



ANNUAL REPORT

2019

UIP

INTERNATIONAL UNION
OF WAGON KEEPERS

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PREAMBLE

The start of a new era

The European agenda of 2019 was dominated by the election of the new European Parliament, the appointment of the new European Commission and the consequences for the political landscape. While for this 9th legislature, roughly half of the members of European Parliament are new, the significant rise of the nationalists, populists and eurosceptics in most Member States was fortunately not reflected in an increase of their weight at European level. Unfortunately, in the absence of a stable majority, it remains to be seen what kind of dynamic will define parliamentary activities over the next five years.

“

The beginning

is the most

important part

of the work. ”

Plato



The election of Ursula von der Leyen as the President of the European Commission with a short 9-votes majority confirmed that the political forces at play will need to find a new way of working together if Europe wants to be serious with gaining more recognition on the part of its citizens.

After months of deliberation, the election year could finally close in December 2019 with the difficult agreement on the new College of Commissioners. Year's end saw the European Commission put forward its Communication on a European Green Deal echoing through this the rising concerns on climate change and environmental issues. The European Green Deal will for sure become a cornerstone of the new Commission's work programme and the level of ambition that has been put in it is unprecedented. For us, this transformative project is a great opportunity for rail freight to play the role to which it aspires.

2019 was also quite a milestone for the European Union Agency for Railways (ERA) and the freight wagon industry as the technical pillar of the 4th Railway Package entered into force on the 16th of June. With the Agency becoming the single authorising entity in Europe we got a step closer to the goal of creating a Sin-

gle European Railway Area. Companies across Europe now have access to a single integrated process for vehicle authorisations, single safety certificates and ERTMS trackside approvals. For keepers and manufacturers, all applications for the authorisation of freight wagons have been since then submitted through the ERA's One Stop Shop (OSS) IT tool. In this context, UIP intensified its exchanges with the Agency and its management and will continue to invest all its efforts in solving the remaining issues pertaining to vehicle authorisation, standardisation, and interoperability matters.

Our annual Symposium in Berlin offered once again a unique opportunity to openly discuss the priorities in today's rail freight transportation system and the need for political and financial support both at national and EU level. Representatives of the German Ministry and the European Commission confirmed the need for a European freight master plan supporting the deployment of innovative solutions and automation. The sector and politicians agreed with UIP's long lasting call that climate objectives in the transport sector can only be fulfilled with a competitive and economically strong rail freight system.

Finally, digitalisation emerged as the key driver for innovation in rail but the adoption of new digital technologies will require an ambitious 2021-2027 EU budget and must be accompanied by efforts towards the decarbonisation of the transport sector. Those topics will become UIP's new priorities as we want to ensure that 2019 was only the beginning of a successful journey for rail freight. The hard work and commitment of all remain crucial.

In the following chapters, you will gain more insights on UIP's activities in 2019. We take this opportunity to thank all our members, partners, experts and representatives for their contributions, their time and willingness to share knowledge and shape the future of our industry.

We will continue to invest in developing UIP's profile and to stay abreast on relevant policy and technical discussions. There is so much untapped potential. Let us go on the journey together to put rail at the heart of the European Union's transport agenda. We are not there yet, but the "beginning is the most important part of the work"!



Gilles Peterhans
UIP Secretary General

A handwritten signature in dark ink, appearing to read 'G. Peterhans'.

Dr. Heiko Fischer
UIP President
CEO VTG Aktiengesellschaft

A handwritten signature in dark ink, appearing to read 'Heiko Fischer'.



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.



NA Committee

BUDAPEST
STOCKHOLM



Board

HAMBURG
VIENNA
BRUSSELS



General Assembly

BERLIN

250

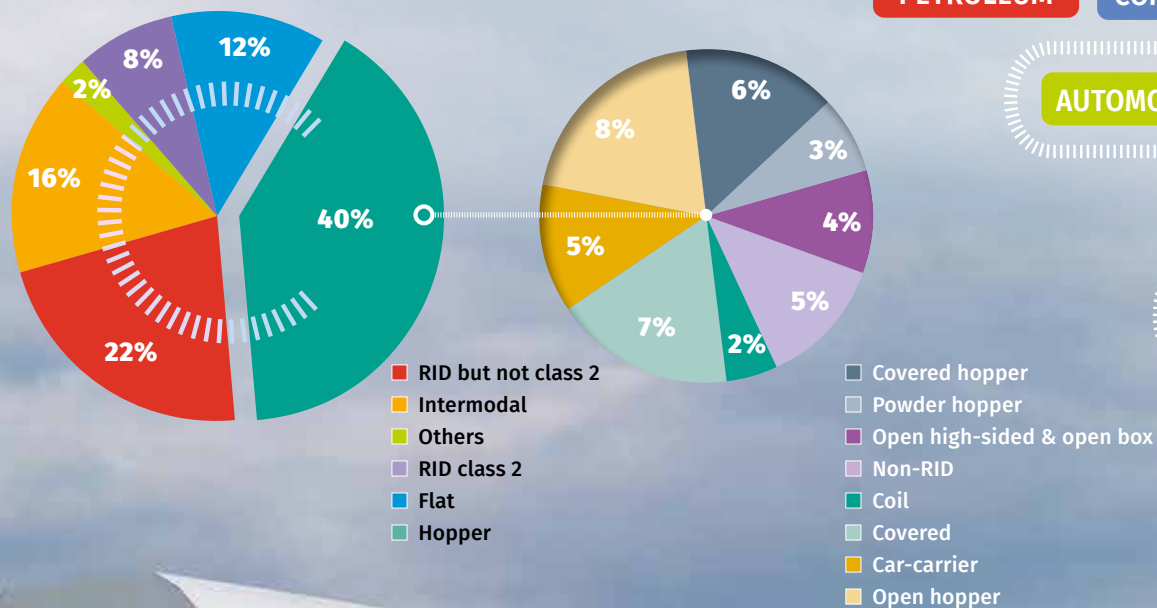
We represent wagon keepers and
Entities in Charge of Maintenance (ECM).

14

National Associations

HAMBURG ○
BRUSSELS ○
STOCKHOLM ○
BERLIN ○
VIENNA ○
BUDAPEST ○

Our members own more than **220,000** freight wagons that produce **50%** of tons/km around Europe.











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

Wagons per type: comparison 2018-2019

Type of Wagons		2018		2019	
RID but not class 2	Z	48,851	24%	50,261	22.3%
RID class 2	Z	16,888	8%	17,446	7.8%
Non-RID	Z	8,713	4%	10,763	4.8%
Intermodal	L, S	26,367	13%	36,613	16.3%
Flat	K, L, R, S	16,618	8%	26,992	12%
Covered	G, H, L, R	14,659	7%	16,580	7.4%
Car-carrier	H, L	11,630	6%	11,149	5%
Open hopper	F	10,977	5%	18,039	8%
Covered hopper	T, U	11,323	6%	12,495	5.6%
Powder hopper	U	7,690	4%	7,600	3.4%
Open box (incl. high-sided)	E	6,233	3%	7,818	3.4%
Coil	S	3,125	2%	4,415	2%
Others		19,703	10%	4,743	1.8%
TOTAL		202,777		224,914	

MEMBERS

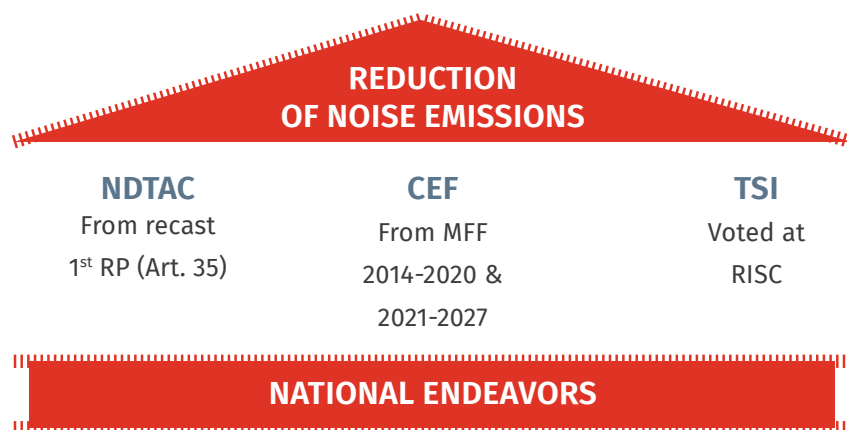
COUNTRY		NAME OF ASSOCIATION	Abb.	Representatives	Website	Wagons
Austria		Verband der Privatgüterwagen-Interessenten	VPI	Johann FEINDERT Frank PETUTSCHNIG	www.vpirail.at	11,190
Belgium (Luxembourg)		Belgian Wagon Association	BeWag	Frédéric BUYSE	www.bewag.be	2,920
Czech Republic		Sdružení držitelů a provozovatelů železničních vozů	SPV	Pavel SKARABELA Michal POKORNÝ	www.sdruzeni-spv.cz	6,159
France		Association Française des Wagons de Particuliers	AFWP	Dominique LUZUY Jean-Marc GIRAUDO	www.afwp.asso.fr	47,917
Germany		Verband der Güterwagenhalter in Deutschland	VPI	Malte LAWRENZ Jürgen TUSCHER	www.vpihamburg.de	75,801
Hungary		Magyar Vasúti Magánkocsi Szövetség	MVMSZ	Gábor TURI Csaba SZABO	www.mvmsz.hu	2,050
Italy		Associazione Operatori Ferroviari e Intermodali	ASSOFERR	Guido GAZZOLA Mauro PACELLA	www.assoferr.it	1,938
The Netherlands		Nederlandse Vereniging Particuliere Goederenwagens	NVPG	Don VAN RIEL Bas REIJNDERS	www.nvpg-rail.nl	1,040
Poland		Stowarzyszenie Wagony Prywatne	SWP	Adam BUTRYN Agnieszka LEWOCKA		4,735
Slovakia		Združenie vlastníkov a prevádzkovateľov súkromných koľajových vozidiel	ZVKV	Katarína MAGDECHOVÁ Peter TOPOLI	www.zkv.sk/home.html	3,903
Spain		Asociación de Propietarios y Operadores de Vagones de España	FAPROVE	Luis DEL CAMPO Pablo MANRIQUE	www.faprove.es	4,355
Sweden (Norway)		Svenska Privatvagnföreningen	SPF	Staffan RITTGARD Per-Anders BENTHIN	www.privatvagnar.com	3,571
Switzerland		Verlader Anschlussgleise Privatgüterwagen	VAP	Josef DITTLI Frank FURRER	www.cargorail.ch	39,431
United Kingdom		Private Wagon Federation	PWF	Steve TAYLOR Robert BROOK	www.pwfrail.org	4,345
Wagons declared but registered in other EU countries						15,559
Total wagons declared by independent wagon keepers at European level						224,914

HIGHLIGHTS of our 1st semester

EUROPEAN POLICY

Could a revised NDTAC Implementing Regulation better support the objectives of noise reduction at European 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 indirectly the performance of the railway system around Europe. Several measures to reduce noise were already introduced by the EU, like the Regulation (EU) No 2015/429 on noise differentiated track access charges (NDTAC). This legislation applies to Member States wanting to differentiate the infrastructure charges depending on the level of noise emitted by the rolling stock. It allows IMs to introduce a bonus per axle/km for Railway undertakings as well as a malus. Member States such as Austria, Germany and the Netherlands had already applied the NDTAC Regulation while Italy introduced it in May 2019. Before the application of the Regulation would come to an end in December 2021, the Commission launched an ex-post evaluation of the Regulation's implementation to assess how successful it was and if a prolongation and improvements were desirable.



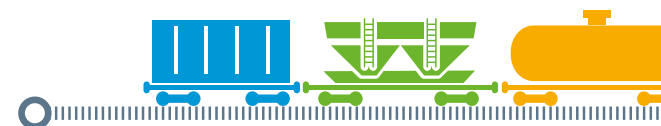
UIP has contributed in the evaluation process of the European Commission by actively sharing its view in the Open Public Consultation and by participating in the targeted stakeholder consultation in February. Many wagon keepers have also participated directly in the online survey in March.

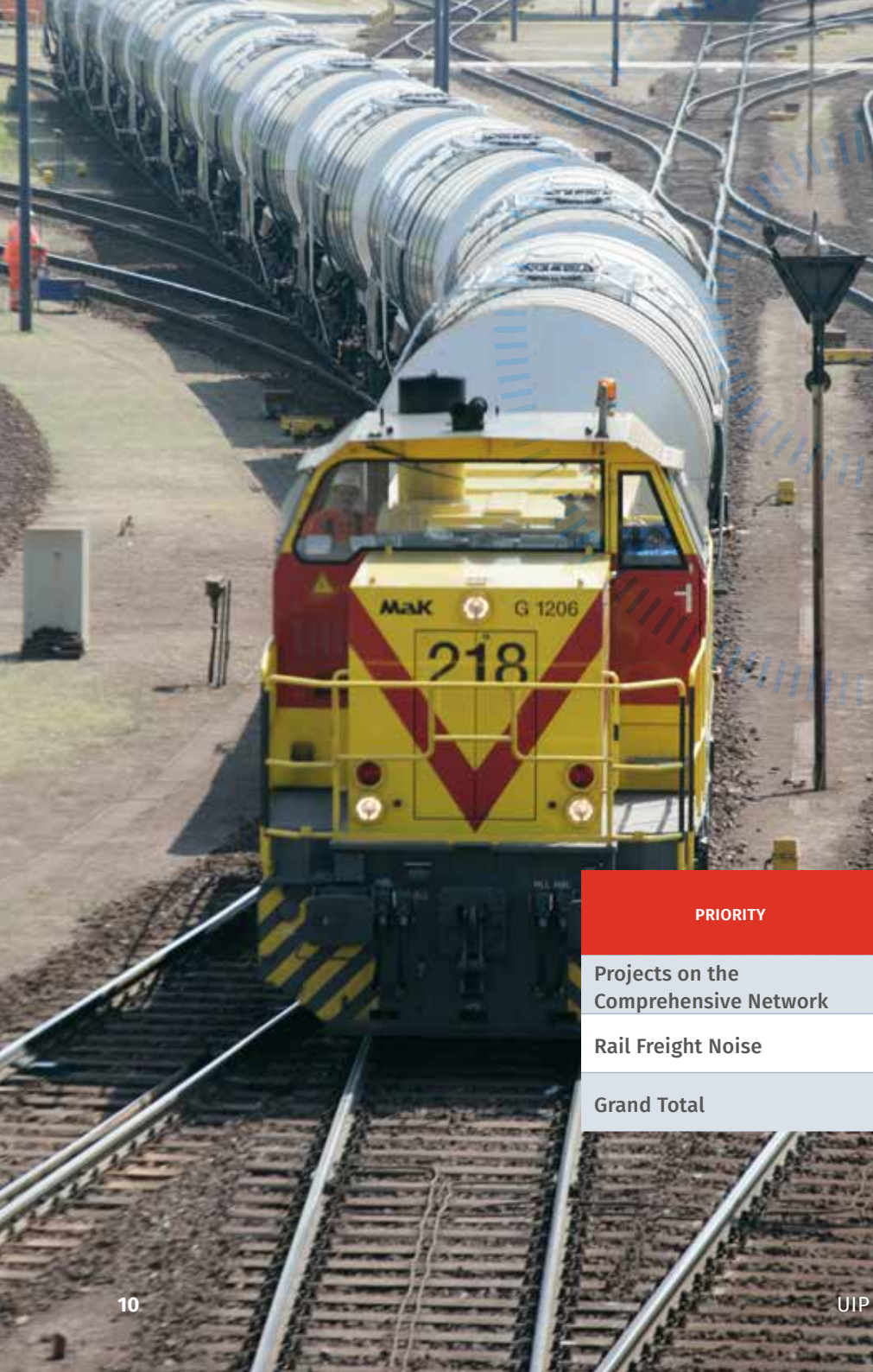
UIP drew the European Commission's attention to the fact that wagon keepers were not only facing one-off retrofitting costs but also higher operating costs due to the increased wear and tear of composite brakes. The NDTAC Regulation has hence not proven very effective because it only represents a fraction of the financial contribution to the overall costs and therefore national schemes that co-finance a large part of the costs of retrofitting were more effective in leading wagon keepers to retrofit. Furthermore, the unclear wording of the legislation makes it difficult for wagon keepers to retrieve the bonus as they rely on the railway undertakings' willingness to pass on the bonuses provided by the Infrastructure manager.

However, even if NDTAC has not proven effective, UIP shows support for the scheme to be extended until the TSI Noise "Quieter Routes' approach" is applied by December 2024. UIP would like to see the following elements to be reflected in a revision of the NDTAC implementing act:

- The level of bonuses is significantly increased
- The new legislation establishes a functioning and mandatory mechanism, allowing for the passing on of bonuses to those rail actors bearing the costs, namely the wagon keepers

The European Commission envisages to publish the consultant study and the Commission Staff Working Document which outlines the next steps in summer 2020. As regards Noise in general, UIP published an updated report on the state of play in November 2019.





European Funding for Noise retrofitting - a success story?

In January 2019, a Connecting Europe Facility (CEF) call opened with a funding budget of €35 million for reducing rail freight noise, including for retrofitting of existing rolling stock. This was the second CEF call dedicated to retrofitting existing freight wagons and with this, the European Commission wants to accelerate the retrofitting of noisy wagons.

Prior to the call's opening, UIP succeeded in convincing the European Commission to apply the CEF contribution as unit contributions, which simplified the application process and ensured certainty and transparency in the funding levels. The reporting requirements were also reduced as no certification, financial statement nor Cost-Benefit-Analysis was requested from the applicant.

UIP members joined forces to form consortia to reach the minimum threshold of 2,000 wagons per proposal. To facilitate the application process, UIP published CEF application guidelines to provide clarity on the different application parts. Three out of the eight proposals that received CEF funding in 2019 were submitted by UIP members.

Altogether, the past CEF calls of 2016 and 2019 will co-fund the retrofitting of more than 145,000 rail freight wagons belonging to UIP members with a financial contribution of around €36 million. This funding will contribute to the objective of the whole European wagon fleet, organised within UIP, to become fully retrofitted and thereby TSI NOISE-compliant. According to current predictions, this target would be achieved for 89% of the private wagon fleet by 2023.

PRIORITY	Indicative budget, €	Number of eligible proposals	Requested funding, €	Number of proposals recommended for funding	Recommended funding, €
Projects on the Comprehensive Network	65,000,000	56	227,376,066	31	97,689,210
Rail Freight Noise	35,000,000	8	20,115,850	8	19,485,600
Grand Total	100,000,000	64	247,491,916	39	117,174,810

<https://ec.europa.eu/inea/en/connecting-europe-facility/cef-transport/apply-funding/2019-cef-transport-call-proposals>

Agreement on the new Multiannual Financial Framework (MFF) and the new CEF in sight?

Every seven years, the European institutions discuss and agree on the EU's long-term budget - the Multiannual financial framework (MFF). The MFF sets the limits for EU spending as a whole and for the different EU areas of actions. In 2018, the European Commission made a proposal for the MFF of €1,279,40 million which represents contributions of 1.11 % of Member States' GNI and covers the EU spending for the period 2021-2027. Key European funding instruments, such as the Connecting Europe Facility (CEF) and the Research & Innovation program Horizon Europe, are part of the MFF. In 2019, the European Council and the European Parliament started trilogues discussions but did not reach an agreement on the MFF budget due to the gap between the European Parliament's ambitious approach and some Member States wanting to cut the budget.

For the CEF Transport, the European Commission proposed a total budget of €30.6 bn for the same period (2021-2027), which envisaged a general envelope of €12.8 bn, the Cohesion fund allocation of €11.8 bn and a military envelope of €6.5 bn (supporting transport infrastructure on the TEN-T network to adapt to military requirements to enable civilian and military use). In a joint CEF coalition leaflet, UIP, together with other European transport associations, strongly advocated for more EU budget in transport. A meeting with the responsible services of the European Commission was organised in June 2019 and allowed the coalition to raise the points and make a clear call.

Even though the question of the budget remains open, the Council and the European Parliament have already agreed on the CEF's content. To reach this agreement, UIP successfully wrote to several MEPs to share its Position Paper on the new CEF in transport. UIP is pleased that actions to reduce rail freight noise, as well as actions supporting telematic applications, automation and the removal of interoperability barriers, are remaining eligible actions under the CEF.

UIP also successfully lobbied for introducing a co-financing rate for the above actions (except for rail freight noise) of up to 50% of the costs. However, UIP regrets that the budget share of smart, sustainable, inclusive, safe and secure mobility (the main relevant envelope for UIP) has been significantly reduced to 20% compared to the ambitious proposal of the Commission of 40%.



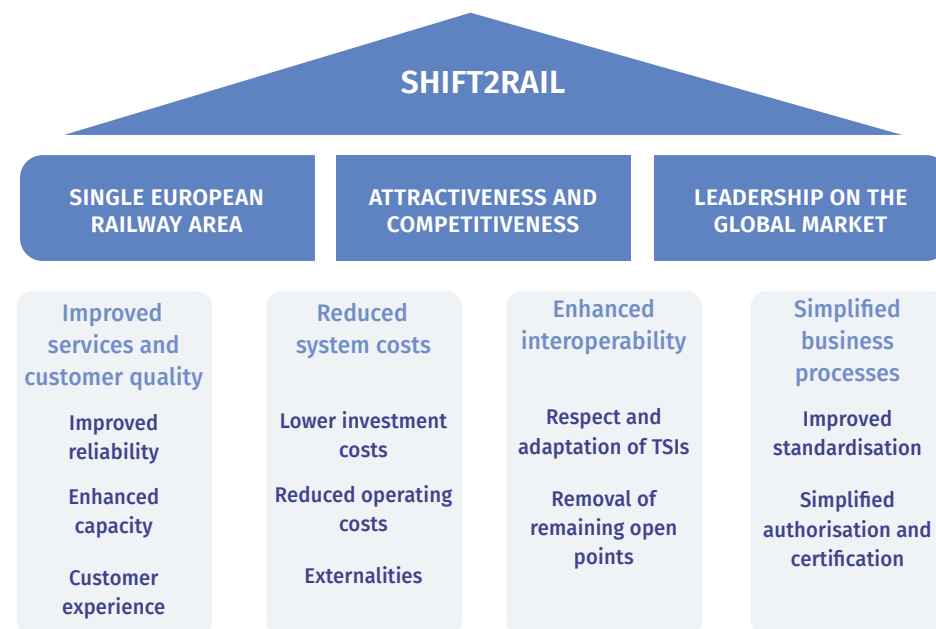


What about the future European Programmes for Research and Innovation?

As regards the budget of Horizon Europe, the main funding instrument for Research and innovation projects, it remains to be seen if rail can maintain its institutional European Partnership, which so far has successfully run under the Joint Undertaking Shift2Rail (S2R), that UIP strongly supports. The European Commission started its evaluation for the launch of a Shift2Rail II initiative and published an Open Public Consultation in November 2019 in which UIP participated and actively supported a Shift2Rail II.

The strength of the S2R Joint Undertaking lies in its ability to:

- Overcome market fragmentation by bundling the expertise of major rail stakeholders, partners and research institutions
- Ensure sufficient financial resources as a public-private partnership
- Improve the direct leverage of investments



As a next step, UIP will participate in the targeted stakeholder consultation which will take place in the beginning of 2020, stressing the need to bundle some market uptake activities within this new Joint Undertaking.

TECHNICAL POLICY

Will ECMs be able to find common solutions for managing Safety Critical Components?

As parts of the nine legal acts of the Technical Pillar of the 4th Railway Package, the TSI WAGON and the revised Commission Implementing Regulation (EU) 2019/779 on ECM, entered into force on 16th June 2019 together with the new process for vehicle authorisation. Throughout the first half of the year, our Joint Topical Committee on Interoperability & Safety discussed the draft texts and experts were involved in the respective working groups at ERA. Through joint efforts, UIP managed to remove some uncertainties with regards to the role and responsibilities of ECMs and improve the overall texts significantly. However, the introduction of the new concept of Safety Critical Components (SCC) will require further works and coordination with manufacturers in order to be successfully deployed. On the one hand, the new requirements and obligations for manufacturers and ECMs are clearly defined in the TSI WAGON (Annex I, Section 4.4 and 4.5.2) and the ECM regulation (Article 4). On the other hand, the determination of which freight wagon components constitute an SCC and how the processes to handle them (also in terms of the existing wagon fleet) should look like, will depend on the Sector's ability to define a common approach based on a shared understanding.

Consequently, to facilitate the development of a common approach, UIP brought together keepers' and manufacturers' representatives at a joint meeting on 16th July 2019 to discuss these new legal obligations and their transposition into practice. The participants agreed on the guiding principle "as few SCC as possible but as many as necessary". To further develop the concept and a common understanding, a second meeting between CER, UNIFE and UIP took place on 13th November 2019 at which UIP emphasised the need to distinguish between requirements for passenger and freight rail rolling stock due to their different nature.

In 2019, no definite answer could be found to this very broad topic and it remains to be seen if new guidelines for the implementation of the legal requirements on SCC could be published in 2020. UIP and its members will continue to collaborate to define the right components and the related traceability and maintenance requirements falling under the concept of SCC.

A new European era for freight wagons' maintenance with the creation of the VERS

The VPI European Rail Service GmbH (VERS) was founded in 2019 as to broaden the activities on the VPI maintenance guidelines and increase its "European" character. This was needed in order to cope with the growing demand and to



fulfil the goal of strengthening the transparency, quality and, above all, the international orientation of the different modules. The existing guidelines have been re-named in VPI European Maintenance Guide (VPI-EMG). The new legal entity, the VPI European Rail Service GmbH (VERS), will continue to offer to freight wagon keepers practical recommendations to develop a modern, high-quality maintenance management system that can be employed across Europe while ensuring that the requirements of an ECM's tasks are met.

To reinforce the VERS internationally, the publishing Supervisory Board has been broadened and is now composed of UIP (representing all other NAs) and AFWP together with the original publishers VAP, VPI Germany and VPI Austria. This Supervisory Board will make decisions regarding the setting of fees, the budget but also contractual agreement with the authors of the VPI-EMG as well as the mandatory rules for the modification of the Maintenance Guide analogous to the specifications in the relevant technical standards. In 2020, UIP will continue to support the VERS in order to further solidify its Europeanisation.



Improve the sharing of safety relevant information? The story of JNS procedures in 2019

The following Joint Network Secretariat procedures, to which the entire railway sector, including UIP, participates under the chairmanship of ERA, were set up or ended in 2019:

JNS “Great Belt Bridge Accident”

An accident in Denmark (Great Belt Bridge), where a semi-trailer from a freight train and a passenger train collided, occurred on 2nd January 2019. A subsequent test on semi-trailers conducted by the Danish National Investigation Body (NIB) revealed the risk that semi-trailers may not be sufficiently secured when transported on pocket wagons. Besides, the test pointed out the further need to accentuate the roles and responsibilities between Terminal Operators, Shippers, ECMs, Keepers and RUs.

In response to the subsequent request from the Danish NSA, a JNS urgent procedure was launched with the task of developing short-term Europe-wide, harmonised risk mitigation measures. The action plan, published in April 2019, recommended with regards to maintenance:

- Action and tools: all ECMs in charge of pocket wagons shall check whether their hitch maintenance intervals related to the king-pin locking match the instruction of the manufacturer and are optimized to the use of the wagons
- Consequences: necessary changes identified shall be assessed and implemented without delay
- Documentation: conclusions shall be duly justified and documented. The next hitch maintenance date shall be indicated on both sides of the pocket wagon or shall be made available by the keeper by other means

Right after the closing of this Urgent Procedure and based on the recommendation of the JNS panel, a JNS normal procedure Task Force was established in June 2019 to define mid- and longterm measures to ensure safety in a most cost-efficient way. In this Task Force, UIP experts are working on developing generic maintenance requirements for hitches and defining appropriate measures to share related information within the Sector.

JNS “Broken Wheels”

In 2019, UIP experts continued their works in this JNS normal procedure Task Force looking at the analysis of 65 cases of broken wheels across Europe. The results of the different workstreams may well impact the design and the authorisation of new wheels for freight wagons.

The works were closed with the publication of a final report in December 2019. The report points out that ECMs using wheel types BA 004 and BA 314/ZDB 29 have to consider in a documented risk analysis, the wagon type/configuration, operational conditions and special wagon design, as these aspects impact the probability of defects. The report also contains some long-term mitigation measures, such as a new limitation to 860 mm of the in-service wheel diameter for this type of wheels.

According to ERA, these measures should be considered by any concerned actor as mandatory. In 2020, UIP will discuss these recommendations and amendment proposals to CEN norms or the GCU in the corresponding working groups.

JNS “Wagon Braking Systems”

On 27th May 2016, a freight train carrying twenty freight wagons had a fixed brake near Breda (NL). Research showed that, due to the fixed/sliding brake in one freight wagon, the temperature of the wheels and brake blocks was so elevated that all brake blocks of this freight wagon were burned and the tread of all eight wheels of the freight wagon were deformed.

This incident which could not be attributed to human mistake was reported to ERA by the NIB NL in February 2017. The second JNS normal procedure Task Force meeting took place in April 2019 with UIP expert participation. However, in December 2019, it was decided to close the works until further information is available. The reasons behind the decision are that many different factors could have led to a blocked brake and that the root causes of reported incidents involving blocked brakes belong very often to normal train operations or cannot be precisely identified.



Defining a new future for JNS procedures

These JNS procedures which arose from the various underlying safety incidents in the past years revealed the need to define a legislative basis for enforcing JNS recommendations and improve the sharing of safety-relevant information not only on the happening but also on the measures taken to address the risks. With this idea in mind, the Agency received the mandate from the European Commission in January 2019 to “develop common safety methods for assessing the safety level and the safety performance of railway operators at national and Union level and to make relevant recommendations”.



UIP experts will take part to the works for developing this new Common Safety Methods (CSM) for the Assessment of Safety Levels and Performance (ASLP) and concentrate their efforts on the question of defining a reliable but mandatory mechanism for the sharing of safety relevant information.

In parallel to this workstream, ERA, in cooperation with the Sector, will organise safety workshops and conferences on this new priority, looking for best practices to be shared as to improve the use of existing alert tools (SAIT) for an efficient exchange of safety relevant information after incidents or accidents.

Is bigger always better? Including large tank containers in the existing legal framework

Freight wagon keepers are fully committed to the development of innovative solutions supporting the deployment of a more sustainable, efficient and safe railway system. In this context, UIP welcomed the introduction by BASF of a new type of tank-container in 2019. This so-called “BASF class tank-container” (B-TC), with a maximum volume of 73,000 litres and a payload of 66 metric tons, offers rail

Based on internal discussions on this topic, UIP drafted a position paper for the RID Committees (Tank and Vehicle Technology on 14th October and Experts’ standing working group on 25-29th November 2019) stating that the new specific design features of BTCs and organisational arrangements applying would need to be included in the current legal framework to avoid a patchwork of national restrictions.

Conclusions TÜ Berlin

- BTC same safety level as tank wagon
- thinner wall-thickness has no impact on safety
- Stem’s length of 300mm does not improve safety
- TE22 & T25 not necessary for BTC

Outcome technical evaluation (VPI DE)

- Lower safety level in case of side-collision, lateral penetration and overthrow
- Protection against overriding provides higher safety
- Construction measures on intermodal wagons couldn’t be evaluated
- BASF: does not share VPI’s technical analysis

freight the possibility to make the transport of dangerous goods by rail even more efficient and to address the economic and practical requirements of the industry.

Following discussions started in the RID Committee of Experts’ standing working group in 2017, some safety concerns have, however, been raised on the differences in the applicable technical provisions for the construction and approval of tank-containers and tank-wagons. In addition, questions have been raised as well on the specifications used for the construction of the dedicated intermodal freight wagons (ICTW) as some design characteristics are not explicitly covered in the current TSI WAG (321/2013) or harmonised standards and could be considered as significant changes.

UIP position paper

Specific design features and organisational arrangements apply which are not included in today’s legal framework:

- calls for the development of a fair level playing field for all types of rail freight traffics
- to review the technical requirements embedded in the RID based on a more holistic and less prescriptive approach
- look for the creation of a homogeneous and non-discriminatory regulatory framework for both conventional and intermodal transport of dangerous goods
- take into account the return of experience of using tank-wagons in dangerous goods transports when establishing rules, procedures or means of compliance

UIP further called on the RID Committees to take into account the return of experience of using tank-wagons in dangerous goods transports to establish a fair and non-discriminatory level playing field for all types of rail freight traffics.

The questions raised by UIP, in particular on the size limitation for the term container, the applicability of RID provisions 6.8.2 or TE22 and TE25, a classification of the B-TC according to EN 12663 and the respective marking of carrying wagons, could however not be finally discussed or answered in 2019. The works on clarifying some remaining open points will continue in 2020.

The right balance between TSI stability and the timely uptake of innovation and new standards

How to keep track of all standardisation activities?

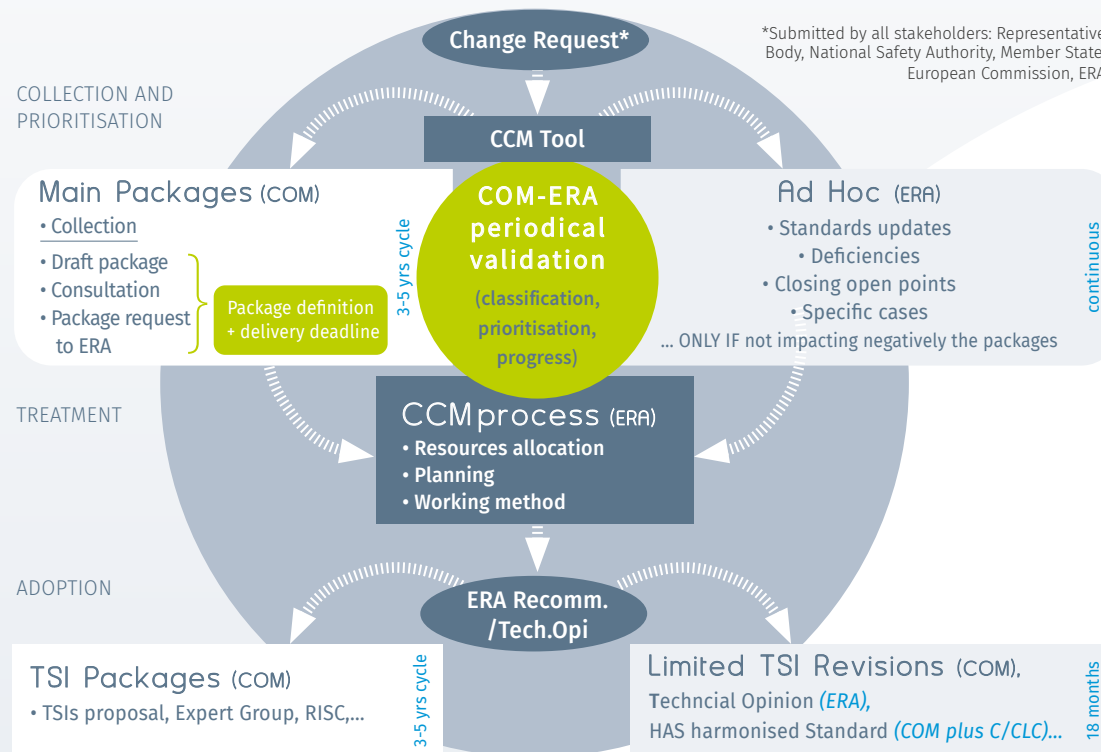
Harmonised EN standards are the cornerstones of technical works and often referenced in TSIs, the GCU or even maintenance guidelines.

While developing tools to keep track of changes to all rail freight wagon relevant norms, UIP experts and staff recognised in 2019 the necessity to improve the general oversight on the works of CEN TC 256 and 296, where the rail freight-related norms are produced. While some realised the big differences that exist between the capacity of National Associations (NAs) to cope with the subject, it became apparent for others that the availability of technical experts would become a significant barrier to the objective of ensuring that all NAs and indirectly keepers are involved and properly briefed about upcoming changes in EN standards.

While the nomination of experts to the relevant CEN working groups will remain a national matter, the role of UIP will focus in 2020 on providing understandable supporting documents and ensuring proper communication and coordination on relevant topics. This should allow National Associations to become more proactive on these matters.



Presentation given by the European Commission at the 2nd ERA workshop on the future maintenance of TSIs on 11th December 2019



The 2022 Digital Rail and Green Freight TSI Revision Package

In the 2nd half of 2019, UIP was actively involved in the discussions with the European Commission and the Member State representatives on the list of priorities for the 2022 Digital rail and Green freight TSI revision package. The works, organised via the Expert Group for the implementation of the Technical Pillar of the 4th Railway Package, focused on defining relevant topics to be included in the upcoming revision of the TSI but also on the definition of a new revision process and organisation at the level of the Agency to ensure a greater coherency between the legal texts.

The European Commission (EC) is expected to send a formal request for the revision of the TSI to the ERA at the beginning of 2020 which should entail all the relevant topics to be addressed before 2022. In parallel, UIP participated in December 2019 to a dedicated workshop on defining the procedures and way of work of the new ERA Unique Working Party on the TSI revision. A first meeting of this new group is expected to take place in February 2020. The new overall idea, supported by the EC, the ERA and the Group of Representative Bodies is to work less by “silo/individual TSIs” and instead move to discuss overarching topics and discuss changes to several TSIs in one specific Topical Working Group. This aims to find the right balance between TSI stability and timely uptake of innovation and new standards, as well as to avoid extra delays to the application of the TSIs. Therefore, this new TSI revision process is to be seen as a positive development as it will not change the workload for UIP and instead offers an opportunity to deal with more change requests to TSIs in less working groups and will facilitate keeping track of changes to TSIs.

Further discussions revolved around urgent needs which may arise, for example, when new standards are published (EN). Current proposals foresee a new process requiring a simple publication by the EC of an updated list of harmonised standards which could be used as an alternative to a standard referenced in the TSI (and as such mandatory). However, this separate process requires a change in today's TSIs, and it remains to be seen how this idea can be implemented in practice and how the Member States will react to this decision-making process which would exist outside of the competence of the RISC (Railway Interoperability and Safety Committee).

OUR ACTIVITIES during the 1st semester

■ = Technical policy meetings ■ = European policy meetings

January

- 07 January** ■ UIP Joint Meeting TC Interop & Safety
- 23 January** ■ ERA Management Board
- 28 January** ■ RISC 84th Meeting
- 29 January** ■ Women in Transport - EU Platform for change
- 30 January** ■ Rail Forum Europe



February

- 05 February** ■ ERRAC Steering Committee
■ OTIF Working Group TECH
- 13 February** ■ Shift2 Rail INNOWAG-Advisory Group
- 14 February** ■ EC Expert Group on rail market access
- 20 February** ■ EC Informal Noise meeting
- 26 February** ■ EC Conference «Multimodal transport - towards the future»
■ GCU Joint Committee

March

- 07 March** ■ DTLF Sub-group meeting
- 11 March** ■ UIP 4th Railway Package Workshop
■ RISC expert group on the technical pillar of the 4th RP
- 14 March** ■ Shift2Rail UR-ID WG
- 18 March** ■ RID/ADR/ADN Joint Meeting
- 20 March** ■ UIP NA Committee
- 21 March** ■ SERAC RMMS Working Group
■ ERRAC Plenary
- 22 March** ■ Meeting with DG COMP on Polish State aid case
- 27 March** ■ 27th NRB meeting
- 29 March** ■ TAF/TAP Steering Committee





April

- 9 April** | RISC 85th meeting
- 12 April** | DTLF Sub-Group 2
- 17 April** | International Rail Meeting - DG MOVE
- 23 April** | Sector Statement Group
| UIP Executive Board
- 30 April** | EU Rail Facility Portal Project - Second Stakeholder Meeting

May

- 6 May** | UIP internal meeting on EVR implementation
- 7 May** | UIP Joint meeting TC Interop & Safety
- 15 May** | UIP GCU Experts WG
| CEN/TC 256 Plenary meeting
- 17 May** | EU-China Connectivity - Stakeholder meeting
- 28 May** | ERRAC Steering Committee

June

- 12 June** | 12th OTIF CTE
- 18 June** | GCU Joint Committee
| Meeting between DG MOVE and CEF Coalition
- 19 June** | EC Informal Noise meeting
| DTLF Plenary
- 20 June** | RISC expert group on the technical pillar of the 4th RP
- 26 June** | UIP General Assembly



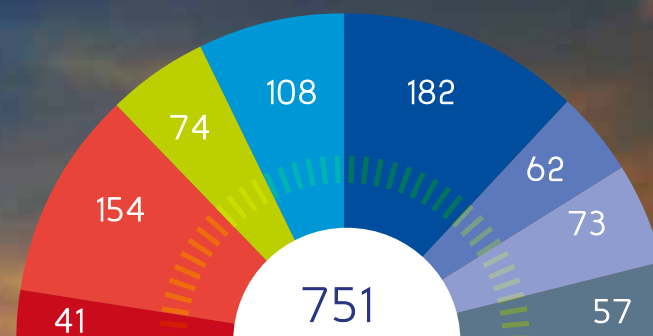
HIGHLIGHTS of our 2nd semester

EUROPEAN POLICY

A new European Parliament and a new Commission: changes in political powers?

The year 2019 was marked by the election of a new European Parliament in May where the centre-right European People's Party (EPP) and the centre-left Socialists & Democrats (S&D) lost seats across the EU. Such outcome means that both traditional political parties together no longer have the majority and need to rely on support of other political parties to pass legislation.

In contrast, the Greens, the Pro-EU centrists, the liberals and Eurosceptic populists all won a substantial number of seats. The election also gave rise to a new generation of members of the European Parliament (MEPs) in the TRAN committee, where all transport related issues are discussed at EP level as well as in the Rail Forum Europe, a platform between EU policy-makers and the European rail sector, in which UIP regularly participates.



Political Groups in the European Parliament	Pre-Brexit Parliament (751)	Post-Brexit Parliament (705)	2014 Parliament
Left-wing: GUE/NGL	41	40	52
Centre-left: S&D	154	141	191
Greens/EFA	74	71	50
Liberals: RE	108	102	67
Centre-right: EPP	182	188	221
National conservative: ECR	62	62	70
Right-wing: ID	73	77	37
Non-inscrits	57	24	15
Eurosceptic populist: EFDD	0	0	48

The year 2019 was also marked by the start of a new European Commission for a period of five years. With Ursula von der Leyen elected as President (EPP), the new Commission of 26 Commissioners started its work beginning of December 2019. It is structured more hierarchically than the previous one as it consists of eight Vice-Presidents, including three Executive Vice-Presidents (Frans Timmermans, Margrethe Vestager and Valdis Dombrovskis). Ms. Adina Vălean [PICTURE], a former Romanian MEP of the EPP party, was appointed as Transport Commissioner.



The new European Commission is structured around six policy areas:

- The European Green Deal: EU to become the first climate neutral continent/region by 2050, reducing emission by at least 50% by 2030
- An economy that works for people: Increasing social fairness and prosperity
- A Europe fit for the digital age: Strive for more digitalisation within safe and ethical boundaries
- Protecting our European Way of Life
- A stronger Europe in the World
- A new push for European democracy

In 2020, the Commission will present us with more details on the strategy and measures proposed behind these six policy priorities. The big changes in the repartition of political powers mark a new start for the European Union. UIP will need to recreate a proper network with the new leaders of the European institutions but will in any case continue to advocate with passion and drive for transport in Europe.

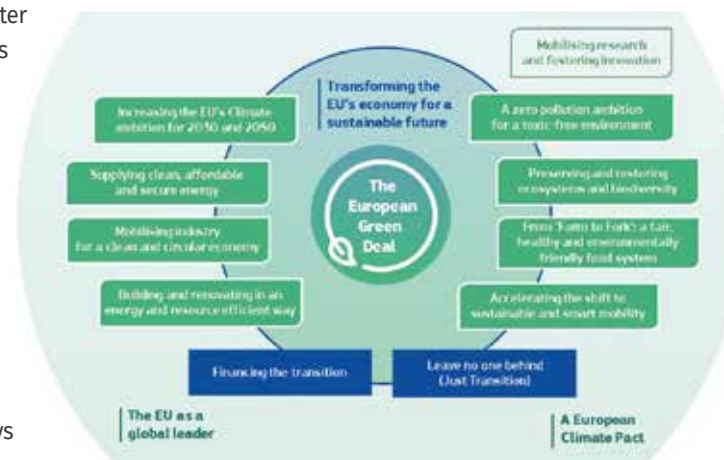
I What is the European Green Deal?

In December, the European Commission already provided more details on one of its most important priorities: The European Green Deal. With this initiative, the Commission wants the EU to become the first climate neutral continent by 2050 and has an objective of reducing emissions by at least 50% by 2030.

The proposals embedded in this Green Deal aim among other things to:

- Adopt a Smart and Sustainable Mobility Strategy which will tackle all emission sources for transport
- Introduce a carbon border adjustment mechanism for selected sectors to reduce the risk of carbon leakage
- Introduce a Just Transition Fund that will focus on regions and sectors most affected by the transition because they depend on fossil fuels or carbon-intensive processes
- Evaluate the State Aid guidelines that will address market barriers to deploy clean products

Transport accounts for a quarter of the EU's greenhouse gas emissions and, in order to achieve climate neutrality, a 90% reduction in transport emissions would be needed by 2050. To reach such target, the Commission considers that shifting a substantial part of the 75% of inland freight carried today by road onto rail and inland waterways would be needed.



For a more sustainable and smart mobility, the Commission pointed out that the related strategy will be adopted in late 2020, once the preparatory works are completed, including a public consultation, and once feedback from stakeholders has been received. What is certain is that the strategy will include measures aimed at significantly reducing CO₂ and pollutant emissions across all modes. Furthermore, the strategy will aim at exploiting digitalisation and automation to enhance capacity and connectivity.

UIP is monitoring the developments on what could become a kind of new White Paper on Transport and has already been in close contact with the European Commission at all levels about this. UIP already met with other European transport associations to discuss common requests towards the Commission and will provide ideas and a call for more simplification and digitalisation of rail freight in a position paper to be addressed to the European Commission in 2020.

Giving a boost to rail freight with the revision of the Regulation on Rail freight corridors?

With the European commitment of becoming carbon neutral by 2050, boosting rail freight transport must become an essential pillar of the European Union's long-term policy if policy makers want to make transport more sustainable by cutting greenhouse gas emissions and decarbonising the Sector. Since 2014, UIP called European institutions to focus on a short list of factors for rail freight performance and rail freight competitiveness. In this context, a clear political will and commitment from the Member States to support and secure investments in rail infrastructure has always been a key concern.

Regulation (EU) No 913/2010 on Rail Freight Corridors (RFC), which sets the rules for the establishment of currently 11 international cross-border freight corridors, includes also provisions on the organisation, management, investment planning, and the use of infrastructure.

A 2018 study of the European Commission assessing the impact of the Regulation concluded also that the products offered are not sufficiently market-oriented and that the RFCs have not reached their full potential because their success depends on Member States' commitment. During the first quarter of 2019, the European Commission published a roadmap to collect feedback on the key issues to be addressed in a possible revision of this regulation that constitutes one of the key instruments of the Commission's policy to reach the objective of facilitating the operation of rail freight traffic along the main European transport corridors.

Despite the progress made in the Sector Statement Group, the Commission decided to continue with its evaluation and launched an Open Public Consultation at the end of 2019 in which UIP participated and stressed the importance to include new provisions for achieving the three objectives:

- Improving the quality of services
- Simplifying and improving operations
- Adapting the infrastructure to rail freight needs

The European Commission will decide in 2020 whether a revision of the Regulation is needed and how to improve it. UIP will again provide concrete ideas in a position paper to be addressed to the European Commission in 2020.



Revising the Guidelines on State aid for railway undertakings to support greener solutions

One of the tools to boost the deployment of sustainable and interoperable solutions are the European Commission's State Aid Guidelines. A so-called fitness-check of several of its State Aid Guidelines, among them the State Aid Guidelines on railway undertakings dating from 2008, was launched in 2019.

UIP considers that the current State Aid Guidelines are outdated and very unclear. To support the endeavours of the rail sector without creating new barriers, the guidelines need to deal with rail freight and rail passenger transport in separate chapters.

For instance, the Polish State Aid case which saw Poland distributing over €199 million from the Cohesion fund for 17 national projects for the purchase of locomotives and wagons used for intermodal transport (with a co-financing rate of 50%), illustrates that the current Guidelines are vague and provide loopholes to finance rolling stock in rail freight traffic. UIP met with the European Commission services in March 2019 to explain that the justifications of the Polish authorities were not valid and that this risk a distortion of competition in the rail freight sector.

Within the framework of evaluating the Commission's Guidelines on State Aid for railway undertakings, UIP met with DG COMP again in December 2019 to explain why a revision of the Guidelines is urgently needed and how rail freight differs from rail passenger transport. In September 2020, the Commission will decide in a first step if a revision of the Guidelines is necessary. In a second step, the Commission will investigate how the Guidelines should be improved. UIP will closely monitor the situation and plans to have more meetings with the European Commission to provide its recommendations on the revision and to release position paper on the key elements for rail freight accordingly.

Not much internalisation of external costs concludes a European Commission study

Ahead of the announcement of the European Green Deal, the European Commission published the results of its study on the 'Internalisation of External costs' in May 2019. The objective of the study was to assess to what extent Member States and the different transport modes have implemented the 'user-pays' and the 'polluter-pays' principles. The results of the study showed that the external and infrastructure costs of transport in the EU28 are only partly internalised. For most transport modes,

only 15 to 25% of these costs are covered by revenues from current transport taxes and charges.

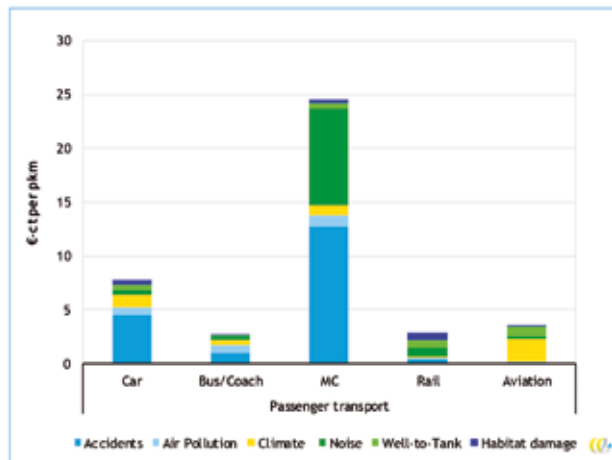
The total external costs of transport in the EU28 are estimated at €987 billion. Road transport (and particularly passenger cars) is the largest contributor to external costs with €820 bn (83% of the total costs); rail's is only €18 bn.

The study concludes on the fact that external and infrastructure costs of transport in the EU28 are only partly internalised by current taxes and charges. As one can see in the table below, an exception is rail transport (particularly high speed trains and diesel passenger trains), where the rail access charges and diesel taxes reflect the variable nature of the external costs and the variable part of the infrastructure costs.

OVERVIEW COST COVERAGE RATIOS FOR THE AVERAGE COST PERSPECTIVE					
	Overall cost coverage	Overall cost coverage excluding fixed infra costs	Variable infrastructure and external cost coverage	Total infrastructure cost coverage	Variable infrastructure cost coverage
Passenger transport					
Passenger car	51%	63%	48%	27%	417%
Bus	17%	24%	21%	3%	6%
Coach	18%	26%	23%	3%	6%
Motorcycle	19%	20%	15%	35%	576%
High speed train	26%	145%	208%	28%	394%
Electric pax train	16%	61%	70%	19%	160%
Diesel pax train	22%	91%	101%	16%	122%
Aircraft	34%	45%	46%	82%	247%
Freight transport					
LCV	43%	53%	48%	11%	153%
HGV	26%	37%	33%	14%	44%
Electric freight train	12%	30%	35%	16%	86%
Diesel freight train	26%	55%	61%	25%	138%
IWT vessel	6%	12%	13%	12%	176%
Maritime vessel	4%	4%	4%	127%	4,57%*

* This very high cost coverage ratio can be explained by the fact that the variable share of port infrastructure costs is assumed to be low. Combined with the fact that port charges are often set to cover (most of the) total infrastructure costs, this results in very high variable infrastructure cost coverage ratios.

Average external costs 2016 for EU28:
passenger transport (excluding congestion)

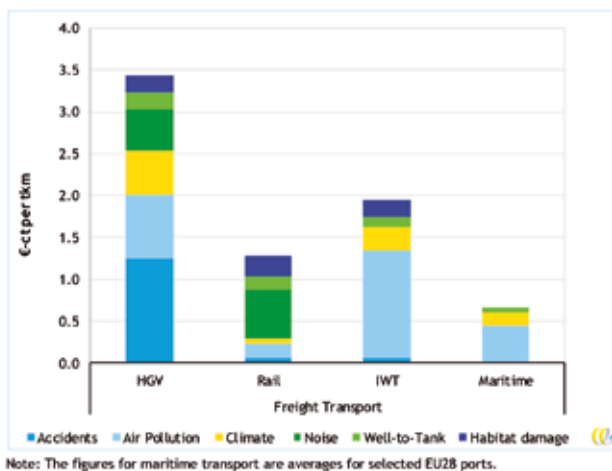


The assessment of the state-of-play shows that there is room for improvement with respect to the internalisation of external and infrastructure costs of transport in the EU28. The study recommended that further internalisation could be achieved in the following areas:

- Wider use of distance-based road charges differentiated to vehicle characteristics, location and/or time
- Wider application of noise differentiations in rail access charges may be an option to further internalise the noise costs of rail transport
- Introducing fairway dues or higher port charges may be options to internalise a larger share of the external and infrastructure costs of Inland Waterway Transport
- Environmentally differentiated port charges or fairway dues may be options to further internalise the air pollution cost of maritime transport

The Commission's study, entitled «Sustainable Transport Infrastructure Charging and Internalisation of Transport Externalities»; reveals that rail stands out with low externalities and better variable-cost coverage than any other motorised transport mode, both for passengers and freight. Furthermore, it clearly points out that a shift to rail would support the objective of more sustainability in transport and benefit the environment and citizens in Europe.

Average external costs 2016 for EU28:
freight transport (excluding congestion)



UIP provided input and participated in the final Commission conference on the study in December 2018. The follow-up and the implementation of the study, which should lead to other modes increasingly internalizing their costs, could give a boost to rail freight. UIP will closely follow any related initiative and will continue to advocate for a shift to clean transport modes like rail and a proper internalisation of external costs. For rail freight, this will mean however working even harder on the reduction of noise emissions. New pricing mechanisms will have a key role to play to increase transport sustainability and to achieve the cuts in the sector's greenhouse gas emissions, but technological innovations and regulation will also play a major role for defining the appropriate implementation toolbox. New initiatives may arise in the form of carrot and stick elements enacted by different levels of governance, from European, to national and local levels.

TECHNICAL POLICY

I 4th Railway Package: starting a new journey

On 6th March 2019, UIP organised the last in a row of four workshops for its members in Gilze (NL) on the implementation of the Technical Pillar of the 4th Railway Package (4th RP). The workshop focused on the new vehicle authorisation (VA) processes and related topics such as a practical demonstration of the One-Stop-Shop IT-portal. To ensure that wagon keepers and manufacturers get a broad overview of the challenges and changes, ERA speakers and other industry representatives provided some insights on their experience with the new process and the necessity to adapt contracts, the internal organisation and the current way of work.

With the support of experts from our member associations, the workshops offered a perfect platform for fruitful exchanges on critical elements raised during a learning case activity for the authorisation of a tank wagon with ERA. In order to support the overall fine-tuning of processes, UIP will repeat the exercise probably by the end of 2020 after all Member States have transposed the 4th RP and UIP members have gained experience on the new VA processes. However, already during 2019, several problems became apparent and will require special attention as they may create a big burden for freight wagon keepers and the whole wagon industry.

Thanks to the efforts of ERA staff and the European Commission, UIP remains confident that pragmatic solutions will be found, and issues resolved as it was the case for the questions raised on RID tank approval and wagons registration.

In addition ERA, stressed that they will publish clarification notes, so-called lines-to-take, on issues identified during the application or the assessment processes. Those should help applicants in the preparation of the technical files and provide a common ground for dealing with issues that could not be addressed in the legal framework.

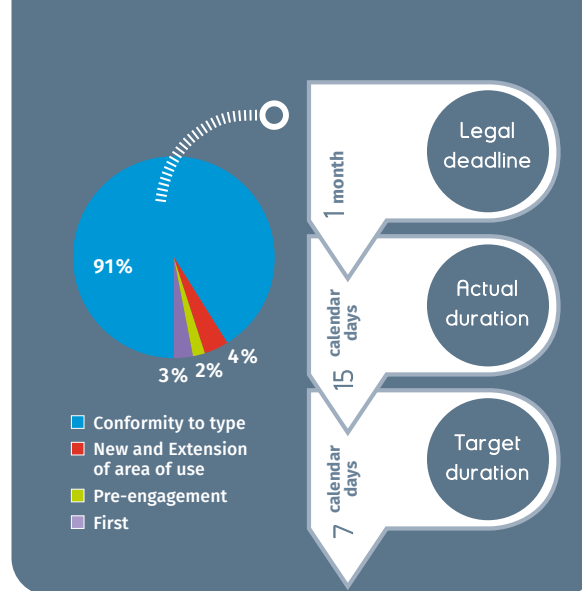
TOPIC	DISCUSSIONS	WAY FORWARD
Requirements capture	Legal requirements very vague, no clarity on process or list of rules, identification of all rules outside TSI challenging and leading to long, costly or unnecessary risk assessments documents for freight wagons	<ul style="list-style-type: none"> ERA to provide LTT with examples ERA/UIP to discuss during workshop and agree on process or guidelines for freight wagons
Changes to an already authorised RIV vehicle	Unfortunately no equivalence between RIV and GE provided in the legal text (TSI WAG, Art. 3c or Area of Use), change to RIV wagons have to be combined with senseless extension of area of use	<ul style="list-style-type: none"> ERA to support UIP proposal for a modification of legal text amendment proposed for next RISC on extension of AREA OF USE
Costs spread for similar applications	Time and costs for similar C2T (Conformity to Type) authorisations do not only depend on planning but also on assigned ERA staff	<ul style="list-style-type: none"> Ensure that holidays/absence do not lead to higher costs and increased delivery times
Notifying changes to an already authorised vehicle to ERA	Important to get information on how and to whom changes will be notified. Critical to the success of retrofitting exercise "cast iron" to "LL"!	<ul style="list-style-type: none"> OSS ready
Coordination and documentation for approval of tanks vs wagons	Final inspection certificates for the tank can't be delivered upfront. Shouldn't create unnecessary delay for C2T authorisations as outside of sphere of influence of applicant	<ul style="list-style-type: none"> Could applicant provide an intermediate certificate of evidence as temporary document until final tank certificate delivered

A first example of such a note was published by the Agency in June 2019 regarding the obligation for NoBos to publish upfront relevant EC certificates of verification/conformity & suitability for use in ERADIS. In order not to artificially delay the delivery of new authorisations, a pragmatic mitigation measure could be defined after bilateral discussions between UIP and ERA: in the case of NoBos not having uploaded the EC certificates in ERADIS, the applicant shall inform the Agency in writing and exceptionally upload the relevant documents in ERADIS itself.

Furthermore, UIP ensured close exchanges and a continuous contact with the Agency staff as concerns appeared after the 16th of June about the readiness of ERA, to handle the high number of freight wagon authorisations for conformity to type, as the single authorising entity. As a best practice, UIP recommends that all applicants provide ERA with a clear planning on when and how many wagons would need to be authorised and to start entering pre-engagement with the Agency as soon as possible.



While the first six months of the new processes fulfilled some KPIs. UIP will continue to address the remaining issues, especially reducing the time to market for processing applications and the related costs for delivering authorisations, bilaterally with the Agency or even with the European Commission if needed. We look forward to solution-driven discussions in close cooperation with applicants and ERA staff in 2020.



Quo Vadis? Our 2019 digitalisation milestones

TAF TSI Implementation and Change Control Management

In 2019, UIP experts from both our Topical Committees on Safety & Interoperability and Data Exchange participated in several TSI NOISE and TAF-related (Telematics Applications Freight) Working Parties meetings. They discussed a new proposal to integrate noise-related parameters into the TAF TSI allowing the identification of freight wagons compliant with the provisions of the revised TSI NOISE which entered into force on the 16th of May 2019. For wagon keepers this meant defining appropriate codes while keeping the burden for updating the already implemented RSRDs as low as possible. A concrete solution proposed by UIP representatives will allow RUs to know already well before train departure if a wagon can be used without concerns on a specific route. With this Change Request implemented in the TAF TSI technical appendixes, RSRDs will become a reliable source of information for RUs to support the route compatibility checks and ensure they are performed in

line with the new TSI NOISE requirements. The following table describes the relation between described cases in the TSI Noise and the data elements for the TAF TSI RSRDs messages:

ERA TSI NOI CODES	TAF TSI RELATED ELEMENTS
1. Can be used in all quieter routes- TSI Noise compliant-Silent - retrofitted without testing	BrakeSpecialCharacteristics = 2 = K-Brake Blocks 4 = Composite Brake Blocks, single release brake 5 = L-Brake Blocks 6 = LL-Brake Blocks CompositeBrakeBlockRetrofitted = true
2. Can be used in all quieter routes- TSI Noise compliant-Silent (tested against a TSI NOI)	BrakeSpecialCharacteristics = 1 = Disc Brake 2 = K-Brake Blocks 4 = Composite Brake Blocks, single release brake 5 = L-Brake Blocks 6 = LL-Brake Blocks CompositeBrakeBlockRetrofitted = false
3. Can be used in all quieter routes-TSI Noise compliant-Very quiet (tested against a TSI NOI)	Not relevant for operation of freight wagons on quieter routes
4. Can be used in all quieter routes-TSI Noise not compliant - exempted in acc. with TSI Noise	Related to infrastructure characteristics (track gradient, authorised axle load of more than 22.5 , etc.), operational decision of railway undertakings based on technical parameters delivered by IMS
5. Can be used in quieter routes only in this MS - Covered by specific case	BrakeSpecialCharacteristics = 0 = Cast Iron Brake Blocks 3 = Cast Iron Brake Blocks, single release brake 9 = Unknown or non-coded information QuieterRoutesExemptionCountry with applicable CountryIdentISO
6. Can be used in quieter routes only in this MS - Fitted with 'historic' CBBs Historic composite brake blocks for international use (E.1)	BrakeSpecialCharacteristics = 2 = K-Brake Blocks
6. Can be used in quieter routes only in this MS - Fitted with 'historic' CBBs Historic composite brake blocks for national use (E.2)	BrakeSpecialCharacteristics = 2 = K-Brake Blocks Remark: Wagon has a national authorisation and therefore, can only be operated in the designated country (national use), information already included in RSDS message
7. Can't be used in quieter routes	BrakeSpecialCharacteristics = 0 = Cast Iron Brake Blocks 3 = Cast Iron Brake Blocks, single release brake 9 = Unknown or non-coded information

European Vehicle Register guidelines: defining the rules for a new era?

The European Vehicle Register (EVR) guidelines were published in June 2019. The new EVR vehicle registration process set out therein allows Member States to keep their national register as part of the current decentralised system of national registers linked to the EVR until 16th June 2024 while other functions will be centralised as of 16th June 2021. Accordingly, the guidelines define appropriate data migration strategies for the transfer of information into the central EVR.


The centralised EVR system will allow to pre-reserve wagon numbers and, under specified conditions, re-register wagons in other MS. All the data of the national vehicle registers can be consulted by authorised users via the EVR search engine. UIP will concentrate its efforts on ensuring that the new IT solution for the central EVR will deliver benefits to the users from companies active in different Member States and for those struggling today with the number of usernames and passwords required to manage the registration of a European wagon fleet. Unfortunately, a harmonisation of the fees charged for registering a wagon or updating data could not be achieved. The decision will remain with the Member States also after 2024.

A major technology upgrade for RSRD²

Another important milestone of our UIP digitalisation activities in 2019 was a complete technical upgrade of the RSRD² solution including a redesign of the authorisation process, an improvement of usability, as well as a new graphical user interface (GUI). Moreover, a new RSRD² functionality allowing to share wagon manuals is under development and should be released in 2020. This should allow participating wagon keepers to better address the current needs of the database users

Tech Upgrade

- New backbone technology for database, interfaces and security
- Redesign of authorisation process
- Improvement of usability
- Integration of additional validation rules (e.g. load limit grids)

New GUI

Wagon/Equipment Manuals

- Request to make wagon or equipment manuals available via RSRD²
- Requirement from JNS to make manuals available
- RSRD² user group to finalise specifications and implementation time frame with Signon



Introducing the GCU Broker: the new Sector platform for the exchange of operational data!

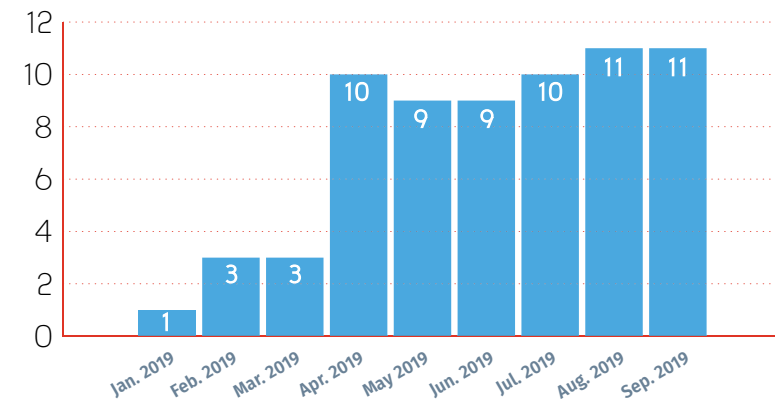
Several functionalities have been gradually added throughout 2019 so that the GCU Broker becomes the cornerstone for sharing Wagon Damage Reports (WDR) as defined in Appendix 4 of the GCU, Wagon Performance Messages (WPM) as defined in Appendix 16 GCU and Technical Wagon Data (RSRD) as per Appendix 16. While being TAF TSI compliant, the new communication platform will bring many benefits to the GCU signatories, amongst all, vast efficiency gains for the exchange of GCU-related information. With the going live of the first functionalities in 2019, the rail freight Sector has done a first step towards digitalisation, making the GCU Broker the central and only IT interface between RUs and Keepers.

4-steps approach

Function	Scope of Current Project			
	1 st PHASE	2 nd PHASE	3 rd PHASE	4 th PHASE
GCU Homepage	✓			
Wagon List of Keeper(KWL)	✓			
Wagon Damage Report (WDR)		✓		
Wagon Performance Message (WPM)			✓	
Technical Wagon Data (RSRD)				✓
New CRs (billing, etc.)				✓
Go-Live	24.01.2019	01.04.2019	03.06.2019	02.09.2019

While the vast majority of GCU signatories have voiced their willingness to use the GCU Broker, the main disappointment remains the very low number of connections already in operational use. Until full market uptake, Keepers and RUs will not be able to make use of the GCU Broker at full scale and benefits for the rail freight Sector will remain negligible.

Total number of RUs sending WDR via Message Broker



In cooperation with various RUs and Wagon Keepers, 28 use cases of a DAC have been developed

	RUs	IMs	WIKs		RUs	IMs	WIKs
1. Reduction of manual shunting effort	●	○	○	15. Reduction of disturbances caused by (false) alarms by infrastructure checkpoints	●	●	○
2. Reduction shunting effort by shortfall of pushing of wagons together at marshalling yards	●	○	○	16. Elimination of battery replacement for telematic applications by using electrical power line	●	○	●
3. Acceleration of shunting and increase of system speed in rail freight transportation	●	●	●	17. Increase of system speed by elimination of changing the braking lever position	●	●	○
4. Composition of longer trains	●	●	○	18. Train Integrity check / Elimination of manual end-of-train signal	●	●	●
5. Composition of heavier trains	●	●	○	19. Cargo monitoring system	●	●	●
6. Higher transport speed by using brake position „P“	●	●	○	20. ep-brake	●	●	●
7. Reduction of maintenance costs: less wear and tear on wheel sets	○	○	●	21. Detection of derailments	●	●	●
8. Reduction of maintenance costs: no lubrication of buffers	●	○	●	22. Recording of wagon sequence	●	○	○
9. Reduction of maintenance costs of infrastructure	○	●	○	23. Detection of brake status	●	○	●
10. Reduction of vehicle weight / Increase of load capacity by saving of buffers	●	○	●	24. Increase of safety at work for shunters	●	○	○
11. Reduction of vehicle weight through optimal construction of wagon	●	○	●	25. Increasing of derailment safety	●	●	●
12. Automated brake test	●	●	●	26. Maintaining of shunting operations despite of challenges in recruiting new shunters	●	○	○
13. Automated calculation of brake-weight	●	●	○	27. Increase of recuperation of traction energy	●	○	○
14. Conditioned based maintenance by on-board control of components	●	●	●	28. Exploitation of new market segments thanks to faster transport times	●	●	●

Introducing the Digital Automatic Coupler: the new top priority for rail freight!

One thing became clear at the interim presentation on 10th December 2019 of the research project Digital Automatic Coupling (DAC) for Rail Freight Transport commissioned by the German Ministry of Transport: locomotives and freight wagons need to be equipped with Digital Automatic Couplers (DAC) if rail freight wants to be serious in addressing automation and digitalisation. The DAC is a game-changer that will not only ensure automated (de)coupling shunting operations but also the availability of sufficient energy supply on the wagons for telematics applications and secure data communication throughout the entire train.

In cooperation with representatives of RUs and wagon keepers, 28 use cases for the DAC have been developed and will be further explored in 2020.

With the Green Deal gaining momentum and political priorities being reoriented, the preconditions have never been better. Under the hospices of the Technical Innovation Circle for Rail Freight Transport (TIS), wagon keepers, railway undertakings and manufacturers will come together with the common goal of drafting European specifications for a type 4 Digital Automatic Coupler. Furthermore, the study commissioned by the German Ministry of Transport which is looking at the European migration strategy for the comprehensive introduction of the DAC should deliver its findings by summer 2020. Our common sector efforts in 2019 focused on proclaiming with one voice that the DAC is our top priority to improve performance and make better use of a limited infrastructure capacity. For 2020, all stakeholders will have to redouble their efforts to ensure that after more than 50 years of discussions, the DAC becomes a rail freight success story.



OUR ACTIVITIES during the 2nd semester

■ = Technical policy meetings

■ = European policy meetings

July-August

09 July ■ 8th NRB meeting

16 July ■ EU Rail Facility Portal - 1st Interim Governance Board meeting

31 July ■ 9th RSRD² ASBL Board & General Assembly

September

03 September ■ UIP Executive Board

09 September ■ EUROSTAT Rail Transport Statistic WG
■ Joint Coordination Group Experts
RID/ATMF

10 September ■ ERRAC Steering Committee

19 September ■ OTIF 39th WG TECH

26 September ■ 29th NRB meeting
■ High-Level Conference «Towards a more inclusive and diverse transport sector»

27 September ■ Shift2Rail UR-ID WG

October

01 October ■ UIP NA Committee

07 October ■ DTLF Plenary meeting

11 October ■ RASCOP 8th Plenary meeting

24 October ■ UIP GCU Experts WG

28 October ■ OTIF Symposium - 20 years Vilnius





December

- 02 December** | 30th NRB meeting
- 04 December** | Meeting with DG COMP about fitness check of state aid guidelines
- 09 December** | Meeting of I AM coalition on Green Deal
- 10 December** | UIP Executive Board
- 16 December** | EU Committee on Transport of Dangerous Goods (TDG)

November

- 05 November** | Women in Transport
- EU Platform for change
| UIP Joint meeting TC Interop & Safety
- 06 November** | GCU Joint Committee
- 12 November** | RISC 86th Meeting
- 13 November** | CEN TC256 Plenary
- 20 November** | EC Informal Noise meeting
- 21 November** | CEN/TC 296 Plenary
- 25 November** | 11th RID Committee of Experts' standing working group
- 27 November** | ERA Management Board 51st meeting
- 29 November** | ERRAC Plenary



INTERNATIONAL UNION
OF WAGON KEEPERS



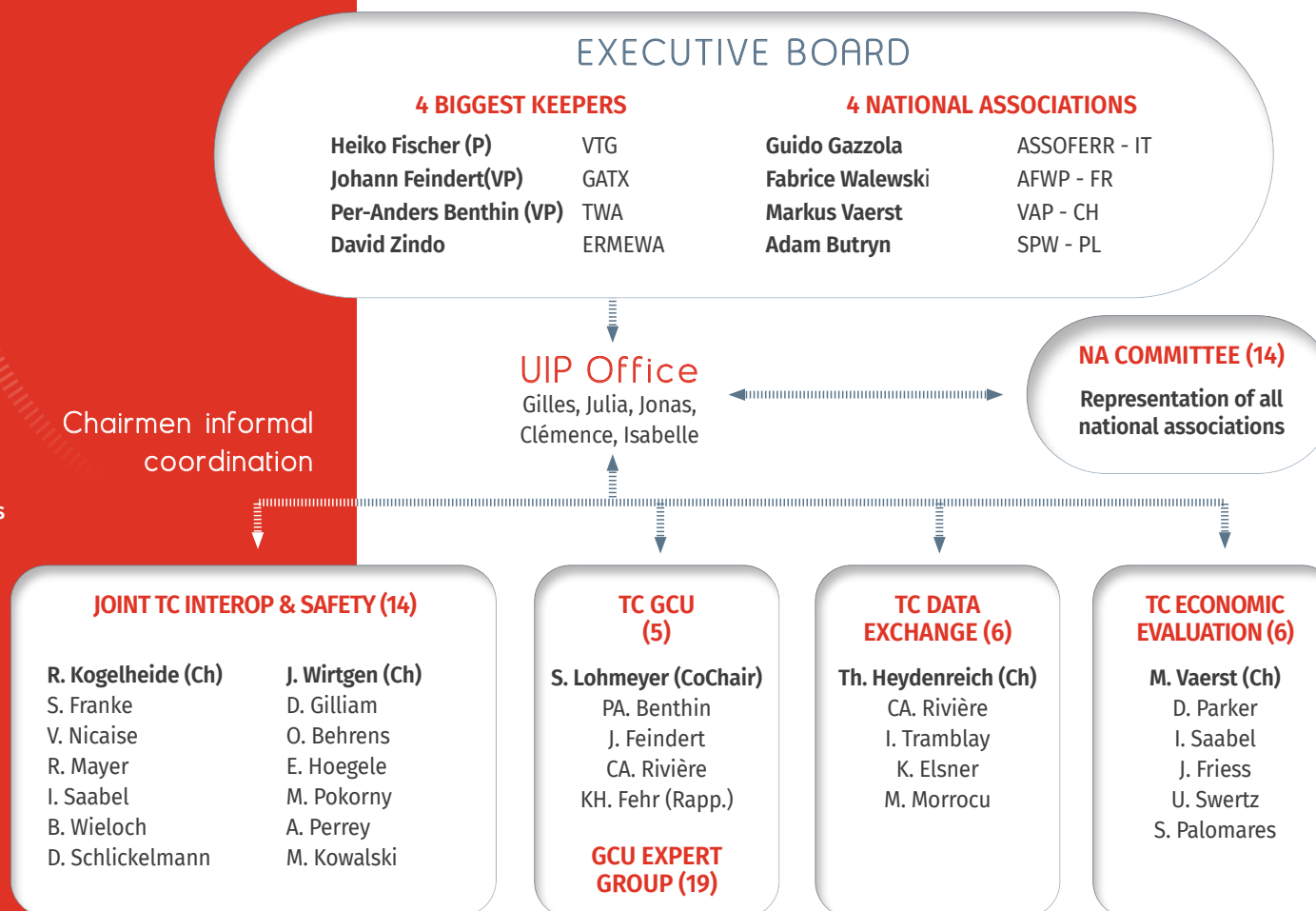
WAY OF WORK

| UIP Office

The UIP office based in Brussels (Belgium) is composed of five persons helping the association in its daily work of coordination through open dialogue, pragmatic and dynamic approaches. In July, UIP welcomed Ms Clémence de Schoutheete as a new member of its staff. She will support the Secretariat in all policy and communication related activities. From June 2020, Clémence will take over the administrative duties of Isabelle Brahy who will retire. We are convinced that with her on board we will ensure the seamless continuation and delivery of our services to our members, partners and freight wagon keepers.

WHO WE ARE

Our strategy and actions are guided by the UIP Presidency - one President and two Vice-Presidents - and the five Executive Board members who represent the National Associations and Keepers. They are elected for three years. The Board also acts as the Management Committee of our association.



EXECUTIVE BOARD



Dr. Heiko Fischer
President

Chairman of the Executive Board (CEO)
VTG Aktiengesellschaft



Johann Feindert
Vice-President

CEO GATX Rail Europe



Per-Anders Benthin
Vice-President

CEO Transwaggon AG



David Zindo

CEO Ermewa Group



Guido Gazzola

Director VTG Rail Europe GmbH Sede
Secondaria Italiana
President of ASSOFERR



Fabrice Walewski

CEO Touax Group
Member of the Board AFWP



Markus Vaerst

COO Wascosa AG
Member of the Board VAP



Adam Butryn

Commercial Director at GATX Rail
Poland, President of SWP

UIP OFFICE



Gilles Peterhans
Secretary General



Julia Kremer
Manager of European Policies
& Public Affairs



Jonas Decressin
Junior Policy
& Communication Officer



Clémence de Schoutheete
EU Affairs
& Administrative Assistant



Isabelle Brahy
Office Manager

HOW WE WORK

The National Associations' Committee is an ideal platform for the exchange of best practices and for a better understanding of the EU legislations' impact on wagon keepers' activities. It also works towards the development of common positions in relations to the European institutions. Our National Associations drive our input and act as intermediary to identify political and technical issues and priorities.

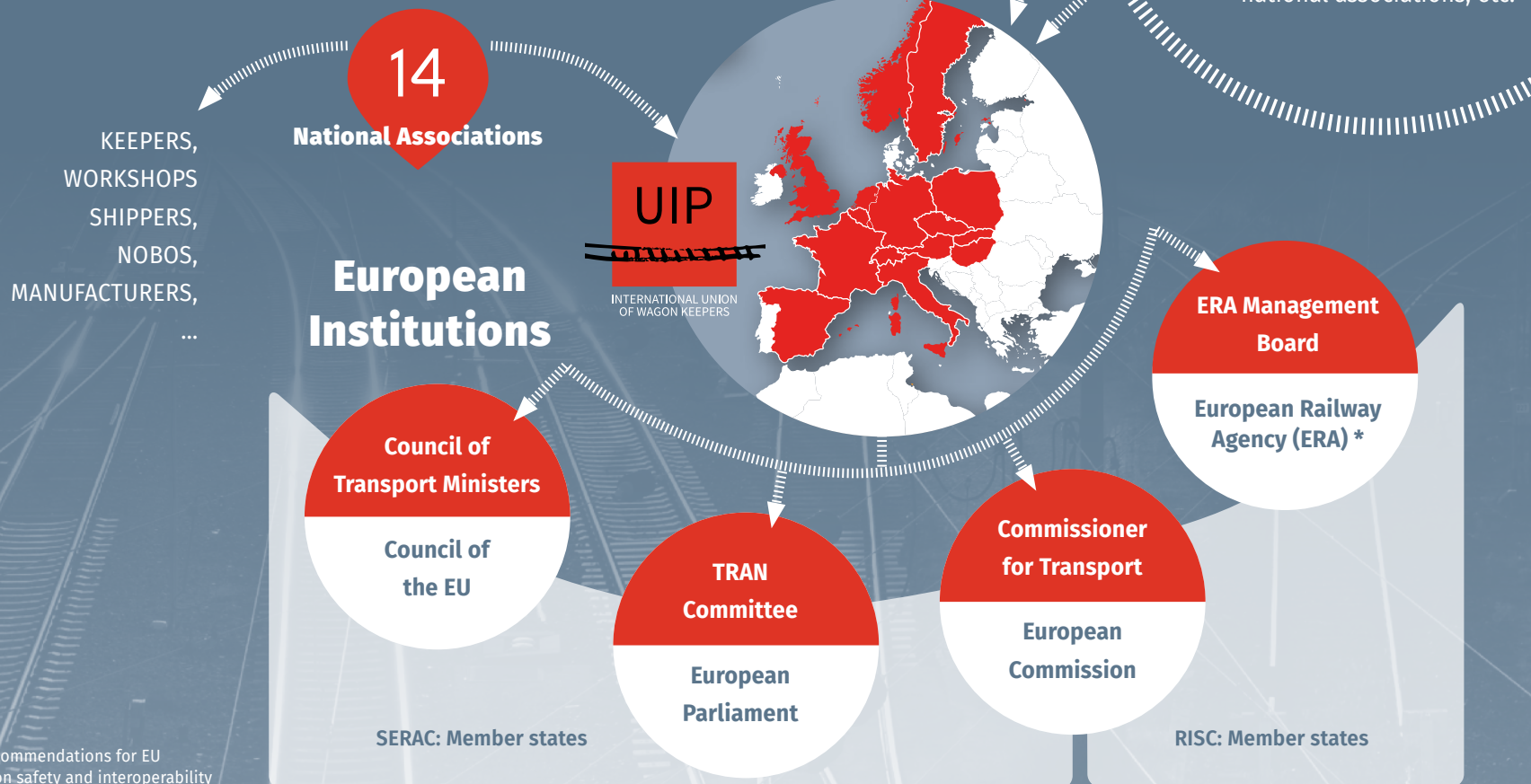
Our activities are supported by five Topical Committees and a Working Group who provide operational and technical expertise on Interoperability, Safety, Data Exchange, and GCU. A transversal Topical Committee on Economic Evaluation is responsible for studies and assessments related to costs and investments driven from existing or forthcoming national or EU policies. Open dialogue, and exchange of views are key 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 draw attention to the crucial role of wagon keepers in European Freight Transport.

WHOM WE WORK WITH

In the efforts towards noise reduction, environmental sustainable and digital transport, we interact and liaise with members of the European Parliament, Council, European Commission and European Union Agency for Railways. We always aim 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.

Environment

Members



* ERA draft recommendations for EU COMMISSION on safety and interoperability



FINANCIALS 2019

RESULTS 2019

	2019	2018
Receipts		
1. Membership fees	813,708	772,406
2. Other receipts	15,030	15,060
3. Interests received	284	462
Total	829,022	787,928
Expenditures		
Brussels' secretariat	659,034	779,366
Total	659,034	779,366
Result for the financial year	168,988	8,562

BALANCE SHEET

	2019	2018
Assets		
Available assets		
1. Bank	776,653.93	630,943.31
2. Cash	514.48	395.53
3. Interests, debtors	8,790.91	280.00
4. Financial assets	19,877.24	19,877.24
5. Fixed assets	25,066.91	29,833.79
Other assets	27,696.50	23,453.32
Total	858,599.97	704,783.19
Liabilities		
1. Capital	112,567.98	112,567.98
2. Result brought forward	453,110.38	444,548.22
3. Debts	123,933.25	139,104.83
Total	689,611.61	696,221.03
Result for the financial year	168,988	8,562

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

Emmanuel Jamar,
Treasurer - 31.12.2019

ABBREVIATIONS & ACRONYMS

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



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