



Press release

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The UIP Congress 2011 took place on 30th September 2011 in Bern, Switzerland under the motto “how to strengthen rail freight competitiveness”.

3 moderators, 15 speakers and 135 participants with international and transsectorial background in rail freight discussed the proactive ways forward.

Dr. Eckart Lehmann, UIP President draws the summary, highlighting the most important conclusions:

- UIP and the sector **support all activities, which improve the safety and Interoperability** of rail freight after the opening of the market
- UIP supports the so called recast of the railway package in order to drive further the liberalisation of the rail freight market
- For a seamless and competitive rail freight market, UIP and the participants request **tangible harmonization of measures**, i.e. the harmonized interpretation and implementation of international (i.e. European) legislation into national rules of the Member States, namely
 - no additional national safety rules imposed by NSAs (overregulation)!

Union Internationale des Wagons privés * Internationale Privatgüterwagen-Union * International Union of Private Wagons

Founded in 1950, the International Union of Private Wagons, U.I.P. encompasses today 15 national associations within Europe and has its seat in Brussels. It represents keepers, workshops, shippers, users and other parties interested in about 180.000 private rail freight wagons running in Europe. The economic importance of the fleet of private wagons is a combined result of specialization and use of efficient logistics processes such that the total private wagon fleet produces nearly half of all tonne-kilometers carried on rail in Europe

- transparent and effective ECM accreditation rules for Certification bodies
 - faster progress of the harmonization of rules when putting vehicles into service, including a reliable timeframe
- UIP and the participants are concerned about the lack of competitiveness of the rail freight sector caused by **the regulatory environment in some area, which generates additional running costs and transaction costs** for the wagon keepers compared to the other stakeholders in the rail sector, e.g. non harmonized noise measures without adequate public funding
 - The **exchange of vehicle performance data must be improved**. UIP is very proactive in developing the so called **RSRD (Rolling Stock Reference Data Base)** on its own cost. UIP expects from the EU authorities
 - a comprehensive concept for the various registers and the related data exchange, which is harmonized on national and European levels,
 - the effective establishment of the clear obligation for the RUs to deliver vehicle performance data including mileage in order to enable the keepers to fulfil their obligations in the ECM regime and to be in a position to claim refund within the future NDTAC System.
 - A **proactive attitude of all players in the rail freight sector** regarding interoperability and safety issues is needed. For the future development of an open and competitive rail freight market, the strengthened sector self regulation must have priority – UIP does not wait until the politics and legislative administration take action, sector initiatives and voluntary European Norms (ENs) are vital in this context.
 - UIP supports the study of the Commission regarding the enhancement of single wagon traffic

Bern, 30th September 2011

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