

Warszawa, Polonia palace – 7th December 2012

**Participation of ERFA to the press conference of ZNPK (the Federation of independent rail operators) and associated associations on**

**The PKP/PLK restructuration and suppression of railway lines**

***Message of Pierre Tonon, Secretary General of ERFA***

I thank you very much for your invitation to express here in Warsaw the point of view of our Association active on the European level.

- POLAND is a great European country, a great railway country, which benefit of a substantial amount of European funds but ..... Unfortunately with an undue and excess use in favor of the road and highway network. It is indeed not in line with the European transport white paper targeting a minimum of 30% modal shift from road to rail for distances of 300 km as from 2030 ... in less than 20 years! We will come back to it later on.
- ERFA, the European Rail freight Association is promoting European Rail Freight Transport and their stakeholders through the FULL opening and COMPLETE liberalization of the market. Founded in 2002 with the 1<sup>st</sup> Railway Package (RP), we – the new entrants, independent and private companies – are the new railways entrepreneurs, the pioneers of the cross-border long haul rail freight traffic. ERFA is today bringing together 22 companies, direct members and 8 national associations (also representing more than other 100 companies). The direct members represent 800 locos, 55.000 wagons and more than 10.000 new jobs. We are active in 16 countries. In Poland, the company Freightliner and the associations ZNPK and IGTL are members of ERFA. ERFA is supported by industrial customers and freight forwarders, Maritime and inland ports and by the European Commission whose we are totally in line with the objectives. “Satisfied customers with lean, seamless and efficient European cross-border rail freight traffic in a fully open single market” is our credo.

- To reach our goals and to be sure to offer to customers FAIR competitive market conditions and a free choice of services and traction providers, we came to the conclusion that the simplest, easier, cheapest way to open the market and also to avoid conflict of interest and suspicion, is through the total separation of the Infrastructure Manager – here in Poland PLK – from Railways Undertakings. That is why ERFA is of course paying great attention to the infrastructure management and why myself I'm member of the EC Steering Committee on European corridors and of the advisory groups of corridors 1, 2 AND 8.
  - ABOUT THE RAILWAYS INFRASTRUCTURES MANAGEMENT, after clearer objectives already expressed by Europe in the Recast of the 1<sup>st</sup> RP, it is evident that additional still stronger ones will appear the very soon 4<sup>th</sup> RP, i.e.
    - The total independence,
    - The full responsibility through all essential functions including the traffic management, the maintenance and the development of the network,
    - An efficient European corridor management (through the Freight corridors and the Multimodal corridors of the new Core network)
    - **AND a Customer oriented organization,**  
 which means a **B-to-B** orientation of a State service provider and supplier for RUs – the IM – by a systematic consultation and taking care of requests for
      - long term planning and annual business plan
      - the investment / disinvestment decisions and priorities
 and through
      - a better monitoring by KPIs to avoid Monopolistic habits
      - quarterly meetings to evaluate together progresses
- All these objectives are also promoted and supported by EIM – the European Association of independent Infrastructure Managers in Brussels – whose PLK is part and member.
- **What does it mean for Poland and the new plan of PKP/PLK restructuration?**
    1. FIRST, Poland is not an island, is part of Europe and has to follow - for its Rail development and organization - the transport White Paper, the directives, regulations and the objectives of corridors, cross-border traffic, opening of the market and customer orientation strategy.

2. SECOND, it means that Poland has to put a priority for a fast implementation of
  - a. The Freight cross-border corridors 5 (Gdynia – Katowice – Ostrava / to Italy and Slovenia) and 8 (Terespol – Warszawa and coming from Kaunas / to Bremerhaven, Rotterdam and Antwerp) all two to be operational in November 2015. *For information, Freightliner and ERFA will be part of the RUs Advisory board of the corridor 8.*
  - b. The Core network corridor 1 (the Baltic-Adriatic Corridor) with priority sections to be upgraded (Kaunas, Warszawa/ Gdynia, Katowice / Gdynia, Gdansk/ and Warszawa, Katowice and Ostrava and cross-border section PL/CZ) and 2 (Warszawa, Berlin)
3. THIRD, these corridors have to stay connected with the comprehensive network and sufficient feeder lines through terminals, hubs and marshaling yards to connect the hinterland (cities, industrial regions and company sites) and collect and distribute goods, which means a need of special attention before suppressing lines
4. FOURTH, if there is a large plan of suppression of lines, it only can be done by taking in to account the industrial areas to serve, cities, cross-border international traffic, transit traffic, .... It has to be in coordination and connection with the European objectives and the customer's and RUs needs!

*The Secretary General, Pierre Tonon, is therefore astonished that the proposal of suppressing such a huge amount of lines is directly coming from Mr. Jakub Karnowski, heading the PKP group which means that PLK is not independent and non-discriminatory in its investment / dis-investments priorities and decisions because not any prior consultation of the customers and RUs, a way to proceed which certainly cannot be accepted by the European law in addition that it was also not taking care of the needs for cross-border corridors.*

Thank you very much for your understanding and interest!