

NEWS IN BRIEF

transport logistic
the leading exhibition

June 4-7, 2019
Messe München

After Munich, Gdansk

ERFA was present at the Transport Logistic exhibition

Thank you for having visiting us and for the very interesting exchanges we had together. Next fair to be: **International Railway Fair in Gdansk, from 24th to 27th of September.**

Let's go for the 4th Railway Package !

8 European countries have transposed by the **16th June 2019 the technical pillar** of the 4th Railway Package into national laws. Congratulations to them!



This represents a great step in right direction to boost the **competitiveness of the European railway sector**. The European Union Agency for Railways acts as

[safety certification body](#) as well as [vehicle authorization entity](#) when the requests involve more than 1 Member State. Last but not least, the Agency is also in charge of the **ERTMS Trackside Approval**.



The Danish GREAT BELT BRIDGE ACCIDENT

The Joint Network Secretariat

Task Force Urgent Procedure set up following the deadly accident in Denmark last January released some **urgent mitigation measures** on the use of pocket wagons semitrailers.

Semi-trailers unsecured on pocket wagons with hitch type FW6170 might go outside the gauge during transport. The Task Force addressed the measures to Rail Undertakings, Wagon keepers, Entities in Charge of Maintenance and terminals.

To read more, click on the [link](#).

ERFA ANNUAL EVENT 2019



ERFA annual event, which took place in Poland this year, drew attention to the **success stories and remaining access barriers in the rail freight market in Eastern Europe**. About 70 people attended the event, coming from more than 15 different countries and in particular from Poland, Lithuania, Estonia, Latvia and Czech Republic.

Tomasz Buczynski, Director of Railway Transport Department in the Ministry of Infrastructure and **Kamil Wilde**, Vice President of Railway Office UTK – Polish National Safety Authority and Regulatory body gave a broad overview of the rail investments as well as ongoing and forthcoming regulatory developments in Poland.

Gintautas Lukauskas, Commercial Director of Gargzdu Gelezinkelis described the rail freight market situation in Lithuania, in particular the **slow market opening** and the **high level of track access charges** which could represent a barrier to newcomers when the market will be open.

Konstantin Skorik, CEO of Freightliner Poland and Germany presented the **success story of his company** highlighting that efficiency of Rail Undertakings is not enough to be successful, **better external conditions are key. Strong engagement of Infrastructure Managers is a must** for improvement of the rail sector's competitiveness.

2019 will be an important year, a **new European Commissioner for transport** will be nominated. As stressed by **Lindsay Durham, President of ERFA**, it is important that rail freight is able to **deliver the right message** to the new future Commissioner, in particular the importance of **investing and supporting rail freight growth as well as guarantee its competitiveness**.

Highly appreciated was also the **detailed overview of the "state of play" of rail freight market** since the opening of the railway market as well as **pillars of the growth and European policy outlook given by Annika Kroon**, Deputy Head of Unit of the Single European Railway Area at European Commission.

RUs CONTINGENCY MANAGEMENT HANDBOOK

Following the publication of the Infrastructure Managers' contingency handbook, **rail undertakings are working on developing their own Contingency Handbook** to improve their **preparedness** in case of large incidents having an international impact.

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EUROPEAN ELECTIONS UPDATE-key dates

The European citizens have elected **their representatives in Brussels**.

The **European Parliament's 8th term will in fact come to an end** on 1st July making room for the next one. In autumn the Commissioners-designate and Commission President will ask the approval of the Parliament. At the beginning of **November, the new Commission will enter into office**.

We do hope we could continue to count on the support from the next European Commissioner for Transport in putting **rail as a priority for the next 5 years' agenda**.



**SWISS AND
GERMAN**



DECISION TO ANTICIPATE NOISE REQUIREMENTS

Switzerland has recently declared that the **limits to pass-by noise in the NOI TSI will apply in Switzerland** to all good wagons starting from a transition phase in **2020** and going then **stricter as of January 2021**. Therefore **goods wagons with cast-iron brake blocks will no longer be permitted**. Same approach has been adopted by **Germany**. Even though the NOI TSI stipulates the European date is December 2024. Clearly the unilateral decisions to anticipate the date of application of the noise requirements **will harm incredibly the entire rail sector**, especially rail undertakings and wagon keepers.

UPCOMING CEF calls

The European Commission has launched the **new CEF Transport Blending Facility** with a budget of **€198 million**, that will support:

- Deployment of **ERTMS**
- Deployment of **Alternative Fuels**

The call opening is expected to be in June/July 2019.

- **Rail Undertaking's risk management preparatory measures** that should be taken and that can be drawn upon in the event of an international disruption.
- The essential steps to be taken by Rail Undertakings (RUs) during an international disruption to **minimise disruption to trade flows**.
- **Processes and procedures** that RUs should take in communication with other RUs, Infrastructure Managers (IMs) and end customers
- The necessity to **implement ad-hoc risk mitigative measures** that allow the reduction of the requisites for vehicle authorization and driver certification in case of an officially declared "contingency case".

Once the Rail Undertaking Handbook will be endorsed by the Rail Undertaking Dialogue, it will be applied by the RUs and updated synchronisely with Rail Net Europe's International Contingency Management Handbook.

REVISION OF THE RAIL FREIGHT CORRIDORS



2019 will be a key year for the Rail Freight Corridors, in fact the European Commission will open a **public consultation on the second part of the year**, where the sector will be asked to provide views on how the functioning of the **rail freight corridors could be improved**.

Although the current Rail Freight Corridor regulation has been successfully established, still the corridors have not always been used at their best. Therefore a second step is needed to **unlock the tremendous growth potential** for longer distance rail freight. A **study has also been launched by the European Commission** which will describe the whole process of **paths reservation and running trains through the corridors**.

ERFA strongly believes that the **leadership** of the Rail Freight Corridors **should be strengthened**, in particular the revision should aim at:

- **Setting specific targets** for the corridors supported by **Key Performance indicators** for monitoring cost and quality and the volume of saved CO2 emissions on each corridor.
- **More accountability and transparency** for the RFCs: annual strategy meetings with all key stakeholders (including end customers), where key actors are held to account;
- Small **funding** to be available for the RFC to achieve "quick wins";
- New approach to capacity for freight trains maintaining existing capacity, but providing **more flexibility**;
- **Improve coordination** for the handing of long-distance international freight trains;

We do hope the revision will be beneficial for the entire rail freight sector and that will lead to **harmonisation with operational improvement** in the day to day business.

ERFA RECOMMENDATIONS ON STATE AID FOR RAIL UNDERTAKINGS

In March, ERFA provided its feedback to the European Commission with regard to the **revision of the Guidelines on State aid for Rail Undertakings**.

Rail freight transport has changed since the opening up of market to competition more than 10 years ago and the current content of the State aid Guidelines is **outdated and does not reflect the actual status of the rail freight market**.

ERFA therefore proposes:

- **No more direct or indirect aid** should be justified for rail undertakings with respect to **restructuring, debt cancellation** as well as to **purchase rolling stock**.
- **Temporary** structural regional aids could be authorised in **limited geographic areas for unprofitable** rail freight traffic
- **Specific category of aids** could be created for investments in retrofitting wagons or locomotives to make them more interoperable and/or environmental friendly.
- State aid should be addressed to **compensate unpaid environmental and infrastructure costs**.
- All information regarding State aids should be **published and disseminated at European level at least in two languages (national one and in English)**.
- **Non discriminatory conditions** must be assured.

RAIL UNDERTAKINGS DIALOGUE

At the RU Dialogue plenary on the 14th of May ERFA presented the results of the **survey** launched by the Subgroup on Annex 7 chaired by Maciej Gladyska. We got 19 questionnaires back fulfilled by Rail Undertakings with

| | December 2018 | December 2018 |
|---------------|---------------------------|--------------------------|
| Major | X (second publication) | X (first publication) |
| High | X (second publication) | X (first publication) |
| Medium | X | |
| Minor | | |
| | For TT 2020 | For TT 2021 |

answers to questions related to the Infrastructure Manager's publications (conform the table here bellow) and cooperation **on the Temporary Capacity Restrictions**. According to this survey, **58 % of the IM's have published the capacity restrictions for the timetable 2021 according new EU law but only 47 % on a user-friendly way**.

The Subgroup will meet in the next weeks in order to analyse the results deeper and make recommendations for the future. All RUs are welcome !

EU rail facility portal: in test now! Go on <http://railfacilitiesportal.eu/> and give us your feedback (carole.coune@erfarail.eu)

At the second workshop convened by the European Commission on April 30th the next steps of the **European Rail Facility Portal project** were presented. The main focus was the setting up of a **Steering Committee**, that would be in charge of finding the **proper governance structure** and how to guarantee the **self-sustainability** of the portal. The proposed governance structure would see the presence of a Governance Board together with a Technical Control Board and a portal management entity.



To guarantee the success of the tool, it must **reflect market needs, user-friendly, accurate** and **transparent** in reporting information as well as being **free of charge for the users**.

NOAH'S TRAIN by the RAILFREIGHT FORWARD COALITION



The **Noah's train** continues its journey across Europe. ERFA participated in the presentation of this train in Brussels on 20th February. The train will be seen in other European cities until when it will be shipped to Chile for COP25. The **Rail Freight Coalition** which guides the initiative **wants to increase the modal share of freight 17% up to 30% transforming rail freight into a high-performing, efficient and sustainable backbone transport system**.

The transport sector is supposed to grow by 30% in 2030, another million of trucks is expected to run on European roads in 11 years, leading to an increase of pollution, premature deaths caused by road accidents and congestion. **Rail is the alternative** being by far the better solution, reason why the rail transport sector is joining forces **to raise the awareness of the benefits of investing in rail**.