

30 April 2012

**ERFA Position on the
EC Discussion paper
on a Single European Rail Infrastructure Management**

- ERFA welcome this proposal which could be without doubt a serious step forward in the building of the Single European Rail Area promoted by the EC and strongly waited by the market players.
- This new approach is totally in accordance with the statutory objectives of ERFA as reminded here – after (abstract of article 5 of the revised statutes April 2007):

The objective of the Association is to promote European rail freight transport and its stakeholder active in that area through the complete liberalization of the market.

- *To support the development of an economically attractive environment for strengthening efficient European rail freight transport throughout the entire logistics and supply chain.*
 - *.....*
 - *To bring about optimal operating conditions for rail freight on the European rail network*
 - *To work towards reducing the legal and material obstacles to cross-border and international transport services*
 - *.....*
 - *To bring about European regulations in order to harmonize and guarantee the competitiveness of access charges*
 - *To work towards the development of interoperability and the definition of common safety standards commensurate with competing modes*
- ERFA was created with the first Railway Package. Its members are the pioneers of the European cross – border rail freight transport and still looking for further improvements in order to offer the market and the clients an always better, cheaper and reliable rail service.

- ERFA is promoting and strongly supporting the EC plans to
 - A single RU certification process
 - A single vehicle authorization process
 - A single ERTMS
 - A single national structural model as already foreseen in the 1st RPand therefore support the present proposal of a single European Rail Infrastructure Management. It will contribute to a leaner and better efficient rail transport asked since long by the clients.

- More particularly, ERFA welcome in the discussion paper and promote
 - The full independence of the IM in each Member State with complete or extended essential functions covering not only the capacity allocation and path charging functions but also the real time traffic management functions along the route - including the services of annexe III 2. and 3. of the 1st RP recast – until the last minute path management.

 - The multimodal framework of the new TEN-T guidelines with the key role of the Corridors

 - The enforcement of the Rail freight Regulation 913/2010 with special attention to
 - The harmonization and optimization of technical standards
 - The capacity allocation and harmonization of path charging
 - The real time traffic management including the full open access to the marshaling yards and terminals allowing also better intermodal nodes functions for a better competitive single wagon load traffic
 - The harmonization of traction current provision
 - The best possible optimization of investment or maintenance works to avoid excessive traffic disruptions in addition to the incumbent passenger trains priorities on several sections
 - A new proposal of ERFA of a coordinated real estate management along the corridor allowing operators, traction providers and service providers to build technical service installations (storage, maintenance and repair shops) to offer open subcontracted services
 - The coordination with “Rail Net Europe” to allow an efficient freight and passenger trains common management with the main aim of punctuality towards their own clients
 - The harmonization of Corridor governance structures

- The catalyst role of the Connecting Europe Facility provided it develop ad hoc Corridor structure instruments and financial tools easy and fast to use
- A ERTMS deployment plan very-well coordinated between Member States avoiding individual Member State deployment policies creating excessive costs for on-board needed multi - signaling equipment of RUs endangering their competitiveness and especially for the independent RUs
- The same action regarding the TAF TSI deployment plan along corridors needing a common and harmonized approach of each national IM to offer the RUs harmonized communication to really benefit of this TSI rules
- The breakthrough achieving in terms of safety and interoperability with a greater leading role of the ERA