

NEWS IN BRIEF

Lord Berkeley ready to retire? Maybe...but not yet for us!

In June ERFA celebrated with many other friends the career of Tony, a person who dedicated his entire life to the rail sector including more than 20 years as the chairman of Rail Freight Group (RFG). We salute his amazing contribution to the rail freight sector and in particular his unswerving support for EU rail liberalisation. We are pleased to report that Tony will continue to represent the RFG on European matters and will continue to sit on the ERFA Board.



CEF Transport Call 2018

The European Commission has published its 2018 [CEF transport call](#). **450 million € are available** to support key EU transport projects. Applicants are asked to **submit** their proposals **before 24 October 2018**. For more details, please click [here](#). Don't miss this opportunity!

100 mln €	Rail interoperability and ERTMS
200 mln €	Safe and secure infrastructure; innovation and new technologies
150 mln €	Intelligent Transport Service for road; River Information Services; Multimodal logistics platforms

SAVE THE DATE 21st November



At a special Rail Undertaking meeting chaired by Maciej Gladyska (ERFA's Board member), on 30th May clear commitments were made to organise a united and firm freight Rail Undertaking (RU) **position regarding the implementation of the Annex VII**.

Simplification of language requirements

The European Commission has published their proposal to amend the **Annex VI of the Train Driver Directive to allow language requirement pilots**, this opens up the opportunity for the rail sector to **assess and try alternative options**.



ERFA believes that a **single operational language** is a necessary step towards an integrated Single European Railway Area. Rail freight operators **do not want to compromise safety levels** to the level of road operations, but instead put forward a transition plan with the aim of **increasing flexibility and reducing costs, with the long term aim of English as a common language, similar to the airline sector**.

At the moment the level required for locomotive drivers crossing borders must be B1 CEFR level competency in writing, reading, listening and speaking in every country in which they drive a train. Many times, due to the lack of drivers with those kind of **unnecessary high language requirements** trains have to be cancelled. **Rastatt teaches**.



Extremely important is the development of **conversional guide and glossary of operational commands** with a focus on **listening and speaking**.



The Swiss model represents a very good example; the language requirement is A1+, the system works and the safety risk is mitigated through careful management. What is good for Switzerland could be good other countries.

The **Handbook for International Contingency Management** approved in May 2018 by RailNetEurope (RNE) has introduced **English** as the **language** to be spoken for communication in case of **international level** disruption.

Next step: vote at the Railway Interoperability and Safety Committee (RISC) in November.

Let's give the sector a chance! 😊

Planned disruptions: Subgroup on best practices to support implementation of the Annex VII

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GRB meets Josef Doppelbauer

In June ERFA participated in an event held in Brussels by the Group of Representative Bodies to discuss the **progress made**, together with the European Union Agency for Railways, to **withdraw technical barriers**, and **reduce national rules** in line with the requirements of the Fourth Railway Package. ERFA encouraged National Safety Authorities to **disseminate the information** and stressed the need for building a pool of completely independent ERA experts.



Contingency Management as the 11th priority of the Sector Statement

We welcome the approval of Contingency management as a **new priority of the Sector Statement**. It is extremely important to **mitigate potential unexpected events** such as disruptions on the lines and reduce the impact on customers of such events.

ALSTOM & SIEMENS: is the marriage going to be approved?

The EU Commission has opened an **in-depth investigation on the acquisition of Alstom by Siemens**. EU Commissioner Vestager will evaluate **whether** there would be **risk of deprivation of choice** to EU rail operators. The two companies represent the **two largest suppliers of rolling stock and signalling systems in the EU**.

RAILFREIGHTLOCATIONS.eu

We support the further development of the project railfreightlocations.eu, a EU-wide tool which provides **quick access information** about terminals and **last-mile infrastructure** for rail freight.

The subgroup is supported by RU Dialogue Plenary and welcomed by DG MOVE.

The Commission Delegated Act was published in September of last year with the aim of **improving the coordination of infrastructure works and minimising disruptions for RU services** on national and international networks by promoting **timely coordination and information exchange**.

Temporary capacity restrictions (TCR) are necessary to maintain good quality rail infrastructure as well as enabling enhancement and improvement. All **Temporary Capacity Restrictions** (or TCRs) have to be **well planned and published on time**; major TCRs have to be published at least 24 months in advance after a first consultation with the applicants.

Improved rail performance is essential to **make rail more customer-friendly and to encourage a shift of goods from road to rail**.

ERFA attended the RNE Task Force with the purpose of the creation of an Annex to the RNE TCR Guidelines containing best practices.

Digitalisation: it is time for the freight transport sector to be up with the times!

The Commission proposed last May a **regulation on electronic freight transport information**. The objective of the Regulation is to foster the **electronic exchange** of freight transport documents, removing the existing barriers which hamper innovative progresses in the freight sector.

Administrative tasks would be handled **online** instead of filling in documents manually with **huge benefits in terms of time, speed, efficiency and reduction of costs**.

The use of electronic documents would **reduce errors**, allowing the exchange of **clearer information**. Developing interoperable digital information is a **great opportunity** for the entire transport sector to **become easier and up with the times**.

Next steps see the vote in the Parliament and Council - ERFA is hoping there will be a broad support.

Track access charges: Germany, Netherlands are both aligned for a reduction?

Both countries have a common wish to **increase rail freight volumes**. Track access charges make up a high proportion of rail undertakings' costs, so a **reduction would enable railway undertakings to reduce their prices to customers and be more competitive with road**. This would encourage **modal shift to rail and deliver benefits such as improved safety, reduced carbon and emissions and reduce congestion on the road network for other users**.



On 5th July the **German Federal Ministry** decided to allocate **175 million of euros for 2018** to reduce the amount of track access

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COMPETITION IN THE BALTIC COUNTRIES?



ERFA is concerned to hear about **rail discrimination problems** in some Baltic countries, relating to **track access charges and capacity allocation**. Both are vital to create a business-friendly environment for rail competition and growth and a basic conformity requirement to EU rules.



EC URGES SPAIN TO TRANSPOSE EU RULES

The EU Commission has found that **Spain has not correctly transposed some of the provisions set by the EU Single European Railway Area**, especially on the management independence of the infrastructure manager, powers and resources of the regulatory body and the relationships between the rail undertaking and the State.



BE & HR TO COMPLY WITH EU LAW ON NOISE

The EU Commission has asked **Belgium and Croatia to adopt the requirements of the law on noise**, in particular **noise maps and action plans** to reduce the environmental noise.

charges. The measure could be doubled in 2019. The sector is expecting a reduction of track access charges in the range of **50%**.

Following Germany's footsteps, the **Dutch Government** declared a grant will be given to the rail sector in order to **boost rail traffic** by reducing track access charges. **12-14 million euros per year** will be available **from 2019 up to 2023**.

4th Railway package technical pillar: is the sector ready?

A **questionnaire** has been sent to rail organisations to **assess their awareness** of the changes that will be introduced from **June 2019** with the implementation of the 4th Railway Package. The initiative has been undertaken by the European Union Agency for Railways (ERA) aiming at giving support, when necessary, in order to **achieve satisfactory levels of readiness**.

The survey showed that more than **50% of the respondents are not aware of the impacts of the 4th railway package**. That is why ERA decided to launch an action plan with interviews with selected companies and other measures to **get the rail sector ready for the changes June 2019** will bring.

At a special meeting "**Getting my new train on track!**" to be held on 19th September (15.00-16.00 Speakers' Corner **Hall 14.2/15.2**) at Innotrans in Berlin, ERA will be at the disposal of the rail sector to **give more information** regarding the **changes** that will be introduced next year. If you are interested, don't miss this opportunity and see you there!

During the days of the exhibition the EU Agency for Railways will meet visitors in Hall 3.1, stand 301.

Route compatibility checks

After long and intensive discussions, the **Group of Representative Bodies agreed on a common position on the route compatibility checks**. General **principles were set** for the checks a Rail Undertaking is responsible for between the vehicle and the intended routes of operation within the area of use, after having obtained the vehicle authorisation. As has been highlighted in the position paper "the Route Compatibility Checks must be an **easy, lean and straightforward process, allowing all and in particular small traffic organisers (e.g. RUs) to perform it**".

The 3 priorities of the Issues Logbook

At a meeting convened in May by the EU Commission together with ERA the rail sector was asked to choose **three main issue priorities** from a pool of technical and operational barriers. ERFA welcomes the initiative but were disappointed that the language issue was not considered as priority within the issues logbook. As highlighted in the newsletter the current language requirements are an operational barrier for international traffic and we think it should have been considered in the pool of issues that hamper cross-border operations

The main issues identified are: **braking, train composition and technical checks and real time communication about train composition**. If you are interested in being involved as sponsor or party involved, please let us know.

The problems of international rail freight are **not limited to one EU country**, but are international in nature, therefore **finding solutions together would bring benefits for the whole rail sector**.