded us about the perilous times we live in. But even if it's becoming more and more difficult to predict the frequency or the occurrence of such events and the impact they may have on our lives and our businesses, we must strive for a delicate balance between liberties and enforced boundaries. We must turn risks into opportunities.

In this context, the final adoption of the Technical Pillar of the 4th Railway Package in April 2016 was a strong symbol to show that it is still possible to achieve real and positive milestones when a community, in our case the rail community, jointly pursue consistent objectives. With several implementing and delegated acts still to be elaborated, we must concentrate on developing a coherent set of rail legislation for the benefits of the whole sector and rail freight's customers. Backed by the strong efforts of the European Commission to improve the competitive framework conditions for rail, UIP will continue to strive for a coordinated implementation and deployment at national level which has to be achieved by June 2019.

On the other hand, Digitalisation has become an increasingly important topic for UIP and the business of freight wagon keepers. We must leverage the full potential of digitalisation and new technologies to offer rail freight's customers tailored solutions and improve our competitiveness against other modes of transport. The need for a stronger industry cooperation and closer dialogue increases.

With the full support of our Technical Committees, we look forward to fostering the standardisation of interfaces and the development of an open railway system using harmonised norms.

In its unremitting dedication to technical and operational issues, UIP provided expert advice to the works of the European Union Agency for Railways (EUAR) and the European Commission. Thanks to the continuous commitment of all Topical Committee members and experts, we worked on many important dossiers looking for a better grip on costs, whilst delivering the levels of safety, performance and efficiency that freight customers expect. This 67th Annual Report is packed with details on UIP's works and deliverables throughout 2016.

We take this opportunity to express our gratitude to the invaluable participation, inputs and works of all experts and members' representatives, who once more contributed to improving upon the quality and range of UIP's activities. A special thank goes to UIP's staff for their devotion and to the Topical Committee chairmen for their work and support.

We will continue to invest all our efforts in developing UIP's activities to stay abreast on all policy and technical discussions. There is so much untapped potential. Let's get everyone to join us on the journey to get rail at the heart of the European Union's single transport area. We are not there yet, but we are getting there! We are confident that with your continued support, 2017 will be an equally outstanding year on the many opportunities and challenges ahead.

Dr. Heiko Fischer,
UIP President, CEO,
VTG Aktiengesellschaft



Gilles Peterhans,
UIP Secretary General



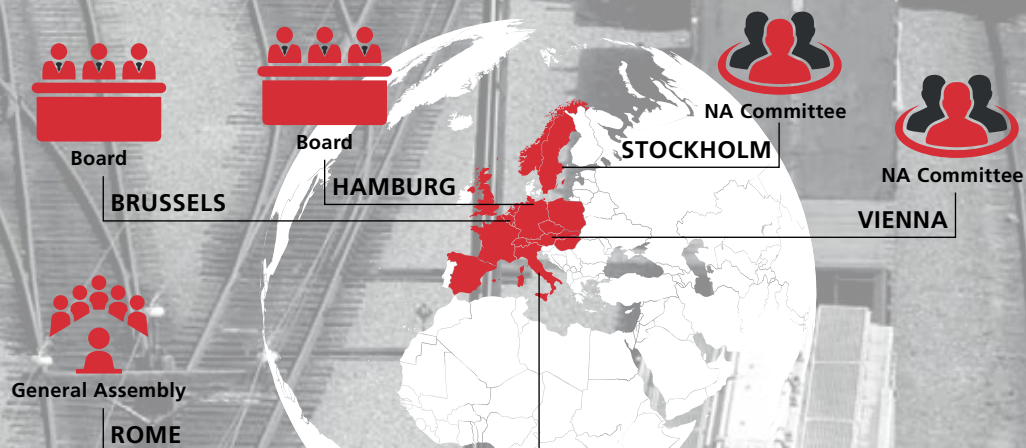


Key facts

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 wagon keepers and ECM need to be strongly defended. We support all efforts towards a step change to achieve efficiency gains in rail freight services.



Petroleum



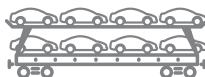
Compressed gas



Chemicals



Hopper



Automobiles



Covered wagons



Flat wagons



Combined



Other



Open box

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

250 x 

We represent **250** wagon keepers and Entities in Charge of Maintenance (ECM).

200.000 x 

50%
tons-km 

Our members own more than **200.000** freight wagons that produce **50%** of tons-km around Europe.



Mission and objectives

Freight wagons are one of the most important resources of rail freight transportation to achieve higher economic performance and adapt to modern logistics chain requirements.

At UIP our priority is to give 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).



Structure and approach

Our strategy and actions are guided by the UIP Presidency – President and 2 Vice-Presidents – and the 5 Executive Board members who represent

the National Associations and Keepers. They are elected for 3 years. The Board also acts as the Management Committee of our association.

Presidency



President
Dr. Heiko Fischer

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



David Zindo
CEO ERMEWA



Dr. Eckart Lehmann
Member of the Board VAP



Fabrice Walewski
CEO Touax Group,
Member of the Board AFWP

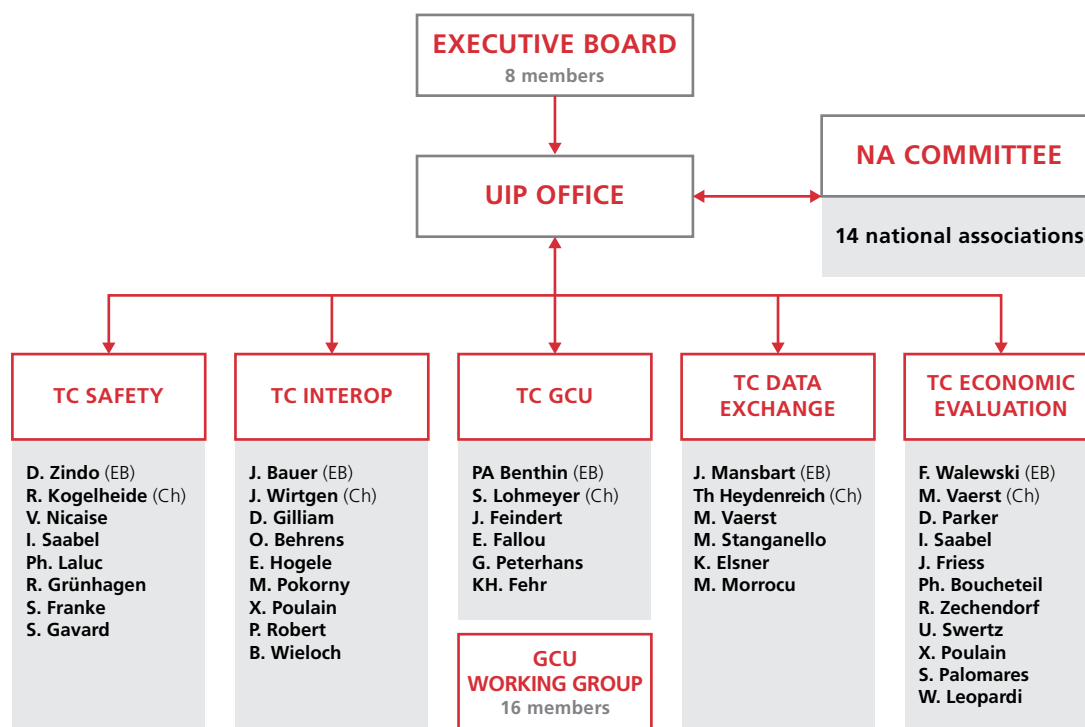


Guido Gazzola
VTG Italia, President ASSOFERR



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

Internal working structure



The **UIP office** based in Brussels (Belgium) is composed of 6 persons helping the association in its daily work of coordination through open dialogue, pragmatic and dynamic approaches. With the increasing workload at European level

linked to the 4th Railways Package, the high number of technical topics and the need to develop efficient communications tools, UIP team enlarged in 2016. Mathieu Camescasse joined UIP in March 2016.



Gilles Peterhans
Secretary General



Maria Price
DPhil.(Oxon) – Head of
European Policies and Public
Affairs



Mathieu Camescasse
Junior Policy and
Communication Officer



Isabelle Brahy
Secretariat



Markus Vaerst
Technical Coordinator (on leave
from September to December
2016)



Emmanuel Jamar
Treasurer

The National Associations' Committee is an **ideal platform for the exchange** of best practices and for a better understanding of the impact of EU legislation on wagon keepers' activities. It serves as well for the development of common positions towards the European Institutions and international organisations.

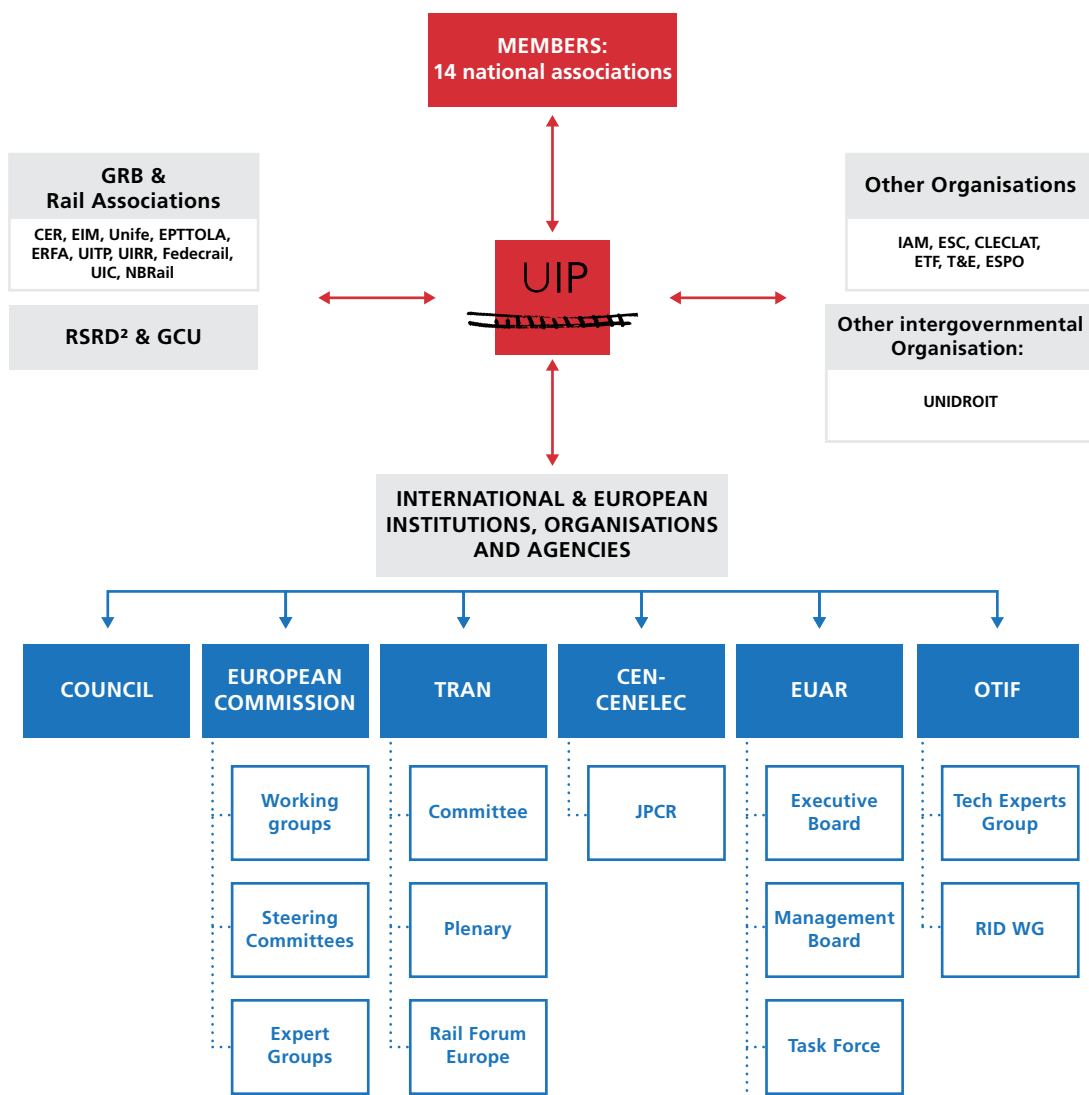
Our National Associations drive our input and act as intermediary to identify political and technical issues and priorities, **Our activities** are supported by 5 Topical Committees and a Working Group who provide operational and technical expertise on Interoperability, Safety, Data Exchange, and GCU. A transversal Topical Committee on Economic Evaluation is responsible for studies and assessments related to costs and investments driven from existing or forthcoming national or EU policies.

Open dialogue, and exchange of views are key to play a role in the EU decision-making towards

a Single European Railway Area and ensure a smooth and efficient implementation of the rules. We have therefore been able to bring attention to the crucial role of wagon keepers in the European Freight Transport. In the efforts towards noise reduction, environmental sustainability and digital transport, we have interacted and liaised with members of the European Parliament, Council, European Commission and European Union Agency for Railways (European Railway Agency during the 1st semester of 2016).

We have also aimed at deepening relationships and work collaboration with other Representatives Bodies of the Railway sector and **other modes** of transport through the logistics chain as well as with international organisations such as OTIF.

External working structure





Our public relations: UIP information on the GO when you want it when you need it

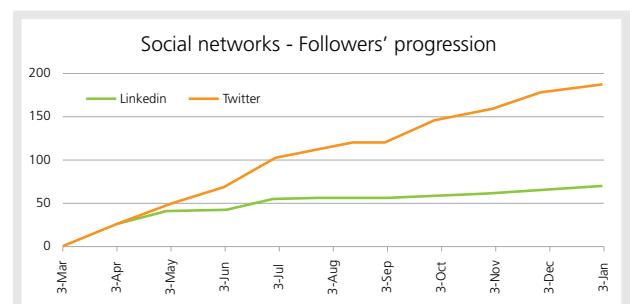
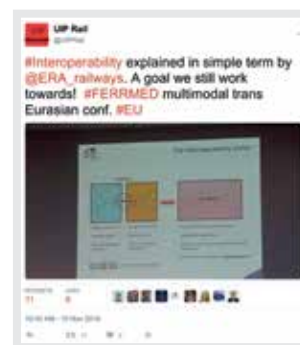


On Twitter we share with you:

- our messages, publications, press coverage
- information on key messages from EU or NA events
- keep tabs on decision-makers' concerns

Key stakeholders that follow us:

- Railways associations: UNIFE, CER, ERFA, UIC
- Transport associations: ESPO, CLECAT
- EU official Transport organisations: ERA, INEA, Rail Forum Europe
- Politicians: Michael Cramer (TRAN chairman until 2017), Dominique RIQUET (TRAN VP)
- National administrations: MIT (Italian Ministry of Transports)
- Transport newspapers: Railway Gazette, International Railway Journal, European Railway Review
- UIP national associations: ASSOFERR





On LinkedIn you can:

- find our messages, publications, press coverage to the rail and transport audience
- share information on key messages from EU or NA events



Our Website remains your reference tool to keep an eye on:

- key policy topics
- all meetings and events related to UIP and Rail sector activities
- the latest version of the UIP technical notes and guidelines
- press releases, reports, studies, and annual reports since 1950



 www.linkedin.com/company/uiip-rail/

 www.twitter.com/uiiprail

Some highlights in pictures:



Dr. Heiko Fischer at TEN-T Days/RFC and UIC GRFC in Rotterdam - June 2016



Dr. Heiko Fischer and EUAR Executive Director Josef Doppelbauer at TEN-T Days/RFC and UIC GRFC in Rotterdam - June 2016



Dr. Heiko Fischer and Italian Transport Minister, Graziano Delrio, at UIP General Assembly in Rome - June 2016



Maria Price at RailwayPro Summit in Bucharest - October 2016



Gilles Peterhans at 12th Florence Rail Forum in Florence - May 2016



UIP at the 5th UIC GRFC - June 2016



UIP at VAP Freight Wagon Forum in Zürich - May 2016



Fabrice Walewski at the 5th UIC GRFC - June 2016



UIP at VPI Symposium - January 2016

Publications in a snapshot:



ERRAC Position Paper - UIP remains committed to the Rail R&I agenda developed under Foster Rail - April 2016



CER UIP & UNIFE PressRelease on the 4th Railway Package Technical Pillar - April 2016



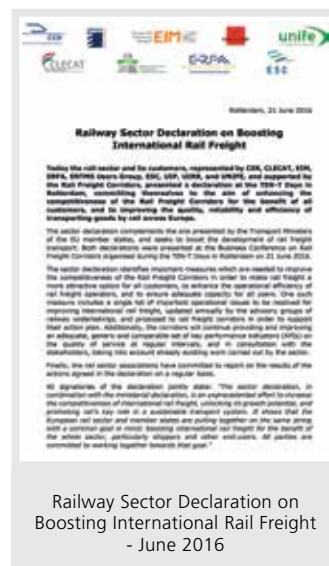
UIP Guidelines on CEF calls for noise reduction - June 2016



Joint Statement on EU financing on Transport - June 2016



UIP debates a bright future for Rail Freight with Italian representatives from the freight sector - June 2016



Railway Sector Declaration on Boosting International Rail Freight - June 2016



Joint Statement on EU financing on Transport for the review of the Multi-Annual Financial Framework - October 2016



Joint Statement on the launch of the Industry Alliance for Multimodal Connectivity and Logistics - December 2016



Our activities

A core element of the wagon keepers' business is their contractual relation with the Railway Undertakings. This agreement is called the GCU.

The GCU as a cornerstone in rail freight transportation was developed by UIC, UIP and ERFA and celebrated its 10th anniversary in 2016:

- a multilateral contract based on the international convention COTIF 1999 and its appendix CUV
- 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
- single contract instead of ten thousand of different contracts. PanEuropean contract – ease cross-border operations
- 600 signatories across 28 countries, with around 570,000 wagons currently declared in the GCU wagon database
- makes European Railways safe, more efficient and more competitive

GCU Bureau

General Contract of Use for wagons
www.gcubureau.org



<https://vimeo.com/171712317>

In 2016, UIP focused its activities on a number of policies and actions linked to political and technical objectives set by our statutory bodies. The topics followed the strategic and business developments of our members, and more directly of the wagon keepers and the Entities in Charge of Maintenance.

UIP and other associations of the Railways Sector exchange opinions and develop common positions and initiatives through the Group of Representative Bodies.

- Group of European railway associations: CER, EIM, UNIFE, EPTTOLA, ERFA, UITP, UIRR, Fedecrail + UIC & NB Rail.
- Monthly meetings
- Rotating Secretariat and Chairmanship
- Key role in supporting the rail sector's input to the European Union Agency for Railways (ERA) work programme and its effect on safety and interoperability
- Actions on Interoperability, Safety, Research, and Standardisation

GRB

Group of Representative Bodies
www.grbrail.eu



GRB representatives met Josef Doppelbauer (EUAR Executive Director) - June 2016



Our policy priorities

For 2016, the policy priorities were: the 4th Railway Package, Railway Noise, Rail Freight, Digital Railways, Financial Framework, Research and Innovation, Rail Transport Statistics, and Reducing Emissions.

EU Policy

	4 th Railway Package	Railway Noise	Rail Freight	Digital Railways	Financial Framework	R&I	Rail Transport Statistics	Reducing emissions
EU Policy Initiatives	Governance Technical Implementation	Noise Abatement Strategy NDTAC TSI Noise	Measures for Wagon Load Services EC Rail Freight Plan CT Directive Rail Freight Corridors	Data Digital Single European Railway Area	CEF TEN-T Annual Calls for Freight, Noise and TAF EFSI	Horizon 2020 Shift2Rail JU	RMMS Eurostat Railway Statistics TENTec PRIME ERA Safety Report ERA Railway Indicators	White Paper Decarbonisation Modal Shift
Actors involved	EC ERA 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	EC EP MS Sector
Significance to UIP	Safety Interoperability Certification and Authorisation processes ECM	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	Wagon Innovation Reduction of Costs



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TRANSPORT OF CEREALS
TRANSPORT DE CEREALES



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Our technical priorities

In 2016 our Topical Committees focused on several technical and operational priorities around interoperability, data exchange, maintenance and safety issues which were also relevant at Sector level to the Group of the Representative Bodies (GRB).

It confirmed the necessity and the importance of developing further the close relationship with

the European Union Agency for Railways (EUAR) and the National Safety Authorities (NSAs).

In this sense, UIP experts were heavily involved in the works of the EUAR Working Parties and Task Force groups which are defined under the EUAR Work Programme.

EU technical framework

EUAR Work Programme Budget, Staff & Admin issues	→	Sector & EUAR	EUAR Management Board /Executive Board
Safety & Interoperability Issues Normal & Urgent Procedure	→	& NSA	JNS Joint Network Secretariat
Quality Management Working Parties Issues	→	Sector & EUAR	NRB Network of Representative Bodies
Standardisation CEN/CENELEC	→	Sector & ESBs	JPC-Rail Joint Programming Committee-Rail
All of the above + Research (ERRAC/S2R)	→	Sector Associations	GRB Group of Representative Bodies

UIP Participation at EUAR Level

EUAR's New Role	Authority for VA and SSC New IT tools (OSS, SAIT)
European Safety Framework	ECM JNS Urgent Procedure Exchange of Safety Related Information (COR)
Interoperability/Cross Acceptance/Interchangeable Vehicles/TSI Open Points & Deficiencies	TSI WAG marking and open points NVR (re-registration) Cleaning up of national rules TSI Noise extension of scope
Registers	TAF Implementation TAF Monitoring Rationalisation of vehicle related registers
Economic Evaluation	Railways Indicators Impact Assessments



Railway noise reduction goes to the next level

Noise is an important issue and a priority for wagon keepers as it is a critical environmental burden that affects not only society, but also the performance of the railway system around Europe. Several measures towards noise reduction were already taken by the EU. However, noise is proving to be a complex topic that requires sound cost-efficient measures and action plans that reflect the political and economic priorities of national governments, while at the same time maintain the performance and competitiveness of the railway system. Any existing and forthcoming EU legislation or national plan on noise reduction has an impact on transaction, operational and maintenance costs for the rail freight sector, particularly the wagon keepers who are expected to invest a great deal in the retrofitting of their fleet.

UIP has been working closely with the European Commission towards developing an appropriate Noise Abatement Strategy that should lead to the development of suitable incentive schemes, setting up a feasible financing framework for wagon retrofitting. On the 13th of October, the EC published therefore its third CEF call which includes actions to reduce rail freight noise by retrofitting of existing rolling stock.

In addition to regular Sector discussions, UIP took part in events and workshops to voice the views of its members and provide business cases related to the retrofitting of rail freight wagons.

14th of June - CER Political Debate "Strategies to tackle rail freight noise - potential benefits and challenges"

4th of October - Noise Workshop (European Environmental Bureau, BUND, and Allianz pro Schiene)

25th of October - EC CEF Open Day

UIP continuously stressed before the TRAN Committee of the European Parliament, especially during the Hearing on Noise on 11th of October, 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 while addressing the challenges of noise emissions.

In 2016 UIP was also heavily involved in the revision of two existing legal acts: TSI Noise and the Environment Noise Directive (END).

The objectives of the TSI Noise revision remain to extend its scope to existing fleet (art. 4 of the new Interoperability Directive). In this context, UIP commissioned hwh Gesellschaft für Transport- und Unternehmensberatung mbH, to carry out a survey on the fleet development between 2016 and 2022. The study concluded that about 85% of its members' fleet shall be TSI noise compliant by the end of 2022.

Regarding the END revision, a REFIT Report was published in 2016 but the final implementation report is expected to be published in 2017.

UIP remains positive that the MS and the Sector will continue working together to find smart solutions for noise reduction around Europe.

Rail Noise Reduction - the Challenging Pillars

EU	MS	Industry/Sector	MS
Noise Reduction Action Plans	Noise Reduction at Source	Noise Reduction Measures	Noise Reduction Restriction
<p>Green Paper on Future Noise Policy COM(96)540</p> <p>Environmental Noise Directive 2002/49/EC</p> <p>NDTAC (1st Railway Package)</p>	<p>Noise Abatement Strategy and National Plan by MS</p>	<p>TSI NOI Retrofitting</p> <p>Infrastructure upgrade</p> <p>Agglomerations adaptation</p> <p>Polluter-pays principle</p>	<p>Bans and operational restrictions by MS to Rail Sector</p>



CARGO
CONTAINER

CARGO
CONTAINER

CG 044 283 01

MAX. LOAD 50.000 KG
40.000 KG

TARE 10.700 KG
10.700 KG

MAX. GW 70.000 KG
70.000 KG

160 km/h

2100340981

Rail Freight needs an integrated approach

Efficient rail freight transport services are crucial to achieve the EU agenda on energy, environment, growth and jobs. However, the main barriers to promoting competitive rail freight services remain in the fragmented

approach via different legislative acts and the missing considerations of the needs of the logistic supply chain and correlated shippers' priorities.



In 2016 UIP took efforts to promote a more integrated approach for rail freight services. Its main message was that in order to avoid a further collapse in the logistics and transport services offered by rail, the rail freight strategy framework needs more coherency and a streamlining of European legislation as well as the support for Sector and business-driven initiatives. For this reason UIP reached out to other modes of transport, including Associations representing shippers, logistic providers, ports and terminals and together they created the **Industry Alliance for Multimodal (IAM) Connectivity and Logistics for Growth** which is a platform aiming at a stronger leverage to promote freight services through business-driven solutions.

Sector Declaration and the Rail Freight Corridors (RFC)

The Rail Freight Corridors Regulation 913/2010 sets rules for the establishment of currently 9 international cross/border freight corridors. These include provisions on the organisation, management, investment planning, and the use of infrastructure.

UIP President Dr. Heiko Fischer spoke at the TEN-T Day and presented key points with a central message **"We need to cut 20% of the costs out of the system!"** That's a clear objective.

Early 2016 the EC launched a Regulatory and Fitness (REFIT) procedure to assess the implementation of the Regulation and to consider further actions and the need for improvement of the policy framework. The EC also launched a public consultation on the 27th of May, to which UIP responded. This resulted in a joint collaboration and the introduction of the **Sector Declaration**, which was presented together with a Ministerial Declaration, led by the Netherlands Presidency of the EU at the TEN-T Day on the 21st of June. The Sector Declaration identifies important measures including a **List of Actions** that are needed to improve the competitiveness of the Rail Freight Corridors in order:

- to make rail freight a more attractive option for all customers,
- to enhance the operational efficiency of rail freight operators, and
- to ensure adequate capacity for all users.



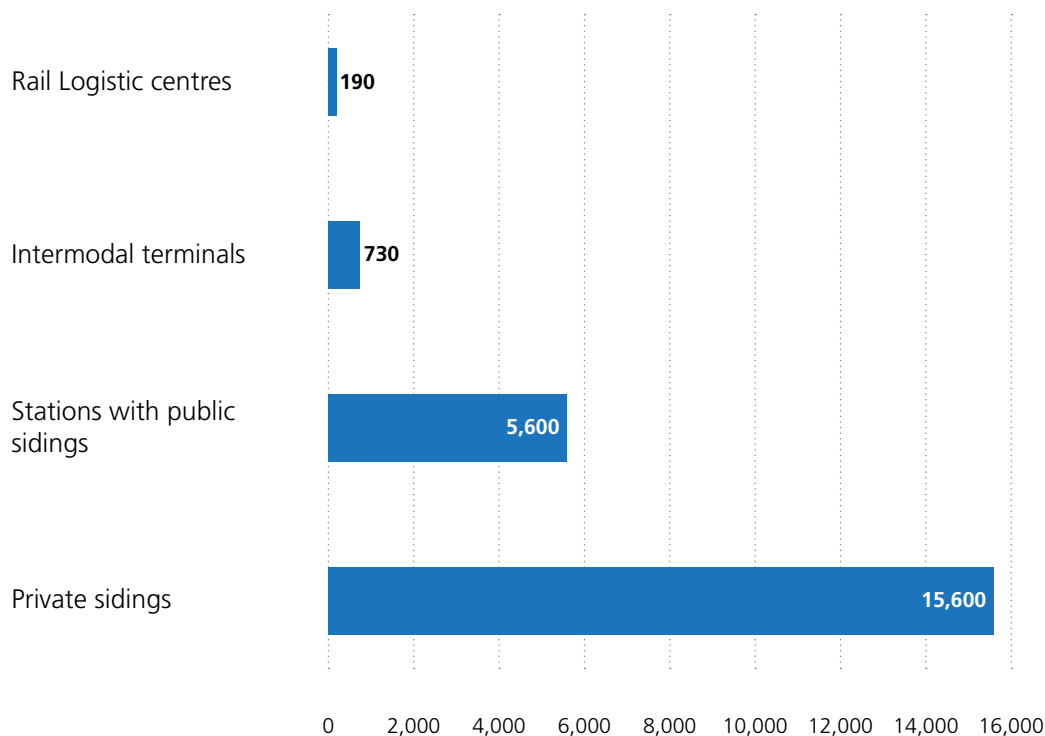
Wagon Load services and last mile operations (WL) – What's next?

Wagon Load (also known as single wagon load) services play a crucial role to complex logistics chains, particularly for certain industries, such as chemical. It allows rail freight customers to dispatch small shipments to a large number of destinations using last mile infrastructure (private sidings) and marshalling yards.

In 2016 UIP participated in several workshops and roundtable discussions where different actors of the supply chain shared their return of experience and expectations from SWL. In the meantime PWC published the Final

Report of its follow-up study called "European Commission DGMOVE – Design features for support programmes for investments in last-mile infrastructure". It makes a very strong point that there is a need for investments in last-mile infrastructure of about **9.7 billion EUR** for the period 2015 - 2030. Furthermore, such investments should come not only from the EU, but also from national and regional dedicated investment plans. In the 4th quarter of 2016 the EC launched an annual call of CEF with a budget of € 20 million to support projects on last mile freight services.

Last-mile infrastructure facilities (or access points) in Europe



Combined Transport

The Combined Transport Directive 92/106 provides incentives for combined transport and aims at shifting transport from road to rail.

It is one of the oldest legislations that has been examined under the EC Regulatory and Fitness programme (REFIT) in 2016. To further promote intermodality, the EC is preparing measures to enhance capacity and efficiency of use of corridors for rail freight and will revise the directive for Combined Transport during the 4th quarter of 2017.

Following a 1st survey in late 2016, several shortcomings with the current Directive were identified:

- problematic and complex definitions creating problems with the implementation
- limited in scope
- non-effective economic incentives (reimbursement of or exemption from road vehicle tax)

- problems with implementation and monitoring:
- the provisions relating to transport documents are outdated making it difficult for industry to prove and authorities to control eligibility.
- no effective market monitoring exists making it difficult to ensure appropriate systematic assessment on the need of the economic support.

In this context, UIP participated in a series of Sustainable Transport Modes Roundtable discussions with UIRR, CER, EBU, EFIP, EIM, ERFA, ESC, ESPO, FERPORT and INE, where the general view is that the scope of the CT Directive should promote multi-modality (not only combined transport) and include domestic as well as international transport flows, i.e. within Member States, between Member States, and between EU MS and Third Countries.

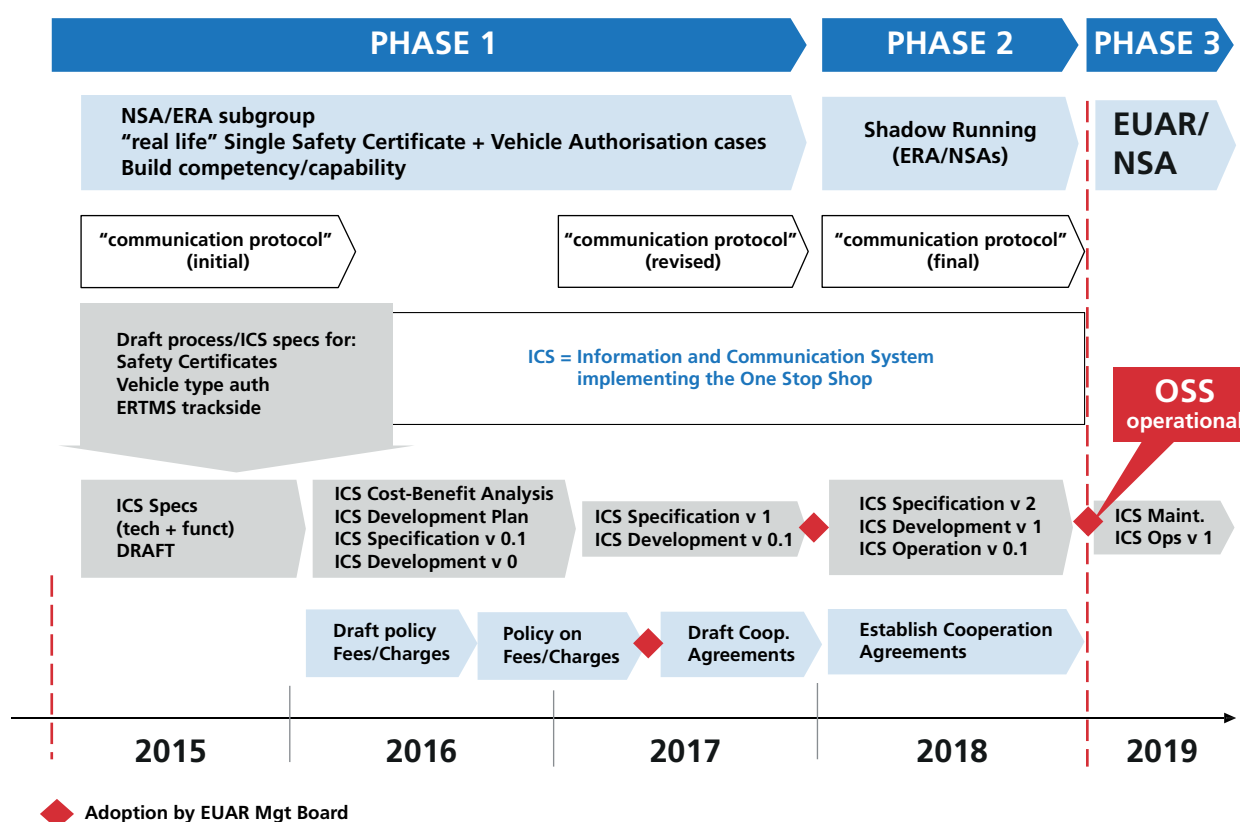


4th

4th Railway Package passes to enter the implementation phase

2016 brought a sense of relieve and yet a new feeling of anxiety for the 4th Railway Package, which is a set of 6 EU legislative documents

focusing on two main priorities for the Single European Railway Area: Technical Harmonisation and Governance Structures.



After more than 3 years of tough negotiations among Sector stakeholders, Member States, and EU Authorities, the Technical Pillar was officially published on the 26th of May and the Governance and Market Pillar on the 23rd of December.

The Technical Pillar consists of the recast of the Safety and Interoperability Directives and the new Regulation on the European Union Agency for Railways. The legislative texts should provide for a simpler process for vehicle authorisation, safety certification, and smoother implementation of

the technical specifications for interoperability. Furthermore, the role of the European Union Agency for Railways was reconsidered and enhanced as the Single European Authority for Vehicle Authorisation and Safety Certificates.

The Governance Pillar includes Regulations on opening domestic passenger rail market, the governance and accounts relationships between RUs and IMs. This should enhance competition in the domestic rail passenger market and provide a legal basis offering train companies fair conditions for access to the rail network.

The priority for UIP and its members remains with the Technical Pillar, which must be implemented by the Member States by June 2019. Therefore, in the second half of 2016 UIP focused its activities on the preparation of the implementation of the Technical Pillar. This includes:

- The preparation of the ERA, now becoming the European Union Agency for Railways (EUAR), 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 the end of 2018. The Agency should be fully operational for its new role by 2019.

- The drafting of Delegated Acts for the revision of TSIs (Technical Specifications of Interoperability)
- The development and streamlining of processes for Vehicle Authorisation and Single Safety Certification

To achieve a competitive and transparent European railway market with technical harmonisation, conformity assessment, vehicle authorisation and safety certification at a European level, the streamlining of administrative procedures, setting clear roles and responsibilities, and the removing of superfluous national regulations should be assured and provided for. Furthermore, it is of utmost importance to include and clearly define the role of wagon keepers and ECMs as actors within these new processes.

UIP together with the GRB Partner Associations maintained an open dialogue to develop common proposals and recommendations on the implementing and delegated acts that will support the 4RP.

UIP also acted as a spokesperson to the Administrative Board of ERA, where strategic decisions are made regarding the future role of the Agency, as well as on its Multiannual and Annual Work Programmes (SPD).

UIP's key role during this preparatory phase has been and will continue to support and ensure that the deliverables, the new processes, roles and responsibilities but also tools reflect the appropriate framework and level playing field for the wagon keepers and their ECM(s).



Economic Evaluation and Rail statistics need reliable data

European transport policies require impact assessments or regular monitoring of implementation and performance. For this there is a strong need for data on rail transport, including infrastructure, rolling stock, freight services, and rail freight performance. As a key player in the railway system, UIP wants to assure that such data is accurate, reliable and conclusive, so that it truly represents the sector, its assets, its performance, and its technical, operational and business needs.

Data is usually provided voluntarily or mandatorily by Member States (Regulatory Bodies, NSAs, or National Statistical Bodies), Sector Associations, and individual railway actors.

The biggest challenge is to find a common understanding on the type of data that is required and an agreement on the type of data that can be provided.

For these reasons UIP takes part in three main working groups at European level: **Rail Market Monitoring Scheme RMMS Working Group (DG MOVE), EUROSTAT Working Group on Rail Transport Statistics, and Economic Evaluation Working Party at the European Union Agency for Railways (EUAR).**

During 2016 DG MOVE, EUROSTAT and EUAR focused their activities on finding synergies and streamlining data catalogues in order to avoid gaps, duplication, inaccuracies and inconsistencies.

Rail Market Monitoring Scheme (RMMS) Working Group

On the 8th of December, the European Commission adopted its 5th Report on Monitoring developments of the rail market (RMMS) consisting of data from 2009 to 2014.

In preparation for the 6th RMMS Report, data related to Noise Abatement Measures and last mile operations were also collected as per new Implementing Regulation 2015/1100 on the reporting obligations of the Member States.

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.

The modal split in freight transportation remains below 30% for rail and 100% of rail freight volumes are still in the hands of

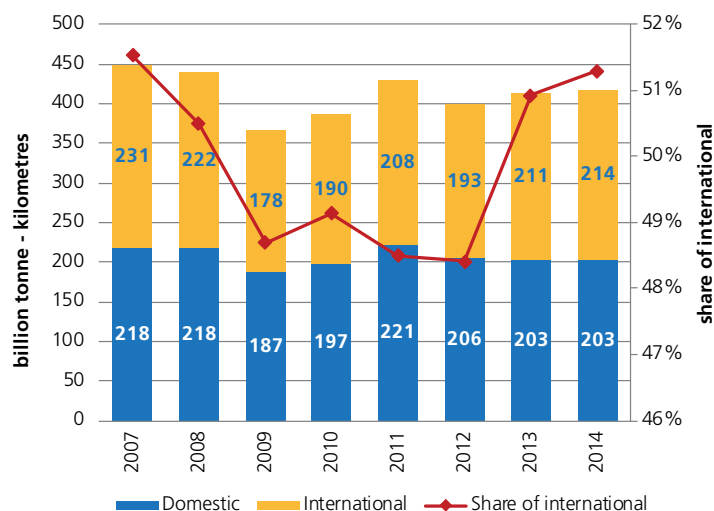
national incumbents in Finland, Greece, Ireland, Lithuania, and Luxemburg.



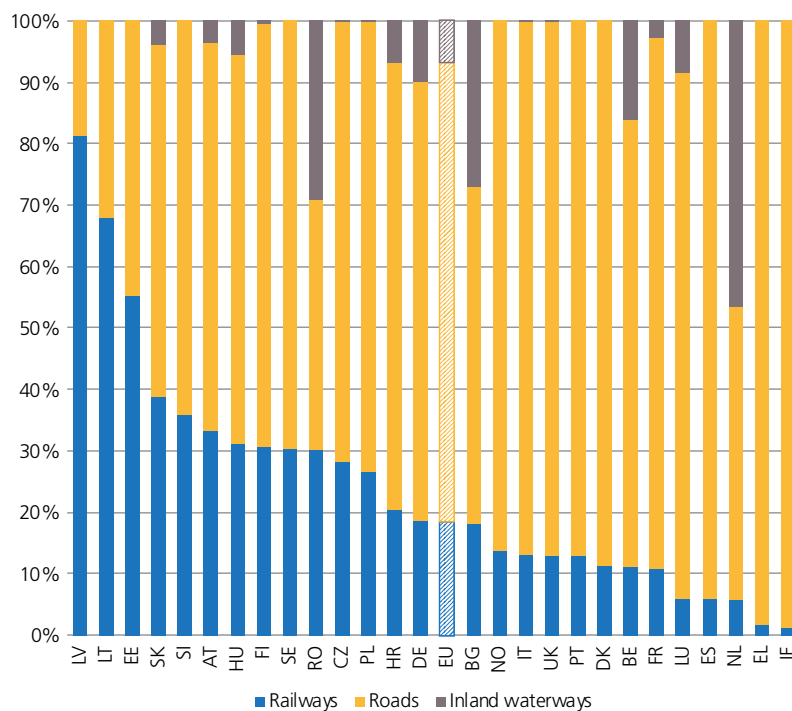
FIFTH REPORT ON MONITORING DEVELOPMENT OF THE RAIL MARKET

Report from the Commission to the European Parliament and the Council

Evolution of total rail freight traffic volumes



Freight land transport modal split by Member State (2014)



Source: <http://eur-lex.europa.eu/legal-content/EN/TXT/?uri=COM:2016:780:FIN>

DG MOVE is also working with EUAR to improve the coherency and accountability of data within the European Railway Agency Database of Interoperability and Safety (ERADIS).

In this framework, the development of the EUAR One-Stop-Shop tool for Vehicle Authorisation and Single Safety Certificate should support better quality improvement.

EUROSTAT Working Group on Rail Transport Statistics



EUROSTAT has the main responsibility to provide statistical information to the EU institutions and agencies and to promote the harmonisation of statistical methods across EU Member states and candidates for accession as well as EFTA countries. The Eurostat working group brings together Member State Representatives, their National Statistical Authorities, DG MOVE, EUAR and Representatives of the Rail Sector.

The biggest challenge in 2016 was reaching an agreement on the sharing of responsibilities among DG MOVE, EUROSTAT, and EUAR on the collection of data, and providing additional

data on abandoned cross-border rail points, as requested by the European Parliament. On the 26th of October, the Regulation 2016/2032 on Rail Statistics was finally adopted and then published in November 2016 in the OJ. This regulation amended the previous regulation (EC) No 91/2003 on rail transport statistics, as regards the collection of data on goods, passengers and accidents.

In addition two Administrative Agreements were signed between EUROSTAT and DG MOVE and between EUROSTAT and the European Union Agency for Railways.

EUAR Railway Indicators and Railway System Report



In 2016 the Agency presented its first Railway System Report, whose objective is to monitor and assess the implementation and practices by EUAR 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)

This report was based on railway indicators which were developed and defined through the joint efforts of UIP and other Representative Bodies and National Safety Authorities. In 2017, UIP foresees further development and fine-tuning of the Railway Indicators which should also reflect the performance of the Agency as the new authority for Vehicle Authorisation and Single Safety Certificate.

In order to support policy-makers in shaping the future of transport policies, UIP has already started work internally on the collection of fleet data via its Topical Committee Economic Evaluation. This initiative should increase credibility and awareness about the business cases for independent wagon keepers and avoid distortions in data analysis.



Digitalisation: get on board

To increase the competitiveness and the reliability of services in rail freight, all the opportunities offered by digital technology and innovations need to be explored. If we want to speed-up the processes towards a higher degree of interoperability while maintaining safety along the rail network, we need a joint effort of all involved actors including suppliers, shippers and end-users.

The European Commission's Digital Agenda is one of the 7 flagship initiatives of the Juncker Commission.

It applies to all modes of transport and aims at developing a digital single market in order to generate smart, sustainable and inclusive growth in Europe. In this context, the digitalisation of railways is a key factor to improve information exchange and develop better services to passengers and freight.

Following the Digital Single Market strategy adopted in May 2015, the Commission published 16 initiatives in 2016 which 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, UIP participated in and followed the work of several forum and working groups: EC Digital Transport and Logistic Forum (DTLF), RU Dialogue, and UIC High Level Groups at sector level. These groups gather experts from the industry, the rail sector and the Member States with the aim to share current best practices and assess forthcoming digital priorities and needs.

UIP and its members strongly believe that a commitment is needed for voluntary cooperation among wagon keepers, RUs and Infrastructure Managers to exchange information that is important for the proper maintenance and safe operations of rail vehicles between those partners who "need to know". The internet of things (IoT) will further help increase productivity and effectiveness in all operational processes.

Therefore, UIP is engaged in an open dialogue with other Sector actors to develop a common understanding and address challenges such as:

- The development of an open-minded approach towards the sharing of data
- The recognition of the importance of Data Protection and Cyber Security to create a climate of trust
- The implementation and use of existing IT tools and best practices
- The standardisation of data formats and interfaces

In its discussions with the European Commission, UIP continuously stresses the importance of aligning digitalisation objectives with the priorities towards a Single European Railway Area and the promotion of better and cheaper rail freight services for customers. For rail to continue to play its crucial role for sustainable transports of people and goods, digitalisation should reflect the following top priorities:

- 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 reporting system for safety

To achieve this, UIP will continue to actively participate in the development and implementation of Telematic Applications for Freight (TAF) and in the promotion of the needs for better exchange of information via smart tools, such as RSRD², both of which are also discussed in the UIP technical priorities.



EU financial framework needs stability

As nothing is more constant at EU level than change, the EU financial framework continued to evolve in 2016, creating uncertainties with regard to EU funds commitment for transport, especially for rail.

The Connecting Europe Facility (CEF) 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 of freight wagons for noise

reduction. Under CEF, wagon keepers can benefit from 20 % reimbursement of eligible costs for wagons' retrofitting projects. However, it is often considered as not sufficient and other alternatives are needed.

The European Fund for Strategic Investments (EFSI), which was adopted in 2015, is meant to complement the Connecting Europe Facility (CEF) by leveraging private investment. To establish this new Fund, a number of sources were used including:



a guarantee of
€16 billion under
the Multiannual
Financial
Framework



the EU budget
€2 billion



CEF
€3.3 billion



Horizon 2020
Programme for
Research and
Innovation
€2.7 billion



European
Investment Bank
(EIB) loans
€5 billion in cash

A revision of the EFSI, called EFSI 2.0

was proposed in September 2016 and brought further modifications:



EFSI to be
prolonged
until 2020



€500 billion to
be mobilised
by leveraging
private
investments



an extension of
the guarantee
under the MFF
from **€16 billion**
to **€26 billion**



additional
€650 million
from CEF



€2.5 billion
increase from
the EIB

Despite this new investment initiative, rail and other transport sectors were concerned about the possible further shift and reduction of funds originally dedicated to TEN-T projects (including projects for noise reduction). In June 2016, UIP campaigned together with other European Transport associations across all modes for **safeguarding the already reduced EU budget for transport** through an increase of the CEF funds in the upcoming review of the Multi-Annual Financial Framework.

UIP also took part in a Stakeholders meeting with the European Court of Auditors who published on the 24th of May a **Special Report on Rail Freight's Performance**. The report presents a series of observations, conclusions, and recommendations. It highlights the fact that rail freight is still not on the right track, and that some EU funds are not properly allocated!

A CEF call for noise related projects and telematics applications was launched in autumn 2016. UIP took part in the INEA INFO DAY to discuss on behalf of its members the new changes in the Call application process. UIP worked hard over the last few years to make sure that the calls for noise reduction were described in the most appropriate way and that all costs eligibility criteria were included. Unfortunately, for the second time the CEF call description for 2016 applications did not meet the expectations of the sector. Despite that, UIP encouraged its members and offered support to those who considered applying for CEF funds.



UIP Guidelines on CEF calls for noise reduction - June 2016



Maria Price at 2016 CEF Transport Info Day - October 2016

Research and Innovation must reflect Customers' needs

UIP takes great care to follow and keeps its members informed on the latest innovation and research developments that shapes the future of railways and freight transport. As investors in rolling stock, keepers are best positioned to provide guidelines, and define requirements when it comes to smart and innovative wagons, for example.



That is why UIP is a member of the **European Rail Research Council (ERRAC)**, the European Technology

Platform for Rail where strategies on research and development are defined by the railway sector. In April 2016 ERRAC presented the Strategic Rail Research Innovation Agenda which was developed by the FOSTERRAIL EU funded project, with the aim to guide future R&I activities in the right direction, i.e. business driven solutions reflecting customers' needs and reducing costs.

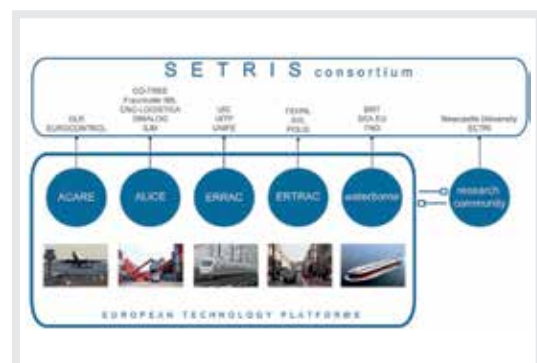
In addition UIP together with other Sector Associations and industries took time in 2016 to discuss the future role of ERRAC not only in the governance structure of the joint undertaking Shift2Rail, but also in extending its scope to issues related to new policy priorities under Climate, Energy, and Digitalisation.



The **Shift2Rail Joint Undertaking (S2R JU)** was established as a new public-private partnership in the rail sector to provide a

platform for coordinating research activities with a view to driving innovation in the sector for the years to come. The S2R JU consists of the EU itself, 8 founding members from the rail sector and 19 associated members. The S2R JU will manage the entire budget for rail research under Horizon 2020. For the period 2014 - 2020, this budget will be at least €920 million (€450 million from the EU and at least €470 from the Rail industry).

UIP is a member of the Users Group of Innovation Programme 5 (IP5) of S2R JU, where it can provide recommendations, present its needs and define requirements for innovation in freight transport and rail freight vehicles. In addition, as a representative body, UIP acts as a coordinator and facilitator for its members to become involved and participate in projects related to noise, optimisation of rolling stock, and rail freight performance in general.





Topical Committee Data Exchange



Thomas Heydenreich
Chairperson
(Project Manager,
RSRD², Germany)

Pointsperson:

Johannes Mansbart
(GATX Rail Europe, Austria)

Participants:

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

Meeting:

May 23th, Hamburg

With digitalisation high on the political agenda, the Topical Committee activities were centred around:

- Rationalisation of Vehicle Related Registers
- Telematic Applications for Freight (TAF) services
- Integration of the Rolling Stock Database in the Railway System and
- Exchange of information within the framework of the General Contract of Use (GCU)

The Topical Committee continued its active contributions to the EUAR Working Party

Rationalisation of Vehicle Related Registers (RVRR) which held 6 meetings in 2016. The final report and Agency Recommendation covering 31 actions and amendments to the specification for National Vehicle Register (NVRs) were submitted to the EC on the 21st of December.

The amendments include:

- clear roles and responsibilities,
- defined processing times,
- better data quality,
- centralised company coding (organisation register), and
- possibility to transfer registrations between NVRs

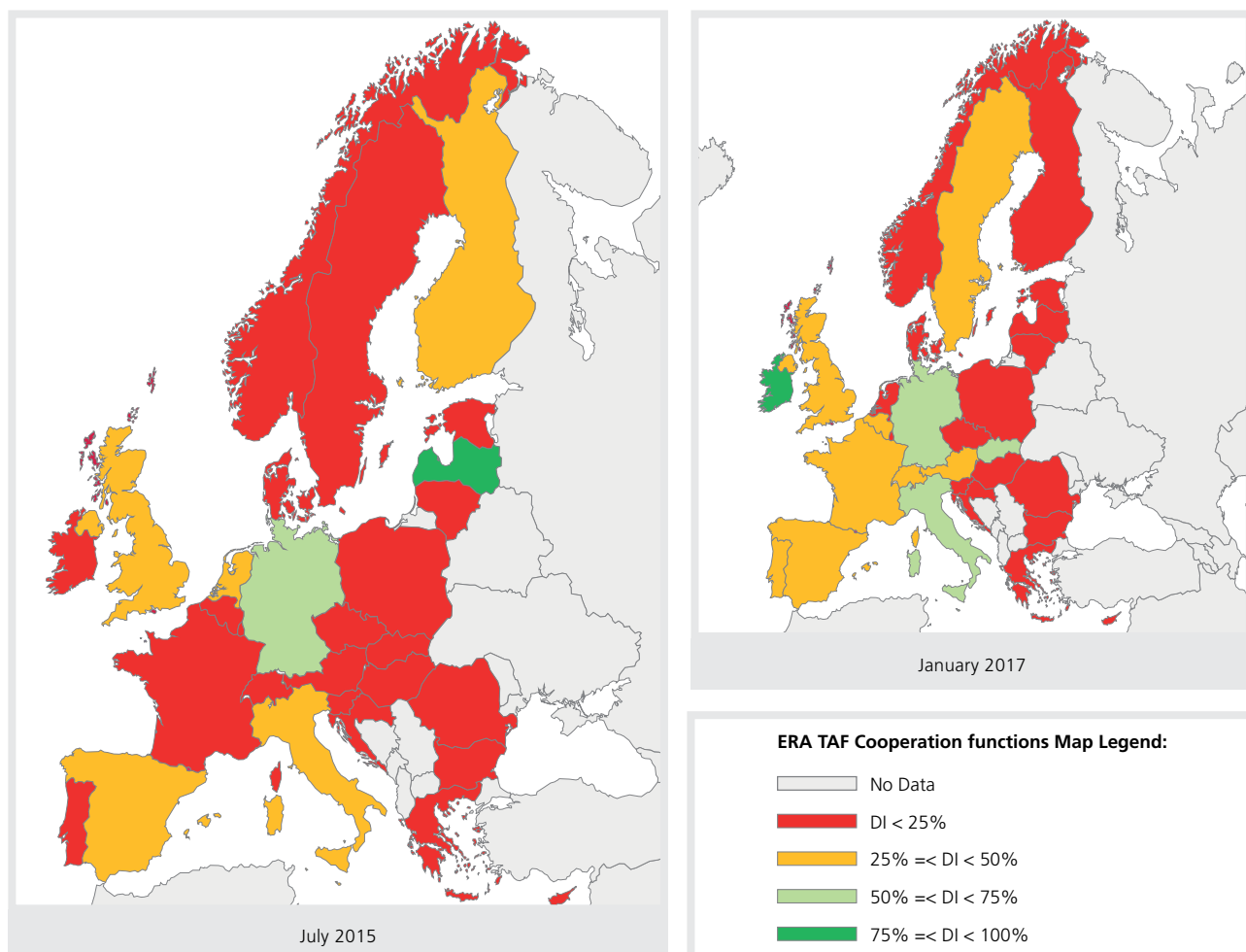
Telematics Applications for Freight

To facilitate the implementation of Telematics Applications and to have a coordinated approach, UIP with the support of the TC was involved in numerous working groups at sector and institutional levels under the lead of the Telematics Steering Committee: Telematics Joint Sector Group (IMS, RUs, Keepers), Joint Sector Group Management Office (IMs, RUs, Keepers), Implementation Reporting Group (Sector and EUAR), and RU/Keeper Telematics Expert Group.

UIP also provided contributions to the EUAR in its Regional TAF TSI dissemination Workshops held in Germany, Italy, and Slovakia and at a workshop in Austria for the inter-governmental organisation OTIF.

The main objectives remain in the speed-up of implementation, the improvement of quality of reporting, the optimisation of TAF RSRD data set, and the harmonisation of RU/RU and RU/Keeper messages.

TAF TSI: Implementation of Rolling Stock Reference Database function (RSRD)



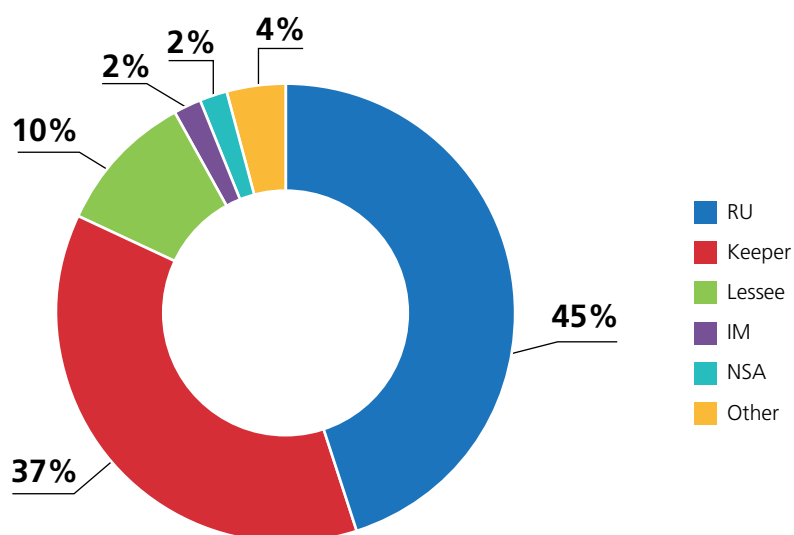
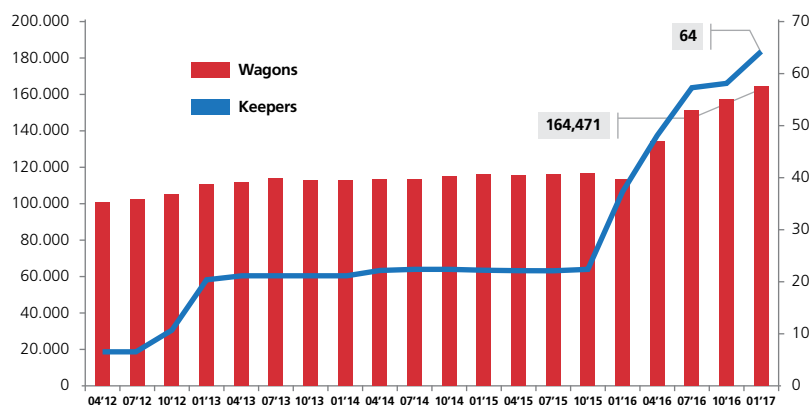
Based on self-declarations and compared to NVR/GCU data per country
For the companies using RSRD², the completeness (for mandatory data) is 100%!

Integration of the Rolling Stock Database (RSRD²) in the Railway System

The RSRD² developments in 2016 covered:

- Dissemination and positioning of the system within the Sector
- Coordination with IMs to interface with Silent Wagon DataBase (SWDB)
- Supporting keepers in gathering mileage data report for noise bonus application in Germany

RSRD² Evolution of the numbers of Wagons, Keepers and System Users since 2012



Activities Outlook for 2017

- New EUAR WP for the development of a Centralised European Vehicle Register (EVR)
- Foster electronic data exchange within GCU framework and promote TAF TSI
- Implementation of both, an updated TAF RSRD data set and a new GCU wagon performance message in RSRD²



Topical Committee Interoperability



Joachim Wirtgen
Chairperson
(Head of Safety Management,
VTG Rail Europe GmbH, Germany)

Pointsperson:

Jürgen Bauer, (ERR, Austria)

Participants:

Oliver Behrens (GATX, Germany)
Dietmar Gilliam (VTG/AAE Switzerland)
Eugen Högele (BASF, Germany)
Michal Pokorny (RAILCO A.S, Czech Republic)
Xavier Poulain (TOUAX, France)
Markus Vaerst (UIP, Belgium)
Bertram Wieloch (TRANSWAGGON, Germany)

Meetings:

January 11th, Hamburg
June 7th, Hamburg

Technical Options for Reducing Noise

As a result of the ongoing discussions at national and European levels for noise reduction of existing freight wagons that are not equipped with Composite Brake Blocks, the Topical Committee examined various technical options and their impact on operations. The options' assessments were based on experience with EuropeTrain project and the associated measurements. UIP asked the Technische Universität Berlin to review the EuropeTrain Final Report and other available documents and standards with the objective to determine whether wheel flange height needs testing, and if so, at what intervals.

The findings indicated that the patterns of wear on wheel running treads, and with that the test/ inspection intervals, depend on the type of LL blocks used. This means that although the UIC Guidelines for the use of composite brake blocks

prescribes the shortest test intervals, if proven through operating experience, an ECM could set longer intervals.

Technische Universität Berlin also examined whether the so called kink valves must be fitted in SS-type wagons when converting to LL brake blocks. Practice reports do not necessarily warrant the conclusion that this is necessary, but calculations by the UIC freight working group have demonstrated, that with all LL block types authorised so far wheels heating can reach inadmissible levels if no kink valve is fitted. The UIP TC Interop therefore saw no sufficient basis for issuing divergent recommendations on the installation of kink valves.

WAG TSI Revision launched

Another focal theme was the participation in the working party set up by the European Union Agency for Railways to revise the TSI for freight wagons. The publication of the new wagon TSI can be expected in 2018.

In addition, UIP had to deal with national restrictions on

- TSI compliant wagons stopped from running on the Polish rail network,
- 6-axes freight wagons threatened to be banned from use by the Italian infrastructure manager (RFI)

Following a series of dialogues involving National Associations, the Railway Infrastructure Managers, National Safety Authorities, the European Commission, and wagon keepers and with the technical support of the TC, both restrictions were partially lifted. UIP remains committed in supporting its members and looking at further studies and open exchange of views and common understanding related to Vehicle Authorisation and access to the network.

In 2016 the UIP TC Interop also addressed technical questions in connection with proposed changes to GCU Appendices and wagon markings.



Topical Committee Safety



Rainer Kogelheide
Chairperson
(Chief Technical Officer,
GATX, Germany)

Pointsperson:

David Zindo (Ermewa, France)

Participants:

Stefan Franke (VTG, Germany)
Stéphane Gavard (Ermewa, France)
Roman Grünhagen (GATX, Germany)
Phillipe Laluc (Ermewa, France)
Valérie Nicaise (STVA, France)
Irmhild Saabel (Wascosa, Switzerland)
Markus Vaerst (UIP, Belgium)

Meetings:

May 4th, Paris
October, Hamburg

RID revision

The Dangerous Goods agenda in 2016 aimed at finalising and approving the RID Revision by January 1st 2017 on the following items:

- 1.2.1** Definition of maximum working pressure (gauge pressure)
- 1.4.3.5** Change of responsibilities of keeper regarding ECM
- 1.4.3.8** New responsibilities of entity in charge of maintenance (ECM)
- 4.3.3.5** Holding time of refrigerated liquefied gas
- 6.8.2.6.1** Update of the table of applicable standards for construction Regulations to perform welding operations

Furthermore, TC Safety followed the ongoing discussions on:

- Derailment Detection Devices (DDD),
- Risk Management of Transport of Dangerous Goods and Approval processes (responsibilities OTIF-EUAR and Harmonisation for class 2 with 3/9 in RID)

The discussion on DDD resulted in a guide, submitted by EUAR at the end of 2016 that requires managing information between actors. The next task for UIP in 2017 will focus on the implementation of DDD in RSRD².

The outcome of the discussion on Risk Acceptance Criteria is still unclear. The target remains the implementation of transparent and harmonised processes for risk evaluation and management in all transport modes in order to avoid unilateral decisions or national measures as it happened in 2016 in Switzerland with the issue on transportation of chlorine.

Regarding the restructuring of approval processes, it is foreseeable that UIP will have to work on dangerous goods issues beyond its current involvement at OTIF. EUAR plans to expand its influence in this particular sector, and the implementation of the 4th Railway Package will have a major influence on European Dangerous Goods approval processes in the forthcoming years.

Safety Regulation at European level: ECM/CSM

The revision of the ECM Regulation 445/2011 was postponed in 2016 and will only start mid 2017. The implementation of CSM Regulation 402/13 dealing with Risk Assessment remains problematic. The proposal by UIP to ensure that all ECM certification bodies get recognised for the accreditation of in-house risk assessment bodies (AsBo) could not be successfully implemented due to the different national implementation scenarios.

The Topical Committee suggested to use external assessment bodies for all safety relevant and significant changes relating to ECM activities. The number of changes falling under the CSM criteria should remain relatively low.

Relation to CEFIC

The UIP TC Safety has been following the European Chemical Industry Council (CEFIC) work-stream relating to requirements on tank wagons and discussed with the association developments such as the new wheelset design catalogue "ESFA". The Topical Committee will continue to work on these topics in 2017.

ESFA – European Standardised Freight Axle

The definition of a new standard for rail freight axles under the working title "ESFA" was transferred to UIC in 2016. The aim is to develop a common standard on wheelset types, which have currently very different designs. The UIC standard is expected to be developed by the end of 2017 and it should lower Life Cycle Costs (LCC) without impacting safety.

SAIT Safety Alert IT tool

EUAR introduced a European Safety Alert Tool at the INNOTRANS in September. SAIT is a common IT platform for all actors to exchange information on safety related risks and deficiencies. This is a big milestone towards a harmonised Europe-wide safety reporting. However, there are still many uncertainties on the way to use the tool and its possible legal implications for the users.

The Topical Committee provided feedbacks highlighting that the tool is not yet fully mature and more return of experience is needed in order to see how well it works. Furthermore, there is a need for developing the existing guidelines further on how and what should be reported.

All of the above concerns are shared among the Railway actors. As the SAIT project development continues in 2017, UIP is committed to help achieve more clarity and confidence in the use of this tool and will look for the support of the Group of Representative Bodies.

Topical Committee General Contract of Use



Stefan Lohmeyer
Chairperson
(General Counsel,
VTG AG, Germany)

Pointsperson:

Per-Anders Benthin
(TWA Switzerland/Sweden/SPF)

Participants:

Etienne Fallou (Ermewa, France)
Karl-Heinz Fehr (VPI, Germany)
Johann Feindert (GATX, Austria)
Gilles Peterhans (UIP, Belgium)

Meetings:

February 24th, Zurich
June 16th, Rome
November 10th, Hamburg

Besides its normal activities the GCU celebrated its 10th anniversary in 2016. An event was held alongside the TEN-T Days in Rotterdam taking the opportunity to present the GCU achievements to a wider audience of railway experts and policymakers. Furthermore, a GCU video explaining the concept, the process, the benefit and the evolution of the contract was produced.

This video is available on the GCU website (www.gcubureau.org).

GCU Working Group



Johann Feindert
Chairperson
(Chief Operating Officer,
GATX Rail Austria)

Rapporteurs:

Karl-Heinz Fehr (VPI Germany)
Frank Petutchnik (VPI Austria)

Participants:

Flavien Bouters (ATIR Rail, Germany / VPI)
Yan Donval (Transfesa, Spain / FAPROVE)
René Harkema (Voestalpine Railpro,
Netherlands / NVPG)
Miroslav Meduna (Czech Republic / SPV)
Tim Mertens (Evonik Degussa Antwerp NV,
Belgium / BEWAG)
Andreas Nolte (TWA, Italy / ASSOFERR)
Jürgen von Rönn (GATX, Germany / VPI)
Detlef Schlickelmann (WASCOSA,
Switzerland / VAP)
David Tillier (Ermewa, France / AFWP)
Markus Vaerst (UIP, Belgium)

Meetings:

January 25th, Hamburg
May 18th, Hamburg
November 2nd, Milan

A big milestone for 2016 was the launch of the UIP GCU Schooling Programme which was developed under the patronage of the UIP GCU Working Group. The aim of the Schooling Programme is to provide a common

understanding on the theory and practices of the Contract in its daily use.

The first pilot event was held in Hameln (Germany) at the Franz Kaminsky Waggonbau premises. Karl-Heinz Fehr and Markus Vaerst introduced the theoretical part and Martin Krummradt (RailTraining GmbH) highlighted the content of Appendix 9 and 10. The practical part of the schooling programme focused on the procedure for brake tests and the checks carried out by wagon inspector during take-overs. More than 25 participants from wagon keeper companies and workshops took part. Feedbacks were positive and constructive. Following an evaluation of the pilot, the UIP GCU Working Group decided to offer this programme to all UIP National Associations and will actively support them in carrying out GCU Schooling events in their respective countries.

It is particularly worth mentioning that after challenging and lengthy discussion, the 3 associations UIP, ERFA and UIC reached a compromise on contractual liabilities. In addition, a lot of changes in Appendix 9 and 10 were agreed between the 3 associations and adopted by the signatories. Unfortunately some important topics for UIP are still unacceptable to UIC. The discussions should mature during 2017. The Working Group would like in particular to tackle issues regarding

- 1 - the compensation for loss of use of wagons and wheelsets and
- 2 - the implementation of a claim for interests in case of late payments.



Financial Figures

Results 2016

	2015	2016
Receipts		
1. Membership fees	703'493	760'390
2. Other receipts	12'685	15'240
3. Interest received	1'404	332
Total	717'582	775'962
Expenditures		
Brussels' secretariat	634'193	687'427
Total	634'193	687'427
Result for the financial year	83'389	88'535

Balance sheet



	2015	2016
Assets		
Available assets		
1. Bank	537'937.98	626'509.99
2. Cash	122.00	175.94
3. Interest, debtors	3'474.72	11'609.35
4. Financial assets	19'877.24	19'877.24
5. Fixed assets	54'414.74	46'362.94
Other assets	26'166.95	28'193.97
Total	641'993.63	732'729.43
Liabilities		
1. Capital	112'567.98	112'567.98
2. Result brought forward	327'826.34	411'215.91
3. Debts	118'209.74	120'410.20
Total	558'604.06	644'194.09
Result for the financial year	83'389.57	88'535.34

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

Emmanuel Jamar, Treasurer - 31.12.2016



UIP Members

Country		Name of Association	Abb.	Representatives	Website	Wagons*
Austria		Verband der Privatgüterwagen-Interessenten	VPI	Johann FEINDERT Frank PETUTSCHNIG	www.vpirail.at	13'082
Belgium (Luxembourg)		Belgian Wagon Association	BeWag	Vincent BOURGOIS	www.bewag.be	2'581
Czech Republic		Sdružení držitelů a provozovatelů železničních vozů	SPV	Michal POKORNÝ	www.sdruzeni-spv.cz	5'525
France		Association Française des Wagons de Particuliers	AFWP	Philippe BOUCHETEIL	www.afwp.asso.fr	45'668
Germany		Verband der Güterwagenhalter in Deutschland	VPI	Malte LAWRENZ Jürgen TUSCHER	www.vpihamburg.de	73'982
Hungary		Magyar Vasúti Magánkocsi Szövetség	MVMSZ	Gábor TURI Csaba SZABO	www.mvmsz.hu	1'495
Italy		Associazione Operatori Ferroviari e Intermodali	ASSOFERR	Guido GAZZOLA Mauro PACELLA	www.assoferr.it	1'997
The Netherlands		Nederlandse Vereniging Particuliere Goederenwagens	NVPNG	Don VAN RIEL Bas REIJNDERS	www.nvpng-rail.nl	1'442
Poland		Stowarzyszenie Wagony Prywatne	SWP	Adam BUTRYN Agnieszka LEWOCKA		3'707
Slovakia		Združenie vlastníkov a prevádzkovateľov súkromných kolajových vozidiel	ZVKV	Jaroslav MIKLANEK Peter TOPOLI		4'344
Spain		Asociación de Propietarios y Operadores de Vagones de España	FAPROVE	Luis DEL CAMPO Pablo MANRIQUE	www.faprove.es	4'722
Sweden (Norway)		Svenska Privatvagnföreningen	SPF	Staffan RITTGARD Per-Anders BENTHIN	www.privatvagnar.com	2'680
Switzerland		Verlader Anschlussgleise Privatgüterwagen	VAP	Frank FURRER	www.cargorail.ch	28'731
United Kingdom		Private Wagon Federation	PWF	David BARNEY Robert BROOK	www.pwfrail.org	3'580
Wagons declared outside NAs						9'267
Total wagons declared by independent wagon keepers at European level						202'803

* declared at national level



Abbreviations & Acronyms

4RP	Fourth Railway Package
ACARE	Advisory Council for Aeronautics Research in Europe
ALICE	European Technology Platform on Logistics
ANSF	Agenzia Nazionale per la Sicurezza delle Ferrovie (Italian NSA)
AsBo	Assessment Body
CEF	Connecting Europe Facility
CEFIC	European Chemical Industry Council
CEN	European Committee for Standardisation
CENELEC	European Committee for Electrotechnical Standardisation
CEO	Chief Executive Officer
CEPI	Confederation of European Paper Industries
CER	Community of European Railway and Infrastructure Companies
Clecat	European association for forwarding, transport logistics and customs services
COR	Common Occurrence Reporting
COTIF	Convention concerning International Carriage by Rail (Convention relative aux transports internationaux ferroviaires)
CSMs	Common Safety Methods
CT	Combined Transport
DeBo	Designated Body
DG Move	Directorate-General for Mobility and Transport at European Commission
DTLF	Digital Transport and Logistics Forum - DG Move expert group
EB	Executive Board
EBA	Eisenbahn BundesAmt (German NSA)
EBU	European Barge Union
EC	European Commission
ECM	Entity in Charge of Maintenance
EFIP	European Federation of Inland Ports
EFSI	European Fund for Strategic Investments
EFTA	European Free Trade Association
EIM	European association of independent Rail Infrastructure Managers
EN	EU Norms (standards)
EP	European Parliament
ERA/ EUAR	European Union Agency for Railways
ERFA	European Rail Freight Association
ERRAC	European Rail Research Advisory Council
ERTMS	European Rail Traffic Management System
ESB	European Standardisation Board
ESC	European Shippers' Council
ESFA	European standard freight wagon axle
ESPO	European Seaports Organisation
ETSI	European Telecommunications Standards Institute
EU	European Union
EUROSTAT	Statistical office of the European Union
FEPORT	Federation of European Private Port Operators
GCU	General Contract of Use for Freight Wagons
GRB	Group of Representative Bodies
IAM	Industry Alliance for Multimodal Connectivity and Logistics
ICS	Information and Communication System
IEC	International Electrotechnical Commission
IM	Infrastructure Manager
INE	Inland Navigation Europe

INEA	The Innovation and Networks Executive Agency
IP	Innovation Programme
ISO	International Organisation for Standardisation
ITU	International Telecommunication Union
JNS	Joint Network Secretariat
JPCR or JPC-Rail	Joint Programming Committee Rail (CEN)
JU	Joint Undertaking
KPI	Key Performance Indicator
LL	Low-low composite brake block
MEP	Member of the European Parliament
MS	Member State
NB-Rail	Association of Notified Bodies (NoBo)
NDTAC	Noise Differentiated Track Access Charges
NoBo	Notified Body
NOI	Noise
NRB	Network of Representative Bodies - High level meetings between ERA and sector associations
NSAs	National Safety Authority
NVR	National Vehicle Register
OJ	Official Journal of the European Union
OSS	One-Stop-Shop
OTIF	Intergovernmental Organisation for International Carriage by Rail
PRIME	High level Platform of Rail Infrastructure Managers in Europe - DG Move Expert Group
RailData	International Freight RUs - Information Systems (UIC)
REFIT	Regulatory Fitness and Performance Programme
RID	International Rule for Transport of Dangerous Substances by Railway
RINF	Register of Infrastructures
RISC	Railway Interoperability and Safety Committee - DG Move Committee
RMMS	Rail Market Monitoring Scheme - DG Move Expert Group
RSRD	Rolling Stock Reference Database
RU	Railway Undertakings
SAIT	Safety Alert IT Tool
SERAC	Single European Railway Area Committee - DG Move Committee
SPD	Single Programme Document
SSC	Single Safety Certification
T&E	Transport & Environment
TAC	Track Access Charges
TAF	Telematic Application for Freight
TEN-GE	Trans European Network - Go Everywhere
TEN-T	Trans European Network - Transport
TRAN	Transport and Tourism Committee of the European Parliament
TSI	Technical Specification for Interoperability
UIC	International Union of Railways (Union Internationale des Chemins de Fer)
UIRR	International Union of Combined Road-Rail Transport (Union International du transport combiné Rail-Route)
UITP	International Union of Public Transport (Union Internationale des Transports Publics)
UNIDROIT	International Institute for the Unification of Private Law
UNIFE	Union of the European Rail Industry (Union des Industries Ferroviaires Européennes)
VA	Vehicle Authorisation
WDR	Wagon Damage Report



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