

NEWS IN BRIEF

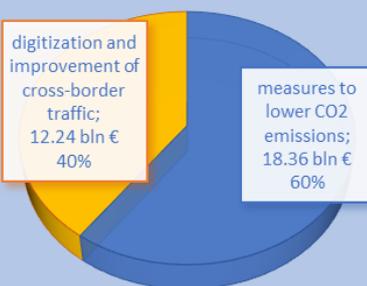
IGTL Conference in Warsaw



ERFA participated in an event held in Warsaw by its member IGTL. The **General Contract of Use for Freight Wagons, the need for withdrawing technical barriers and the shortage of train drivers** were the main topics. Rail freight companies in Poland look forward to the implementation of the **4th Railway Package** and the **simplification of language requirements**. **Reducing** training periods for train drivers together with the **opening up** to eastern countries would help to address the lack of train drivers.

Innotrans: the biggest mobility fair!

ERFA together with more than 3000 exhibitors from 61 countries celebrated the magnificent transport fair. EU Transport Commissioner Bulc highlighted the **EU budget plan** for transport 2021-2027: **30.6 billion €**:



On 22nd November MEPs have a **first vote** on the CEF budget plan

Rastatt 1 year anniversary: where are we now?

One year since the **reopening of the Rastatt line** we ask whether the rail system today is better prepared to deal with disruptions?

We look at the **measures taken** since the incident to strengthen the resilience of the rail system and to rebuild **customer confidence in rail**:

Where are we?

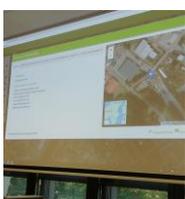
Simplified communication	English can be agreed as second language of communication during international disruptions among national traffic management centres.
Rerouting alternatives	Rerouting options and traffic management scenarios are being prepared.
Leadership	One Infrastructure manager takes the lead
Quick reaction & mitigation	Rerouting and mitigation decisions should be taken within 24h and within 48h a rough indicative timetable should be provided
Transparency	New rules for allocating capacity on disrupted lines

What is still needed?

Contingency plans for smaller incidents	For incidents lasting less than 3 days
Capacity guarantee of rerouting options	Estimation of the capacity for trains that can be diverted
Contingency plans for rail undertakings	In coordination with the re-routing overviews
Simplified language requirements	Lowering the current B1 level and moving towards English as a common language in the longer term
International coordination of infrastructure works	Using the new EU Annex VII rules to improve coordination and management of planned disruptions
More transparency & effective communication	Facilitate communication for all impacted stakeholders
Liability & compensation	An insurance policy to cover the IMs' liability

ERFA hopes that the European Commission and **RNE Rail Freight Day on 6th December in Vienna** will keep up **the momentum** for tackling the main challenges facing rail today.

The EU rail facility portal: information in ONE place in ONE format



At a special meeting chaired by the European Commission on 11th October Julia Lamb, **ERFA's Secretary General** presented the Freight RUs perspective on a **common portal for freight facilities**. ERFA believes that making facilities and their services and conditions more visible to their customers and potential customers is important for creating a **more competitive rail freight sector**. While new EU legislation

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During Innotrains the **European Union Agency for Railways (ERA)** stressed the importance of innovation as key to improve the overall **competitiveness** of rail. **National fragmentation** represents one of the biggest obstacles undermining the potential for innovative products. The fair was also an opportunity to get familiar with the new Agency tool for **submitting single safety certificates and vehicle authorisations via the newly developed “One Stop Shop-Tool”**. In line with the Technical Pillar the new tools will be ready for use by **February 2019**.



Women in mobility
ERFA participated at the “**Innotrans Luncheon**”, a meeting dedicated to women in Mobility. Only **22% of rail workers are women**.

EU Transport Commissioner Bulc stressed the importance of **increasing female employment** in the transport sector to promote **equality** between men and women. The share of women in the rail industry should increase from 22% to 40% by 2020. Let's make it happen then!



Romania Connected

In September ERFA participated in “**Romania Connected**”, an event held in Bucharest. ERFA's main concerns were presented: **quality improvement and performance of rail freight, contingency management, temporary capacity restrictions, performance schemes**.



ERFA Acting Secretary General Carole Coune stressed the **need of removing remaining access barrier**

which hampers the development of rail freight in the EU.



Managers and Trade Unions to **push forward the driver language simplification** agenda so that pilot tests can be carried out in 2019. As a priority ERFA seeks to **build alliances within the rail community** to restore **confidence** in rail's ability to deliver **modal shift**.

While the ERFA men are busy sleeping, the ERFA women take in London's highlights



on freight facilities will oblige (from June 2019) all service facility operators to **publish basic information** on the services they are providing together with the conditions for accessing the facilities, the common portal is a logical **step forward** for aggregating that information in one place. The **user-friendliness and accuracy of the information** on the portal will be key factors for making the portal the “preferred tool of choice”. ERFA also stressed the need to **keep costs as low as possible** and pointed to the RSRD² model as a good example for **pooling together resources** in order to **maximise benefits and keep costs low**.

ERFA urges rail regulators to be a progressive voice of change



ERFA took part in the **IRG Annual Forum**, a meeting of rail regulators from across Europe, to discuss **quality** on the rail freight corridors. The quality issue is heavily linked to poor disruption management measures, particularly for **cross-border rail operations**, that heavily exposed rail's vulnerabilities during the Rastatt disaster. **Rail regulators** are keen to support the processes for **improving international contingency management**. Disruption management is a core part of traffic management and part of the daily business of an IM with discriminatory potential. ERFA stressed the need for rail regulators to **support favourable business conditions** for rail in order to attract customers and **boost modal shift**. Key areas of action highlighted by ERFA include train **driver language simplification**, **minimising the impact of infrastructure disruptions on rail services and lowering access charges**.



ERFA's Autumn Board Meeting

At the start of October **ERFA Board Directors** met at the new Freightliner offices in London to discuss key issues for the rail freight business. **High track access charges**, particularly the increases in **Spain and Portugal**, are a problem for rail freight's competitiveness that urgently need to be looked at. ERFA commits to engaging with Member States, Infrastructure

LANGUAGE REQUIREMENTS FOR TRAIN DRIVERS

At the RISC November meeting the vote on the proposal of the European Commission to develop and implement pilot projects to **simplify language requirements** for train drivers will take place.

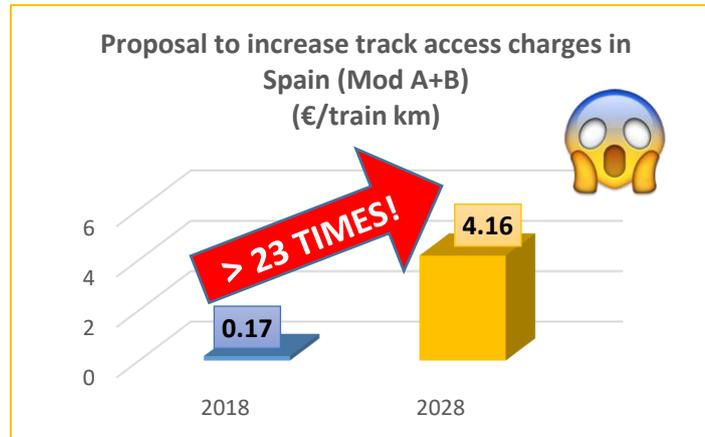
We urge Member States to approve it in order to **let the sector start** with pilot projects **ASAP!**

Track access charges make up a **high proportion of rail freight undertakings' costs**. Therefore, every increase has to be planned in a way that is sustainable for the rail sector and especially to **take into account rail's competitiveness** with other modes of transport.

According to a proposal of the Spanish Infrastructure Manager track access charges **could grow up to 4.16 €/train km (Mod A+B) in 2028**. Today's figure is **0.17 euro** per train km. This measure, if approved, **would cause irreparable harm to the entire competitiveness of the rail freight sector**.

INCREASE IN ACCESS CHARGES IN SPAIN

This month ERFA focuses its attention on the proposal of the Spanish infrastructure Manager, ADIF, to **increase track access charges in the next 10 years**.



SAVE THE DATES:

- **24th October: RU Dialogue Subgroup meeting of 'International Freight', 'Passenger' and 'Legislation/Implementation/SoftMeasures', Brussels**
- **25th October: ERIFSA Workshop, Brussels**
- **5th November: RU Dialogue Plenary, Brussels**
- **14th November: TBC ERA European Rail Human and Organisational Factors Seminar, Brussels**
- **6th December: RNE and European Commission Rail Freight Day, Vienna**