



UIP

INTERNATIONAL UNION
OF WAGON KEEPERS

STRATEGIC PRIORITIES

2024-2029

UIP

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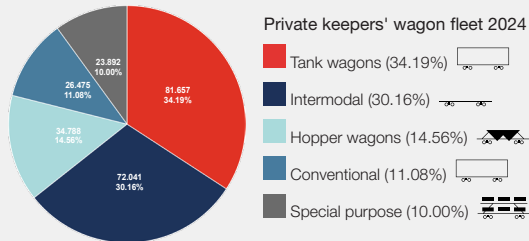
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WHO WE ARE

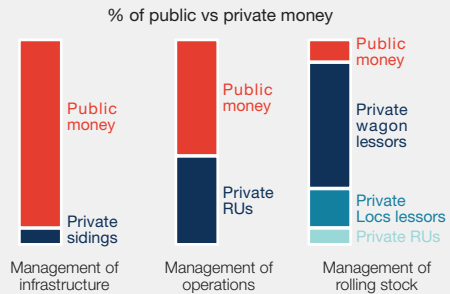
UIP is the umbrella organisation of private wagon keepers in Europe.

European private wagon keepers manage more than half of the European rail freight wagon fleet (~250,000 wagons) and invest 2 billion euros annually in new rolling stock.



As the main private investors into rail freight, wagon keepers have a vested interest in its growth.

Wagon leasing is the most private business in the rail freight sector.



**INVESTING
IN ROLLING
STOCK**



**BEARING
FINANCIAL
CAPACITY AND
UTILISATION
RISK**



**MANAGING
AND LEASING**
Leasing modern
rolling stock to
shippers and railway
undertakings



MAINTENANCE
In charge
of periodic
maintenance
based on sector
maintenance
guidelines

Roles of wagon keepers

OUR MISSION

To advocate for wagon keepers' interests at international level and to ensure the right regulatory framework for rail freight to grow.

OUR VISION

Rail is the backbone of Europe's freight mobility.



UIP's vision for a digital, automated and connected rail freight

OUR OBJECTIVE

30% market share for rail freight

The sustainability and safety performance and the green credentials of rail freight are the main drivers behind the investments of private wagon keepers. Rail freight, which is the most CO₂- and energy-efficient mode of transport, is essential to decarbonise logistics. As such, the growth of its modal share is an objective shared by the European Union¹, most European governments and industries that aim to decarbonise their supply chains.

It will however only be possible if rail freight becomes more efficient, competitive and attractive, and meets the demands of transport users for door-to-door, flexible, reliable, and digitally integrated services.



**The strategic pathway to a 30 % market share
for rail freight requires the establishment of**

A DIGITAL, AUTOMATED, AND CONNECTED SYSTEM

**enabled by comprehensive actions both from
public authorities and the rail freight sector.**

¹ "Rail freight traffic will increase by 50% by 2030 and double by 2050", EC Sustainable and Smart Mobility Strategy, 2020.

HOW WE ACHIEVE IT

1. Enhance the multimodal integration of supply chains:

Connect rail freight to ports and urban nodes, develop flexible and customised modular systems, integrate rail freight into land planning to ensure capacity.

2. Accelerate the digital transformation of rail freight:

Roll out digital and smart infrastructure and implement digital processes to improve customers' experience.



OUR CALL TO ACTION

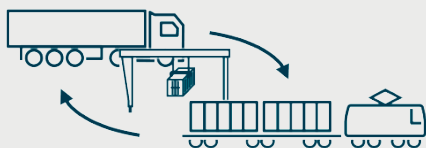
For the rail freight sector to meet customers' expectations, European and national decision-makers will need to empower the sector by supporting the deployment of innovation and improving the rules applicable to the four constituents of the rail freight system: infrastructure, capacity & traffic management, train operations, and rolling stock.

1. Enhancing the multimodal integration of logistics chains

Future transport and logistics markets will require rail to be more deeply integrated within door-to-door multimodal chains, to be able to attract all types of packaged, palletised and containerised freight, that is traditionally not necessarily associated with rail. Several ongoing legislative reforms present an opportunity to reinforce the competitive position of rail freight, promote sustainable logistics chains, and enhance the interoperability between modes of transport.

A. Promoting sustainable logistics chains

Future rules must aim to boost the efficiency and competitiveness of rail freight as the backbone of multimodal logistics chains.



UIP calls upon the European institutions and national authorities to:

- Allow the use of longer and heavier road vehicles only within multimodal transport chains (weights & dimensions of road vehicles).
- Implement reward mechanisms, including financial incentives, for industries and transport organisers who choose sustainable transport modes, such as rail freight (combined transport, State aid).
- Plan and fund multimodal infrastructure upgrades, including last-mile infrastructure, port-connected terminals and urban nodes, sidings, and multimodal transshipment centres (TEN-T, State aid).

B. Complementarity and interoperability of transport modes

EU logistics function as a system.

Solutions must be designed to enhance the compatibility of road transport with the rail freight system, including its rolling stock, its infrastructure and its technical, operational, and trans-shipment requirements.

UIP calls upon the European institutions and national authorities to:

- Guarantee the technical and operational interoperability of all future road transport components with the existing rail freight wagon fleet (weights & dimensions of road vehicles).
- Make all loading units manufactured in the future craneable, including all semi-trailers (type approval).

C. An ambitious and truly European capacity management reform

Over 50% of rail freight operates across at least one national border today.

The ongoing reform of capacity management rules at European level must be ambitious and deliver on the promise of the Single European Railway Area.

UIP calls upon the European institutions to agree on:

- Harmonised and binding European rules.
- An ambitious implementation timeline.
- The adequate involvement of operational stakeholders in all processes.

2. Competitiveness, investments, and the digital transformation of rail freight

Ambitious growth targets for rail freight will require the rapid deployment of innovative technological solutions and practices likely to tackle the issues of capacity, productivity and quality, supported by substantial investments, blending public funding and private financing in the most effective and complementary ways.

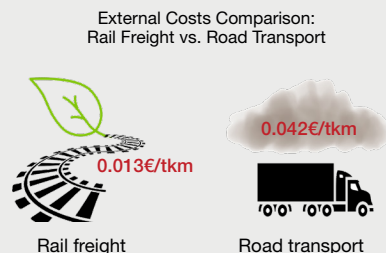
A. Turning the sustainability performance of rail freight into a competitive advantage

The last few years have seen many legislative frameworks being adopted, governing new fields like 'data' or 'corporate sustainability'. UIP sees these developments as an opportunity for the rail freight sector to leverage its sustainability record and bridge the competitive gap, as long as it does not incur disproportionate costs.

Until now, public institutions have considered that a lack of public funding for rolling stock acquisition was an obstacle to the growth of rail freight. Such public funding has however proven ineffective. Given the limited wagon manufacturing capacity, private investments and State aid schemes were competing for the same manufacturing slots, distorting the market and deterring essential private investments.

UIP calls upon the European institutions and national authorities to:

- Develop simple and harmonised methodologies for compliance and reporting, allowing rail freight to leverage its sustainability record at reasonable costs and with limited red tape (corporate sustainability reporting).
- Forbid public funding for the acquisition of rail freight and inter-modal rolling stock in the State aid rules for land and multimodal transport.



Rail freight's average external costs are 0.013€ per tkm, nearly four times lower than road transport, at 0.042€ per tkm¹.

¹ EC proposal for a Directive amending Council Directive 92/106/EEC as regards a support framework for intermodal transport of goods, 2023.

B. Developing the single proven 21st century rail freight technology

At the centre of UIP's strategy, the Digital Automatic Coupling (DAC) is the fundamental element towards the shift to fully digital freight train operations.

DAC provides wagons with a continuous electricity supply and seamless data connection. Its rollout will allow:

- Faster and safer rail freight operations,
- Increased availability of rolling stock, thanks to predictive condition-based maintenance,
- Enhanced reliability and attractiveness, enabled by real-time cargo tracking and smooth integration of rail freight into multimodal supply chains.

UIP calls upon the European institutions and national authorities to:

- Keep the development of DAC as a priority in 'Europe's Rail Joint Undertaking'.
- Continue to support DAC development activities via existing EU funding instruments.



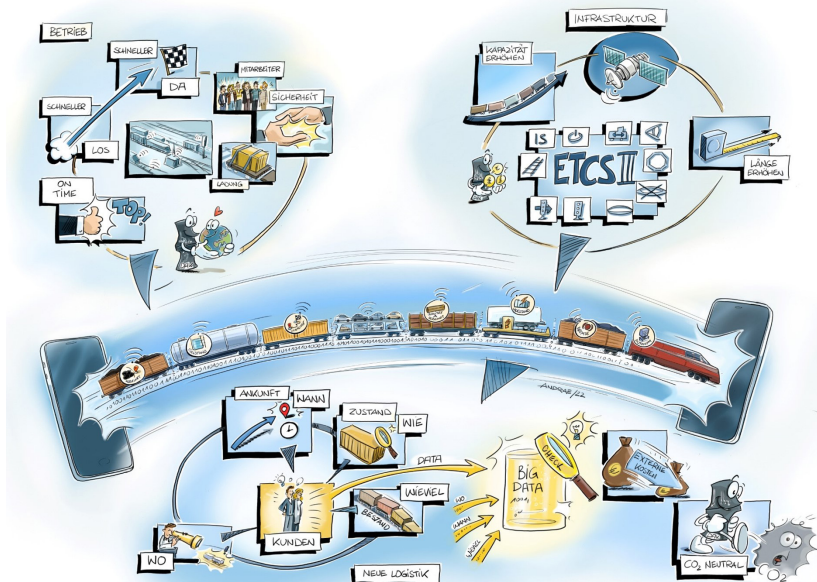
C. Funding the present to accelerate the rollout of innovations and secure the financing of the future

Public funding is crucial to rapidly deploy game-changing innovation projects like ERTMS, FRMCS and DAC, which would pave the way for the systematic digitalisation of the sector and automated train operations.

By securing public funding for the migration of the existing fleet to DAC, the rail freight sector and private wagon keepers can focus on the financing of the next-generation digital and modular fleets equipped with DAC and all the smart applications and services it enables.

UIP calls upon the European institutions and national authorities to:

- Use all potential funding instruments available, such as the new MFF, CEF, national State aid schemes, and carbon credits, to support the system-wide migration of the existing European freight wagon fleet with DAC.



OUR MEMBERS



Svenska Privatvagnföreningen



STOWARZYSZENIE
WAGONÓW PRYWATNE



VERBAND DER GÜTERWAGENHALTER
IN DEUTSCHLAND E.V.



INTERNATIONAL UNION
OF WAGON KEEPERS