

## Press Release – Addressing Capacity Management Essential for Rail Freight

03 March 2022

**The European Commission’s Sustainable and Smart Mobility Strategy has set ambitious targets for rail freight, namely an increase of volumes carried by rail of 50% by 2030 and a doubling of volumes by 2050. For this to be achieved, it is essential that an international approach to capacity management is adopted. For this reason, in cooperation with ALLRAIL and FTE, ERFA has established a position on Commercial Conditions and an International Body for Compliance.**

Railway Undertakings (RUs) – organised by FTE, ERFA and ALLRAIL – believe that customer-oriented capacity management is key to rail’s success. This requires motivation support, stimulating market oriented, capacity friendly behaviour in the path allocation process. Balanced incentives for all parties, namely Railway Undertakings and Infrastructure Managers, should be developed so as to ensure capacity is utilized effectively. This should take the form of, amongst other points, ensuring that any change – on both RU and IM sides – on an already allocated path is processed as early as possible and therefore avoid undue blockages of capacity. Proper use of capacity relies on early interventions and good communications from all parties. It is therefore essential there is a system of commercial conditions that reflects this. For more information on the joint position on commercial conditions, read [here](#).

Linked to this, but also related to international traffic management, ERFA believes the establishment of an International Body for Compliance is needed to oversee disputes. This body should be neutral of Railway Undertakings and Infrastructure Managers. This international body of compliance should be joined with internationally agreed capacity processes agreed upon within EU law. For more information on the joint position on an International Body for Compliance, read [here](#).

**ERFA President, Dirk Stahl**, commented, *“we have to use and manage the existing infrastructure capacity in the best possible way if we want to achieve the expected growth for rail freight. This means we have to implement the right incentives for both Railway Undertakings but also for Infrastructure Managers. In monitoring that capacity management, an international dimension is essential for rail freight as over half of all rail freight volumes in Europe pass at least one border.”*

**ERFA Secretary General, Conor Feighan**, concluded, *“whilst we expect TTR to be an effective tool to addressing international capacity management concerns, we also need to be accepting*

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*that in the longer term we will also need to ensure we have a good legal framework for capacity management. It is therefore essential that the points being raised by the above-mentioned associations are taken into consideration as much as possible in both workstreams”.*

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