

ACTIVITY REPORT 2021-2022

UIP

INTERNATIONAL UNION
OF WAGON KEEPERS



Preamble

The past couple of years have presented unprecedented challenges for the rail freight industry but the gradual economic recovery post-COVID is a great opportunity for us to demonstrate how we can support addressing environmental objectives and societal challenges. With 2021 earmarked as “The European Year of Rail”, we were already able as a sector, through the “Connecting Europe Express” train, to raise awareness about the benefits of rail transport, for achieving climate goals and to showcase the current system limitations. Unfortunately 2022 was marked by another crisis of global dimension: Russia’s invasion of Ukraine. This not only altered the geopolitical landscape but again disrupted supply chains and escalated energy sector disruptions.

Throughout 2021 and 2022, sustainability and digital transformation have emerged as primary focal points for our association and the industry at large. While the “Fit for 55” package, intended to cut greenhouse gas emissions

by 55% by 2050, is progressing through negotiations, the launch of the Europe’s Rail Joint Undertaking with over €1 billion in funding as successor of Shift2Rail, shall provide the necessary collaborative space to coordinate research efforts on digitalization to improve efficiency with projects like the Digital Automatic Coupling. Furthermore the European Union’s Recovery and Resilience Facility (RRF), providing €723.8 billion funding in loans and grants to support the reform and investment packages put forward by the Member States in their national Recovery and Resilience Plans (RRPs) shall help Member States to recover from the COVID-19 pandemic and build a more resilient future by 2026. Finally, the agreement reached in the Council in December 2022 on a General Approach for the revision of the TEN-T Regulation is a significant move towards the modernisation of Europe’s rail infrastructure. It fixes common objectives and emphasizes the need for substantial investments advocating for adequate funding sources from both EU budgets and national contributions.

As we reflect on the past two years it is clear that the rail freight industry has demonstrated remarkable resilience and adaptability. As UIP, we remain committed to support

our members, in navigating the challenges and in driving innovation. Looking ahead, we are convinced that the European agenda is set in the right direction for our industry and will continue to support its implementation and to strive for the necessary transformation of our sector.

Last but not least, we extend our gratitude to the UIP team and all involved experts for their unwavering commitment and contributions. Your insights and collective efforts are key to ensuring the interests of the freight wagon keepers are represented within the European transport sector. **Let’s make rail a vital component of global logistics.**



Gilles Peterhans,
Secretary General



Dr. Heiko Fischer
Chairman of Executive Board

Welcome to our world

Who we are

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

As an umbrella association we represent and defend the interests of private freight wagon keepers and Entities in Charge of Maintenance (ECM) at European and international level. We think naturally cross-border because the wagon leasing business operates with an European dimension in mind with the wagons circulating all over Europe. As our wagons do not know any borders we look for European solutions because they will make our operations truly seamless and thus deliver for people and the society.

We cooperate and discuss with all interested parties to secure the future of rail freight transport in the long term.



*Our members are national associations from **14 European countries.***

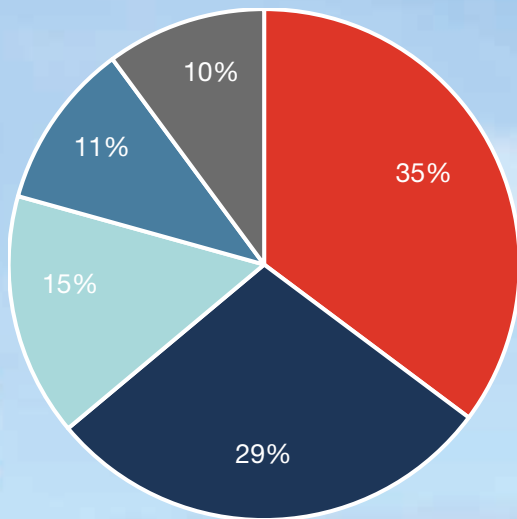
*Together they represent more than **234'000 rail freight wagons** in total.*



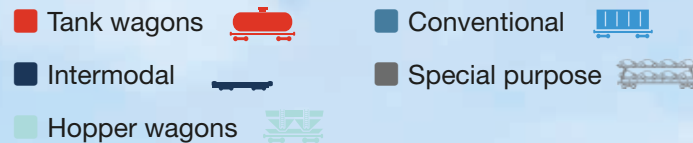
Private keepers' wagon fleet

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

On the table on the right you can see the development of our members' fleet in the past 3 years. Despite the difficult economic and societal situation in this period, investments during that time have led to more significant growth in 2022.



Share of wagon types 2022







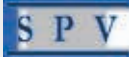


















	Type of Wagons	2020	2021	2022
Tank	RID but not class 2	53.020	53.921	55.725
	RID class 2	19.158	19.373	20.095
	Non-RID	6.520	6.803	6.657
Intermodal	Combined	37.796	37.540	41.381
	Flat	25.297	22.971	25.846
Hopper	Open hopper	17.343	16.649	17.125
	Covered hopper	10.881	11.362	11.278
	Powder hopper	7.727	7.481	7.654
Conventional	Covered	16.121	16.454	14.976
	Open box	7.093	8.135	9.760
Special	Car-carrier	11.666	11.618	11.874
	Coil	5.953	7.455	8.229
	Others	4.706	3.715	3.602
TOTAL		223.281	223.477	234.202

+ 3,3%

Whom we represent

National Associations

Our National Associations drive our input and development of common positions towards the European Institutions and international organizations. They act as intermediary to identify political and technical issues and priorities on national level. 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.

Country		Name of Association	Abb	Representative	Website & Social media	Wagons 2021	Wagons 2022
Austria		Verband der Privatgüterwagen-Interessenten	VPI	Johannes FRIESS Frank PETUTSCHNIG	www.vpirail.at 	11.698	11.854
Belgium (Luxembourg)		Belgian Wagon Association	BeWag	Frédéric BUYSE Emmanuel JAMAR	www.bewag.be 	2.920	3.022
Czech Republic		Sdružení držitelů a provozovatelů železničních vozů	SPV	Pavel SKARABELA Michal POKORNY	www.sdruzeni-spv.cz	5.980	7.290
France		Association Française des Wagons de Particuliers	AFWP	Dominique LUZUY Jean-Marc GIRAUDO	www.afwp.asso.fr	45.605	43.961
Germany		Verband der Güterwagenhalter in Deutschland	VPI	Malte LAWRENZ Heiko RADKE	www.vpihamburg.de 	89.644	93.284
Hungary		Magyar Vasúti Magánkocsi Szövetség	MVMSZ	Gábor TURI Csaba SZABO	www.mvmsz.hu	2.835	3.287
Italy		Associazione Operatori Ferroviari e Intermodali	ASSOFERR	Andreas NOLTE Mauro PACELLA	www.assoferr.it  	1.652	1.651
The Netherlands		Nederlandse Vereniging Particuliere Goederenwagens	NVPG	Don VAN RIEL Bas REIJNDERS		3.151	2.851
Poland		Stowarzyszenie Wagony Prywatne	SWP	Jacek GLOWACKI	 	5.304	5.279
Slovakia		Združenie vlastníkov a prevádzkovateľov súkromných kolajových vozidiel	ZVKV	Katarína MAGDECHOVÁ	www.zkvk.sk	2.663	2.611
Spain		Asociación de Propietarios y Operadores de Vagones de España	FAPROVE	Pablo MANRIQUE Carlos OMANA	www.faprove.es	3.291	3.118
Sweden (Norway)		Svenska Privatvagnföreningen	SPF	Staffan RITTGARD Bengt HILLMANN	www.privatvagnar.com	3.580	4.015
Switzerland		Verlader Anschlussgleise Privatgüterwagen	VAP	Josef DITTLI Frank FURRER	www.cargorail.ch  	44.050	47.974
United Kingdom		Rail Wagon Association	RWA	Robert BROOK Steve TAYLOR	www.railwagon.org	4.256	4.005
Total wagons declared by Independent wagon keepers at European Level						226.628	234.202

How we work internally

UIP office

The UIP secretariat based in Brussels (Belgium) is composed of 4 dynamic and motivated people supporting the association in its daily work. In September 2021, Ms Lisa-Therese Gruber joined UIP as Communication & PR officer. In December 2022, UIP welcomed Mr Rémi Lebeda as EU Policy Manager into the team.



Gilles Peterhans,
Secretary General



Remi Lebeda,
EU Policy Manager



Julia Kremer,
Manager of
European Policies
and Public Affairs



Lisa-Therese Gruber,
Communication &
PR Officer

Topical Committees and Permanent GCU Expert Group

In the **topical committees**, delegated experts provide operational and technical expertise on Interoperability, Safety, Data Exchange, Standardisation and GCU issues. Their inputs feed into an open dialogue and exchange of views that is key in EU decision-making towards a Single European Railway Area in order to ensure a smooth and efficient implementation of the rules.

The **permanent GCU expert group** aims to foster efficiency and better decision-making regarding the work on GCU-related questions.

Executive Board

Our strategy and actions are guided by the UIP Executive Board, headed by a President and 2 Vice Presidents. The 8 members in total are composed of the representatives of the 4 biggest wagon keepers and of 4 National Associations. They are elected for 3 years.



Dr. Heiko Fischer
Chairman of
Executive Board
VTG AG



Per-Anders Benthin
CEO
Transwaggon AG



Johann Feindert
CEO
GATX Rail Europe



David Zindo
CEO
Ermewa Group



Guido Gazzola
Director
*VTG Rail Europe
GmbH secondaria
italiana*
Vice president
ASSOFERR



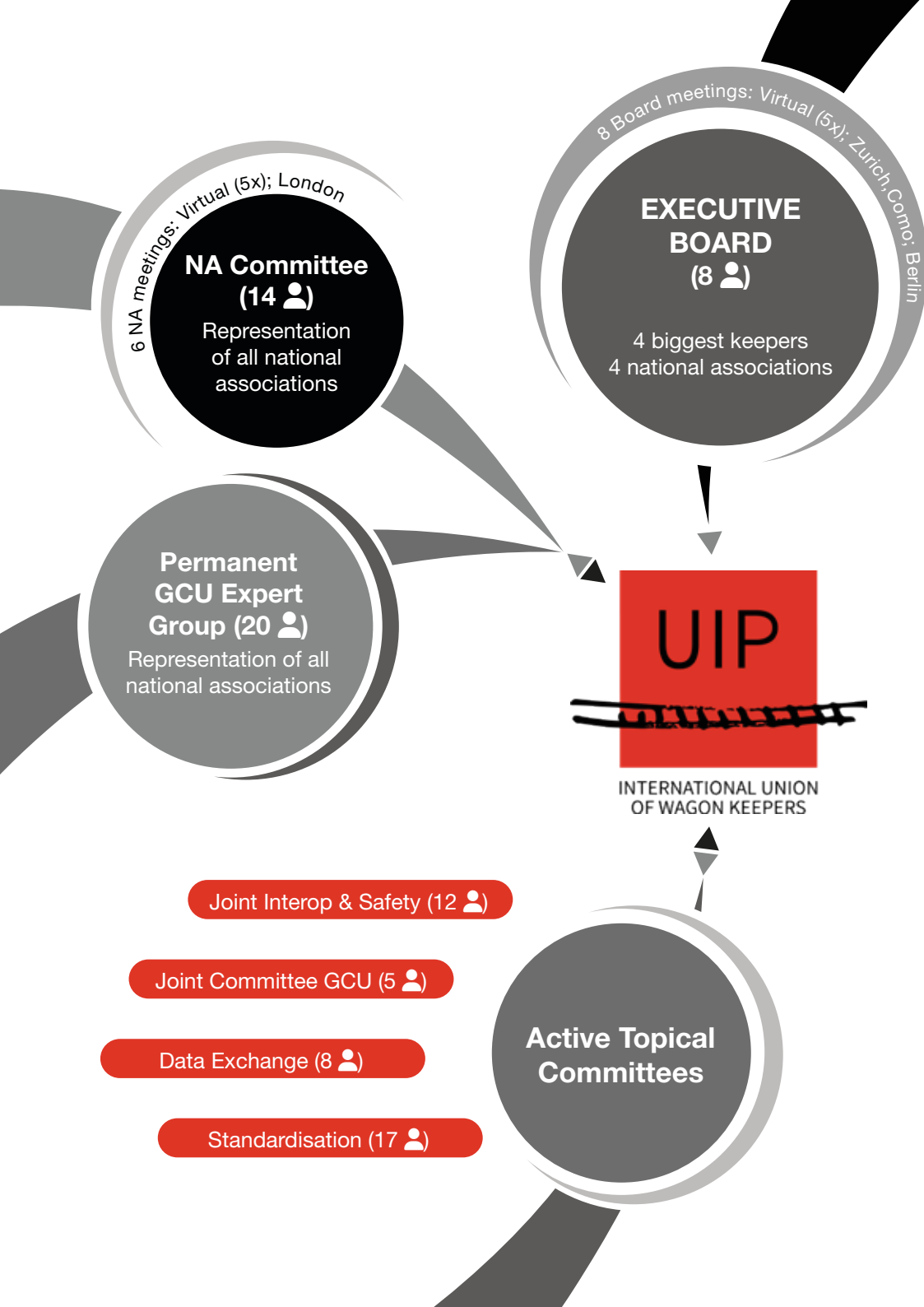
Markus Vaerst
Chief Digital and
Quality Officer
Wascosa AG
Member of Board
VAP



Fabrice Walewski
CEO
Touax Group
Member of Board
AFWP



Jacek Glowacki
CFO
GATX Rail Europe
President
SPW

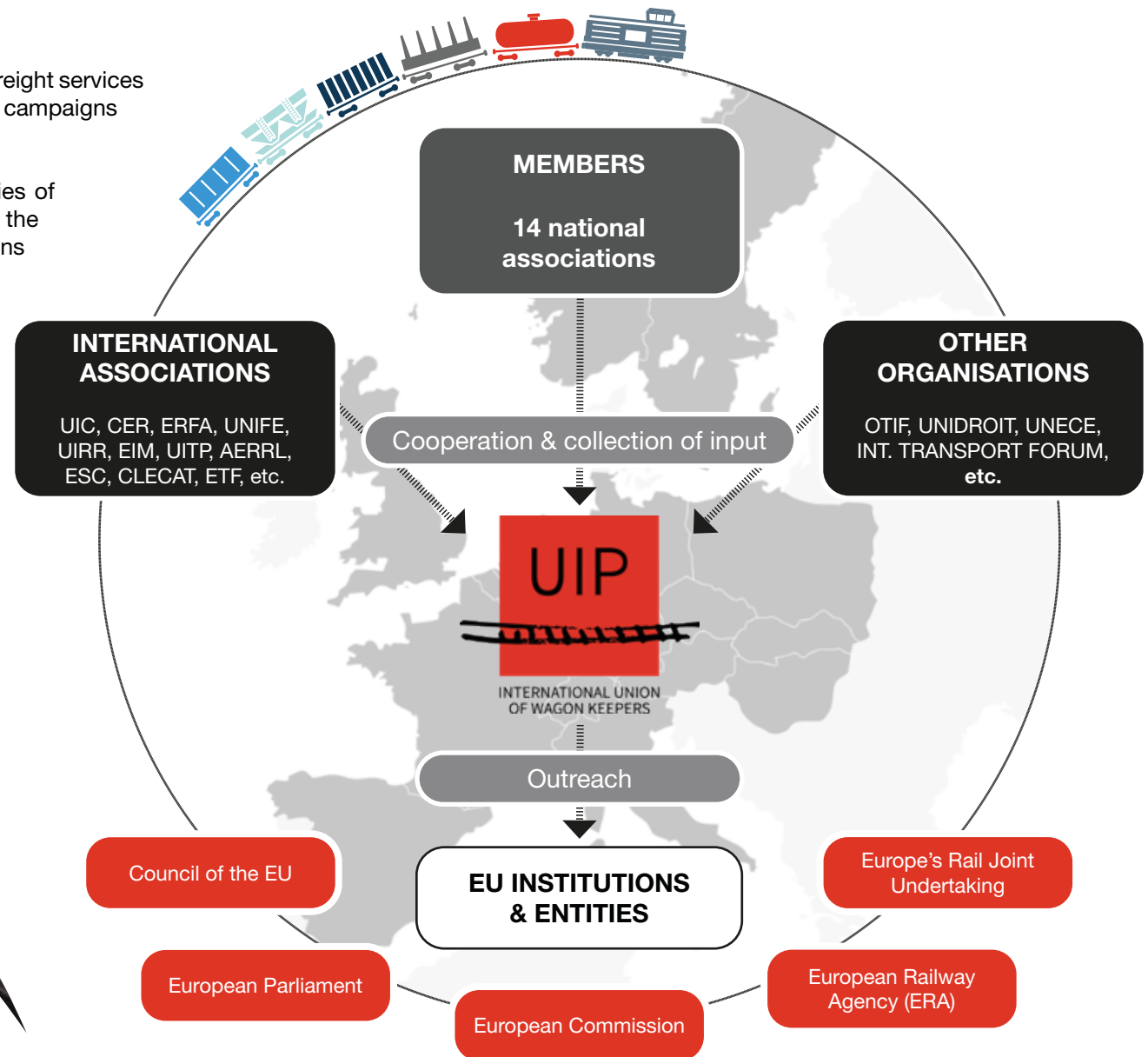


With whom we work

We **advocate** for a step change in efficiency gains in rail freight services by means of targeted outreach and awareness raising campaigns on our communication channels.

We **collaborate** closely with other Representative Bodies of the Railway sector and other modes of transport along the logistics chain as well as with international organisations such as OTIF.

The **interests and concerns of our members** guide our interaction and liaison activities with members of the European Institutions and other EU entities such as the European Union Agency for Railways and Europe's Rail Joint Undertaking.



Welcome to our flagship event

The UIP Keepers' Summit is our annual conference dedicated to the interests of rail freight and the freight wagon. The event is a unique opportunity to meet almost the entire rail freight supply chain at highest decision-making level and exchange views with representatives of National Ministries, Members of the European Parliament and the European Commission.

In 2021, due to the ongoing COVID pandemic, we sadly could not have the conference but the 2022 edition took place in Vienna on 11 May 2022 at Palais Niederösterreich, organized jointly with our Austrian member VPI - Verband der Privatgüterwagen-Interessenten Österreichs. 140 stakeholders of the rail freight world came together to discuss one vision: the **pathway to 30% modalshare – rail freight's digital future**.

After a warm welcome by VPI President Johannes Friess, high-level keynote speakers Dr. Heiko Fischer and Mark Topal Gökceli laid the stage with clear and bold calls to embrace change now and commit to concrete actions to transform the transport sector through digitalization and automation and thus support the Green Deal objectives.

Panelists Viktor Plank, Alexander Klacska, Jorg Nowaczyk, Libor Lochman, Dr.-Ing. Jens Engelmann, Matthias Knüpling, Dr. Eric Pfaffmann, Chris Swan, Karl Schauer and Andreas Mandl debated the actions and developments in rail infrastructure and digital transformation to up rail freight's performance to become the backbone of freight transport. They all agreed that the need to adopt a mental shift is adamant in order to secure a sustainable future for the rail freight sector. As the world is evolving, rail freight needs to evolve with it and adapt in unison. The window of opportunity to modernize the approximately 180 year-old way of working in rail freight operations is shrinking by the minute.

The networking dinner in the evening at Palais Wertheim was an opportunity to move the spotlight on the national associations who took to the stage and presented their work to each other. After almost 3 years of online meetings due to the COVID-19 pandemic, it was a much needed and appreciated occasion to spend time in person with each other in a relaxed setting and rekindle the UIP community spirit.



Our work in focus

In the big picture

Our daily work at the office consists of many diverse activities. Mainly we are in constant contact and exchange with our members and stakeholders from the rail sector and the policy decision-making bubble. Especially in the run-up to new legislative initiatives by the European Commission, we consult and provide direct input to policy makers.

This translates to a lot of meetings but also many different files that we monitor, analyse and communicate on as well as workshops and events that we attend to keep up to date with developments.



112
UIP delegated experts



91 General, 28 EU policy, 31 Technical regulations
 150
Topics that UIP follows, analyses and communicates on

29
Attended in-person workshops and events
 (organized by the rail sector or UIP members)

800 calls, 2.000h in calls, 30.000 chat messages
MS Teams activity

55
Working groups and Committees that UIP is a part of

14
Advocacy papers

35 UIP/NAs

434
Meetings with different stakeholders in 2022
 (ca. 3.5 meetings/week)

213 ERA/ ER JU

105 Sector/GRB

54 EC/EP/ Council

27 OTIF/UNECE

Making the Trans-European Transport Network (TEN-T) fit for the future



The **TEN-T Regulation** addresses the implementation of a seamless and interoperable Europe-wide network covering all transport modes. This network is designed to play a key role in European integration and the internal market by improving the free movement of passengers and goods.

What happened in 2021 & 2022?

Before the European Commission published its proposal in December 2021 for a revision of the 2013 TEN-T guidelines, UIP provided its view on the important points to be revised in the regulation during the Open Public Consultation as well as in direct exchanges with the European Commission. The European Parliament (EP) acknowledged the importance of the file by assigning two rapporteurs to it: Austrian MEP Barbara Thaler and French MEP Dominique Riquet. Their draft report from October supported the ambitions of the European Commission but proclaimed greater enforcement and punitive capacity for the EC towards Member States to ensure timely implementation of the network. Over 1800 amendments were submitted in the TRAN committee alone.

Ahead of the Ministers for Transport Council meeting in December 2022, UIP together with other European rail associations sent a public joint letter asking to keep the level of ambition of the European Commission proposal. Despite our advocacy efforts, Member States have considerably watered down in particular the technical infrastructure standards for railways as well as their implementation timeline.

What's next?

The next steps are the adoption of the EP's final position in 2023 which will mark the start of the negotiations between the EP and the European Council to find common ground.

Rail-related impact of the European Commission proposal

- Completion of the core network by 2030, extended core by 2040 and the comprehensive network by 2050
- Establishment of European Transport Corridors (merging of the 9 rail freight corridors with the core network corridors) and apply the same technical parameters to them by 2040
- Mandatory deployment of ERTMS by end 2050
- Technical standards for last mile rail connections to multimodal freight terminals
- Operations of 740 meter trains and the transportation of 4 meter high semi-trailers on the comprehensive network
- More power for the EC to react to significant delays in Infrastructure projects

New rules for the access to data of connected products



The **Data Act Regulation** will create horizontal rules on who can access the data generated from connected products and related services. It claims to benefit consumers and businesses by unlocking the true value of these data. It would create European harmonized rules on who can use and access what data at what conditions across all economic sectors in the EU. It is intended to play a key role in the digital decade, helping to shape the rules for the digital economy and society.

What happened in 2021 & 2022?

In February 2022 the European Commission published a new proposal in the framework of the European strategy for data: the Data Act. These rules would impact how wagon keepers would need to share readily available data that has been generated by telematic applications on their wagons. UIP lobbied the EP rapporteur and their shadows as well as relevant transport attachés to advocate the views of wagon keepers. In September, the MEP rapporteur Pilar del Castillo published her draft report in the ITRE Committee and received over 1000 amendments. Under the Czech Presidency a second compromise text was published in November but no general approach was achieved in 2022.



What's next?

The next steps concern the continuing discussions in the European Parliament and by the Member States in the Council. Their final positions are expected for spring 2023 which would lead to trilogue discussions.



Rail-related impact of the European Commission proposal

It suggests that users who own or lease a connected product which generates data should have free access to this raw data and can also request that this data is shared with a third party. This horizontal rule would apply to all economic sectors which do not have sector specific rules in place. The proposal plans to exclude only micro and small businesses from this free data sharing obligation. In the event of a public emergency, businesses will need to share data with public authorities, where deemed necessary.

Energy Crisis and the EU emergency intervention



The **EU emergency intervention** envisages three tools:

- A target for Member States to reduce the overall electricity consumption by at least 10% and 5% during peak hours
- A temporary revenue cap for technologies with lower costs such as renewables, nuclear and Lignite. The revenues are to be directed to energy consumers
- Solidarity contribution from fossil fuel companies, which should be redirected to energy consumers

What happened in 2021 & 2022?

Since Russia's invasion of Ukraine in February and its further weaponization of energy resources, an energy crisis has hit the EU. The European Commission proposed an emergency intervention in the form of a Council regulation to address high energy prices to protect EU businesses and households from excessive price spikes. The Regulation was adopted quickly by the Council in September. UIP and the rail associations ERFA and UIRR issued a joint statement in October just before the Council of European Transport Ministers took place, calling for the need to designate electric rail freight as a final consumer group to be supported.

What's next?

The next steps will be the Member States deciding who will be considered as final consumer in the end.



Rail-related impact of the Regulation

If member states are including the railway sector as final consumer, the sector could be helped by the solidarity contribution fund to deal with the high electricity costs.

Greening Transport Package



The **Greening transport package** will propose new rules to increase rail freight transport by reforming rail capacity management and making combined transport more attractive with a view to support the 2020 Sustainable and Smart Mobility Strategy by the European Commission.

What's next?

The next steps are the expected adoption of the EC proposals by June 2023 and the following positioning of the European Parliament and the European Council.

What happened in 2021 & 2022?

The European Commission shared plans for a “Greening Transport Package” that bundles three important rail-related proposals:

- revision of Combined Transport Directive
- cross-border rail traffic initiative
- revision of the Weights and Dimension Directive

UIP was in constant exchange with the European Commission and provided input at targeted stakeholder consultations and workshops.

Rail-related impact of the planned European Commission proposal

Rail freight and intermodal transport would benefit from the planned targeted measures on better capacity planning and booking as well as coordination among Infrastructure managers at EU level. The revision of the combined transport Directive aims also to widen its scope and offer more relevant support measures.

Revision of State aid guidelines for railway undertakings



State aid is generally prohibited and exceptions are usually justified by reasons of general economic development. The **EU state aid guidelines for railway undertakings** detail the rules on the kinds of subsidies that are allowed, the conditions to be met and the procedures to be followed when a Member State is granting aid.

What's next?

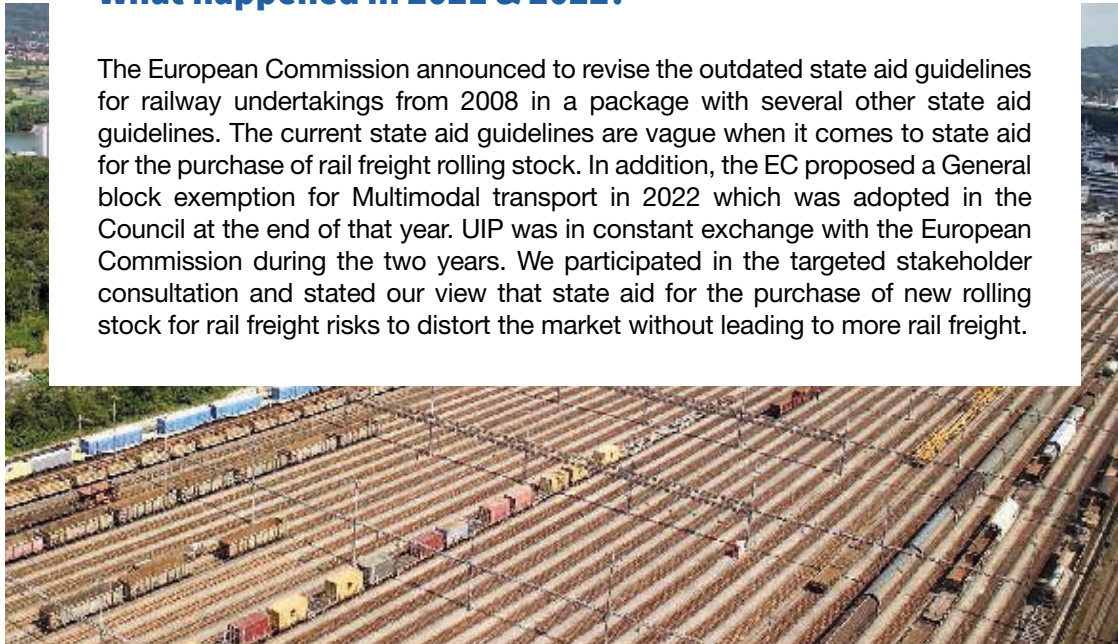
The next steps are about stakeholders making comments on the draft guidelines end of 2023 before they are adopted in the beginning of 2024.

What happened in 2021 & 2022?

The European Commission announced to revise the outdated state aid guidelines for railway undertakings from 2008 in a package with several other state aid guidelines. The current state aid guidelines are vague when it comes to state aid for the purchase of rail freight rolling stock. In addition, the EC proposed a General block exemption for Multimodal transport in 2022 which was adopted in the Council at the end of that year. UIP was in constant exchange with the European Commission during the two years. We participated in the targeted stakeholder consultation and stated our view that state aid for the purchase of new rolling stock for rail freight risks to distort the market without leading to more rail freight.

Rail-related impact of the planned European Commission proposal

These revised guidelines will address the rules and conditions of state aid in the railway sector such as for promoting interoperability but also on the purchase of new rolling stock.



Facilitating food export out of Ukraine – the Solidarity Lanes



With Russia's invasion of Ukraine in February 2022 and the blockage of Ukraine's seaports, Ukraine was unable to export its products, in particular agricultural exports which threatened global food security. Alternative routes on the lands were urgently needed. The European Commission established the **Solidarity Lanes** to facilitate food exports from Ukraine via different land routes and EU ports.



What happened in 2022?

The European Commission established an EU-Ukraine business matchmaking platform to identify new logistics chains, find new partners for logistics and international trade and share insights on solutions. UIP and its members participated in several of its platform meetings.

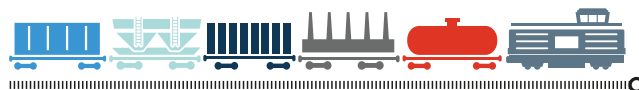
Besides new routes and quicker, more flexible procedures for Ukrainian agricultural exports at the borders there was also an urgent need for more rail rolling stock. An ERA JNS Urgent procedure task force on “US/CAN rolling stock to support the transport of Ukrainian grain from Ukraine/EU border to EU ports” was created to identify as many routes as possible for the transport of grain and to identify how the shortage of 1435 mm track gauge hopper wagons could be addressed in short-term and mid-and long term.

UIP was involved in many bilateral dialogues with the European Commission, national governments to find solutions to the shortage of wagons.

Rail-related impact

Following the war, the EC proposes the extension of the core corridors to Ukraine and the Republic of Moldova and the downgrading of the last mile of all cross-border connections on the core and comprehensive network in Russia and Belarus.

Financials



P&L	2021	2022
Receipts		
Membership fees	827.625	889.057
Other receipts	15.249	24.717
Interest received	255	1.000
Total	843.129	914.774
Expenditures		
Brussels' secretariat	743.017	997.348
Financial expenses	14.937	69.916
Depreciation	11.978	15.402
Total	769.932	1.082.666
Result for the financial year	73.197	(167.892)
Balance sheet	2021	2022
Assets		
Bank	982.857	754.985
Receivables	43.346	17.988
Financial and fixed	67.464	75.604
Total	1.093.669	848.577
Liabilities		
Capital	112.568	112.568
Result brought forward	757.955	831.153
Debts	149.949	72.748
Total	1.020.472	1.016.469
Result for the financial year	73.197	(167.892)

UIP's financial figures have been examined by the Auditors and must be formally approved by the GENERAL ASSEMBLY.
Emmanuel Jamar, Treasurer - 31.12.2022

Glossary

AERRL	Association of European Rail Rolling Stock Lessors	IM	Infrastructure Manager
AsBo	Assessment Body	CINEA	European Climate, Environment and Infrastructure Executive Agency
CEF	Connecting Europe Facility	JNS	Joint Network Secretariat
CEPIC	European Chemical Industry Council	ER JU	Europe's Rail Joint Undertaking
CEN	European Committee for Standardisation	MEP	Member of the European Parliament
GENELEC	European Committee for Electrotechnical Standardisation	MS	Member State
CER	Community of European Railway and Infrastructure Companies	NRB	Network of Representative Bodies - ERA and sector associations
Clecat	European association for forwarding, transport logistics and customs services	NSA	National Safety Authority
COTIF	Convention concerning International Carriage by Rail	NVR	National Vehicle Register
CT	Combined Transport	OTIF	Intergovernmental Organisation for International Carriage by Rail
DG Move	Directorate-General for Mobility and Transport at European Commission	RID	International Rule for Transport of Dangerous Substances by Rail
DG Comp	Directorate-General for Competition at European Commission	RINF	Register of Infrastructures
EC	European Commission	RISC	Railway Interoperability and Safety Committee - DG Move Committee
ECM	Entity in Charge of Maintenance	RSRD²	Rolling Stock Reference Database
EDDP	European DAC Deployment Programme	RU	Railway Undertakings
EIM	European association of independent Rail Infrastructure Managers	S2R	Shift to Rail (Predecessor ERJU)
EN	EU Norms (standards)	SCC	Safety Critical Components
EP	European Parliament	SSC	Single Safety Certification
ERA	European Union Agency for Railways	TAF	Telematic Application for Freight
ERFA	European Rail Freight Association	TEN-T	Trans European Network - Transport
ERJU	Europe's Rail Joint Undertaking	TRAN	Transport and Tourism Committee of the European Parliament
ERRAC	European Rail Research Advisory Council	TSI	Technical Specification for Interoperability
ERTMS	European Rail Traffic Management System	UIC	International Union of Railways
ESC	European Shippers' Council	UIRR	International Union of Combined Road-Rail Transport
EUROSTAT	Statistical office of the European Union	UITP	International Union of Public Transport
EVR	European Vehicle Register	UNIDROIT	International Institute for the Unification of Private Law
FEPOR	Federation of European Private Port Operators	UNIFE	Union of the European Rail Industry (Union des Industries)
GCU	General Contract of Use for Freight Wagons	VA	Vehicle Authorisation
GRB	Group of Representative Bodies (Sector associations)		



UIP
info@uiprail.org
Rue Montoyer, 23
B - 1000 Brussels

