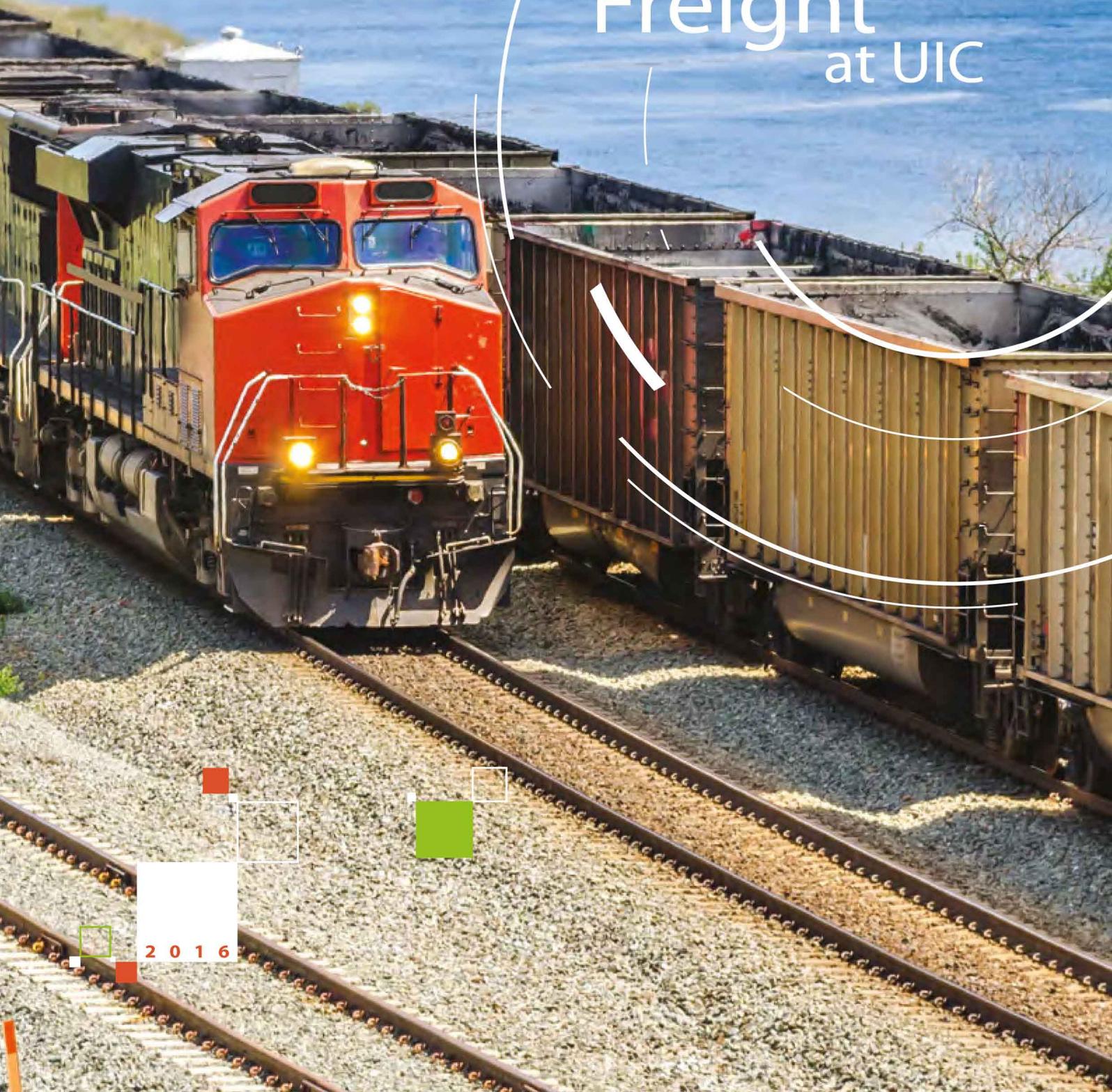




INTERNATIONAL UNION
OF RAILWAYS

Freight at UIC



2016



FREIGHT AT UIC

Although specific geographical contexts may vary between regions and countries, the daily increase in transport demand caused by growing world trade is impacting the worldwide logistics network. We are witnessing a large variety of initiatives to promote efficient development and integration in freight transport in order to simplify and accelerate all the processes and at the same time to guarantee the highest safety standard.

Rail freight is increasingly integrated into the global transport's supply chain and logistics solutions and this is the main topic which UIC members have to deal with and which UIC's work has to address.

In this context, key issues are:

- Interoperability and cooperation in terms of technology, harmonisation of procedures and operations, creating railway standards
- Productivity issues such as capacity optimisation in terms of resources planning and optimising technical performance
- Innovation in order to streamline and reduce the cost of operations in rail freight transport.

“The daily increase in transport demand caused by growing world trade is impacting worldwide logistics.”

OBJECTIVES OF UIC'S FREIGHT FORUM

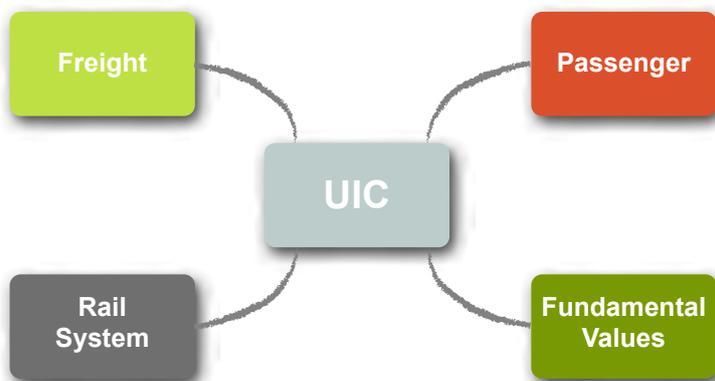
The overall objectives of the Freight Forum, as set by its members, are to:

- 
 Contribute towards improving the revenues of members and the competitiveness of their international products and services
- 
 Reduce costs of members by harmonizing international business, operational and information processes
- 
 Be the major facilitator and neutral manager of multilateral cooperation for members by performing specific, targeted projects and activities
- 
 Organise knowledge transfer among members and from other industries with benchmarking, workshops and conferences
- 
 Represent UIC members' interests in international bodies



ORGANISATION

Freight is one of UIC's four technical departments alongside: Passenger, Fundamental Values and Rail System



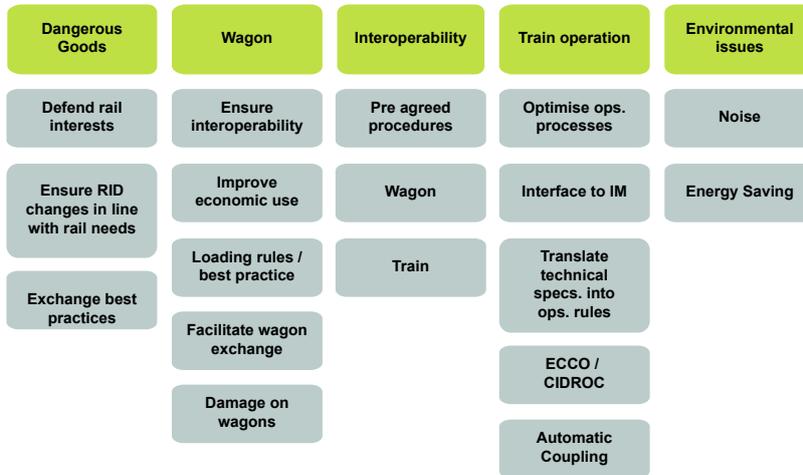
The UIC freight activities are steered by the Freight Forum Steering Committee and Plenary.

The Steering Committee meets at least twice a year with the aim to identify the focal work items and subjects to be analysed in depth, e. g. by means of projects, based on members' needs.

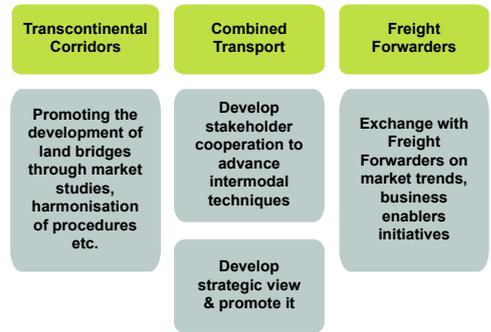
The Freight Forum holds two plenary sessions per year which are open to all freight members as well as to the General Assembly Assistants. It is the event in which progress and results of ongoing and finished projects as well the activities of the working bodies pertaining to the Freight Forum are reported and discussed and where the Freight Forum's Three Year Work Program is decided.

FREIGHT FORUM

Operations



Logistics



The areas of work to be covered are decided by the Forum members and currently are:

- Quality management
- Dangerous Goods
- Information Technology
- Operations
- Rolling stock and Wagon users
- Combined Traffic
- Corridors
- Relations with freight forwarders
- Global freight issues and Intercontinental Corridors

On another level the UIC Freight Department co-organises with CER a High Level Freight Meeting each year where European freight CEOs discuss major challenges from all perspectives: economic, political, technical or strategic.

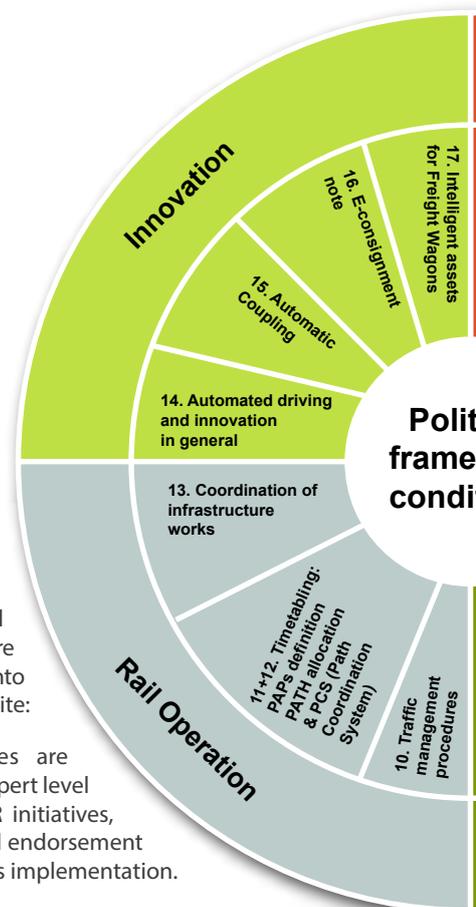
CEO TASK FORCE

In July 2015 the freight CEOs of BLS, DBSR, Hungrail, MRCE, RCA, SBB, SNCF, TIC, TX Logistics, B-Logistics and VDV, with the support of UIC and CER created a task force dedicated to give high level support to issues of key importance to the competitiveness of rail freight. Seventeen issues were identified and transferred into projects as highlighted opposite:

While some of these issues are already being addressed at expert level by dedicated UIC, CIT or CER initiatives, they however need high level endorsement for adequate progress towards implementation.

In view of the amount of work that the 17 issues represent, a high priority status was given to the following topics:

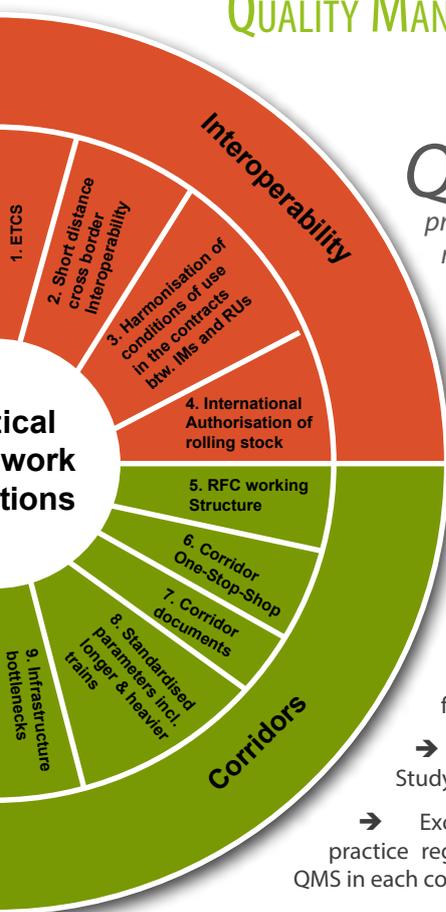
- The European Train Control System (ETCS)
- Short distance cross border interoperability
- Timetabling
- The Path Coordination System (PCS) – an international train path request coordination system



ACTIVITIES / THREE YEAR WORK PROGRAM

In order to address members' concerns and to be in line with a quickly evolving context, the objectives of the Freight Department are also periodically fine tuned each year and priorities for each working body are set on a periodical basis (1 to 3 years). For the period 2016-2018, the priorities of each area of work have been defined as follows:

QUALITY MANAGEMENT



Quality management ensures that an organisation, product or service consistently meets defined quality targets and UIC identifies this as a core topic for its members. A working group of experts in Quality Management Systems (QMS), not directly involved in safety issues, is engaged in the following activities:

- Identify the needs to draft practical rules or guidelines including legal perspective for RUs regarding the transport of food products by rail
- Support and assist the Study Groups with the set up of QMS
- Exchanging and sharing best practice regarding the implementation of QMS in each company
- Providing support for the drafting of a handbook for the implementation of ATTI, the Agreement on Technical Transfer Inspection (see below)
- Guidelines to integrate QMS and Safety Management System (SMS) into an Integrated Management System
- Handbook for management system on application of ISO 9001:2015
- Quality assurance in the field of Dangerous Goods

DANGEROUS GOODS

UIC is the representative organisation of RUs and IMs for international authorities in charge of Dangerous Goods regulations.

The carriage of dangerous goods by rail is tackled within UIC through two different working groups:

RID EXPERT GROUP

This group is a platform for the experts of each railway operator to meet in order to draft updates to the text of the Regulations on the International Carriage of Dangerous Goods (RID), an Appendix of the Convention concerning International Carriage by Rail (COTIF). It is the unique centre of expertise dealing with this topic.

In particular the group manages and revises UIC Leaflet 471-3 concerning the quality management systems adopted by approximately 40 RUs.

DANGEROUS GOODS POLICY COORDINATION GROUP

This group is involved, in close cooperation with CER, in any strategic and lobbying action concerning the rail freight traffic of Dangerous Goods.

This group assesses the impact of modifications of directives or legislation at EU or national level. It actively participates in expert groups of the European Commission, the Intergovernmental Organisation for International Carriage by Rail (OTIF) and the United Nations.

WAGON ISSUES

INFORMATION TECHNOLOGY (IT)

The fast developing IT is delivering significant benefits to the railway world. However, its application requires both IT and railway expertise in order to guarantee safety and interoperability. To this end, UIC created a working body that brings together railway experts who can share information, discuss new IT solutions and improve existing applications regarding the supply chains and transport systems.

The experts of this group deal with coding standards and message exchanges between RUs as well as maintaining existing common IT databases. They also provide support to members for implementation of requirements of the Technical Specification for Interoperability "Telematic Applications Freight" (TAF TSI) and paperless transport.

Furthermore RAILDATA, a UIC Special Group, has been created to provide cooperative IT solutions to RUs covering more than 75% of rail freight transport in Europe. Special focus was dedicated to recently implemented functionalities for wagon tracking and tracing, consignment note data exchange for paperless transports and manual input of data for advance train consist.

This active working body brings together railway experts who share information, discuss new IT solutions and improve existing applications regarding the supply chains and transport systems.

The experts of this group deal with coding standards and message exchanges between RUs as well as maintaining existing common IT databases. They also provide support to members in their implementation of TAF TSI requirements.

“RAILDATA has been created to provide IT cooperative solutions to Railway Undertakings covering more than 75% of rail freight transport in Europe.”

WAGON USER STUDY GROUP (WU SG)

The UIC Freight Department coordinates the wagon user study group that is the railways' think tank for the General Contract of Use of wagons (GCU) signed by more than 650 railway undertakings and wagon keepers (members of UIC, UIP and ERFA). The GCU defines the common rules to manage the use and the exchange of more than 600,000 wagons all over Europe. The WU SG's activities also include the drafting of all the necessary instructions for technical inspection and wagon maintenance to be used by all parties concerned.

Another essential activity led by the Freight Department is the development, permanent update and publication of railway loading rules for all freight wagons and types of goods. In the period ahead, the activities will focus on:

- ➔ Updating the rules and requirements of the GCU to be fulfilled in order to facilitate, harmonise and ensure the management of all aspects related to wagon exchange
- ➔ Developing a "Code of best practice of loading" and create new loading leaflets and practical examples to meet the specific needs of certain transport and railway stakeholders
- ➔ Holding meetings and workshops with organisations from other regions to share information and best practice in order to improve the service provided to UIC members

ATTI (AGREEMENT ON TECHNICAL TRANSFER INSPECTION)

The ATTI (Agreement on Technical Transfer Inspection) special group supports Rail Freight Operators to ensure seamless wagon interchange and to speed up interoperability and at the same time guarantee the highest levels of safety. Each Railway Undertaking, GCU signatory, managing both a technical inspection and a Quality Management System is a potential participant of this special group (UIC member or not).

The group implements a consolidated and harmonised Quality Management System database for operational quality assessment.



OPERATIONS

UIC created the "Operation Study Group" to harmonise operational processes, requirements and regulations as the basis for a seamless international and border crossing freight traffic.

This group of experts not only acts as main interface with infrastructure managers (UIC Rail System Forum, RNE, FTE) but deals with the following issues:

- Braking issues and operational rules for the parking brake force
- Train composition and consist list for the locomotive driver
- Exceptional consignments (502 leaflet series)
- Quality Management System for operational train/wagon data and exceptional consignments (with Quality Study Group and ATTI)

COMBINED TRANSPORT

In order to deal with Combined Transport and its fast growing development, a special group was created whose priorities for the period ahead are:

- Productivity
 - ⇒ Train dimensions and masses in relation to the developments at EU level on aerodynamic appendices
- Institutional issues and communication
 - ⇒ Positioning Combined Transport in the debate on freight corridors
 - ⇒ Prepare expert input for the possible revision of the Combined Transport Directive
- Business facilitation
 - ⇒ Implement the electronic consignment note for combined transport
 - ⇒ Loading guidelines
- Market knowledge and statistics
 - ⇒ Monitoring trends in combined transport: preparation of the "2016 Combined Transport Report" which is a unique report on the combined transport market issued every other year

HEAVY HAUL TRAFFIC

UIC members decided to create a cross-sector platform for Heavy Haul Traffic bringing together operators, infrastructure managers, rolling stock suppliers and owners.

The enhancement of heavy haul transport is vital for the increase of the carrying capacity of the railways providing the necessary level of safety, cutting transport expenses for consignors and improvement of competitiveness of railway transport. This area touches upon the work of a number of UIC working bodies, including the Rail System Forum, the Freight Forum, the Safety Platform and the Standardisation Platform.

Activities will include:

- ➔ Infrastructure improvement in line with new operational requirements
- ➔ Introduction of the technical means for the organisation of the heavy haul trains (e.g. various IT systems improving marshalling of the trains, trains operating with distributed power units)
- ➔ Creation of innovative traction for rolling stock (locomotive fleet) for operating heavy haul trains
- ➔ Creation and introduction of wagons to increase the payload of trains with high axle loads while decreasing the tare weight ratio
- ➔ Development of recommendations and best practices guides in the field of heavy haul transport

In addition, one of the Platform's areas of activity could be the creation of a General Development Strategy for Heavy Haul Traffic, which would bring together the expertise and promising developments of UIC members and other actors in this field.



CORRIDORS



ECCO PROJECT

Corridors are a key tool to improve the productivity, reliability and attractiveness of rail freight.

In the context of the implementation of Regulation 913/2010, the need for harmonising corridor "access" became increasingly pressing to Railway Undertakings (RUs) under pressure to implement productivity enhancements. RUs therefore asked UIC to facilitate and coordinate this process with the ECCO project (Efficient Cross Corridor Organisation).

ECCO, which supports the spokespersons of the Rail Advisory Groups (RAGs) of the nine corridors, published the "Requirements of Railway Undertakings of the implementation of European Rail Freight Corridors", which is a list of priority topics on which progress is needed. Key issues such as the definition and publication of pre-arranged paths (PAPs), construction works, cross-border interoperability, Corridor one stop shop (C-OSS), Path coordination system (PCS), performance management, were discussed by both parties and a way forward identified.



GLOBAL TEAM OF EXPERTS (GTE)

UIC also actively promotes the development of transcontinental rail links and has therefore set up a dedicated group of experts, the Global Team of Experts (GTE).

The group is the platform for all stakeholders of the entire transport chain (railway undertakings, freight forwarders, rail associations, potential customers, shipping lines and others) in order to:

- ➔ Find ways to improve the framework conditions on Intercontinental Rail Freight Corridors in a joint effort and
- ➔ Coordinate the activities of governments and international organisations, e. g. in the Information and Communications Technology (ICT) framework

GTE is currently considering a pilot project to develop management structures for a defined Eurasian rail freight corridor from Western Europe to China and beyond (e.g. Korea, South East Asia).

GLOBAL RAIL FREIGHT CONFERENCE

The aim of the GRFC is to develop benchmarking and exchange of best practice at global level and to stimulate new partnerships between all stakeholders and players. The UIC Global Rail Freight Conference is the place to be every two years for decision-makers from the political, economic and transport world.

□ www.grfc2016.com

MARKET PLACE SEMINAR

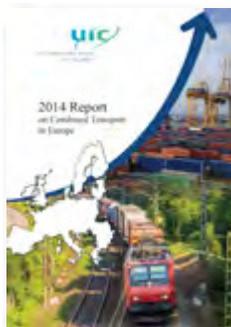
Since 2008 UIC and FIATA have jointly organised – usually in a European strategic transport hub – a market place seminar with the aim to create opportunities for increasing cooperation and business development within railway undertakings, operators, freight forwarders and customer, sea carriers and transport professionals in general.

Seminars were successfully held in Prague (2008), Istanbul (2009), Barcelona (2010), Hamburg (2011), Vienna (2013), Trieste (2014) and Antwerp (2015) and the next Seminar will be in 2017 in Duisburg.

□ www.marketplaceseminar.org



PUBLICATIONS



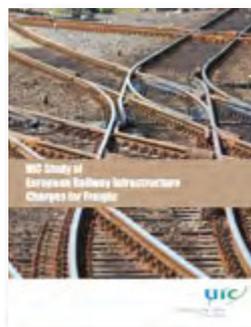
REPORT ON COMBINED TRANSPORT

This periodic publication addresses issues such as growth forecasts for domestic and international combined transport, market structures, business models, market shares per traffic segment etc. It also attempts to quantify combined transport's contribution to the overall economy.

Published: 2010 – 2012 – 2014

Next issue: 2016

- www.shop-ETF.com/en/2014-report-on-combined-transport-in-europe.html



TRACK ACCESS CHARGES FOR FREIGHT TRAINS

This publication focuses on 33 EU Infrastructure Managers. Their Network Statements have been analysed, compared to give a clear view on the charging system, the structures and on the variables used.

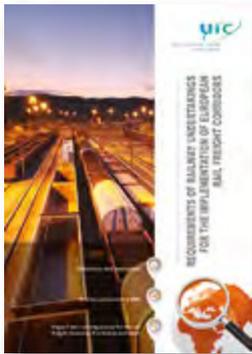
- www.shop-ETF.com/en/uic-study-of-european-railway-infrastructure-charges-for-freight.html



GUIDE ON CODIFICATION AND CERTIFICATION FOR UNACCOMPANIED COMBINED TRANSPORT (2013)

A unique reference for the sector on coding and certification of combined transport.

- www.uic.org/combined-transport

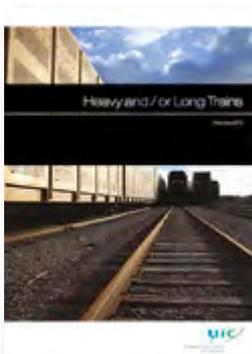


REQUIREMENTS OF RAILWAY UNDERTAKINGS FOR THE IMPLEMENTATION OF EUROPEAN RAIL FREIGHT CORRIDORS

This document contains a list of 12 priority topics which need to be progressed on all corridors.

These topics are deeply analysed in terms of their importance for developing rail freight traffic and implementation proposals are identified for each of them.

□ www.uic.org/Corridors



HEAVY AND / OR LONG TRAINS 2013

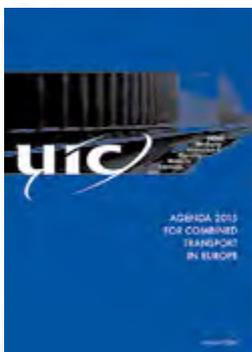
This is a study which offers support to rail freight operators who are seeking to increase their productivity and freight volumes, while saving on production costs.

Data for the study was gathered from company information, market knowledge, statistics and extensive interviews with freight operators.

The current edition focuses on:

- Existing long and/or heavy train operations across the world;
- Technical and operational challenges encountered;
- Recommendations for their implementation on both European and international corridors

□ www.shop-ETF.com/en/heavy-and-or-long-trains.html?ref=1



MASTER PLAN 2015 FOR COMBINED TRANSPORT

Recommendations for the efficient use of infrastructure and international coordination.

Measures concerned:

- Path-saving production systems
- Enhanced process organisation of rail traction
- Train and network capacity management systems
- Application of best practices in terminal operation and management
- Regular nationwide and international coordination of terminal development

□ <http://diomis.uic.org>



QUALITY MANUALS

A series of guides designed to help railways set up quality management systems in line with EU guidelines.



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