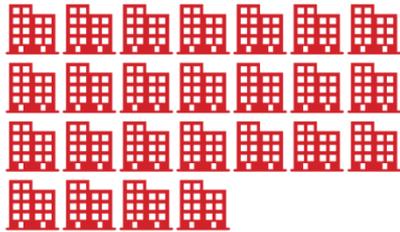
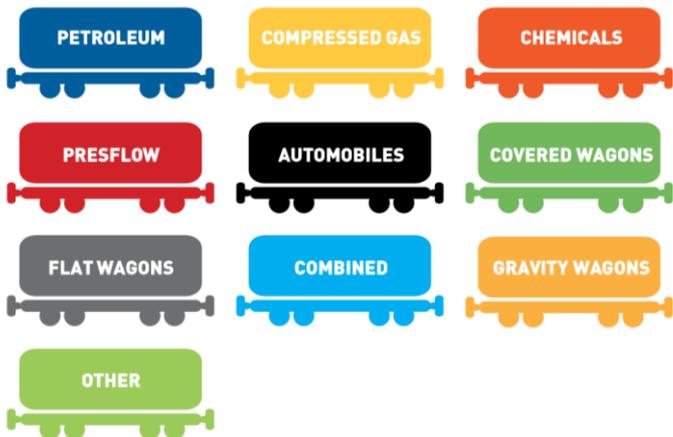


UIP – International Union of Wagon Keepers

250



We represent **250** Wagon Keepers and Entities in Charge of Maintenance



14

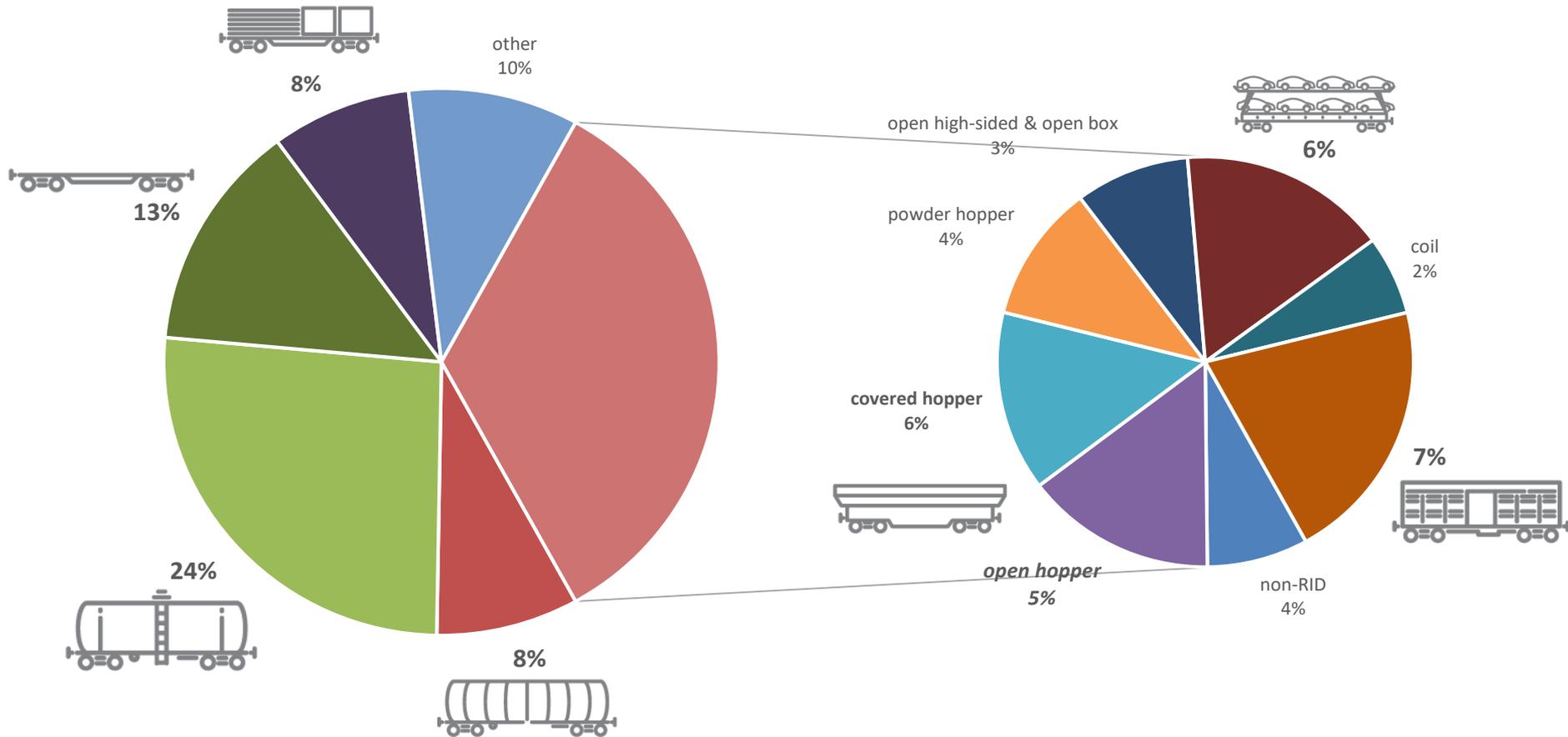
National Associations



Our members have approximately **200.000** freight wagons that produce **50%** of tonne-km around Europe.

Results fleet data collection – wagon types

UIP – approx. 205'000 freight wagons out of 210'000



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

Using technologies to implement new realities

Towards asset intelligence and automation

Improve productivity

- Real time fleet management
- Real time shock detection
- Reduce turnover time
- Reduce manual work
- Better forecast of fleet utilization

Optimize maintenance

- Develop preventive maintenance scheme
- Higher reliability
 - Better understanding and early recognition of damages
 - Reduction of damages
- Improve processes at workshops
- Reduce maintenance costs

Increase customer benefits

- Develop new services based on
 - Real time tracking and tracing
 - Event messages tailored for the customer's needs
- Monitor goods in real time
 - Specific thresholds
 - Triggered actions

Aspects under consideration

Innovative Bogies and Brake Systems

Wagon Intelligence

Automated Operational Processes*

Wagon Design

LCC-Models Components and Wagons

*Automated operational processes, e.g. automated break tests, automated support in technical wagon inspection, support in train integrity, train composition,...





WELCOME

We represent the interests of our members before European institutions and international organizations by advocating their strategic and business priorities. We support all efforts towards a step change to achieve efficiency gains in rail freight services.

Sector Affairs 4th
 Railway Package Letter
 Infrastructure Maintenance
 Noise Technical note Digital
 Events Dangerous goods

- NEXT EVENTS**
- View Full Calendar
- 09 Dec 2016 Rail Freight Day
 - 13 Dec 2016 UIC GCU WG Appendix 10
 - 13 Dec 2016 UIP Executive Board meeting

PRESS RELEASES

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

09 DECEMBER 2016 HTS:19

UIP together with 20 organizations have joined forces in Alliance to voice our priorities concerning multimodal connectivity and logistics for growth. In a spirit of genuine collaboration and partnership, 21 industry...

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

30 transport associations call on the European Parliament and the Council to approve the Commission proposal for the review of the Multi-Annual Financial Framework UIP and 29 other European transport associations...

Railway Sector Declaration on Boosting International Rail Freight

Today the rail sector and its customers, represented by CER, CLECAT, ENI, ERFA, ERTMS Users Group, ESC, UIP, UIRR, and UNIFE, and supported by the Rail Freight Corridors, presented a...

More from this category

PUBLICATIONS

NDTAC Impact on return of investment for retrofitting of railway wagons

01 DECEMBER 2016 HTS:184

Studies by Maria Price and Markus Vaerst The study examines the cost impact of the NDTAC Scheme on the investments towards retrofitting and operation of rail freight wagons. It finds out...

GRB Position Paper on ERA Linguistic Arrangements

A clear linguistic regime is essential for the Agency in the design of its processes for its new tasks, more particularly in the way all the actors involved in the...

UIP guidelines on CEF calls for noise reduction

Guidelines developed by UIP Staff This UIP Guidelines should facilitate the submission of project proposals for EU funding under the Connecting Europe Facility (CEF). The guidelines have been prepared in a...

More from this category

ACTIVITIES **EVENTS**

- European policy
- 4th Railway Package
- Railway noise
- Rail Freight
- Rail Transport Statistics
- Reducing emissions
- Digital Railways
- EU Financial Framework
- Research & Innovation

PUBLICATIONS **ACTIVITIES**

- Annual reports
- Position papers
- Studies & Reports
- Letters

Twitter

UIP Rail (@UIPRail) 12 Dec 2016
 Represents wagon keepers and ECRW interests on 14 national associations around Europe. Represents a European fleet of about 200.000 rail freight wagons.

@UIPRail couldn't agree more: "Take costs out of the system" twitter.com/UIPRail/status_@DoppelbauerHo @ERA_railways #4RP #GRB

LinkedIn

International Union of Wagon Keepers (UIP) representing wagoners on European national rail a major challenge. We need to move forward if we want to put Europe's railroads on track towards a better future.

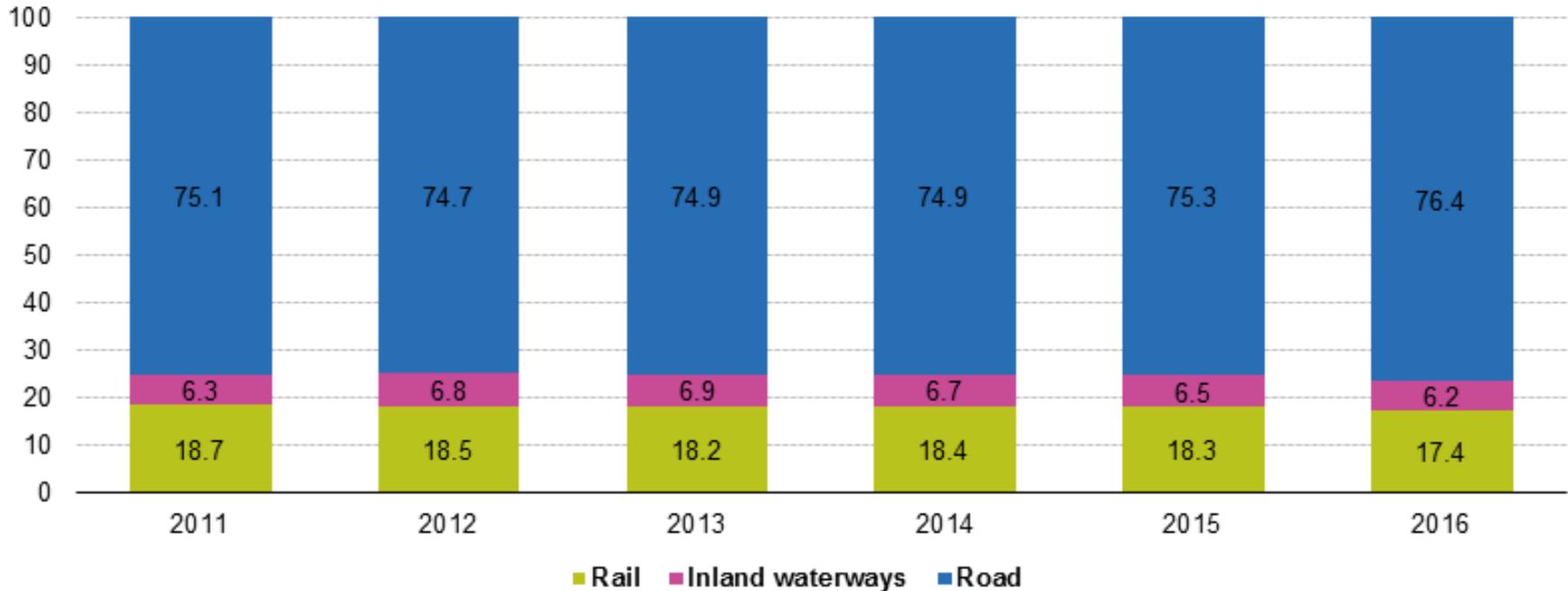
Getting rail freight back on track in Europe
 making the double-tracking of corridors here in the future a reality. There are many things that can be done to improve the efficiency of the rail freight system. For example, double-tracking is a key element. In the past, many years, wagoners have been fighting for a double-track system. Now, it is time to move forward. We need to move forward if we want to put Europe's railroads on track towards a better future.

By Year By Month Jump to month

13 June 2016						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
30	31	1 08:00 Gottardo 2016	2 ERA Common Occurrence Reporting Workshop 10:00 VAP Forum on private sidings	3 19:00 GRB meets Josef Doppelbauer	4	5
6 09:30 GRB Core Group meeting	7 09:30 GRB Core Group meeting OTTF WG Tech & CTE ERA ESG meeting 4th Regional TAF TSI Workshop - Italy, Slovenia and Croatia 09:00 ERA Task Force on TSI Noise revision	8 10:00 10th SERAC	9	10 09:00 ERA AB Sub Committee 09:30 GRB Plenary meeting	11	12
13	14	15	16 11:00 GCU Joint Committee	17 10:45 UIP GA	18	19
20	21	22	23 VPI 16th Technical Information event VPI Get Together 10:15 ERA 39th AB meeting	24 VPI General Assembly	25	26
27	28 VAP General Assembly RISC Meeting	29	30 ERA Workshop on OSS 09:00 ERRAC Board meeting	1	2	3

Freight transport in the EU-28 modal split of inland transport modes (% of total tonne-kilometres)

Freight transport in the EU-28: modal split of inland transport modes (% of total tonne-kilometres)



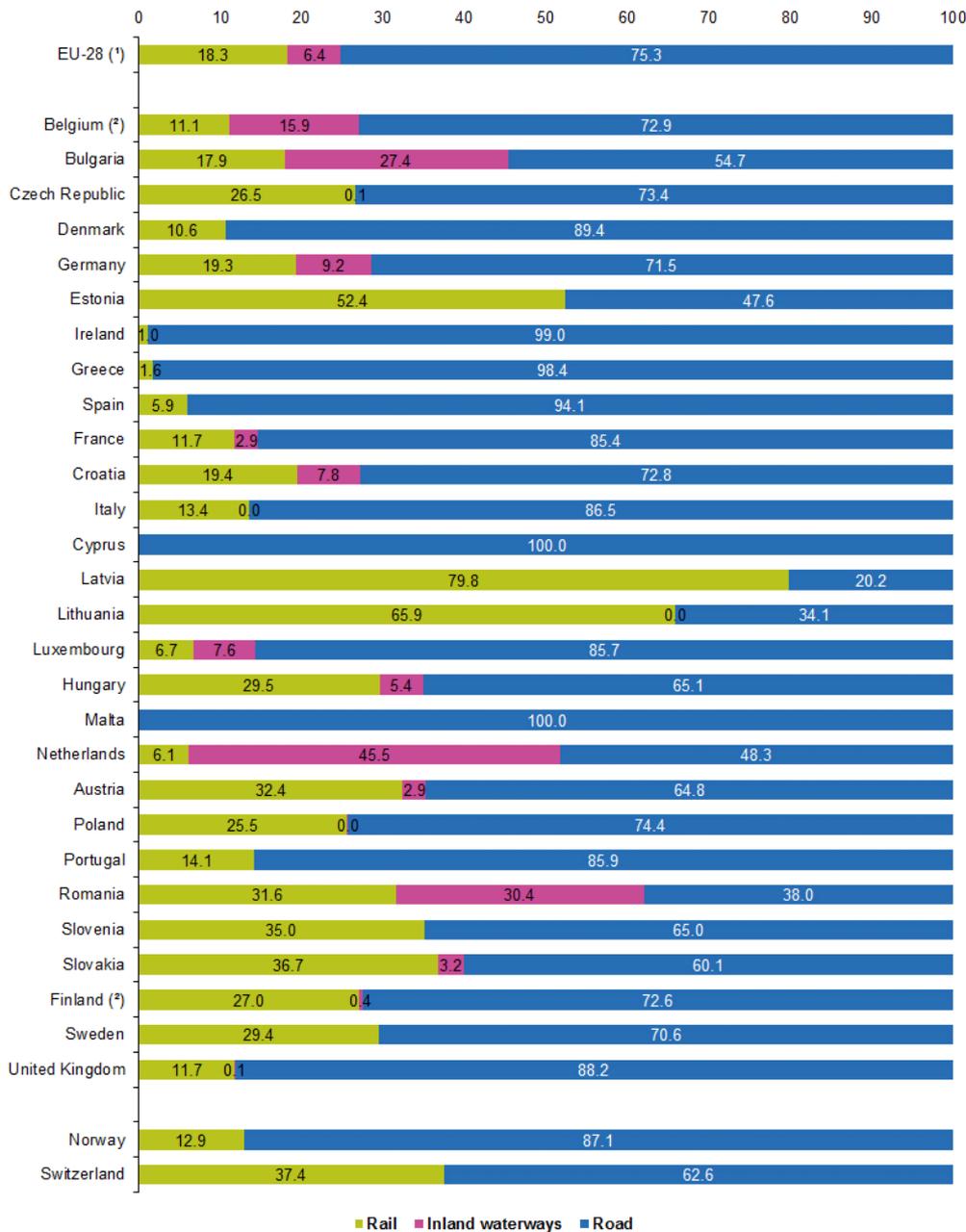
Note: EU-28 includes rail transport estimates for Belgium and Croatia and does not include road freight transport for Malta (negligible). Figures may not add up to 100% due to rounding.

Source: Eurostat (online data code: tran_hv_frmod)

Freight transport in the EU-28 modal split of inland transport modes (% of total tonne-kilometres)

National differences in

- Strategy and financial situation of the incumbants
- Industrial & environmental policy
- Heterogeneity of national system (technical/oparational)
- Economic dependency product/market
- Traffic and network density
- Competition between passenger – freight
- National laws on working hours, administrative workload, taxes,..
-



(*) EU-28 includes rail transport estimates for Belgium, inland waterways transport estimates for Finland and does not include road freight transport for Malta (negligible). Figures may not add up to 100% due to rounding.

(*) Estimated values.



The new proposal of the CT Directive must pave the way for efficient intermodal and multimodal freight services offering level playing field for all modes of transport and promoting better the mode alternatives to suppliers, users and customers.

- Include the ambitions set by all actors involved in intermodal transport, including road, rail and waterways
- Make sure that there is **sufficient capacity of infrastructure and facilities** for last mile operations
- Proper ex-ante scrutiny, and **coordination of financial support** provided for terminals in order to avoid possible overlapping investments between Member States
- Adopt a holistic approach regarding the transport chain
- Avoid the creation of competition distortion and possible overcapacity (financial support)
- Favor the use of electronic provision of data, rather than documentation

Use CT directive to create a homogeneous regulatory framework for intermodal transport

- **Authority:** no increase of regulatory burden and barriers to entry, make use of existing bodies, develop their competences
- **Statistics:** details to be fine-tuned in dedicated implementing act taking into account the statistical data that is collected at EUROSTAT and RMMS. There is a need for cross-reference and alignment.
- **Financing:** support investments in infrastructure and terminals but no subsidies, no public money to finance new rolling stock as this would undermine and discriminate private companies

Sector priorities and common objectives within the actual legislative framework

Liberalisation remains the best mean to provide better quality of services through competition but a competitive Single Railway Area needs **more than structural changes**

- TEN-T/CEF are important step in the right direction, but more **financial efforts are needed at national level** (e.g. lower infrastructure charges & predictability of available funding)
- Rail Freight Corridors are key but they need to be **implemented in an harmonised manner**
- Implementation of **the Technical Pillar of the 4RP**
- **Digitalisation** and automatization of operations/processes
- Simplification and **harmonisation of technical and operational rules**

reduce conflicts between regulatory approaches



closer cooperation with all stakeholders

competitive rail freight services



Austria



Belgium



Czech
Republic



France



Germany



UK



Hungary



Italy



Netherlands



Poland



Slovak
Republic



Spain



Sweden



Switzerland

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Secretary General

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