

ANNUAL REPORT 2018



UIP



INTERNATIONAL UNION
OF WAGON KEEPERS

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Preamble

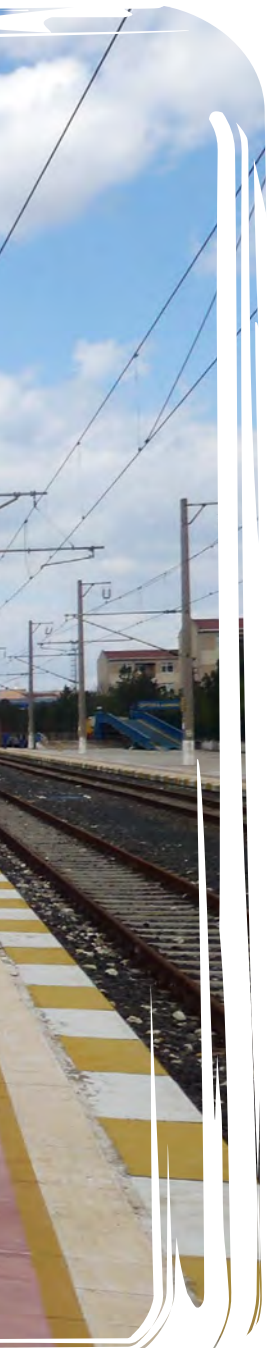
2018 taking the last mile

"All endeavour calls for the ability to tramp the last mile, shape the last plan, endure the last hours toil. The fight to the finish spirit is the one characteristic we must possess if we are to face the future as finishers."

Henry David Thoreau

Two topics were at the heart of almost all discussions in 2018: the implementation of the 4th Railway Package and of course digitalisation. Adapting to change is difficult and messy but even if the reality of yesterday proves to be wrong today, nobody really knows

what the truth for tomorrow will be. 2018 will be remembered as a year of preparing the European Union Agency for Railways (ERA) to cope with its new tasks and fostering common efforts for the development of standardised interfaces to open-up the railway system.



Towards the establishment of a Single European Railway Area, several implementing and delegated acts relating to the technical pillar of the 4th Railway package were elaborated and still need to be approved before June 2019. As Josef Doppelbauer, Executive Director of ERA, used to say: “This is the most important change in railway legislation ever and we all need to be ready”. In this context, UIP successfully organised a number of workshops across Europe to support the transition to the new European Vehicle Authorisation process. The successful and coordinated implementation of the Technical Pillar of the 4th Railway Package shall become a strong symbol showing that it is still possible to achieve real and positive milestones when a community, in our case the rail community, jointly pursues consistent objectives. At the same time, on the edge of a digital transformation, all stakeholders need to embrace change as a new habit to turn digitalisation into performance with the vision of a real revitalisation of rail freight which has stagnated in the past decade. The need for a stronger industry cooperation and closer dialogue increases drastically. With the full support of the Technical Committees, UIP will continue to work towards leveraging the full potential of digitalisation and new technologies to offer rail freight’s customers tailored solutions, new services and improve our competitiveness against other modes of transport. This goes together with the need to 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.

In a difficult political climate where the rise of the extreme and the Euro-sceptics receive a lot of attention, we will continue to defend a European approach to rail policy highlighting the needs and priorities of the Wagon Keepers and ECMs. At the same time, with the current political focus on sustainability and environmental issues affecting supply and demand, UIP will seek to advocate for policies that are directed towards the development of rail freight as the mode of transport that ultimately contributes to the reduction of harmful impact on the environment and the preservation of natural resources.

Our Annual Report provides you with some information on our activities in 2018. We take this opportunity to thank all our members, partners, as well as all UIP representatives for their contributions, as well as their time and willingness to share knowledge and expertise. The hard work and commitment of all remain absolutely crucial. We are strongly motivated to committing to a greener future and combining our efforts with the member associations to ensure benefits can be realised. One thing is for sure, to really “make rail easy”, a keen consciousness of the benefits and what is needed will not be enough, in 2019 we will have to go the extra mile together and address the next challenges!

Gilles Peterhans
UIP Secretary General



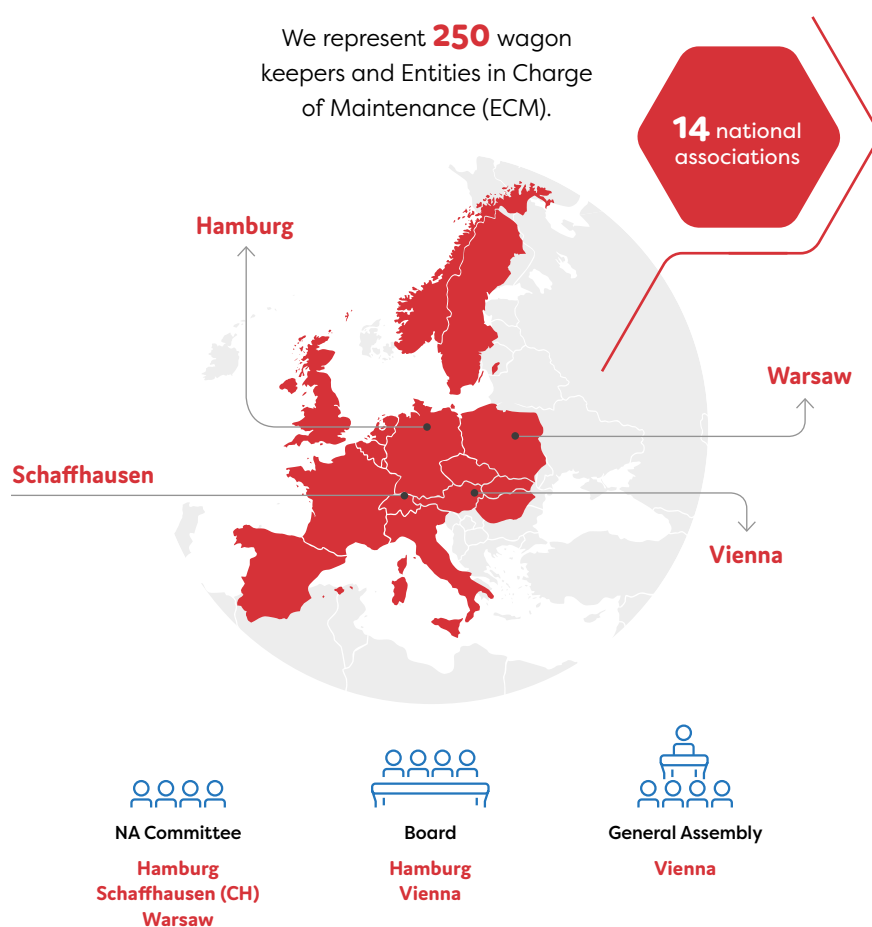
Dr. Heiko Fischer
President CEO
VTG Aktiengesellschaft

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 60 Working Groups

at European and international level, where the views and interests of the wagon keepers and ECM need to be defended strongly. We support all efforts towards a step change in efficiency gains in rail freight services.

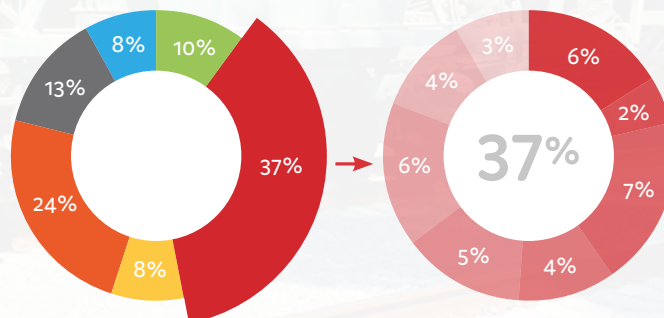




Our members' wagons transport a wide range of commodities from chemicals, automobiles, dangerous goods, construction materials, biomass, grains, and containerised cargo.



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



- other
- hopper
- RID class 2
- RID but not class 2
- intermodal
- flat
- car-carrier
- coil
- covered
- non-RID
- open hopper
- covered hopper
- powder hopper
- open high-sided & open box



Structure & 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



Dr. Heiko Fischer

President

CEO,
VTG Aktiengesellschaft



Johannes Mansbart

Vice-President

CEO & President of
Management Board
of GATX Rail Europe



Per-Anders Benthin

Vice-President

CEO Transwaggon AG,
President of Svenska
Privatvagnföreningen

Executive board



David Zindo

CEO ERMEWA



Fabrice Walewski

CEO Touax Group,
Member of
the Board AFWP



Guido Gazzola

VTG Italia,
President
ASSOFERR



Daniel DiStefano

President of NACCO,
A CIT COMPANY
Member of PWF



Adam Butryn

Commercial Director
at GATX Rail Poland,
President of SWP



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. In April, UIP welcomed Ms Julia Kremer as Manager of European Policies and Public affairs and Mr Jonas Decressin as Junior Policy and Communications Officer to further increase the visibility of UIP and ensure a seamless continuation of its activities on all matters relevant to rail freight and wagon keepers.



Gilles Peterhans
Secretary General



Julia Kremer
Manager of European Policies and Public Affairs



Jonas Decressin
Junior Policy and Communication Officer



Isabelle Brahy
Secretariat



Markus Vaerst
Technical Coordinator



Emmanuel Jamar
Treasurer

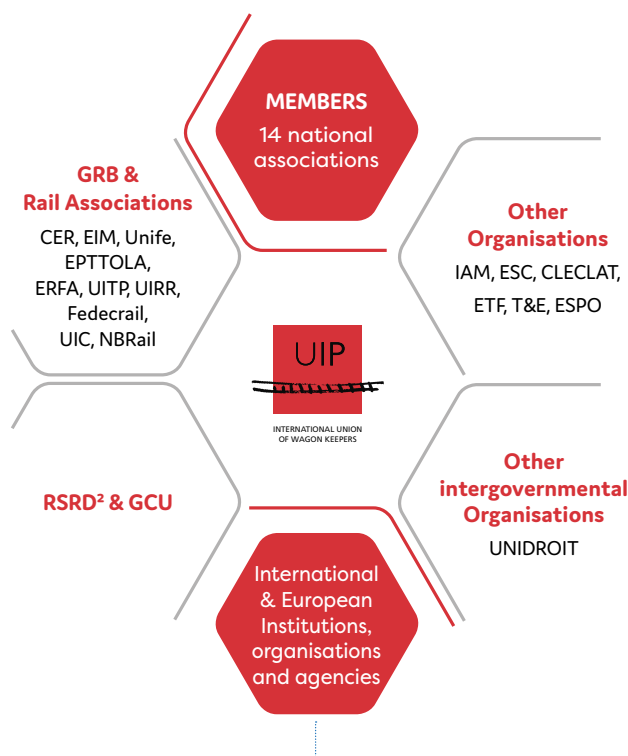
The National Associations' Committee is an **ideal platform for the exchange** of best practices and for a better understanding of the impact of EU legislation on wagon keepers' activities. It also works towards the development of common positions towards the European Institutions and international organisations. **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 playing a role in the EU decision-making towards a Single European Railway Area and ensuring a smooth and efficient implementation of the rules. We have therefore been able to bring attention to the crucial role of wagon keepers in European Freight Transport. In the efforts towards noise reduction, environmental

sustainable 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 Representative 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

COUNCIL	EUROPEAN COMMISSION	TRAN	CENCENELEC	EUAR	OTIF
	<ul style="list-style-type: none"> - Working groups - Steering Committees - Expert Groups 	<ul style="list-style-type: none"> - Committee - Plenary - Rail Forum Europe 	<ul style="list-style-type: none"> - JPCR 	<ul style="list-style-type: none"> - Executive Board - Management Board - Task Force 	<ul style="list-style-type: none"> - Tech Experts Group - RID WG

EUROPEAN POLICY Key topics of the 1st Semester 2018

2018 YEAR OF
Multimodality
#EUMultimodalityYear

Financing a Multimodal Transport system



EU Transport Commissioner Violeta Bulc called 2018 the “**Year of Multimodality**”. Throughout the year DG Move raised the importance of multimodality for the EU transport system. The Commission organised a series of policy initiatives and events aimed at

promoting the functioning of the transport sector as a fully integrated ‘system’. UIP actively participated in dedicated events such as the High-level Conference on European Multimodal Freight Transport held in Sofia on 20th of March 2018 or the Multimodal Freight Conference organised jointly by the Commission, the European Union Agency for Railways (ERA) and UIRR on 16th of May 2018 in Brussels.

The key legislative topics addressed during 2018 under this multimodal priority were:

- Digitalisation with a focus on the electronic transport documents proposal, digital corridor information systems and multimodal travel information and ticketing (DTLF);

- The use of economic incentives to promote multimodality through, for example, the revision of the Combined Transport Directive and a new study on the internalisation of external costs;
- Support for multimodal infrastructure and innovation, physical and digital, in particular in the context of the Connecting Europe Facility, Horizon 2020 and the preparation of the next Multiannual Financial Framework (MFF).

In this context, UIP and more than 40 European associations representing transport, infrastructure managers, operators, contractors, local and regional authorities, logistics service providers, shippers, users and equipment suppliers in the maritime, inland waterways, railways, road, cycling, aviation and



CEF Calls Application

UIP Guidelines

This UIP Guidelines should facilitate the submission of project proposals for EU funding under the Connecting Europe Facility (CEF) for 2014-2020. The guidelines have been prepared in a Q&A Format to guide members and individual Keepers through the application process. It focuses on project proposals for telematics.

Connecting Europe Facility (CEF), which is based on the CEF Regulation (EU) No 1316/2013 was introduced by the European Commission (EC) under the Multiannual Financial Framework (MFF) 2014-2020 with the aim to co-finance transport, energy, and telecommunications projects. CEF defines the funding elements with the following goals:

- To accelerate investment in the field of trans-European networks and freight services
- To promote implementation, construction and retrofitting on infrastructure and rolling stock
- To support projects with a European added value and significant social benefits which do not receive adequate financing from the market

When submitting an application for EU funded projects, it is necessary to consider the process in terms of steps, timeframe and actors involved. In 2014 UIP published a brochure called [Frequently Asked Questions on EU Financing Framework](#) which explains the administrative structure, the distribution of funds, and types of projects that can be co-funded by the EU.

What's the call about?

On 17th May 2018 a new CEF call¹ opened among other priorities, one with an indicative funding of **€100 million for Rail interoperability and ERTMS**. Under the specific objective 1 "Interoperability of the rail system with Technical Specifications for Interoperability concerning Telematics Applications for Passengers (TAP) and Freight (TAF)" the call text states:

"Support rail actors (Infrastructure Managers, Wagon keepers, Railway Undertakings or other rail related organizations/companies) to implement TAP and TAF TSI compliant databases and/or tools (such as for assessment of the compatibility of the rolling stock with the infrastructure, infrastructure restriction notices, rolling stock data, freight operational data for tracking wagon/ intermodal unit movements tariff data, timetable data, TAP registry and other TAP related registers) or to enhance efficient use of rolling stock by implementing applications/systems to improve status oriented maintenance, handling and/or transshipment procedures of goods."

With this call, the European Commission wants to support activities towards the introduction of predictive and condition-based maintenance. This means in particular that projects aiming at capturing data by installing sensors and telematic devices on freight wagons to track and trace, detect collisions, identify wear and tear and monitor the proper functioning or the condition of rolling stock can be proposed for funding.

¹ For complete call text plus annex please read here: https://ec.europa.eu/inea/sites/inea/files/2018_cef_transport_work_programme_c_2018_2226_annex_en.pdf and annex:

https://ec.europa.eu/inea/sites/inea/files/2018_cef_transport_work_programme_c_2018_2226_annex_en.pdf

intermodal sectors, called upon European policy makers to:

- Increase the EU budget for the Connecting Europe Facility
- Invest in better and more innovative transport
- Continue providing grants as the conventional tool for funding transport projects on the TEN-T core and comprehensive networks.

On 17th May 2018, DG Move launched a new CEF call which entailed, among others, a project with an indicative funding of €100 million for Rail interoperability and ERTMS. With this call, the European Commission confirmed its strong support for the introduction of predictive and condition-based maintenance. As this was also a priority for wagon keepers and in order to facilitate the application process for interested companies, UIP published dedicated guidelines for this call to support the submission of projects aimed at capturing data by installing sensors and telematic devices on freight wagons.



A new digital area

Digitalisation was not only a buzz word in 2018 but also a key topic for UIP and freight wagon keepers. In the framework of our 68th General Assembly, we had the opportunity to look and discuss best practices and solutions to turn digitalisation into improved performance for rail freight. Interesting debates concluded on the importance of a close cooperation between all involved parties and the need to develop common semantic and standardised interfaces for the efficient exchange of information. In this context, in December, the ITSS-group delivered a first version of a standardised telematic interface for the exchange of data between sensor and telematics devices. While pilot projects still need to be launched for testing purposes, UIP's commitment to financially supporting such activities with the objective of getting a common, open and free standard at the end of the process showed positive first results.



TECHNICAL POLICY **Key topics** of the 1st Semester 2018

Joint meetings of the Topical Committees Interoperability and Safety

With the objective of reducing the number of meetings and improving coordination on regulatory topics which are often closely inter-linked, three joint meetings of the Topical Committees Safety and Interoperability were organised during the year. A major part of the works and discussions in the Technical Committee (TC) Interoperability & Safety related directly to the impact and challenges arising from the implementation of the technical pillar of the 4th Railway Package.

A major milestone was the publication of the following three legislative acts in April, May and June respectively:

- Commission Implementing Regulation (EU) 2018/545 establishing practical arrangements for the railway vehicle authorisation and railway vehicle type authorisation
- Commission Implementing Regulation (EU) 2018/764 on the fees and charges payable to the European Union Agency for Railways and their conditions of payment
- Commission Implementing Regulation (EU) 2018/867 laying down the rules of procedure of the Board(s) of Appeal of the European Union Agency for Railways.



The Vehicle (type) authorisation process – Document repository

era.europa.eu



ERA > Applicants > Applications for vehicle (type) authorisation

Legal framework

- 📄 Commission Implementing Regulation (EU) 2018/545 of 4 April 2018 establishing practical arrangements for the railway vehicle authorisation and railway vehicle type authorisation process
- 📄 Commission Implementing Regulation (EU) 2019/250 of 12 February 2019 on the templates for 'LC' declarations and certificates for railway interoperability constituents and subsystems, on the model of declaration of conformity [...]

Related guidance

- 📄 Practical arrangements for the vehicle authorisation process - Guidelines (5.72 MB)
- 📄 Practical arrangements for the vehicle authorisation process - Guidelines - Annex XVIII flowcharts (high-res) (1.89 MB)
- 📄 Practical arrangements for the vehicle authorisation process - Examples (170.19 KB)
- 📄 Clarification on authorisation of wagons in conformity with point 7.1.2 of the WAG TSI (211.47 KB)

Related documents

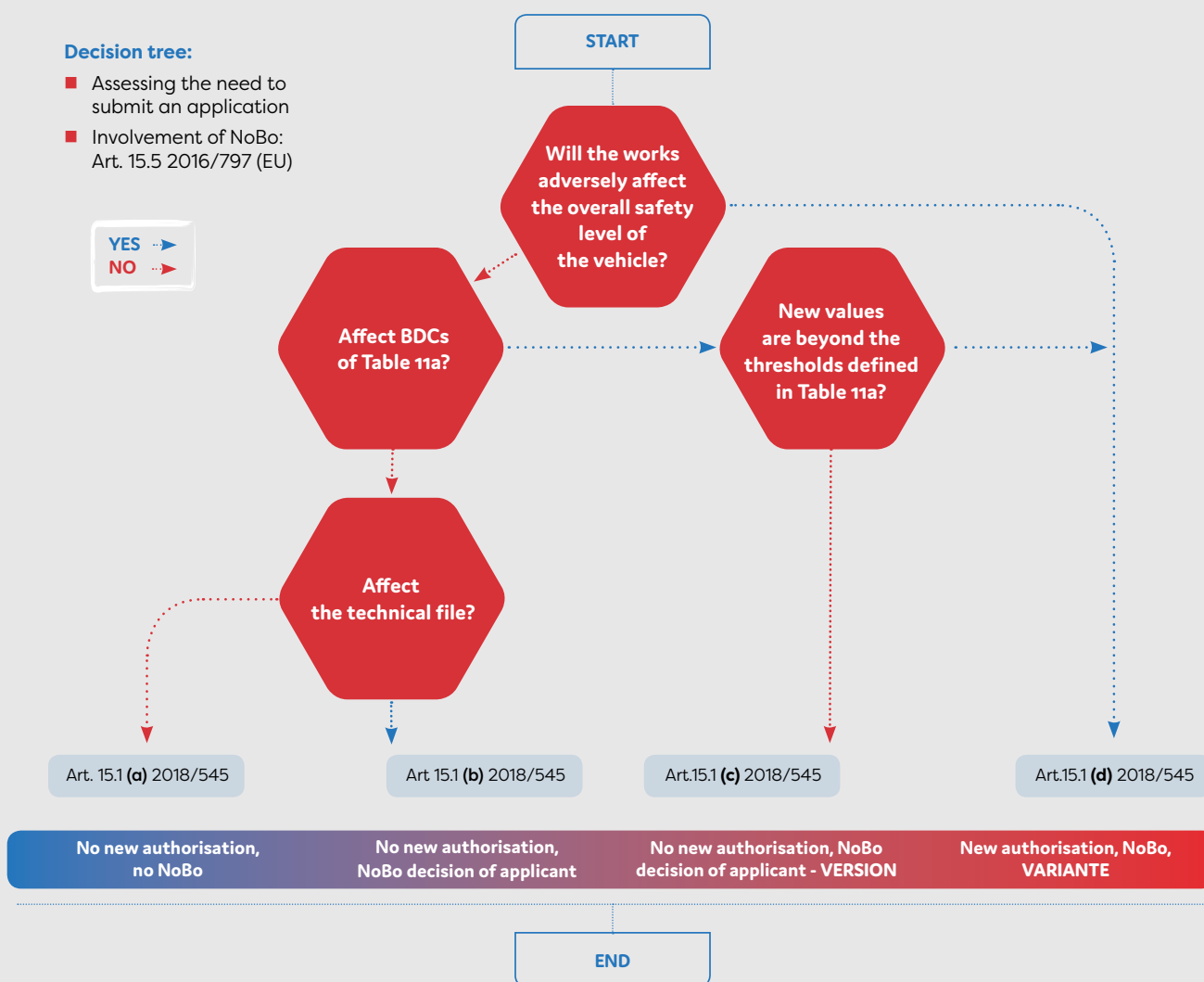
- 📄 Overview of applicable legal framework (154.82 KB)
- 📄 OSS user guide for vehicle (type) authorisation applicants (1.58 MB)

Related links

- 🔗 One-Stop Shop (OSS)
- 🔗 ERATV database
- 🔗 ERADIS database
- 🔗 Technical Specifications for Interoperability
- 🔗 National rules
- 🔗 Conformity Assessment
- 🔗 FAQ

Decision tree:

- Assessing the need to submit an application
- Involvement of NoBo: Art. 15.5 2016/797 (EU)



Amending the TSI WAG to fit the new provisions of the 4th Railway Package

During the year, the members of the Topical Committee were actively involved in many different working groups meetings at ERA level. They dealt with amending both rolling stock TSI's in parallel: namely the TSI Loc & Pas and the TSI WAG. While the TSI Loc & Pas got a lot of attention, it remained a challenge for the experts to ensure discussions on relevant basic design characteristics (BDCs) and modifications for freight wagons took place. A final draft of the amended TSI WAG is expected to be discussed in the RISC meeting in January 2019 in order for the changes to enter into

force together with the 4th Railway package on the 16th of June 2019. The agreement between Sector and NSA experts on a short list of BDCs and harmonised European criteria for the relevant modifications impacting vehicle authorization can be seen as a very positive development.

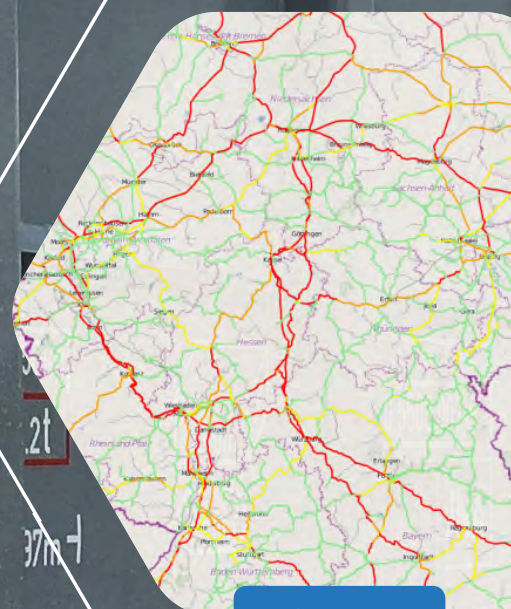
On the other hand, new provisions related to the submission of a list of Safety Critical Components for new vehicle authorisation may create an additional burden. It will be up to the applicant (mostly manufacturer) in a first step to define and submit a list of Safety Critical Components (SCCs). The Topical Committee will put this new item on its 2019 agenda and look forward to defining a common approach together with manufacturers.

Defining a European compromise on noise reduction: revision of the TSI Noise

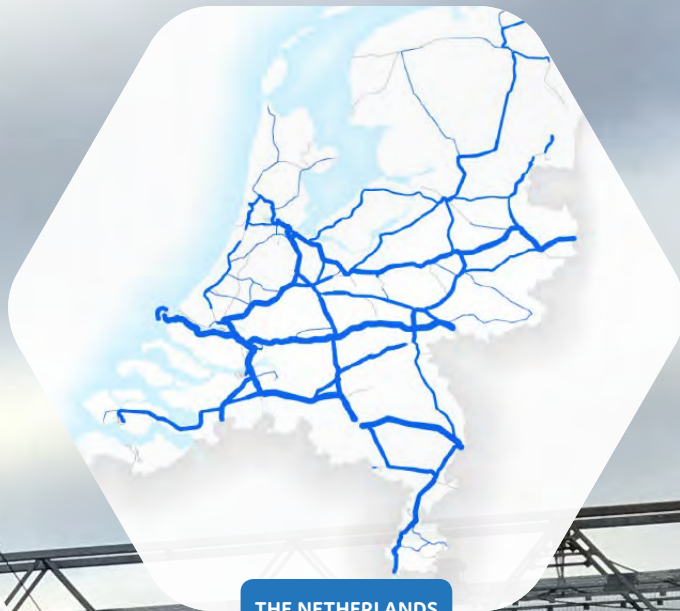
The Topical Committee focused its discussion on the new developments within the working group TSI noise, including the quieter routes concept and all the exceptions within the different countries.

One point of concern was that so many tired wheels were still on the market, despite the fact that, as part of a task force after the Viareggio accident, all relevant players in the freight wagon business recommended to phase out this type of wheels within 10 years. Moreover, no answer could be found concerning the question of how to handle the different national time limits for the modification of noisy wagons within Switzerland and Germany, on one hand, and the rest of Europe on the other hand. Experts also exchanged views on the issue raised by some Scandinavian countries with the use of LL- and K-block braked wagons operated in heavy winter conditions.

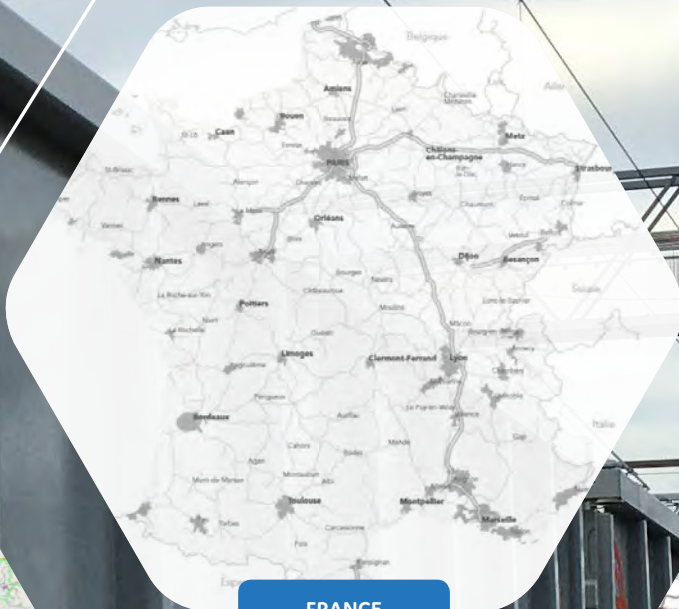
A viable solution, however, could not be found. Consequently and despite the plan to vote on the amended TSI Noise in January 2019, it will remain on the agenda of the Topical Committee for the years to come together with some other open points linked to the implementation of the “quieter routes approach” and operational constraints with wagons equipped with LL-brake blocks. Besides the works related to the new vehicle authorisation (VA) process and the drafting or amendment of TSIs, the Topical Committee will continue its efforts towards the strategic objective of developing a common and European approach to maintenance and ensuring a broad involvement of all freight wagons keepers for a positive evolution of the regulatory framework.



GERMANY



THE NETHERLANDS



FRANCE



POLAND



SWITZERLAND

Maps of national
quieter routes

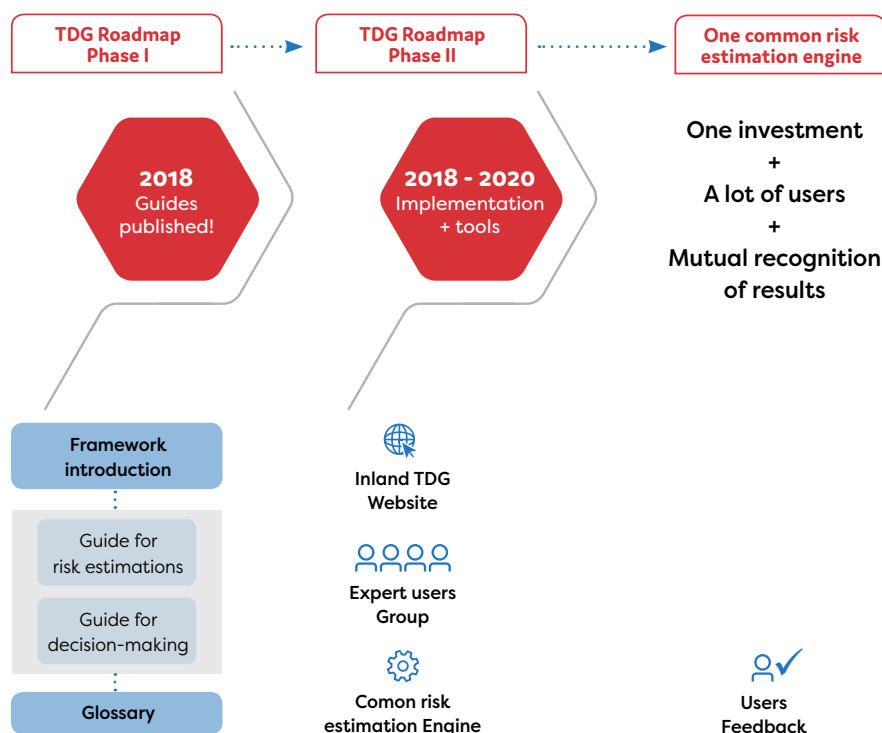
A never-ending story: Dangerous Goods Regulation

The development of a “**risk management framework (RMF) for the inland transport of dangerous goods**” and the new RID 2019 were two major topics in the works of the Topical Committee in 2018. Discussions covered several amendment proposals which were all approved during the RID Meeting of Experts in May 2018 and entered into force on the 1st of January 2019.

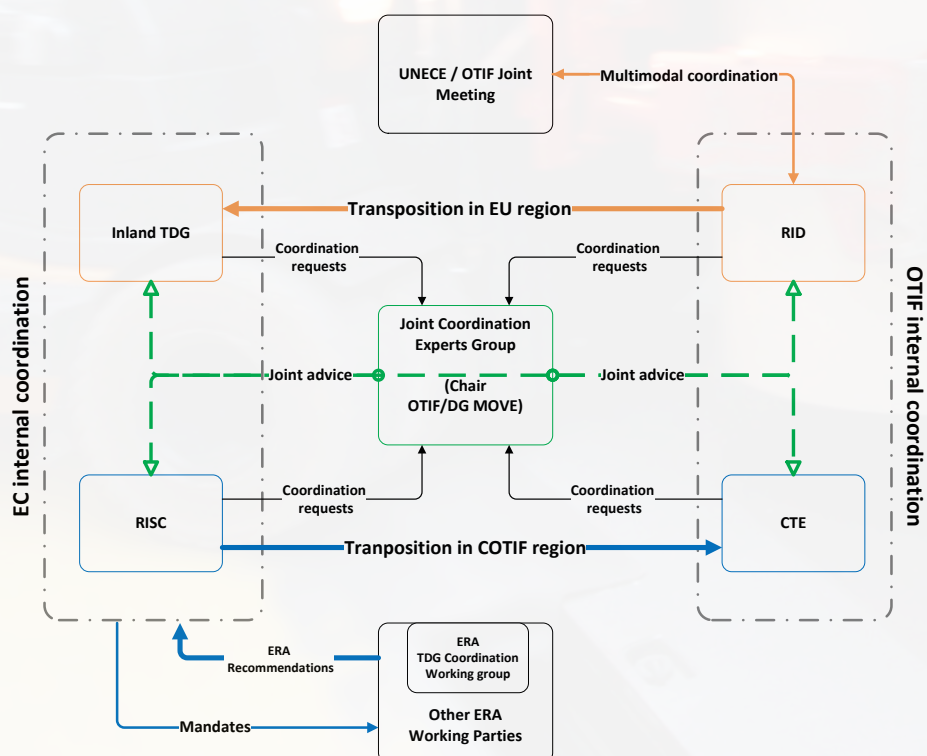
New or recurring items like the introduction by BASF of extra-large tank containers under the title “BTC” or the long-lasting discussions on the harmonisation of approval procedures and inspections for tanks will remain on the agenda of the many RID related meetings for 2019.

Adjustments to the Regulation concerning the International Carriage of Dangerous Goods by Rail (RID) 2021 and referenced standards can be expected. With the objective of ensuring a level playing and mutual recognition, the safety experts involved in the Topical Committee will continue to follow-closely all RID related topics. In addition, they will have to cope with an increased workload linked to the creation in 2018 of two new working groups:

- the Expert Users and Development Group (EUDG) for facilitating the use of the RMF
- the Joint Coordination Group of Experts (JCGE) for aligning TSIs and RID provisions



TSI vs RID: proposed coordination process



TECHNICAL POLICY

the 1st Semester 2018

15 January

RISC expert group on the technical pillar of the 4th RP

16 January

Joint meeting UIP TC Interop & Safety

23 January

ERA WP TSI Noise

25 January

ERA 45th Management Board

29 January

RISC 81th meeting

30 January

OTIF WG Tank and Vehicle Technology

JANUARY

FEBRUARY

04 February

OTIF 34th WG TECH

06 February

ERA Task Force on Facilitation of Combined Transport

15 February

ERA WP on European Vehicle Register

21 February

ERA WP TSI WAG

22 February

UIP GCU Experts WG

27 February

ERA WP TSI NOISE

28 February

OTIF 26th Revision Committee

01 March

GCU Joint Committee

08 March

JNS Task Force "Broken Wheels"

12 March

OTIF RID/ADR/AND Joint Meeting

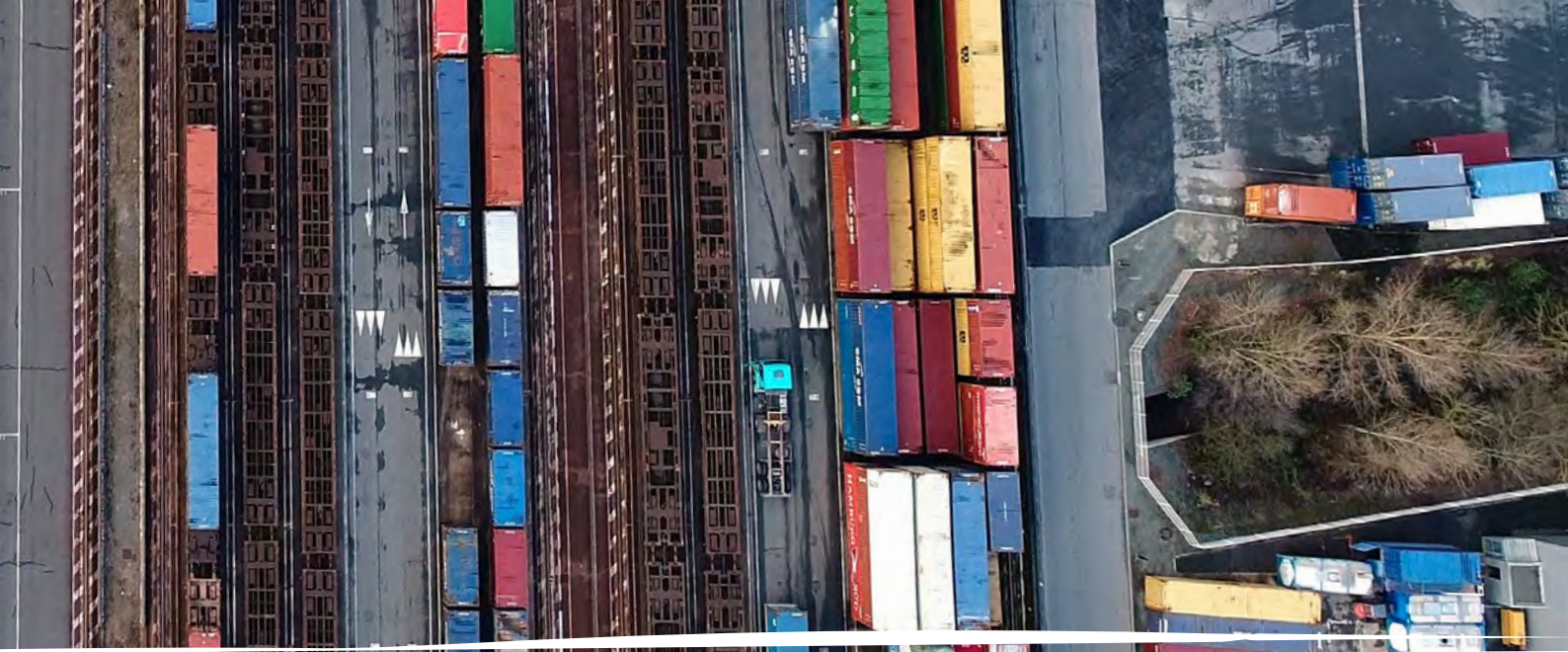
21 March

UIP NA Committee

22 March

ERA Task Force on Facilitation of Combined Transport

MARCH



APRIL

- 11 April**
EC 5th RASCOP meeting
- 12 April**
ERA WP TSI WAG
- 17 April**
ERA WP TSI NOISE
- 24 April**
ERA Task Force on Facilitation of Combined Transport
- 26 April**
UIP Joint meeting TC Interop & Safety

- 03 May**
ERA WP TSI WAG
- 14 May**
25th NRB Meeting
- 16 May**
CEN TC256 56th plenary
- 17 May**
UIP GCU Experts WG
- 28 May**
RISC expert group on the technical pillar of the 4th RP

MAY

JUNE

- 05 June**
ERA WP TSI WAG
- 12 June**
OTIF 11th CTE
- 13 June**
GCU Joint Committee
- 20 June**
JNS Task Force "Broken Wheels"
- 21 June**
ERA Task Force on Facilitation of Combined Transport



Key topics

of the 2nd Semester 2018

The 4th Railway Package and the shape of things to come

Of all the changes brought along with the 4th Railway Package, the main focus for UIP and its members were the substantial reforms introduced by Interoperability Directive (EU) 2016/797 and the new European vehicle authorisation (VA) procedure. **On the 16th of June 2019, the European Union Agency for Railways (ERA) will start to issue vehicle authorisations** and safety certificates. All applications will go through an IT-Portal, the so called One-Stop-Shop (OSS), acting as a single-entry point for all stakeholders. The summer of 2018 marked the start of the second phase of implementation for ERA and aimed mainly at fine-tuning the processes, procedures and instruments as well as the internal organisation and competencies of the Agency. Unfortunately, or fortunately, only 9 MS plus Switzerland and Norway will have transposed the directives by the 16th of June 2019, while the other 17 MS will do it by 2020.

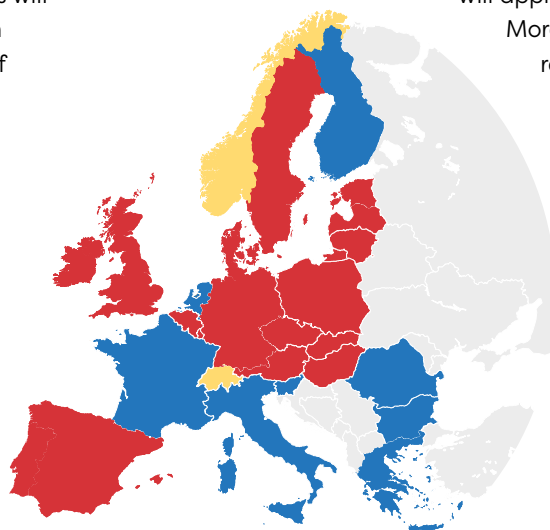
As a result, different legal regimes will apply in the different MS which in turn will impact the recognition of authorisations issued after the 16th of June 2019 for wagons to be used in several MS (GE/CW). Consequently, for all the projects requiring a new/updated vehicle authorisation falling within the transition period between June 2019 and June 2020, UIP recommended to use the OSS and submit applications to the Agency (ERA) to avoid legal difficulties and uncertainties – an opinion which was later confirmed by the Agency.

Against the background of these historical changes, the results of a survey launched by the Agency revealed a significant lack of knowledge as only 60% of participants were aware of the implications of the implementation of the 4th Railway package. As the real need to better inform keepers and ECMs about the new processes and their impact on the internal organisations became apparent, UIP, in collaboration with its members, decided to organise dedicated “UIP 4th RP Workshops” focussing in particular on the vehicle authorisation process and related topics, such as fees and charges, upgrades, renewals and modifications.

The high participation turnout and the consistently positive feedback received from both participants and speakers showed the success of the workshop concept. In particular, the workshops alleviated fears about the 4th Railway Package and provided an opportunity for the Agency to meet those who, as of 16th June, will apply for vehicle authorisations.

Moreover, the sector-specific issues raised helped the ERA to assess them in greater detail internally and provide clarifications.

UIP is confident that the new regime will prove to be a step in the right direction and will continue to inform keepers and ECMs about any relevant lines-to-take (LTT) in order to cope with the new processes and the enhanced role of the European Union Agency for Railways (ERA).

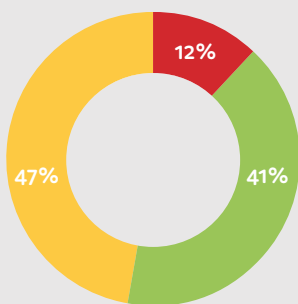


Different transposition dates in MS
Some Applicants for Vehicle Authorisation need to follow two different regimes in parallel

■ 16/06/2019 ■ 16/06/2020



Q6. What is your organisation's level of awareness of the changes introduced by the technical pillar of the 4th Railway Package (4RP)?



■ We are aware of the changes and we are preparing our organisation

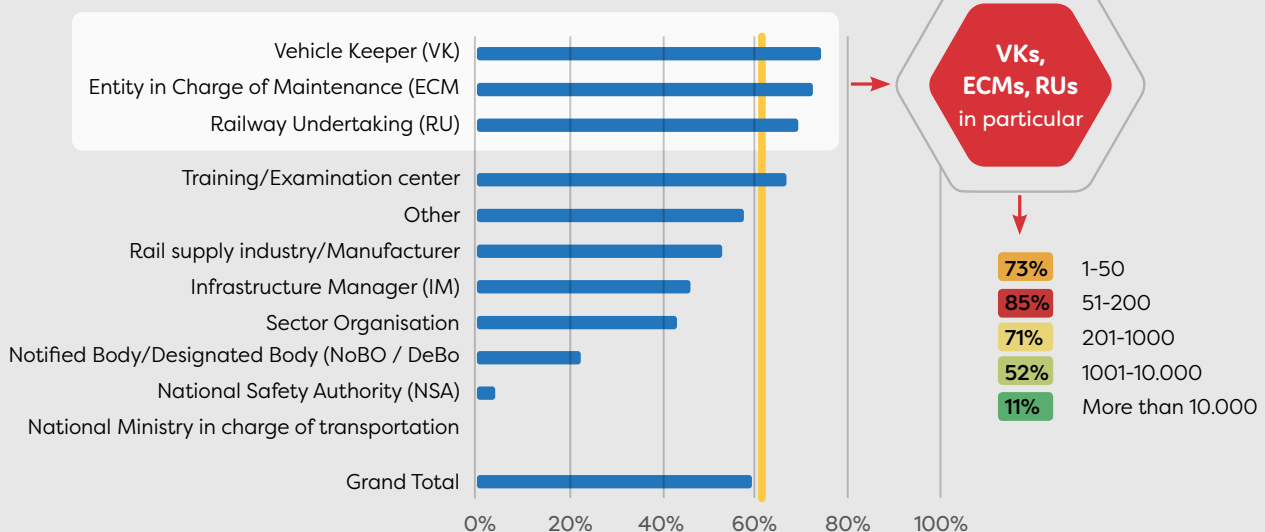
■ We are aware of the changes, but we do not know the consequences for us

■ We are not aware of the changes

59%
need attention!



% Not aware of changes / not aware of its impacts (within each category)



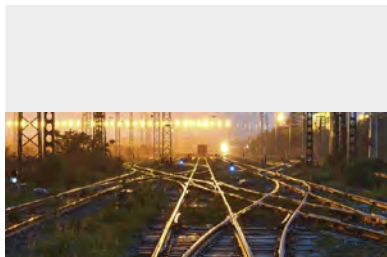
Rail freight gets wind in its sails

Efficient rail freight transport services are crucial to achieving the EU's agenda on energy, environment, growth and jobs. In this sense, rail freight received a lot of attention in 2018 and concrete steps were taken towards achieving the Single European Railway Area. The European Commission and Member States renewed their support for the progress made by the Sector in implementing the 10 priorities to improve efficiency in international rail freight defined in the 2016 Sector Statement and Rotterdam Declaration. The progress report, published in October 2018, confirmed the real commitment of the rail sector associations and their members (representing the interests of the shippers, freight forwarders, rail freight operators (RUs), intermodal operators, intermodal terminals, infrastructure managers (IMs), allocation bodies, rail freight corridors (RFCs), to enhance the competitiveness of the Rail Freight Corridors, and to improve the quality, reliability and efficiency of transporting goods across Europe. Against this background, the European Commission is expected to launch an evaluation of the Rail Freight Corridors (RFC) Regulation 913/2010 beginning of 2019 to assess the implementation

and the impact it had on the transport of goods by rail. In parallel, the Commission will continue to lead the project for the development of a Common Web Portal to convey information on rail service facilities. The creation of an EU-wide user-friendly portal aims at helping the Sector to fulfil the legal obligations laid down in the Implementing Regulation 2017/2177/EU and the Rail Freight Corridors Regulation.

On the other hand and for the first time, the major European rail freight companies came together in the framework of the COP24 discussions to remind us that rail is the most climate-friendly solution for freight transport and signed a manifesto to avoid the production of nearly 300 million tons of CO₂ emissions over the next decade. The Rail Freight Forward coalition aims to increase the share of rail in land freight transport to 30% by 2030, thus doubling the volume of rail freight in Europe. The 18 members look forward to defining common projects for improving rail freight's performance, service quality and reliability but also to developing new products.





Sector Statement on boosting rail freight
Comprehensive Progress Report



Legislative ups and downs

Following the conclusions of the Digital Transport and Logistic Forum (DTLF) and within the framework of its Third Mobility Package, the European Commission submitted to the Council and the Parliament a proposal for a Regulation on electronic freight transport information. The Commission justified the move from paper documents to the digital exchange of information with the significant benefits it would bring to businesses by the cutting of administrative costs. They expect the measure to:

- streamline a fragmented legal framework for accepting electronic information or documents
- make the logistic process itself more efficient and effective
- foster the interoperability of IT systems for electronic transport information and documentation exchange cross-modes

While this proposal was positively welcomed by the other European Institutions, opinions are extremely divided on the revision of the Combined Transport Directive. The controversial discussions between Member State will continue if an agreement can't be found on the road reforms which are part of the First Mobility Package.

The aim of tightening up the rules for posted workers, driving times and cabotage is unpopular in Eastern Europe but strongly backed by the larger EU economies of Germany and France. It remains to be seen if the bumps in the road for a legislative piece that should assure a harmonised intermodal regulatory framework in Europe can be overcome.

TECHNICAL POLICY **Key topics** of the 2nd Semester 2018

Electronic Data Exchange in Rail Freight Transport: a priority with ramifications

The Topical Committee Data Exchange represents UIP and the freight wagon keepers in several TAF TSI related working parties. The bi-annual TAF implementation monitoring reports prepared by the Agency and the revision of the TAF were two major items for the works of the committee in 2018. UIP representatives made concrete proposals to streamline the TAF TSI text and delete or clarify statements regarding the rolling stock reference data and wagon intermodal movement database.

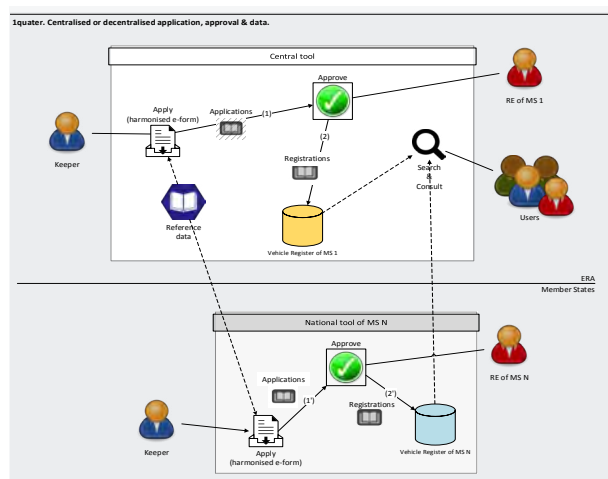
In this context, the Topical Committee participated in numerous meetings of the TAF Joint Sector Group and submitted change requests related to the TAF TSI data catalogue. One of the achievements was the commitment of UIC to provide TAF TSI Organisation Codes (RICS) to all signatories of the GCU free of charge. This was an important pre-requisite to the implementation of the GCU Broker.

In parallel, representatives of the Topical Committee participated to ERA's task force meetings on the European Vehicle Register. With the publication on the 25th of October 2018 of the Implementing Decision (EU) 2018/1614 laying down specifications for the vehicle registers, UIP achieved its main targets of:

- harmonising and streamlining
- defining appropriate maximum processing times and
- ensuring the possibility of re-register vehicles in different countries.

From June 2021, the Agency will be managing a central tool, but to allow for the adaptation of national registers not specifically used for vehicle registration to interface with the European Vehicle Register, the migration towards the centralised registration of vehicles will be progressive. Member States have been made it possible to use a '**de-centralised registration function**' until 16 June 2024 while other

functions will be centralised from 16th of June 2021. In 2019, the works will continue for the drafting of guidelines and the definition of appropriate data migration strategies for the transfer of information into the central EVR.

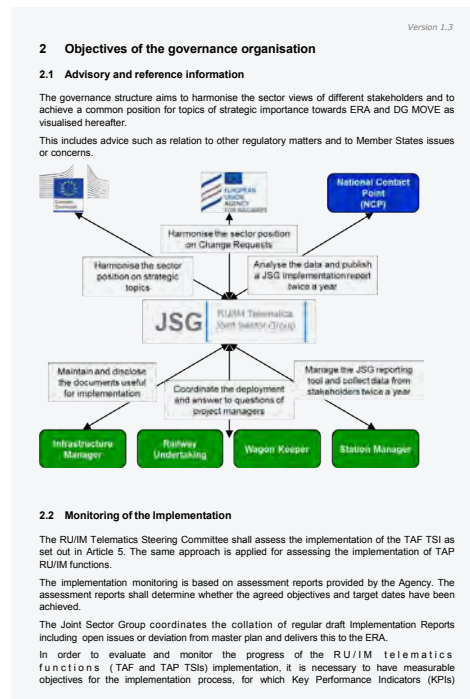


Since the introduction of the RSRD2 tool, more than 70 freight wagon keepers have joined the initiative to provide wagon data on a large scale, adding 186.000 wagons to the system by End of 2018. As a result, the user fees could be reduced to 1.50 € per wagon per year. On the user side, the number of wagon queries increased significantly to up to 400.000 per month. This was fundamentally linked to the growing number of railway undertakings implementing system interfaces and querying wagon data with a high frequency to streamline the train composition preparation. More than 180 companies use RSRD² actively: railway undertakings, forwarders, terminal operators, wagon lessees, infrastructure managers, safety authorities and maintenance workshops. A complete renewal of the front- and backend of RSRD² as well as a simplification of the authorisation process will be implemented in 2019.

A new digital area for the communication between Keeper and RU: GCU Broker

The Topical Committee representatives will put the streamlining and alignment of requirements coming from TAF, EVR, RSRD2 or other vehicle related databases at the heart of the discussion and will try to strengthen the involvement of impacted registers and databases users.

Beside the works of the Topical Committee GCU on amendments to the contract, in August 2018, the Joint Committee informed all signatories about the stepwise approach taken for the introduction of the so-called **GCU Broker** in 2019. The broker will bring a new system interface for the management of signatories' information (Appendix 1) but will allow also to sharing of wagon damage reports (Appendix 4), wagon performance data (Appendix 15) and technical wagon information (Appendix 16) automatically providing a single-entry point simplifying the process of information sharing between signatories.

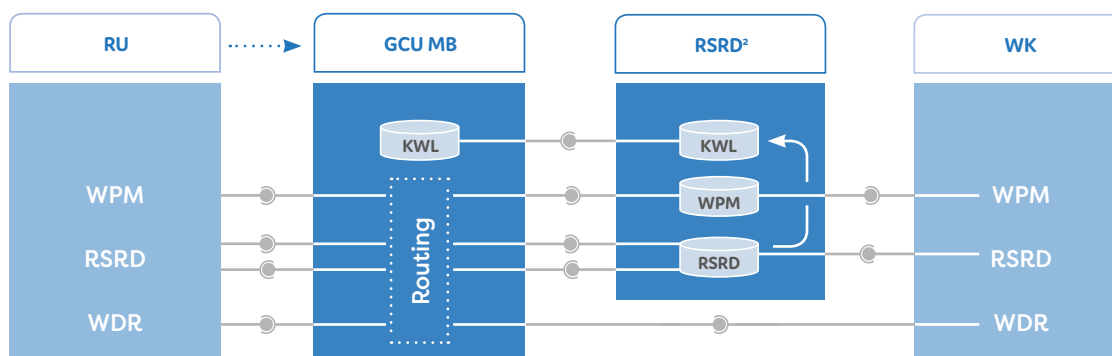


This new communication platform is meant to be used a One-Stop-Shop to facilitate the processing of information from both the Keeper and RU side. Of course, the new system will be compatible with the existing TAF TSI requirements and message structures. Connections to the GCU broker via the so-called '**Common Interface**' are part of the specifications and will be implemented.

GCU Broker routes the messages and RSRD² stores and authorises the data for the correct receiver

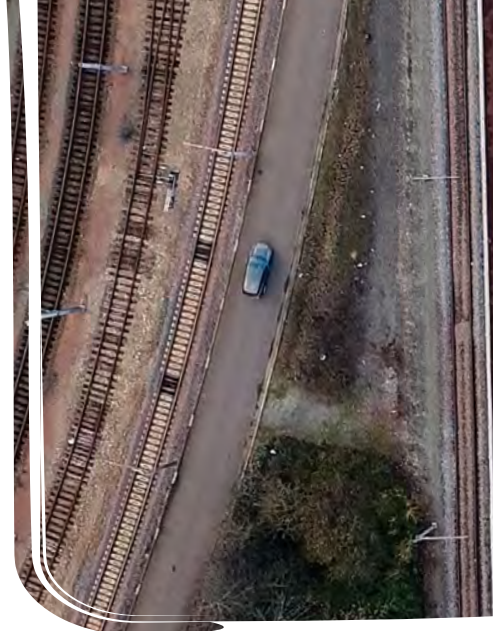


Data Flows via GCU Broker and RSRD²



TECHNICAL POLICY

the 2nd Semester 2018



AUGUST

30 August
JPC-R CEN/
CENELEC/ETSI

03 July
TAF TSI JSG –
Reference files

JULY

03 September

UIP NA Committee

06 September

UIP Joint meeting TC Interop & Safety

11 September

OTIF 35th WG Tech

13 September

Shif2Rail User Deployment
and Implementation

18 September

TAF TSI JSG – SMO

25 September

ERA 47th Management Board

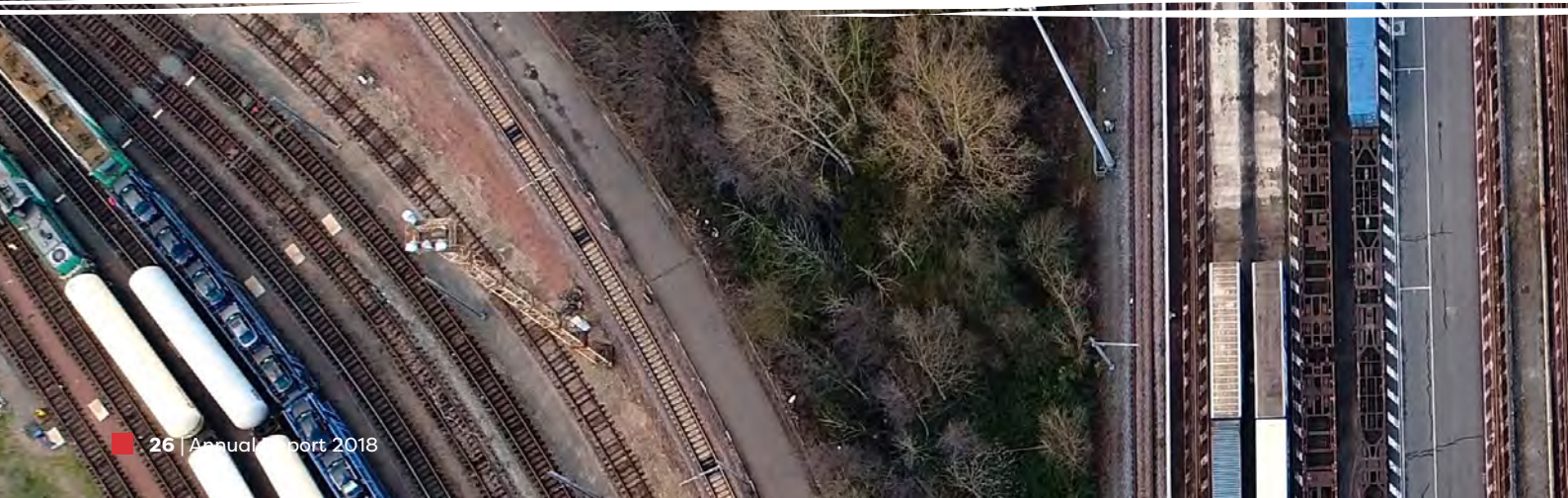
26 September

OTIF 13th General Assembly

28 September

RISC expert group on
the technical pillar of the 4th RP

SEPTEMBER





OCTOBER

- 02 October**
ERA WP TSI WAG
- 03 October**
ERA WP TSI Noise
- 04 October**
ERA Task Force on European Vehicle Register (EVR)
- 09 October**
GCU Appendix 9/11 WG
- 11 October**
GCU Schooling with VPI
- 16 October**
GCU Appendix 10
- 17 October**
ERA TAF TSI Implementation monitoring
- 18 October**
JNS Task Force "Broken Wheels"
- 24 October**
UIP GCU Experts WG
- 25 October**
ERA WP TAF TSI Revision

07 November

GCU Joint Committee

09 November

RISC 83th meeting

15 November

UIP workshop 4th Railway Package

19 November

OTIF Tank and Vehicle Technology

20 November

26th NRB meeting

21 November

OTIF RID Standing WG

27 November

TAF TSI JSG – SMO

28 November

ERA 48th Management Board

29 November

UIP workshop 4th Railway Package

30 November

UIP NA Committee

NOVEMBER

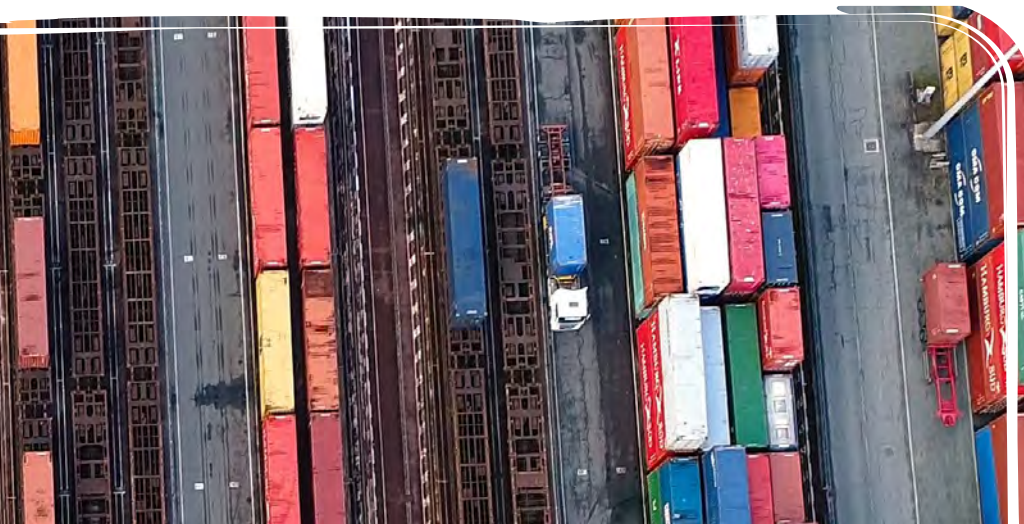
DECEMBER

04 December











UIP workshop 4th Railway Package

18 December

RISC expert group on the technical pillar of the 4th RP



Members

Country		Name of Association	Abb.	Representatives	Website	Wagons*
Austria		Verband der Privatgüterwagen-Interessenten	VPI	Johann FEINDERT Frank PETUTSCHNIG	www.vpirail.at	13,016
Belgium (Luxembourg)		Belgian Wagon Association	BeWag	Frédéric BUYSE	www.bewag.be	2,920
Czech Republic		Sdružení držitelů a provozovatelů železničních vozů	SPV	Pavel SKARABELA Michal POKORNÝ	www.sdruzeni-spv.cz	8,090
France		Association Française des Wagons de Particuliers	AFWP	Dominique LUZUY Jean-Marc GIRAUDO	www.afwp.asso.fr	51,964
Germany		Verband der Güterwagenhalter in Deutschland	VPI	Malte LAWRENZ Jürgen TUSCHER	www.vpihamburg.de	81,850
Hungary		Magyar Vasúti Magánkocsi Szövetség	MVMSZ	Gábor TURI Csaba SZABO	www.mvmsz.hu	1,773
Italy		Associazione Operatori Ferroviari e Intermodali	ASSOFERR	Guido GAZZOLA Mauro PACELLA	www.assoferr.it	1,996
The Netherlands		Nederlandse Vereniging Particuliere Goederenwagens	NVPg	Don VAN RIEL Bas REIJNDERS	www.nvp-g-rail.nl	1,025
Poland		Stowarzyszenie Wagony Prywatne	SWP	Adam BUTRYN Agnieszka LEWOCKA		4,280
Slovakia		Združenie vlastníkov a prevádzkovateľov súkromných koľajových vozidiel	ZVKV	Katarína MAGDECHOVÁ Peter TOPOLI	www.zvkv.sk/home.html	4,626
Spain		Asociación de Propietarios y Operadores de Vagones de España	FAPROVE	Luis DEL CAMPO Pablo MANRIQUE	www.faprove.es	4,474
Sweden (Norway)		Svenska Privatvagnföreningen	SPF	Staffan RITTGARD Per-Anders BENTHIN	www.privatvagnar.com	3,617
Switzerland		Verlader Anschlussgleise Privatgüterwagen	VAP	Frank FURRER	www.cargorail.ch	29,507
United Kingdom		Private Wagon Federation	PWF	Steve TAYLOR Robert BROOK	www.pwfrail.org	3,952

Total wagons declared by Independent wagon keepers at European Level

213,090



Financials

Financial Figures 2018

	2017	2018
Receipts		
1. Membership fees	761'390	772'406
2. Other receipts	15'200	15'060
3. Interest received	0	462
Total	776'590	787'928
Expenditures		
Brussels' secretariat	831'793	779'366
Total	831'793	779'366
Result for the financial year	-55'203	8'562

Balance sheet

	2017	2018
Assets		
Available assets		
1. Bank	630'773.53	630'943.31
2. Cash	77.07	395.53
3. Interest, debtors	0	280.00
4. Financial assets	19'877.24	19'877.24
5. Fixed assets	36'659.39	29'833.79
Other assets	26'841.33	23'453.32
Total	714'228.56	704'783.19
Liabilities		
1. Capital	112'567.98	112'567.98
2. Result brought forward	499'751.25	444'548.22
3. Debts	157'112.36	139'104.83
Total	769'431.59	696'221.03
Result for the financial year	-55'203.03	8'562.16



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
CEPIC	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
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 (Sector associations)
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/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 - ERA and sector associations
NSA	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	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 Rail
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
SCC	Safety Critical Components
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
UIRR	International Union of Combined Road-Rail Transport
UITP	International Union of Public Transport
UNIDROIT	International Institute for the Unification of Private Law
UNIFE	Union of the European Rail Industry (Union des Industries)
VA	Vehicle Authorisation
WDR	Wagon Damage Report
WPM	Wagon Performance Message

2019

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